

Master Plan Policy Checklist

Special Use Permits & Major Project Reviews

PURPOSE

The purpose of a development checklist is to provide a list of questions that address whether a development proposal is in conformance with the goals and objectives of the 2006 Carson City Master Plan that are related to non-residential and multi-family residential development. This checklist is designed for developers, staff, and decision-makers and is intended to be used as a guide only.

Development Name: MILLS LANDING

Reviewed By: _____

Date of Review: _____

DEVELOPMENT CHECKLIST

The following five themes are those themes that appear in the Carson City Master Plan and which reflect the community's vision at a broad policy level. Each theme looks at how a proposed development can help achieve the goals of the Carson City Master Plan. A check mark indicates that the proposed development meets the applicable Master Plan policy. The Policy Number is indicated at the end of each policy statement summary. Refer to the Comprehensive Master Plan for complete policy language.

CHAPTER 3: A BALANCED LAND USE PATTERN

The Carson City Master Plan seeks to establish a balance of land uses within the community by providing employment opportunities, a diverse choice of housing, recreational opportunities, and retail services.

Is or does the proposed development:

- Meet the provisions of the Growth Management Ordinance (1.1d, Municipal Code 18.12)?
- Use sustainable building materials and construction techniques to promote water and energy conservation (1.1e, f)?
- Located in a priority infill development area (1.2a)?
- Provide pathway connections and easements consistent with the adopted Unified Pathways Master Plan and maintain access to adjacent public lands (1.4a)?
- Protect existing site features, as appropriate, including mature trees or other character-defining features (1.4c)?



Special Use Permit & Major Project Review Development Checklist

- At adjacent county boundaries or adjacent to public lands, coordinated with the applicable agency with regards to compatibility, access and amenities (1.5a, b)?
- In identified Mixed-Use areas, promote mixed-use development patterns as appropriate for the surrounding context consistent with the land use descriptions of the applicable Mixed-Use designation, and meet the intent of the Mixed-Use Evaluation Criteria (2.1b, 2.2b, 2.3b, Land Use Districts, Appendix C)?
- Meet adopted standards (e.g. setbacks) for transitions between non-residential and residential zoning districts (2.1d)?
- Protect environmentally sensitive areas through proper setbacks, dedication, or other mechanisms (3.1b)?
- Sited outside the primary floodplain and away from geologic hazard areas or follows the required setbacks or other mitigation measures (3.3d, e)?
- Provide for levels of services (i.e. water, sewer, road improvements, sidewalks, etc.) consistent with the Land Use designation and adequate for the proposed development (Land Use table descriptions)?
- If located within an identified Specific Plan Area (SPA), meet the applicable policies of that SPA (Land Use Map, Chapter 8)?

CHAPTER 4: EQUITABLE DISTRIBUTION OF RECREATIONAL OPPORTUNITIES

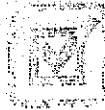


The Carson City Master Plan seeks to continue providing a diverse range of park and recreational opportunities to include facilities and programming for all ages and varying interests to serve both existing and future neighborhoods.

Is or does the proposed development:

- Provide park facilities commensurate with the demand created and consistent with the City's adopted standards (4.1b)?
- Consistent with the Open Space Master Plan and Carson River Master Plan (4.3a)?

CHAPTER 5: ECONOMIC VITALITY



The Carson City Master Plan seeks to maintain its strong diversified economic base by promoting principles which focus on retaining and enhancing the strong employment base, include a broader range of retail services in targeted areas, and include the roles of technology, tourism, recreational amenities, and other economic strengths vital to a successful community.

Is or does the proposed development:

- Encourage a citywide housing mix consistent with the labor force and non-labor force populations (5.1j)
- Encourage the development of regional retail centers (5.2a)
- Encourage reuse or redevelopment of underused retail spaces (5.2b)?
- Support heritage tourism activities, particularly those associated with historic resources, cultural institutions and the State Capitol (5.4a)?
- Promote revitalization of the Downtown core (5.6a)?

- Incorporate additional housing in and around Downtown, including lofts, condominiums, duplexes, live-work units (5.6c)?

CHAPTER 6: LIVABLE NEIGHBORHOODS AND ACTIVITY CENTERS



The Carson City Master Plan seeks to promote safe, attractive and diverse neighborhoods, compact mixed-use activity centers, and a vibrant, pedestrian-friendly Downtown.

Is or does the proposed development:

- Use durable, long-lasting building materials (6.1a)?
- Promote variety and visual interest through the incorporation of varied building styles and colors, garage orientation and other features (6.1b)?
- Provide variety and visual interest through the incorporation of well-articulated building facades, clearly identified entrances and pedestrian connections, landscaping and other features consistent with the Development Standards (6.1c)?
- Provide appropriate height, density and setback transitions and connectivity to surrounding development to ensure compatibility with surrounding development for infill projects or adjacent to existing rural neighborhoods (6.2a, 9.3b 9.4a)?
- If located in an identified Mixed-Use Activity Center area, contain the appropriate mix, size and density of land uses consistent with the Mixed-Use district policies (7.1a, b)?
- If located Downtown:
 - Integrate an appropriate mix and density of uses (8.1a, e)?
 - Include buildings at the appropriate scale for the applicable Downtown Character Area (8.1b)?
 - Incorporate appropriate public spaces, plazas and other amenities (8.1d)?
- Incorporate a mix of housing models and densities appropriate for the project location and size (9.1a)?

CHAPTER 7: A CONNECTED CITY



The Carson City Master Plan seeks promote a sense of community by linking its many neighborhoods, employment areas, activity centers, parks, recreational amenities and schools with an extensive system of interconnected roadways, multi-use pathways, bicycle facilities, and sidewalks.

Is or does the proposed development:

- Promote transit-supportive development patterns (e.g. mixed-use, pedestrian-oriented, higher density) along major travel corridors to facilitate future transit (11.2b)?
- Maintain and enhance roadway connections and networks consistent with the Transportation Master Plan (11.2c)?
- Provide appropriate pathways through the development and to surrounding lands, including parks and public lands, consistent with the Unified Pathways Master Plan (12.1a, c)?

SPECIAL USE PERMIT APPLICATION QUESTIONNAIRE

MASTER PLAN POLICY CHECKLIST

CHAPTER 3: A BALANCED LAND USE PATTERN

The Carson City Master Plan seeks to establish a balance of land uses within the community by providing employment opportunities, a diverse choice of housing, recreational opportunities, and retail services.

IS OR DOES THE PROPOSED DEVELOPMENT:

Meet the provisions of the Growth Management Ordinance (1.1 d, Municipal Code 18.12)?

The proposed Mills Landing Planned Unit Development presents an opportunity to focus residential development growth in vacant or underutilized areas of Carson City. Mills Landing will be among the first properties to embrace its new master plan designation and transition to a mixed-use development. This will create additional entry level housing options for Carson City residents, as well as provide neighborhood commercial areas within walking distance.

The proposed project meets the provisions of the Growth Management Ordinance City by addressing and meeting compliance standards for critical components such as water, sewage, fire protection and law enforcement, traffic schools and parks and recreation.

Located in a priority infill development area (1.2a)?

The proposed Mills Landing Planned Unit Development is located within an area identified by Carson City for potential infill. Mills Landing implements a "Compact Urban Growth Scenario" which focuses upon vacant or underutilized areas within the City. It is distinguished by its mixed-use land development category along major gateway corridors. US Highway 50 is considered a Moderate Priority Area.

Mills Landing supports the incorporation retail development with residential uses and reflects Carson City's desire to establish a more diverse mix of uses within the community and to establish a more efficient use of the City's limited developable land.

Provide pathway connections and easements consistent with the adopted Unified Pathways Master Plan and maintain access to adjacent public lands (1.4a)?

The proposed Mills Landing Planned Unit Development has been designed to interconnect neighborhoods and commercial areas through efficient and safe vehicular, bicycle and pedestrian circulation. The project has been organized around a system of parks, open space and pathways that provide linkages in proximity to the

surrounding community. The Mills Landing development provides pathway connections and easements consistent with and as identified in the Unified Pathways Master Plan.

Protect existing site features, as appropriate, including mature trees or other character-defining features (1.4c)?

Mills Landing has been designed to ensure minimal disturbances to existing stands of mature trees and/or other defining features. The plan includes preservation of existing mature Cottonwoods trees in one of the future park areas located on the site. Native vegetation will be preserved to the extent feasible in open space areas.

In identified Mixed-Use areas, promote mixed-use development patterns as appropriate for the surrounding context consistent with the land use descriptions of the applicable Mixed-Use designation, and meet the intent of the Mixed-Use Evaluation Criteria (2.1 b, 2.2b, 2.3b, Land Use Districts, Appendix C)?

The proposed Mills Landing Planned Unit Development promotes mixed-use development patterns as appropriate for the surrounding areas. It is consistent with the land use descriptions of the applicable Mixed-Use designation, and meets the intent of the Mixed-Use Evaluation Criteria.

Mills Landing's emphasis has been placed on expanding housing, retail, and service options to better serve both existing residents and the Carson City's large non-resident workforce. This approach will assist in achieving a better balance as a place to live as well as work and encourage the transition of existing land uses designated on the Land Use Plan for mixed-use development.

Mills Landing is planned to incorporate retail development with residential uses. This approach reflects Carson City's desire to establish a more diverse land use mix within the community and to establish a more efficient use of developable land. Mills Landing will also produce land uses which complement each other and are compatible with the existing and proposed land uses in the vicinity. Additionally, the project will result in densities which are consistent with the land use designation and surrounding development pattern.

Meet adopted standards (e.g. setbacks) for transitions between non-residential and residential zoning districts (2.1d)?

Adopted standards for transitions between non-residential and residential zoning districts will be met, where applicable, with the Mills Landing development. Although in a general commercial zone, the majority of the project will be developed as residential, therefore eliminating the need for a transition to the surrounding land uses. For the portion of the project where residential and commercial land uses will be adjacent, the standard setback requirements will be adhered to.

Sited outside the primary floodplain and away from geologic hazard areas or follows the required setbacks or other mitigation measures (3.3d, e)?

The Mills Landing project is sited outside the primary floodplain, it is located within FEMA Floodzone B. In addition, the proposed residential housing for the project has been adequately set back from geologic hazards that exist on the site, namely an earthquake fault located along the northwest side of the site.

Provide for levels of services (i.e. water, sewer, road improvements, sidewalks, etc.) consistent with the Land Use designation and adequate for the proposed development (Land Use table descriptions)?

Mills Landing has been designed to create opportunities for higher-density neighborhoods in a suburban setting. Mills Landing will achieve a more compact and efficient pattern of development.

The proposed 94 residential lots will not exceed the maximum density allowed pursuant to the CCMC, Title 17, Planned Unit Developments 17.09.0025. The Mixed Use Residential (MUR) designation allows 3-36 dwelling units per acre and a range of medium to high-density residential housing types, including small lot single-family residences. The proposed lot sizes and dwelling units will be designed similar to the adjacent Millennium development to ensure consistency and compatibility within the neighborhood.

Mills Landing is also intended to provide a mix of complementary residential and commercial and retail uses. Circulation and access, parking design and location and architectural character are all part of the applicant's commitment to conform the Mills Landing project with the new master plan.

The proposed Mills Landing Planned Unit Development meets the provisions of the Growth Management Ordinance City by addressing and meeting compliance standards for critical components of water and sewage, traffic and circulation.

Required levels of service for residential land uses will be met with the development of the Mills Landing project. All roadway and underground improvements will be designed and constructed in compliance with Carson City Development Standards.

CHAPTER 4: EQUITABLE DISTRIBUTION OF RECREATIONAL OPPORTUNITIES

IS OR DOES THE PROPOSED DEVELOPMENT:

Provide park facilities commensurate with the demand created and consistent with the City's adopted standards (4.1 b)?

The Mills Landing project provides a system of parks, open space, and pathways that incorporate non-vehicular links to the surrounding community. As a part of development, a small park and separate picnic area has been included in the proposal. Neighborhoods will be interconnected with a trails and pathway system to facilitate safe bicycle and pedestrian transportation. The public parks and pathways are proposed to serve residences, the community and visitors to Carson City.

CHAPTER 5: ECONOMIC VITALITY

The Carson City Master Plan seeks to maintain its strong diversified economic base by promoting principles which focus on retaining and enhancing the strong employment base, include a broader range of retail services in targeted areas, and include the roles of technology, tourism, recreational amenities, and other economic strengths vital to a successful community.

IS OR DOES THE PROPOSED DEVELOPMENT:

Encourage a citywide housing mix consistent with the labor force and non-labor force populations (5.1 j)

The proposed Mills Landing Planned Unit Development has been designed to provide additional entry level housing options for the Carson City's labor force. In addition, the project will provides the opportunity for the city's non-labor force population to "downsize" into smaller, high quality homes with minimal yard work. The inclusion of neighborhood commercial with the proposed development will create a community attractive to a wide range of potential residents, and will encourage both the labor and non-labor force populations to frequent retailers in the area due to convenience and proximity.

Encourage reuse or redevelopment of underused retail spaces (5.2b)?

Mills Landing will incorporate a commercial element within the development, utilizing the existing commercial parcel which fronts U.S. Highway 50. This parcel is currently underutilized due to the lack of significant housing in the immediate area. However, with the addition of the residential component with Mills Landing, neighborhood commercial development should be much more attractive and will provide the opportunity for pedestrian connectivity to services from the surrounding developments.

CHAPTER 6: LIVABLE NEIGHBORHOODS AND ACTIVITY CENTERS

The Carson City Master Plan seeks to promote safe, attractive and diverse neighborhoods, compact mixed-use activity centers, and a vibrant, pedestrian-friendly Downtown.

IS OR DOES THE PROPOSED DEVELOPMENT:

Promote variety and visual interest through the incorporation of varied building styles and colors, garage orientation and other features (6.1 b)?

Mills Landing promotes variety and visual interest through the incorporation of varied building styles and colors, garage orientation and specific architectural and landscaping design features. Design features will include several elevation and

material type options for each of the four (4) house plans, as well as total home setbacks ranging from 10 feet to 12 feet to create varying streetscapes.

Provide variety and visual interest through the incorporation of well-articulated building facades, clearly identified entrances and pedestrian connections, landscaping and other features consistent with the Development Standards (6.1 c)?

Mills Landing promotes variety and visual interest through the incorporation of specific architectural and landscaping design and other features consistent with the City's Development Standards. Mills Landing is presented with the intent to enhance the aesthetic appearance of the community, including the visual appearance of streets, complement the visual effect of buildings and provide clear pedestrian connections and landscape buffers between various land uses.

Provide appropriate height, density and setback transitions and connectivity to surrounding development to ensure compatibility with surrounding development for infill projects or adjacent to existing rural neighborhoods (6.2a, 9.3b 9.4a)?

By remaining consistent with surrounding land uses and existing developments, the applicant has ensured that Mills Landing will be an infill project that will successfully incorporate into the community. Housing types are compatible with the surrounding neighborhoods in scale and intensity (Millennium) to ensure consistency and compatibility with neighborhood specific design considerations. Neighborhoods will be interconnected with a trails and pathway system to facilitate safe and efficient flow of pedestrians, bicycles and vehicles.

The services, facilities and diversity included in the Mills Landing project reinforce the community's vision for quality developments while ensuring consistency and compatibility with the surrounding area. Mills Landing promotes the incremental transition of existing uses in locations designated for mixed-use development.

If located in an identified Mixed-Use Activity Center area, contain the appropriate mix, size and density of land uses consistent with the Mixed-Use district policies (7.1a, b)?

The proposed Mills Landing Planned Unit Development is generally located within an identified Mixed-Use Activity Center area; Carson City Freeway and Highway 50 East. Activity centers are intended to serve as convenient places for the community to shop, work and live. Mills Landing has embraced Carson City's vision to broaden and diversify its mix of land uses in targeted areas. The proposed project include the expanding housing, retail, and service options to better serve the community within a compact, pedestrian-friendly environment.

Incorporate a mix of housing models and densities appropriate for the project location and size (9.1 a)?

The proposed Mills Landing Planned Unit Development offers diversified, single family housing options that meet the varying functional and pricing needs of the future residents. This includes options such as a considerable range in home sizes, number of bedrooms and the choice of 1 or 2 car garages, depending on resident needs. Mills Landing maintains the quality and character of established neighborhoods and ensure that infill is designed in a manner that minimizes impacts on existing neighborhoods.

CHAPTER 7: A CONNECTED CITY

The Carson City Master Plan seeks to promote a sense of community by linking its many neighborhoods, employment areas, activity centers, parks, recreational amenities and schools with an extensive system of interconnected roadways, multi-use pathways, bicycle facilities, and sidewalks.

IS OR DOES THE PROPOSED DEVELOPMENT:

Promote transit-supportive development patterns (e.g. mixed-use, pedestrian oriented, higher density) along major travel corridors to facilitate future transit (11.2b)?

The Mills Landing development will provide retail/commercial activities located along U.S. Highway 50 as the primary street frontage. This location will be easily accessible and may be readily served by transit in the future. Residential uses are horizontally integrated with non-residential uses and the surrounding development context. Mills Landing has been designed to interconnect neighborhoods and provide efficient connections between residential and commercial uses.

Maintain and enhance roadway connections and networks consistent with the Transportation Master Plan (11.2c)?

The Mills Landing development proposes to provide adequate roadway connections and circulation through the development while maintaining suitable connections to existing roadways. A traffic study has been prepared based on the Carson City master plan land uses and densities. The study analyzes potential traffic impacts the development may cause and proposes mitigation to maintain required levels of service for transportation in the area. The transportation system is composed primarily of surfaced streets, but also includes elements such as pedestrian paths, bike paths and other means of transportation.

Provide appropriate pathways through the development and to surrounding lands, including parks and public lands, consistent with the Unified Pathways Master Plan (12.1a, c)?

Mills Landing provides a means to maintain and expand the City's existing network of

pathways and to provide improved access to and between neighborhoods, activity centers, schools, and other destinations. The project has been organized around a system of parks, open space, and pathways that provides linkages in proximity to the surrounding community. Mills Landing provides pathways between proposed uses including residential, the park and picnic area, Mills Park and proposed and existing retail centers.

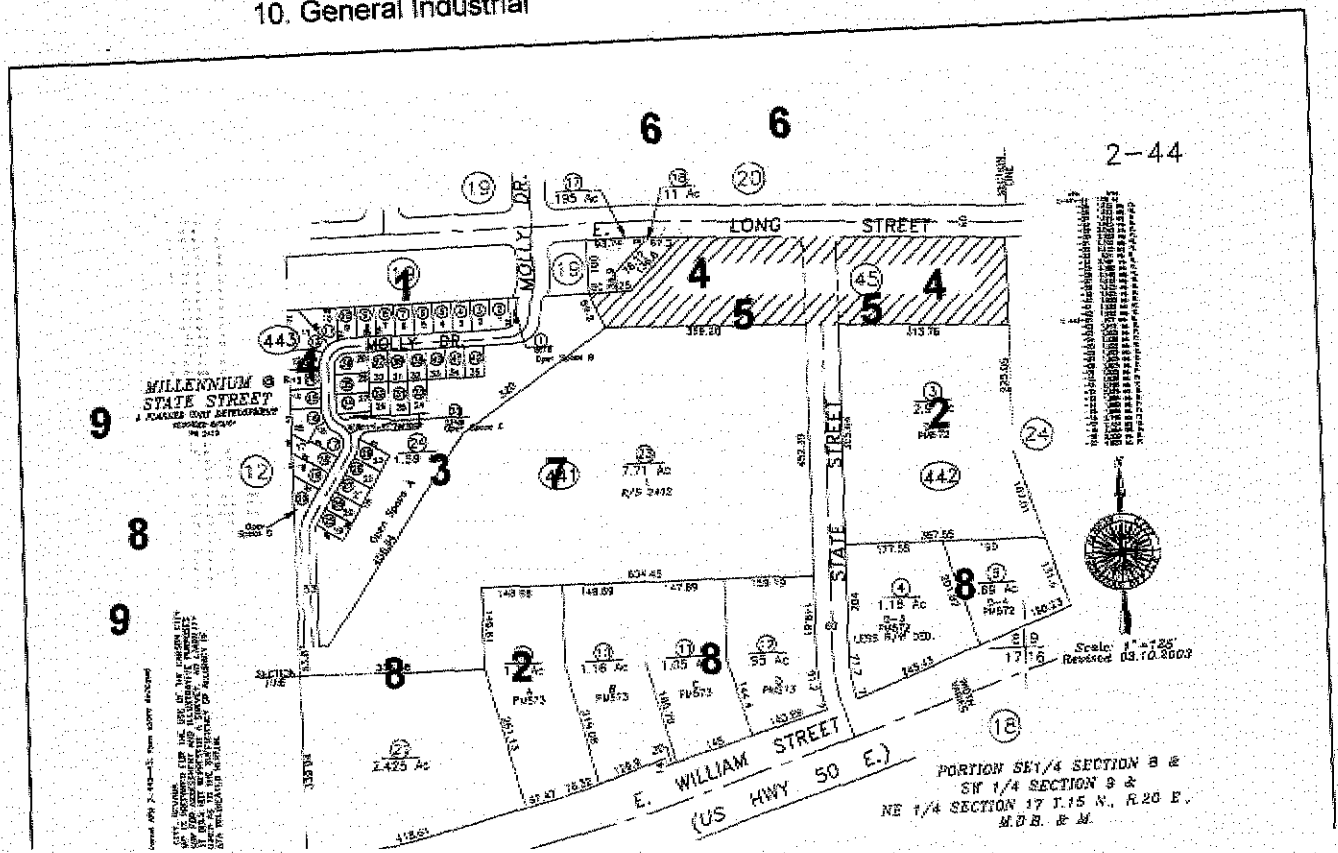
Question 2. Will the effect of the proposed development be detrimental to the immediate vicinity? To the general neighborhood?

The effect of the proposed development will not be detrimental to the immediate vicinity nor to the general neighborhood.

A. Describe the general types of land uses and zoning designations adjoining your property (for example: north: two houses, Single-Family 12,000 zoning; east: restaurant, Retail Commercial zoning; west: undeveloped lot, Retail Commercial zoning; south: apartment complex, Retail Commercial zoning)

The general types of land uses and zoning designations adjoining the property include:

1. Vacant Multi-Family R
2. Residential
3. Vacant Commercial
4. Single Family Residential
5. Condominium or Townhouse
6. Common Area
7. Duplex
8. Three to four unit mixed residences or manufactured homes
9. General Commercial
10. General Industrial



- B. Explain why your project is similar to existing development in the neighborhood, and why it will not hurt property values or cause problems, such as noise, dust, odors, vibration, fumes, glare, or physical activity, etc. with neighboring property owners.**

The Mills Landing project is similar to existing high density residential developments in the immediate vicinity, specifically the Millennium project located to the northwest of the subject property. Lot sizes, product types, street widths, connectivity and open spaces are similar to surrounding developments, providing a smooth transition between the project and existing land uses. It is anticipated that the project will be a welcome addition to this infill area, by providing new housing options not currently available in the immediate vicinity.

The project promotes the efficient use of infrastructure and services, and also expands the diversity of land uses through increased housing, retail, and service options. The plan establishes benefit to existing property owners by providing additional housing and commercial opportunities.

The commercial portion of the project proposal will include lighting which will be shielded from adjoining property through the installation of down turned fixtures at locations where commercial buildings are located adjacent to residences.

Residential lighting options include Sierra Pacific Streetlights approved as an option by Carson City. The lighting fixtures include a variety of designs which Sierra Pacific designs, installs, operates and maintains. All fixtures incorporate cut-off options supporting the "Dark Skies" initiative. Alternatives to Cobra lighting as specified in Sierra Pacific Power "Lighting Alternative Guidelines" are acceptable according to Carson City staff.

Restrictive covenants will apply to all parcels located within the proposed Mills Landing development. These covenants will assist in restricting such as noise, dust, odors, vibration, fumes, glare, or physical activities. In addition, these restrictive covenants will identify restrictive parking measures requiring residents to park in garages or in designated guest parking areas only to ensure that the street scene remains aesthetically pleasing.

Construction-generated dust will be controlled through the implementation of Best Management Practices as specified in Nevada Division of Environmental Protection Bureau of Air Pollution Control and Dust Control Plan.

- C. Will the project involve any uses that are not contained within a building? If yes, please describe.**

Yes, the project will involve uses that are not contained within a building. As a part of the Mills Landing, a small park and separate picnic area has been included in the proposal.

- D. Explain how construction-generated dust (if any) will be controlled. Have other properties in your area obtained approval of a similar request?**

Construction-generated dust will be controlled through the implementation of Best Management Practices as specified in Nevada Division of Environmental Protection Bureau of Air Pollution Control and Dust Control Plan.

- E. How will your project differ in appearance from your neighbors? Your response should consider the proposed physical appearance of your proposal, as well as comparing your use to others in the area.**

The proposed physical appearance of Mills Landing will differ from the surrounding developments by providing buildings with more pronounced architectural features, as well as provide for a variety of elevation and building material options. Each of the four (4) floor plans proposed includes three (3) elevation options which will diversify the neighborhood as well as set it apart from surrounding developments. While lot size and floor plans are somewhat similar to those in the adjacent Millennium project, the elevations and use of architectural detail is expected to be enhanced.

- F. Provide a statement explaining how your project will not be detrimental to the use, peaceful enjoyment or development of surrounding properties and the general neighborhood.**

As the Mills Landing development is proposed to be a community where interior living space is more important to the residents than yards, it is anticipated that outdoor activity will be minimal due to limited individual outdoor space. In addition, onstreet and driveway parking will not be allowed within the development, and it is proposed that the homeowners' association will maintain the front yards. This will provide for a pleasant and welcoming streetscape within the community. As stated previously, a small park and separate picnic area have been included in the proposal. These areas are anticipated for regular usage, however are not generally large enough to accommodate significant gatherings that could disturb surrounding areas. Neighborhoods will be interconnected with a trails and pathway system to facilitate safe pedestrian usage. These amenities, while maintained by the homeowners' association, will be available for public use, further promoting the integration of the development into the surrounding community. The applicant is confident that the proposed Mills Landing project, with all the measures mentioned above, will be a benefit to the surrounding neighborhoods and not detrimental in any way.

- G. Consider the pedestrian and vehicular traffic that currently exists on the road serving your project. What impact will your development have when it is successfully operating? Will vehicles be making left turns? Will additional walkways and traffic lights be needed? Will you be causing traffic to substantially increase in the area? What will be the emergency vehicle response time? State how you have arrived at your conclusions. What City department have you contacted in researching your proposal? Explain the effect of your project with the existing traffic in the area.**

Mills Landing will cause an increase in pedestrian and vehicular traffic and have some impact on the adjacent roadways. Mitigation of traffic impacts will include signing, striping and traffic control improvements which comply with Carson City and Nevada Department of Transportation requirements. Recommendations include, but are not limited to, one right turn and one left turn lane ingress and egress onto U.S.

Highway 50, one right turn and one left turn lane ingress and egress onto State Street and the inclusion of sidewalks on the project frontages on US Highway 50 and State Street. Specific analyses (e.g. trip generation, traffic volumes etc.) are described in detail in the State Street (Mills Landing) Traffic Analysis authored by Paul Solaegui, P.E. of Solaegui Engineers, Ltd.

H. Explain any short range and long range benefit to the people of Carson City that will occur if your project is approved.

The proposed Mills Landing project provides distinct benefits to protect and enhance the quality of life for existing and future residents and work force of Carson City. The plan ensures consistency and compatibility with the surrounding area and will offer distinct entry level housing options with enjoyable architectural and street scenes. The project provides parks and pathways within the community as well as interconnectivity to adjacent developments. Mills Landing will also provide for commercial and retail services as a part of the development, furthering Carson City's desire to establish mixed-use elements in designated areas. The short range benefits include providing additional housing options to the community, while the long range benefits include perpetuating Carson City's vision for more diversity in land uses as well as future neighborhood commercial areas available to service adjacent residential developments.

Question 3. Has sufficient consideration been exercised by the applicant in adapting the project to existing improvements in the vicinity?

Sufficient consideration has been exercised by the applicant in adapting the project to existing improvements in the vicinity. Existing street and utility improvements are available within close proximity to the site and will be utilized for connection to the Mills Landing development wherever possible.

A. How will your project affect the school district? Will your project add to the student population or will it provide a service to the student population?

The applicant does not anticipate significant impact to the school district with the development of the Mills Landing project. Initial market research indicates that residents most likely to live in the Mills Landing development are predominantly without children. In the February 2006 Market Study done by The Whitney Group, only 15% of the targeted consumers for Mills Landing are expected to be young families with children. 45% of the targeted consumers will be single professionals, possibly with one child, but the number should not be significant. The remaining 40% of the targeted consumers will have no children.

The Carson City School District has indicated the schools serving the area include Mark Twain Elementary, Carson Middle School and Carson High School. Transportation will be provided to the applicable, zoned schools in accordance with Carson City School District policies and regulations. Transportation will be provided to Carson Middle School. Bus stops are located along Long Street at Rand Ave and Long St. and Humboldt. Carson High School and Mark Twain Elementary are within the walk-in zone area.

How will your project affect the Sheriff's Office and the Fire Department?

The Carson City Sheriff's Department is located on East Musser Street approximately 2.3 miles from the project site. All services are currently dispatched out of this station 24 hours a day, 7 days a week. Based on the type of use being proposed with this application, the applicant does not anticipate the Sheriff's Office having a problem serving this development.

The Carson City Fire Department has a number of stations throughout Carson City. Station 1 is located on South Stewart Street approximately 2.1 miles from the project site. Mills Landing will comply with all applicable codes and ordinances for building types and occupancy classifications. The project includes roadway designs to accommodate emergency vehicles turn-arounds; the required number and spacing of fire hydrants and sufficient fire flow water pressure. Based on the type of use being proposed with this application, the applicant does not anticipate the Fire Department having a problem serving this development.

B. If your project will result in the covering of land area with paving or a compacted surface, how will drainage be accommodated?

The Mills Landing project will accommodate drainage through storm drain improvements with the streets within the proposed development, as well as on site detention basins to maintain pre-development flow levels out of the site. Best Management Practices will be used for this project to mitigate any storm water impacts during construction. A storm water discharge permit will be obtained from Nevada Department of Environmental Protection prior to the start of construction for the project.

C. Are the water supplies serving your project adequate to meet your needs without degrading supply and quality to others in the area? Is there adequate water pressure? Are the lines in need of replacement? Is your project served by a well?

According to Carson City Water and Sewer Utilities documentation and conversations with that Department, adequate water supply and water pressure exist to serve the project without degrading supply and quality to others in the area. All meters for the commercial portion shall be located adjacent to Highway 50 E. A check valve shall be installed on the private water main which will serve the commercial portion of the project. All meters for the commercial portion shall be located adjacent to Highway 50 E.

D. Is there adequate capacity in the sewage disposal trunk line that you will connect to in order to serve your project, or is your site on a septic system?

A sewer main extension will be installed across the full Highway 50 E commercial frontage adjacent to APN 002-441-21. Adequate line capacities exist within State Street for the proposed residential portion of the development and meet the requirements of Carson City Utilities, Nevada Department of Human Resources, Health Division, and the Nevada Department of Environmental Protection.

- E. What kind of road improvements are proposed or needed to accommodate your project? Have you spoken to Development Engineering or Regional Transportation regarding road improvements?**

Access to the project site will be provided from State Street via US Highway 50 and from Long Street. As a part of this project State Street will be improved to provide access to the project parcel. All roadways within the proposed Mills Landing development will be designed and constructed to meet the requirements set forth by Carson City. The streets within the Mills Landing Development will remain private for maintenance by the homeowners' association.

- F. Indicate the source of the information that you are providing to support your conclusions and statements made in this packet (private engineer, Development Engineering, Regional Transportation, title report, or other sources).**

- *Traffic Engineering – Solaegui Engineers, Ltd.*
- *Geotechnical Engineering – ENGeo Incorporated*
- *Water, Sewer, Drainage & Roadway Engineering – Capital Engineering, Carson City Development Engineering*
- *Architecture – The Design Collaborative West Coast, Inc.*
- *Market Research – The Whitney Group*
- *Draft CC&Rs – Hale Lane Peek Dennison & Howard, Attorneys at Law*

- G. If outdoor lighting is to be a part of the project, please indicate how it will be shielded from adjoining property and the type of lighting (wattage/height/placement) provided.**

The commercial portion of the Mills Landing project will include lighting which will be shielded from adjoining property through the installation of down turned lighting fixtures at locations where commercial buildings are located adjacent to residences.

Residential lighting options include Sierra Pacific Street lights approved as an option by Carson City. The lighting fixtures include a variety designs which Sierra Pacific designs, installs, operates and maintains. All fixtures incorporate cut-off options supporting the "Dark Skies" initiative. Alternatives to Cobra lighting as specified in Sierra Pacific Power "Lighting Alternative Guidelines" are acceptable according to Carson City staff.

- H. Describe the proposed landscaping, including screening and arterial landscape areas (if required by the zoning code). Include a site plan with existing and proposed landscaping shown on the plan which complies with City ordinance requirements.**

A Conceptual Landscape Plan is provided with the project proposal. Landscape features will be designed for commercial and residential uses. As much as is feasible, some existing Cottonwoods will be incorporated into the park/picnic landscape design. A note will be placed on the tentative map about incorporating the existing trees into this area. Picnic tables, benches and barbeque facilities are to be placed in the park. Landscape design alternatives to "plain green" utility boxes and

bollards in residential front yards are proposed. Additionally, landscape "break points" with landscape islands will be created to create screening along arterial streets (see Conceptual Landscape Plan).

- I. Provide a parking plan for your project. If you are requesting approval for off-site parking within 300 feet, provide site plans showing (1) parking on your site, (2) parking on the off-site parking lot; and (3) how much of the off-site parking area is required for any business other than your own. Design and dimensions of parking stalls, landscape islands, and traffic aisles must be provided.**

The applicant proposed to restrict parking to garages or designated guest parking areas only. The request for a minimum 10' front yard and garage setback will assist in enforcing this restriction. To accommodate the necessary parking needs, parking will be available on the site in either garages or in designated guest parking areas. Per Carson City Code, two (2) parking spaces per residence are required. For those residential lots with a 2-car garage, this can be accommodated with garage parking. For those residences with a 1-car garage, the applicant proposes to provide one (1) additional parking spot for each residence within the guest parking areas. In addition, .5 guest parking spaces are required per residence. For 94 units, with the applicant's proposed mix of 1- and 2-car garages, this should bring the total number of parking spaces to 235. There are 188 parking spaces to accommodate the residence parking requirement, and 47 to accommodate the total guest parking requirement.

MODEL HOMES

Question 2. Will the effect of the proposed development be detrimental to the immediate vicinity? To the general neighborhood?

The Mills Landing Model Homes are currently proposed to be located on Cottage Drive at the south entrance of the development. This location will allow for the buyer to access the model homes and sales center almost immediately upon entering the development from State Street. This will also keep traffic out of the heart of the Mills Landing project, reducing the amount of vehicular traffic in the interior of the project and away from construction activities. The chosen location will be adjacent to the public parking areas and visible from both US Highway 50 and State Street. This will make it easier for potential purchasers to identify the Mills Landing sales center.

Prior to construction of the model homes, sales operations will be conducted out of the commercial building located on the commercial parcel that is proposed to be a part of the development. While currently occupied by Realty Executives, the building is anticipated to be vacant at the time that sales for Mills Landing begin.

The proposal will have no impact on existing public services and facilities to any measurable extent. The applicant will work with Carson City to ensure that all necessary facilities and services needed prior to the start of model home construction are at an acceptable stage of development prior to obtaining building permits.

The proposed location will use flags to identify the model homes and sales information center. The public will benefit from well established and regulated model homes and office facilities, the orderly demonstration of the model homes, and convenience of the sales office. It is anticipated that a maximum of 20 flags will be utilized to direct sales traffic to the site. These flags will be proposed for use at the temporary sales center in the commercial building on U.S. Highway 50, as well as at the model home complex, once constructed.

The new model homes will be the same type of development that will occur throughout the rest of the subdivision and will be chosen from the specific design elevations submitted for review and will consist of 1- and 2- car garages, with model home floor plans ranging in size from 1,084 ft² to 1,678 ft². The display of interior and exterior features (with the exception of actual exterior features on the constructed model homes) and sales contracting will be contained solely within the model homes and/or temporary sales center.

Signage plans have not been finalized, however, it is anticipated that there will be 1-2 large signs on the property near the model homes and/or temporary sales center identifying the project. As mentioned previously, a maximum of 20 flags will be utilized to identify the project from U.S. Highway 50 and other nearby roadways. Finally, some additional signage may be utilized on the model home/sales center itself, identifying the entrance to the sales center and possibly the name of the community with an awning or other appropriate signage.

Parking will be provided by a permanent guest parking area located at the entrance of the Mills Landing project, and just adjacent to the proposed model home location. The average time spent at the model homes gathering information is about 20 minutes per client. During the week, the average is expected to be about 7 visitors per day. On the weekend the average number of visits from prospects is roughly 9.

To mitigate potential adverse impacts on adjacent residences, the business will limit hours of operation – typically from 10am-6pm each day of the week. The proposed Mills Landing Model Homes should have no noticeable impact on pedestrian traffic or vehicular traffic.

The establishment, maintenance and operation of the proposed model homes will not be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood or to the general welfare of Carson City.

Question 3. Has sufficient consideration been exercised by the applicant in adapting the project to existing improvements in the vicinity? The construction and location of the model homes will have no impact on the Carson City School District or the Sheriffs office.

Sufficient consideration has been exercised by the applicant in adapting the project to existing improvements in the vicinity. As stated previously, the proposed project ensures the compatibility of future development within the established suburban neighborhoods and future development of adjacent properties.

A. The location of the model homes will not impact drainage in any way that differs from a standard residential home.

B. The model homes will not negatively impact water supplies and have been contemplated in the overall water facilities plan for the Mills Landing development.

C. The model homes will not negatively impact sewer capacity and have been contemplated in the overall sewer facilities plan for the Mills Landing development.

D. Proposed roadway improvements will be adequate to serve the needs of the model homes.

E. Outdoor lighting will be consistent with that of a normal residence.

F. Landscaping will be consistent with that of a normal residence, with the exception of temporary fencing designed to direct consumers through the sales center and then through each of the model homes.

G. Parking will occur in the guest parking area adjacent to the model homes, located at the corner of State Street and Cottage Drive.

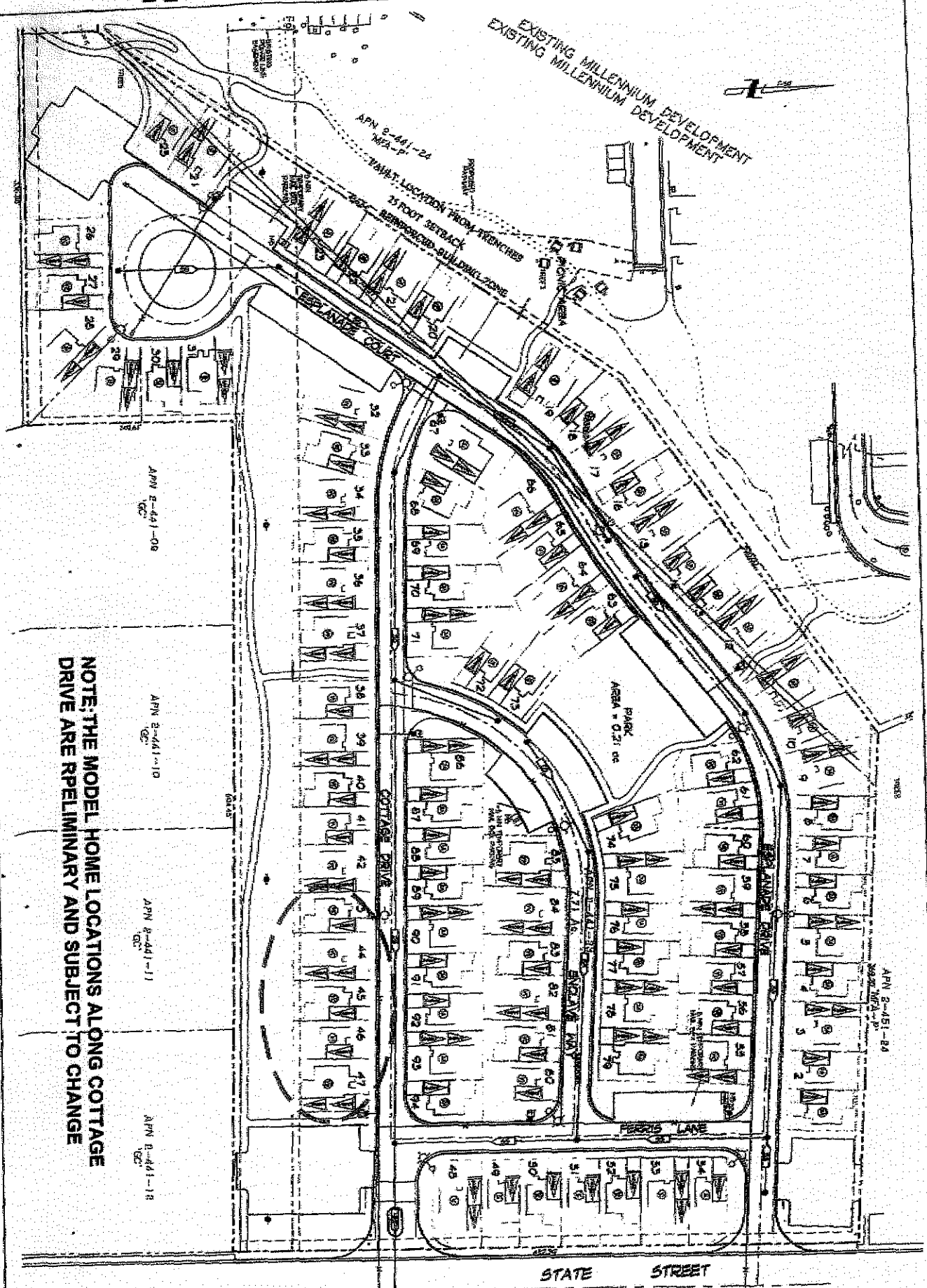
ACKNOWLEDGEMENT OF APPLICANT

I certify that the foregoing statements are true and correct to the best of my knowledge and belief. I agree to fully comply with all conditions as established by the Planning Commission/Board of Supervisors. I am aware that this permit becomes null and void if the use is not initiated within one year of the date of the Planning Commission/Board of Supervisors approval; and I understand that this permit may be revoked for violation of any of the conditions of approval. I further understand that the approval of this application does not exempt me from all City Code Requirements.

APPLICANT SIGNATURE

DATE

**MILLS LANDING
MODEL HOMES LOCATION**



NOTE: THE MODEL HOME LOCATIONS ALONG COTTAGE DRIVE ARE REPELIMINARY AND SUBJECT TO CHANGE

<p>CAPITAL ENGINEERING P.O. Box 3750 Carson City, NV 89702</p>	<p>MILLS LANDING TENTATIVE MAP</p> <p>107 LAYOUT</p>	<p>300 DEVELOPMENT P.O. BOX 1724 CARSON CITY, NV 89702 (775) 232-7154</p>	<p>DESIGNED BY CROWLEY & COMPANY 100 S. ... CIVIL ENGR. ...</p>	<table border="1"> <tr> <th>NO.</th> <th>REVISION</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	REVISION	DATE									
		NO.	REVISION	DATE												
<p>100% DATE: 10/1/08 DRAWN BY: J. ... CHECKED BY: ... SCALE: AS SHOWN</p>	<p> </p>	<p> </p>	<p> </p>													

Parcel #..... 002-441-23
 Property Loc... STATE ST
 Billed to..... M S B PROPERTIES
 % LANDMARK HOMES & DEV
 P O BOX 1724
 CARSON CITY, NV 89702-0000

2006 Roll #...: 010171
 District.....: 1.5
 Tax Service...:
 Land Use Code: 120

<u>Outstanding Taxes:</u>						
<u>Prior Year</u>	<u>Tax</u>	<u>Penlty/Intrst</u>	<u>Total</u>	<u>Amount Paid</u>	<u>Total Due</u>	
<u>Current Year</u>						No Taxes Owing
08/15	1,221.86		1,221.86	1,221.86		.00
10/03	1,221.83		1,221.83	1,221.83		.00
01/02	1,221.83		1,221.83	1,221.83		.00
03/06	1,221.83		1,221.83	1,221.83		.00
<u>Totls</u>	<u>4,887.35</u>	<u>.00</u>	<u>4,887.35</u>	<u>4,887.35</u>		

F9=Scan >/< ≥
 F12=End F13=Show History F14=Print Summary F17=Assessor's File Inquiry

Parcel #..... 002-441-21
 Property Loc... 1208 E WILLIAM ST
 Billed to..... DGD, DEVELOPMENT A LIMITED PART
 PO BOX 1724
 CARSON CITY, NV 89702-0000

2006 Roll #...: 004502
 District.....: 1.0
 Tax Service...:
 Land Use Code: 410

Outstanding Taxes:

Prior Year	Tax	Penlty/Intrst	Total	Amount Paid	Total Due
<u>Current Year</u>					No Taxes Owing
08/15	1,540.93		1,540.93	1,540.93	.00
10/03	1,540.91		1,540.91	1,540.91	.00
01/02	1,540.91		1,540.91	1,540.91	.00
03/06	<u>1,540.91</u>		<u>1,540.91</u>	<u>1,540.91</u>	<u>.00</u>
Totls	6,163.66	.00	6,163.66	6,163.66	

F9=Scan >/< >

F12=End

F13=Show History

F14=Print Summary

F17=Assessor's File Inquiry

Variance

VARIANCE APPLICATION

FOR

APN'S 002-441-21 AND 002-441-23

**MILLS LANDING
A PLANNED UNIT DEVELOPMENT**

**PREPARED FOR:
LANDMARK COMMUNITIES
985 DAMONTE RANCH PARKWAY, SUITE 300
RENO, NV 89521**

PREPARED BY:



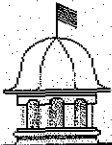
CAPITAL ENGINEERING

**P.O. BOX 3750
CARSON CITY, NV 89702
(775) 882-5630**

OCTOBER, 2006

TABLE OF CONTENTS

INTRODUCTORY LETTER
APPLICATION
SITE PLAN
PARCEL MAP
VARIANCE QUESTIONNAIRE



CAPITAL ENGINEERING

P.O. Box 3750

(775)882-5630 Fax(775)885-7282

Carson City, NV 89702

October 16, 2006

Mr. Walt Sullivan, Director
Carson City Community Development
2621 Northgate Lane, #62
Carson City, NV 89706

RE: Variance requests for APNs 002-441-21 and 002-441-23, Mills Landing - A Planned Unit Development

Dear Walt:

The following is a summary of the Variance requests and a waiver request associated with Mills Landing, a Planned Unit Development. The tentative map presented with this application supports the efficient use of infrastructure and services and to expand the diversity of land uses stressing the importance of increased housing, retail, and service options to better serve Carson City. The services, facilities and diversity included in Mills Landing reinforce the communities' vision for quality developments while ensuring consistency and compatibility with the surrounding area. Approval of the Variance requests included here will assist in facilitating the project proposal.

The proposed project site is located on the north side of U.S. Highway 50, across from Mills Park, and is bordered by State Street to the east, on APNs 002-441-21 and 002-441-23. The proposed Mills Landing development encompasses approximately 10.14 acres and will consist of 94 single-family residential lots residential lots (7.7 acres) and a commercial component (2.4 acres). Mills Landing is proposed as a Mixed-Use Development.

LOT SIZE

Per CCMC 18.04.195, the minimum lot size in a General Commercial zone is 6,000 ft². On behalf of the applicant, I would like to request the minimum lot size requirement be waived and reduced to a minimum lot size of 1,400 ft² for this proposed development. The subject property is adjacent to single-family residential developments with lots of similar size and land use type, and will provide a compatible use with those and other surrounding residential developments.

SETBACKS

The following setback variances are requested to accommodate the proposed Mills Landing development:

- Vary the required 30 foot minimum building setback from an adjacent residential development to a minimum of 5 feet
- Vary the minimum front yard setback to 10 feet (building and garage)

- Vary the minimum side yard setback to 0 feet on one side and 5 feet on the other side
- Vary the minimum street side setback to 5 feet.
- Vary the minimum rear yard setback to 5 feet.

The Master Plan designation for the project site as well as those properties to the east and west is Mixed-Use Commercial. The area to the north has a Master Plan Designation of High Density Residential; Multi-Family Apartment (MFA). Mills Landing proposes both commercial and residential uses with a residential component compatible with that of the adjacent MFA designation. With the exception of the commercial development to the west of the site, the area has been developed primarily with medium to high intensity residential uses.

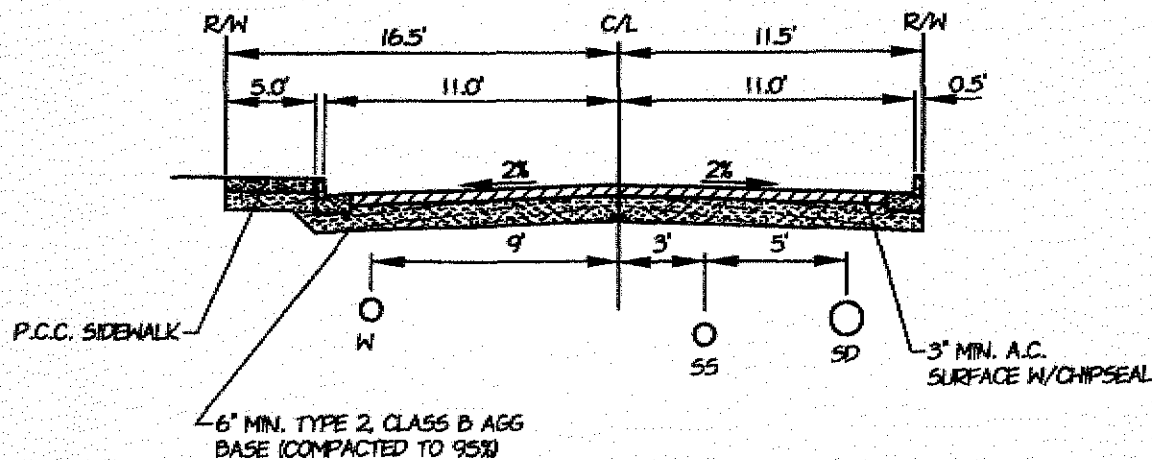
The proposed Mills Landing development is similar in density and land use type as that of the existing Millennium residential development to the northwest as well as to the existing condominiums to the north. The approval of the proposed Mills Landing Planned Unit Development would result in similar high density residential uses adjacent to each other, making it unnecessary to maintain the minimum 30 foot setback required between residential and commercial uses.

The front, side, street side and rear yard setbacks are requested to be varied from the minimum requirement to accommodate the proposed reduced lot sizes, to allow the enforcement of parking restricted to garages and designated guest parking areas, and to address the desires of the anticipated demographic by providing minimal yard areas for homeowner maintenance.

WATER SEWER AND STORM DRAIN MAINS

The proposed locations of water, sewer and storm drain mains do not meet the requirements of Detail C-5.0 in some areas of the development. The C-5.0 detail requires that water mains be located 10 feet from the street centerline.

A variance is requested to place all water mains 9 feet from centerline, all sewer mains 3 feet from centerline and all storm drain lines 5 feet from centerline. This will allow for proposed half street improvements to accommodate the development, while maintaining utility line locations under AC pavement, rather than under curb, gutter and sidewalk.



STREET SECTION

N.T.S.

Granting the waiver and variances will cause no material damage on adjacent properties. In addition, the waiver and variance requests contained herein do not constitute a grant of special privileges, nor are the requests inconsistent with limitations upon other properties in the vicinity. The establishment, maintenance and operation of the proposed development will not be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood or to the general welfare of Carson City. As stated previously, with the exception of the commercial development to the west, the neighborhood has been developed primarily with residential uses.

The location and surroundings represent special circumstances applicable to the subject property. As a result, the strict application of Title 17 and Title 18 would deprive the subject property of privileges enjoyed by adjacent properties in the vicinity. Approval of the waiver and variances will allow the applicant to provide an innovative mixed-use development that maintains compatibility with the surrounding existing land uses, as well as provides additional entry-level housing options for the Carson City community.

If you have any questions regarding this application, please do not hesitate to contact me at 882-5630 ext. 212.

Sincerely,

Mark Rotter, PE
Capital Engineering

Carson City Planning and Community Development
 2621 Northgate Lane, Suite 62 • Carson City NV 89706
 Phone: (775) 887-2180 • E-mail: plandept@ci.carson-city.nv.us

FOR OFFICE USE ONLY:

CCMC 18.02

FILE # VAR - 06 -

VARIANCE

FEE: \$500.00 + notching fee

SUBMITTAL PACKET

- Application Form
- Site Plan
- Building Elevation Drawings and Floor Plans
- Proposal Questionnaire With Both Questions and Answers Given
- Applicant's Acknowledgment Statement
- 26 Completed Application Packets (1 Original + 25 Copies)
- Documentation of Taxes Paid-to-Date

PROPERTY OWNER
 DGD Development

MAILING ADDRESS, CITY, STATE, ZIP
 P.O. Box 1724
 Carson City, NV 89702

PHONE # (775) 882-7754 **FAX #** (775) 885-5720

Name of Person to Whom All Correspondence Should Be Sent
APPLICANT/AGENT
 Capital Engineering

MAILING ADDRESS, CITY, STATE ZIP
 Executive Pointe Way, Suite 12
 Carson City, NV 89521

PHONE # (775) 882-5630 **FAX #** (775) 885-7282

E-MAIL ADDRESS
 mrotter@capital-engineering.net

Application Reviewed and Received By:

Submittal Deadline: See attached 2006 PC application submittal schedule.

Note: Submittals must be of sufficient clarity and detail such that all departments are able to determine if they can support the request. Additional information may be required.

Project's Assessor Parcel Number(s): APN's 02-441-21 & 002-441-23	Street Address 1208 William Street and State Street Carson City, Nevada	ZIP Code 89706
Project's Master Plan Designation Mixed Use Commercial	Project's Current Zoning General Commercial	Nearby Major Cross Street(s) Highway 50, State Street and Long Street

Briefly describe your proposed project: (Use additional sheets or attachments if necessary)
 In accordance with Carson City Municipal Code (CCMC) Section: _____ or Development Standards, Division _____

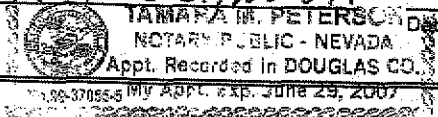
1. Variances are requested 18.04.190 Residential Districts Intensity and Dimensional Standards for the following:
 - a. 5 foot minimum building setback from adjacent residential zoning districts.
 - b. Side yard setbacks of 0 feet and 5 feet, making the total distance between buildings 5 feet.
 - c. Front yard minimum setback of 10 feet to the garage and/or building.
 - d. Rear yard minimum setback of 5 feet.
 - e. 5 foot minimum building setback from adjacent residential zoning districts where 30 feet is required
2. A waiver to the minimum lot size of 6,000 SF to a minimum of 1,485 SF is requested 18.04.195 Non-Residential Districts Intensity And Dimensional Standard
3. A Variance is requested for 11.12.081 Street improvements, curbs, gutters and sidewalks to allow sidewalks on one side of the street
4. Variances are requested to placement of water mains 9 feet from street centerlines within the project (Detail C-5.0).

PROPERTY OWNER'S AFFIDAVIT

I, John Serpa, being duly deposed, do hereby affirm that I am the record owner of the subject property, and that I have knowledge of, and I agree to, the filing of this application.

Signature: [Signature] Address: P.O. Box 1724 Carson City NV 89702 Date: 10/17/06

Use additional page(s) if necessary for other names.



STATE OF NEVADA
 COUNTY DOUGLAS

On OCT 17 2006 JOHN SERPA personally appeared before me, a notary public, personally known (or proved) to me to be the person whose name is subscribed to the foregoing document and who acknowledged to me that he/she executed the foregoing document.

Tamara M. Peterson
 Notary Public

NOTE: If your project is located within the historic district, airport area, or downtown area, it may need to be scheduled before the Historic Resources Commission, the Airport Authority, Downtown Design Review, and/or the Redevelopment Authority Citizens Committee. Prior to being scheduled for review by the Planning Commission, Planning and Community Development Department personnel can help you make the above determination.

ADDENDUM I

THIS ADDENDUM is hereby made a part of that certain application to the Carson City Planning Commission by MSB Properties for a Planned Unit Development on Assessor's Parcel Number 002-441-23. A copy of said application is attached hereto.

OWNER'S AFFIDAVIT (To be executed by the legal property owner(s) in addition to those legal owners on the subject application).

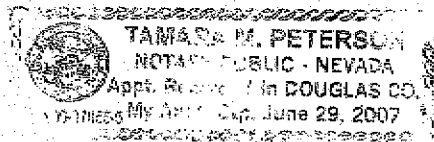
STATE OF NEVADA)
DOUGLAS)
CARSON CITY)

I, John Serfe, being duly sworn, depose and say that I am a legal owner of the property involved in the subject application, that the statements herein contained in that application are in all respects, true and correct to the best of my knowledge.

[Signature]
Signature

10/17/06
Date

Mailing Address: P.O. Box 1724
Carson City, NV 89702

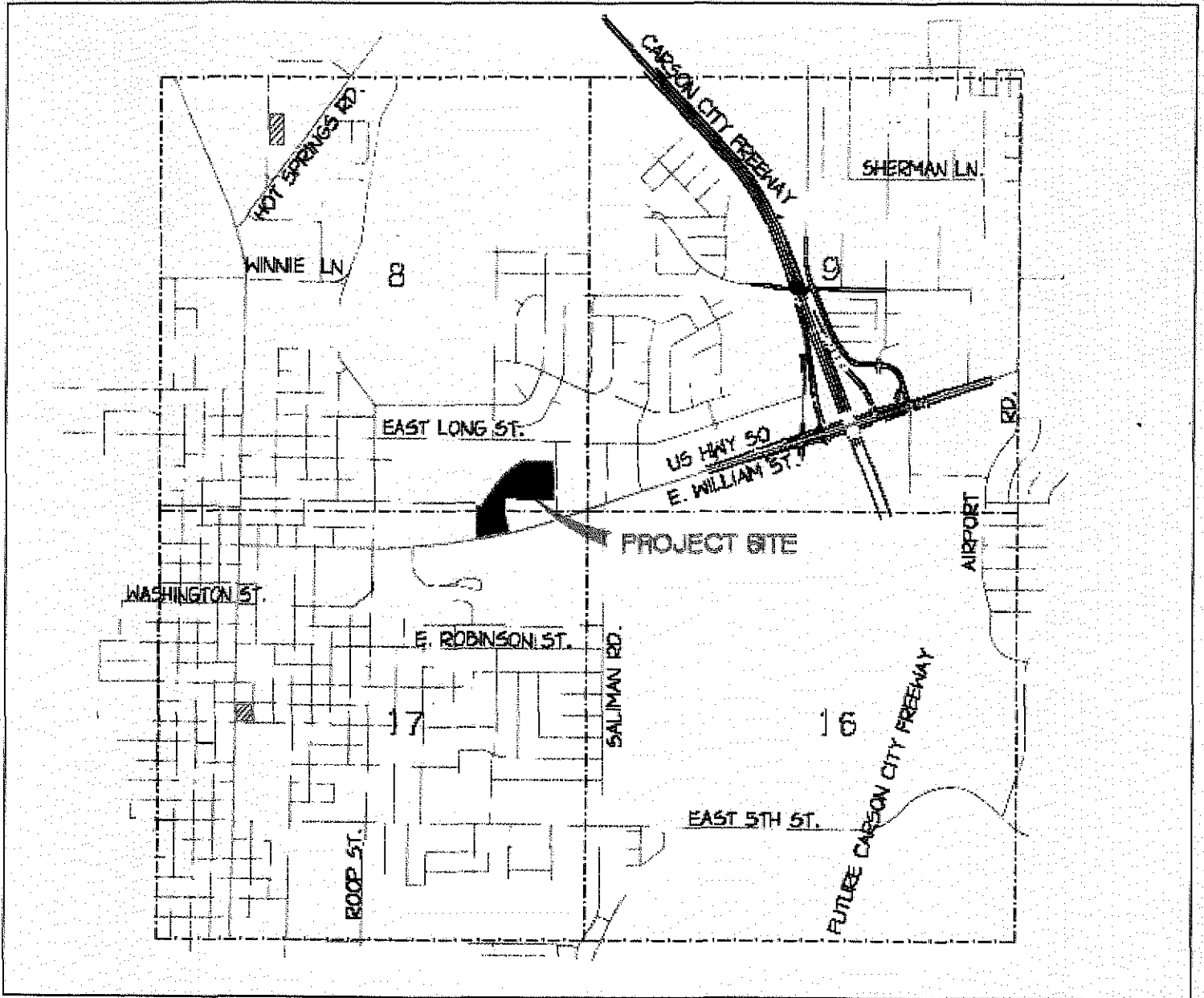


Telephone: ((775) 882-7754

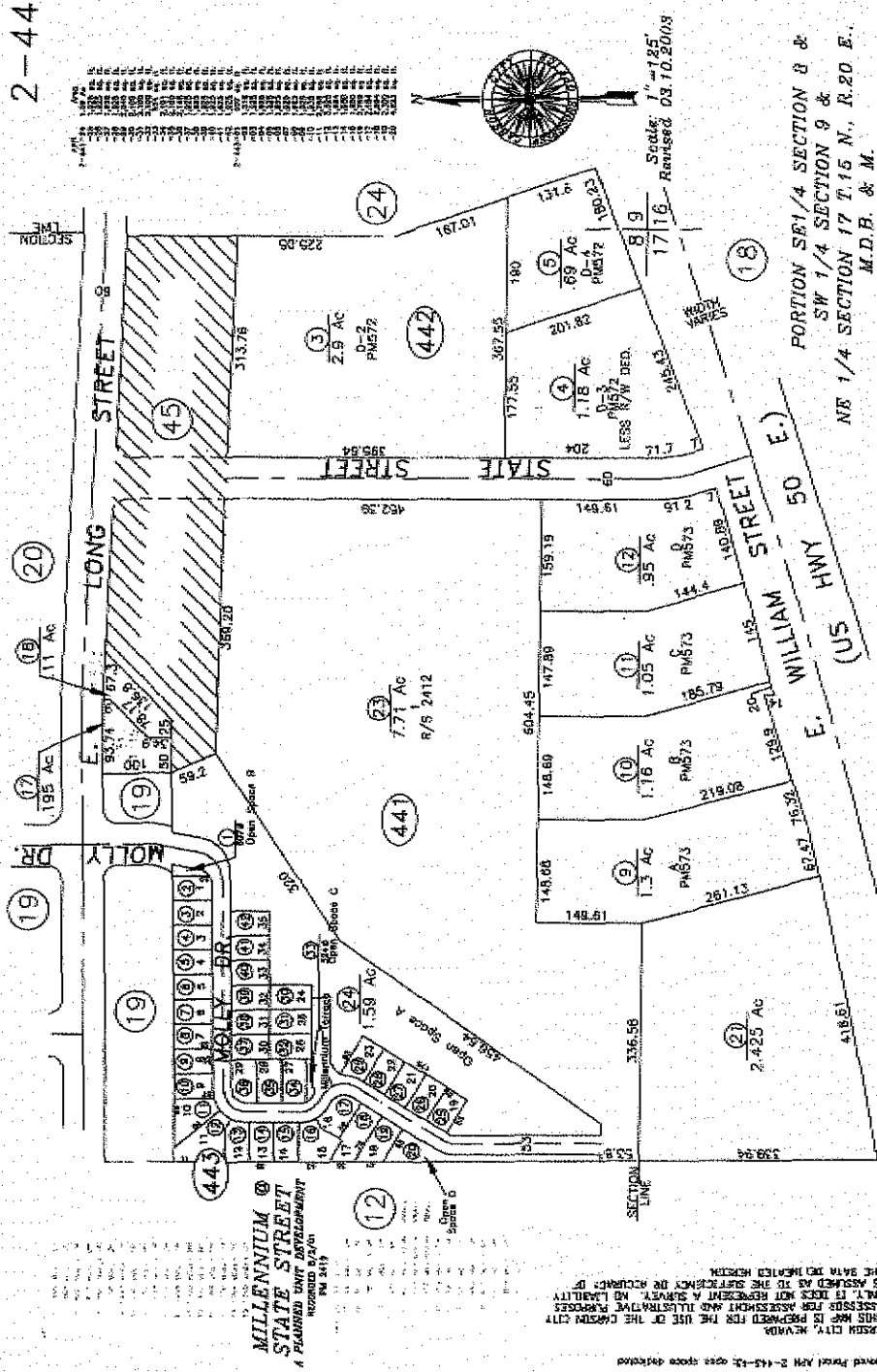
SUBSCRIBED AND SWORN BEFORE ME
THIS 17th DAY OF Oct, 2006

[Signature]
Notary Public

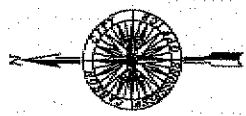
MILLS LANDING SITE MAP



MILLS LANDING PARCEL MAP
APN's 002-441-21 and 002-441-23



2-44



Revised Parcel Map 2-44-12 case open deleted
 CARSON CITY, NEVADA
 THIS MAP IS PREPARED FOR THE USE OF THE CARSON CITY
 ASSESSOR FOR ASSESSMENT AND ILLUSTRATIVE PURPOSES
 AND IS NOT TO BE USED FOR ANY OTHER PURPOSES.
 THE DATA DEPICTED HEREON
 IS ASSUMED AS TO THE ACCURACY OF THE DATA
 THE DATA DEPICTED HEREON

PORTION SE 1/4 SECTION 8 &
 SW 1/4 SECTION 9 &
 NE 1/4 SECTION 17 T.15 N., R.20 E.,
 M.D.B. & M.

APN 002-441-21
 APN 002-441-23

GENERAL REVIEW OF PERMITS

Source: CCMC 18.02.085. (1) The Planning Commission and possibly the Board of Supervisors, in reviewing and judging the merit of a proposal for a variance, shall direct its considerations to, and find that the following conditions and standards are met:

VARIANCE QUESTIONNAIRE

SETBACKS

Question 1. Describe the special circumstances or conditions applying to the property under consideration which exist making compliance with the provisions of this title difficult and a cause of hardship to, and abridgment of a property right of the owner of the property; and describe how such circumstances or conditions do not apply generally to other properties in the same land use district and explain how they are not self-imposed.

The Master Plan designation for the project site as well as those properties to the east and west is Mixed-Use Commercial. The area to the north has a Master Plan Designation of High Density Residential; Multi-Family Apartment (MFA). Mills Landing proposes both commercial and residential uses with a residential component compatible with that of the adjacent MFA designation. With the exception of the commercial development to the west of the site, the area has been developed primarily with medium to high intensity residential uses.

The request would allow the front, side and rear yard setbacks to be varied to less than the minimum requirement for a MFA zone. This would provide front and rear yard areas similar to those in adjacent developments, such as the Millennium development to the northwest and the condominium development to the north. The request would also provide for the enforcement of parking standards which would be more restrictive than that of similar developments in the community. In addition, due to the fact that the applicant proposes the property be developed as residential, rather than commercial, as currently zoned, a 30 foot setback from residential zoning should no longer be necessary. Therefore, a variance to a 5 foot setback from adjacent residential uses should be adequate.

Question 2. Explain how granting of the variance is necessary to do justice to the applicant or owner of the property without extending any special privilege to them.

The applicant has designed the project to be similar to the Millennium development in order to ensure compatibility and continuity with the existing uses in the area. Without approval of the proposed variances, it will be necessary for the applicant to design a project that is not consistent with what already exists in the neighborhood and therefore won't have the ability to ensure compatibility with surrounding land uses.

The location and surroundings represent special circumstances applicable to the subject property. As a result, the strict application of Title 17 and Title 18 would deprive the subject property of privileges enjoyed by adjacent properties in the vicinity. Approval of the waiver and variances will allow the applicant to provide an

innovative mixed-use development that maintains compatibility with the surrounding existing land uses, as well as provides additional entry-level housing options for the Carson City community.

Question 3. Explain how the granting of the variance will not result in material damage or prejudice to the other properties in the vicinity nor be detrimental to the public health, safety and general welfare.

By granting this variance, no material damage on adjacent properties will occur. With the exception of the commercial development to the west of the site the area has been developed primarily with medium to high intensity residential uses. By granting this variance, the applicant would be able to create a project consistent with the surrounding developments.

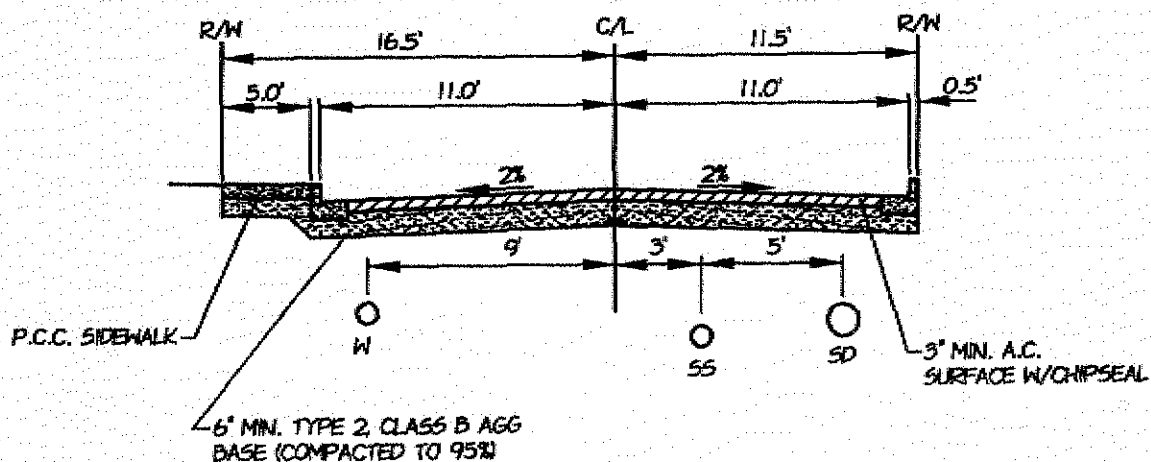
This request for varied setbacks and the establishment, maintenance, and operation of the proposed development is not anticipated to detrimentally affect the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood or to the general welfare of Carson City.

WATER, SEWER AND STORM DRAIN MAINS

Question 1. Describe the special circumstances or conditions applying to the property under consideration which exist making compliance with the provisions of this title difficult and a cause of hardship to, and abridgment of a property right of the owner of the property; and describe how such circumstances or conditions do not apply generally to other properties in the same land use district and explain how they are not self-imposed.

The location of the water, sewer and storm drain mains do not meet the requirements of Detail C-5.0 in some areas of the development. The C-5.0 detail requires that water mains be located 10 feet from the street centerline.

Due to the half street configuration, it is necessary for water, sewer and storm drain mains to vary from what's required in the detail C-5.0 detail. This would allow for



STREET SECTION

N.T.S.

placement of all water mains 9 feet from centerline, all sewer mains 3 feet from centerline and all storm drain lines 8 feet from centerline in order to maintain utility line locations under AC pavement, rather than under curb and gutter.

Question 2. Explain how granting of the variance is necessary to do justice to the applicant or owner of the property without extending any special privilege to them.

The applicant has designed the project to be similar to the Millennium development in order to ensure compatibility and continuity with the existing uses in the area. Without approval of the proposed variances, it will be necessary for the applicant to design a project that is not consistent with what already exists in the neighborhood and therefore won't have the ability to ensure compatibility with surrounding land uses.

The location and surroundings represent special circumstances applicable to the subject property. As a result, the strict application of Title 17 and Title 18 would deprive the subject property of privileges enjoyed by adjacent properties in the vicinity.

Question 3. Explain how the granting of the variance will not result in material damage or prejudice to the other properties in the vicinity nor be detrimental to the public health, safety and general welfare.

The granting of this variance will not cause material damage to adjacent properties as it is merely a slight alignment shift in the underground utilities for the proposed Mills Landing development. Further, granting of this variance is not anticipated to affect the health, safety, peace, morals, comfort or general welfare of persons residing or working in the neighborhood or to the general welfare of Carson City.

ACKNOWLEDGEMENT OF APPLICANT

I certify that the foregoing statements are true and correct to the best of my knowledge and belief. I agree to fully comply with all conditions as established by the Planning Commission/Board of Supervisors. I am aware that this permit becomes null and void if the use is not initiated within one year of the date of the Planning Commission/Board of Supervisors approval; and I understand that this permit may be revoked for violation of any of the conditions of approval. I further understand that the approval of this application does not exempt me from all City Code Requirements.

APPLICANT SIGNATURE

DATE

Interim Mixed Use Evaluation

Interim Mix-Use Evaluation Criteria

Purpose:

The implementation of numerous policies contained within the Master Plan hinges on the creation of three mixed-use zoning districts to align with the Mixed-Use Commercial (MUC), Mixed-Use Employment (MUE), and Mixed-Use Residential (MUR) land use categories. Recognizing that mixed-use development proposals have already been and will continue to be submitted within these areas prior to the completion and adoption of the future mixed-use zoning districts, a set of Interim Mixed Use Evaluation Criteria have been developed to:

- Facilitate higher intensity, mixed-use development in locations designated on the Land Use Plan for mixed-use development, but where mixed-use zoning is not currently in place;
- Encourage the incremental transition of existing uses in locations designated on the Land Use Plan for mixed-use development, recognizing that in some locations, mixed-use development may be perceived as incompatible with existing adjacent uses in the short term;
- Establish a consistent method for reviewing mixed-use development projects until mixed-use zone districts can be established; and
- Ensure that mixed-use development is consistent with the General Mixed-Use policies contained in the Master Plan, as well as with specific MUC, MUE, and MUR policies, as applicable.

The Interim Mixed-Use Evaluation Criteria will continue to be used as a tool to review mixed-use development proposals until mixed-use zone districts can be established.

Mix-Use Evaluation Criteria:

Applicability

The following Interim Mixed-Use Evaluation Criteria shall apply to all development proposed within the Mixed-Use Residential (MUR), Mixed-Use Commercial (MUC), and Mixed-Use Employment (MUE) land use categories. The application of these Criteria shall be triggered in one of the following ways:

Existing Zoning/Special Use Permit-Development is proposed within a mixed-use land use category where the underlying zoning may permit the types and mix of uses proposed using the Special Use Permit process as outlined in Section 18.02.80 of the City's Municipal Code.

The Interim Mixed-Use Evaluation Criteria are applied in addition to the standard list of Findings outlined in the Code.

Example: If a mixed-use project (commercial/residential) were proposed within the Mixed- Use Commercial land use category on a property that is currently zoned for General Commercial, the residential portion of the project would be considered using the Special Use Permit process under the existing Code. Once the Master Plan is adopted, the project would also be subject to the Interim Mixed-Use Evaluation Criteria as part of the Special Use Permit Process.

Re-Zoning/Special Use Permit—Development is proposed within a mixed-use land use category where the underlying zoning does not permit the types and mix of uses proposed. In this instance, the subject property would need to be re-zoned to the most appropriate zoning district and then followed for the project and combined with a Special Use Permit or Planned Unit Development request to allow the mix of uses desired and to trigger the application of the Interim Mixed-Use Evaluation Criteria.

Example: If a mixed-use project (commercial/residential) were proposed within the Mixed- Use Commercial land use category on a property that is currently zoned for Light Industrial, the residential portion of the project would not be eligible for consideration using the Special Use Permit process under the existing Code. Therefore, the subject property would need to be rezoned to General Commercial prior to beginning the Special Use Permit Process that would allow the residential portion of the project to be considered under the Interim Mixed- Use Evaluation Criteria.

Planned Unit Development (PUD)—Development is proposed within a mixed-use land use category where the underlying zoning does not permit the types and mix of uses proposed. As an alternative to the Re-Zoning/Special Use Permit process outlined above, a Planned Unit Development request could be submitted for the subject property, within which it could be re-zoned to the most appropriate zoning district(s) for the project. As part of the PUD process, the Interim Mixed-Use Evaluation Criteria would be applicable all other conditions of approval outlined in the City's Municipal Code.

The Mixed-Use Evaluation Criteria provide an overview of key mixed-use development features that should be addressed by proposed mixed-use developments occurring to ensure they are consistent with Master Plan policies. They are intended to be used in conjunction with the land use specific review criteria that follow this section based on the applicable mixed-use land use designation.

GENERAL INTENT

The Mixed-Use Evaluation Criteria provide an overview of key mixed-use development features that should be addressed by proposed mixed-use developments occurring to ensure they are consistent with Master Plan policies. They are intended to be used in conjunction with the land use specific review criteria that follow this section based on the applicable mixed-use land use designation.

MIX OF USES

Background and Intent:

Mixed-use developments should incorporate a variety of uses in a compact, pedestrian-friendly environment. Uses are encouraged to be *mixed* vertically ("stacked"), but may also be integrated horizontally. Recommended types and proportions of uses vary by mixed-use land use category and will also vary according to a project's location, size, and the surrounding development context. For example, a MUC development located on an individual parcel away from a primary street frontage may reasonably contain a higher percentage of residential development than one that is located with direct access and visibility from the primary street frontage. On some smaller parcels, integrating multiple uses may not be feasible at all, therefore, the consolidation of properties to create larger, mixed-use activity centers is encouraged. These factors should be considered and weighed in conjunction with the evaluation criteria listed below.

Evaluation Criteria:

Criteria	Criteria Satisfied	Comments
1. Are types of uses and percentages of different uses consistent with the relevant MASTER PLAN policies listed below (MUC 1.6, MUR 1.5, MUE 1.50)?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	The project proposes predominantly residential use; integrates complementary commercial and retail uses, while providing a range of housing types and densities. The total area for residential and commercial is 10.17 acres.
2. Are activity generating uses (e.g. retail/commercial) concentrated along primary street frontages and in other locations where they may be easily accessed and may be easily readily served by transit in the future?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>	Retail/commercial activities are concentrated along primary street frontage (U.S. Highway 50) where they will be easily accessible readily served by transit in the future.
3. Are large activity generating uses (e.g. retail/commercial) so as to minimize impacts of loading areas and other facilities on existing neighborhoods?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>	Retail/commercial activities are designed to minimize impacts of loading areas and other facilities on existing neighborhoods.
4. Are residential uses well-integrated with non-residential uses (either horizontally or vertically) and the surrounding development context?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Residential uses are horizontally integrated with non-residential uses and the surrounding development context.
5. Do the proposed housing types and densities promote activity and support non-residential uses in the development or in close proximity to the development, as applicable?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Housing types and densities both within the proposed project and in close proximity promote activity and support non-residential uses.

RELEVANT MASTER PLAN POLICIES:

- Chapter 3: 2.1b, 2.3b, GMU 1.1, GMU 1.2, MUC 1.56, MUR 1.5, MUE 1.5
- Chapter 6: 7.2a, 7.2b

MIX OF HOUSING TYPES

Background and Intent:

Each of the mixed-use land use categories allow for the incorporation of a variety of housing as a part of a broader mix of uses. Although a mix of housing types and densities is encouraged within each category, the scale, size, type, and location of each development should play a significant role in determining what makes sense. For example, a 200 acre MUR development on a vacant parcel should generally contain a broader mix of housing types and densities than a 10 acre MUR development working within an established development context. However, the MUR development will likely have higher average densities due to its proximity to a primary street frontage and it's more urban context. Given the range of scenarios that may emerge, the evaluation criteria listed below are intentionally broad to allow for maximum flexibility.

Evaluation Criteria:

Criteria	Criteria Satisfied	Comments
6. Does the development contain a mix of housing types that is compatible with the surrounding neighborhood and planned land use in terms of its scale and intensity?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Housing types are compatible with the surrounding neighborhood and planned land use in scale and intensity (high density residential) to ensure consistency and compatibility within the area. The proposed project is similar to the Millennium development, located to the northwest.
7. Does the development contain a mix of housing types that is appropriate to its scale, location, and land use category?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	The proposed project has a mix housing types that is appropriate to its scale, location, and land use category.

RELEVANT MASTER PLAN POLICIES:

Chapter 3: MUC 1.3, MUR1.3, MUE 1.3

DENSITY RANGE

Background and Intent:

Average densities within mixed-use developments are generally expected to be higher than those typically found within the City today. Recognizing the many factors that influence the ultimate density of a mixed-use development (e.g., location, type), the Master Plan provides a suggested range of floor area ratios (FAR) and dwelling units/acre for each of the mixed-use land use categories. For the purposes of the evaluation criteria listed below, densities that fall below the low end of a density range for a particular land use category will be strongly discouraged in order to promote the Plan's objective of creating a more compact pattern of development. The Plan also acknowledges that there may be instances where densities may exceed the suggested range are appropriate in some locations, such as in a mixed use activity center, provided other land use policies are followed. These instances will be evaluated on a project-by-project basis.

Evaluation Criteria:

Criteria	Criteria Satisfied	Comments
8. Does the development achieve at least the minimum density range for the applicable land use category?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	The proposed development achieves at least the minimum density range for the applicable land use category consistent with relevant Master Plan policies.
9. Does the development exceed the maximum density range for the applicable land use category?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	The proposed development does not exceed the maximum density range.
10. If yes to # 9 above, is the development located within a mixed use activity center?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input checked="" type="checkbox"/>	
11. If yes to # 9 above, is the largest concentration away from the primary street frontages and surrounding neighborhoods?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input checked="" type="checkbox"/>	

RELEVANT MASTER PLAN POLICIES

- Chapter 3: MUC 1.3, MUR 1.3, MUE 1.3

CIRCULATION AND ACCESS

Background and Intent:

Each of the mixed-use land use categories allow for the incorporation of a variety of housing as a part of a broader mix of uses. Although a mix of housing types and densities is encouraged within each category, the scale, size, type, and location of each development should play a significant role in determining what makes sense. For example, a 200 acre MUR development on a vacant parcel should generally contain a broader mix of housing types and densities than a 10 acre MUR development working within an established development context. However, the MUR development will likely have higher average densities due to its proximity to a primary street frontage and its more urban context. Given the range of scenarios that may emerge, the evaluation

criteria listed below are intentionally broad to allow for maximum flexibility.

Evaluation Criteria:

Criteria	Criteria Satisfied	Comments
12. Do vehicular and pedestrian ways provide logical and convenient connections between proposed uses and to adjacent existing or proposed uses?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	The project provides pathways between existing and proposed open space and park areas, as well as pathways to access existing and proposed commercial areas. Vehicular ways provide logical and convenient connections to State Street, U.S. Hwy 50 and Long Street.
13. Does the hierarchy of perimeter and internal streets disperse development generated vehicular traffic to a variety of access points, discourage through traffic in adjacent residential neighborhoods and provide neighborhood access to on site uses?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	The proposed internal streets disperse development generated vehicular traffic to two (2) different access points, and does not allow through traffic to access adjacent residential neighborhoods. Vehicular and pedestrian access to on site uses has been provided.
14. If the development is located along a primary street frontage, have existing or proposed transit routes and stops been incorporated?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Transit routes and stops exist along the primary street frontage for the commercial portion of the proposed project (U.S. Hwy 50), but have not been specifically incorporated.

RELEVANT MASTER PLAN POLICIES:

- Chapter 3: GMU 1.3, MUC 1.8
- Chapter 7: 10.2b, 11.1a, 11.1c

PARKING AND LOCATION DESIGN

Background and Intent:

The visual and physical barriers created by surface parking areas should be minimized within mixed-use developments. To promote a more compact, pedestrian-friendly environment, off-street parking for mixed-use developments should be located behind buildings and away from primary street frontages. The use of on-street parking or shared parking to provide a portion of the required parking for mixed-use developments is strongly encouraged, where feasible, to make the most efficient use of each development site. In addition, structured parking is encouraged where viable, provided it is integrated into the design of the overall development.

Evaluation Criteria:

Criteria	Criteria Satisfied	Comments

15. Is surface parking distributed between the side and rear of primary buildings and away from primary street frontages?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Surface parking have been distributed an evenly as possible throughout the residential portion of the project. Surface parking has also been distributed between the side and rear of the primary commercial buildings with a minor component along the primary street frontage.
16. Are larger parking lots organized as a series of smaller lots with clear pedestrian connections and landscape buffers as dividers?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	The commercial parking areas have been organized with clear pedestrian and vehicular connections and have incorporated landscape dividers.
17. Is structured parking integrated with adjacent structures in terms of its design and architectural character?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input checked="" type="checkbox"/>	Structured parking facilities are not proposed.
18. Are structured parking facilities "wrapped" with retail and residential uses at the street level to provide a more inviting pedestrian environment?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input checked="" type="checkbox"/>	
19. Are structured parking facilities "wrapped" with retail or residential uses at the street level to provide a more inviting pedestrian environment?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input checked="" type="checkbox"/>	
RELEVANT MASTER PLAN POLICIES		
▪ Chapter 3: GMU 1.4, MUC 1.8		

RELATIONSHIP TO SURROUNDING DEVELOPMENT		
Background and Intent:		
Many of the areas designated for mixed-use development are located within established areas of the City. As a result, much of the mixed-use development that occurs will occur through a combination of infill and redevelopment. Therefore, establishing a strong physical and visual relationship to adjacent neighborhoods and the community will be an important consideration.		
Evaluation Criteria:		
Criteria	Criteria Satisfied	Comments
20. Are transitions in building massing and height provided to relate to surrounding development patterns?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	The proposed project has been designed to be similar to other surrounding existing projects to ensure compatibility within the area.

<p>21. Is the new development well integrated into the surrounding neighborhood, rather than "walled off", consistent with the mixed-use policies contained in the Master Plan?</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	<p>The proposed development will be integrated into the surrounding neighborhood to the best of its ability, given existing land constraints, and has been designed to be similar to other surrounding approved projects to provide consistency with the mixed-use policies contained in the Master Plan.</p>
<p>22. If applicable, are lower intensity uses (e.g., residential) located along the periphery of the site were it adjoins an existing residential neighborhood to provide a more gradual transition in scale and mass and to minimize potential impacts of non-residential uses (e.g., loading areas, surface parking)?</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input checked="" type="checkbox"/></p>	
<p>RELEVANT MASTER PLAN POLICIES:</p> <ul style="list-style-type: none"> ▪ Chapter 3: MUC 1.7, MUR 1.7, MUE 1.6 ▪ Chapter 6: 8.3b 		

<p>PUBLIC SPACES, PARKS, OPEN SPACE, AND PATHWAYS</p>		
<p>Background and Intent:</p>		
<p>Mixed-use developments should be organized around a central gathering space or series of spaces, such as small urban plazas, pocket parks, or active open space areas. These types of public spaces serve as urban recreational amenities for residents that may not have access to larger community parks or recreational amenities without getting in their cars and generally promote increased levels of pedestrian activity. Larger mixed-use developments, particularly within the MUR and MUE categories, may also need to incorporate more traditional recreational features, such as parks and trails, depending upon their size and location.</p>		
<p>Evaluation Criteria:</p>		
<p>Criteria</p>	<p>Criteria Satisfied</p>	<p>Comments</p>
<p>23. Does the development provide public spaces to serve residences and the larger community?</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	<p>Open space, parks and pathways have been included in the proposed project to serve residents and the larger community.</p>
<p>24. Are public spaces appropriate in terms of their size and active vs. passive features given the scale and location of the proposed development?</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	<p>Open space, parks and pathways are of appropriate size. Active vs. passive features are fitting for the scale, location and anticipated consumer demographic for the proposed development.</p>

25. Are public spaces easily accessible to pedestrians and the surrounding community, if applicable?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>	Public spaces easily accessible to pedestrians and the surrounding community.
26. Are parks and trails provided consistent with the Parks, Recreation, and unified Pathways Master Plan?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>	The proposed project incorporates parks and trails which are consistent with the Parks, Recreation, and unified Pathways Master Plan.
RELEVANT MASTER PLAN POLICIES <ul style="list-style-type: none"> ▪ Chapter 3: MUC 1.6, MUR 1.8, MUE 17 		

Evaluations & Floor Plans



PLAN 3B
COASTAL COTTAGE

PLAN 2C
ENGLISH COUNTRY

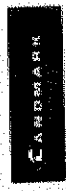
PLAN 1A
SPANISH COLONIAL

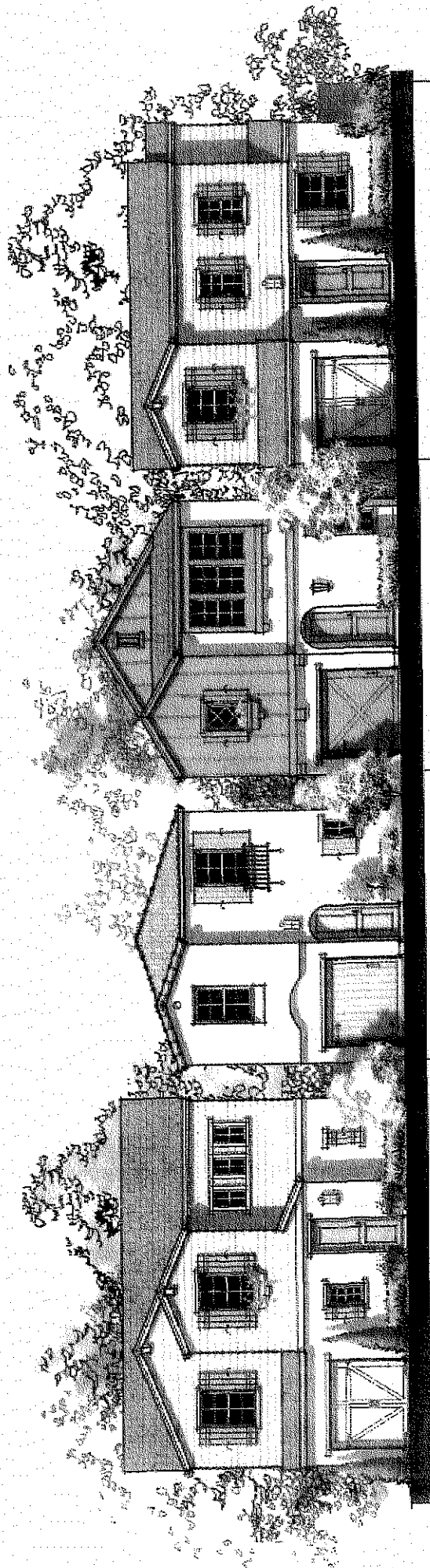
PLAN 4B
COASTAL COTTAGE



MILLS LANDING

DESIGN DEVELOPMENT
10.11.2014
SCALE: 1/4" = 1'-0"





PLAN 3B
COASTAL COTTAGE

PLAN 2C
ENGLISH COUNTRY

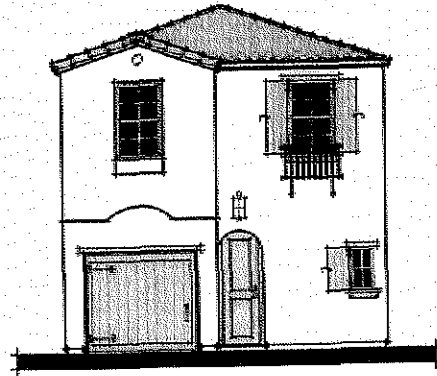
PLAN 1A
SPANISH COLONIAL

PLAN 4B
COASTAL COTTAGE

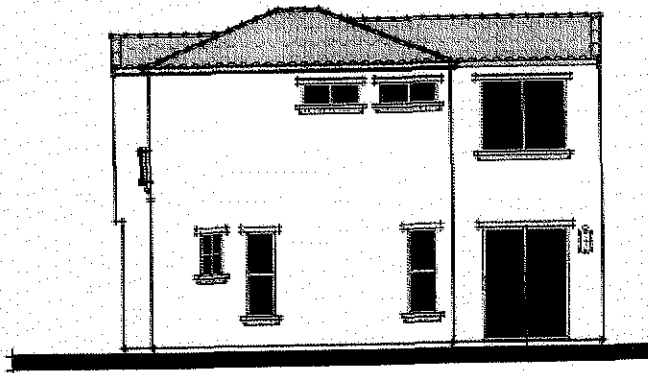
MILLS LANDING

DESIGN DEVELOPMENT
BY
JDC





1A - FRONT SPANISH COLONIAL



1A - RIGHT SPANISH COLONIAL

1

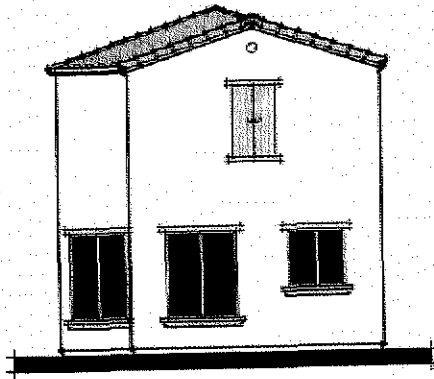
1,095 sq. ft.
3 BED
2.5 BATH
1 CAR GARAGE

ISSUE 1
10/1/06

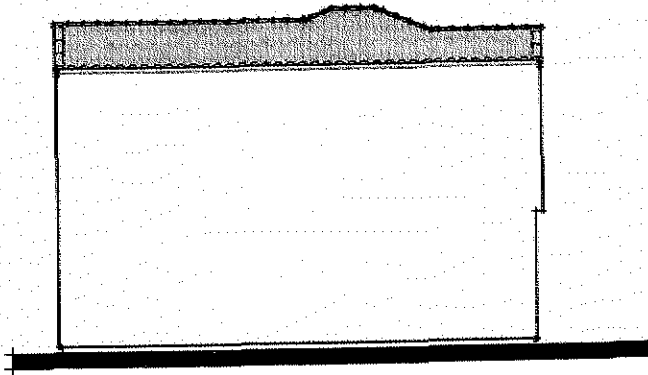
MILLS LANDING

DESIGN DEVELOPMENT - ELEVATIONS
1/4" = 1'-0"





1A - REAR SPANISH COLONIAL



1A - LEFT SPANISH COLONIAL

1

1,095 sq. ft.

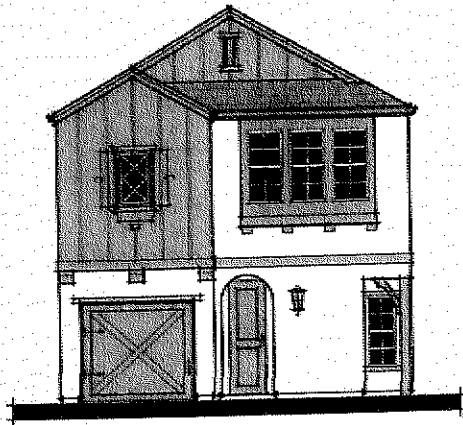
3 BED
2.5 BATH
1 CAR GARAGE

ISSUE 1
10/1/06

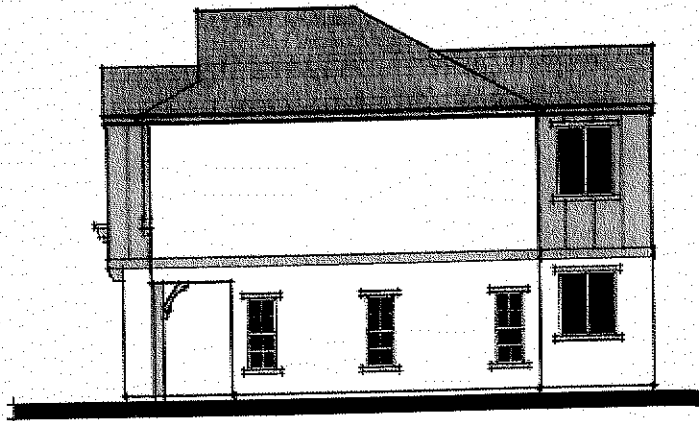
MILLS LANDING

DESIGN DEVELOPMENT - ELEVATIONS
1/4" = 1'-0"

IDC
WEST



2C - FRONT ENGLISH COUNTRY



2C - RIGHT ENGLISH COUNTRY

2

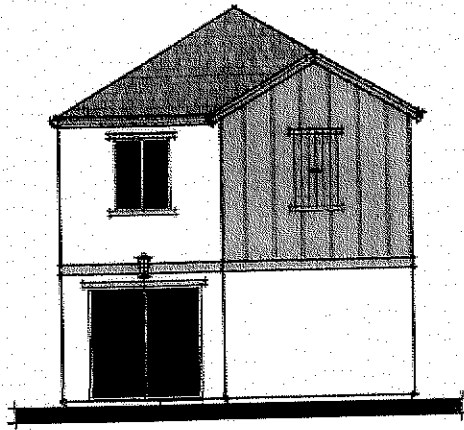
1,287 sq. ft.
3 BED
2.5 BATH
1 CAR GARAGE

ISSUE 1
8003816

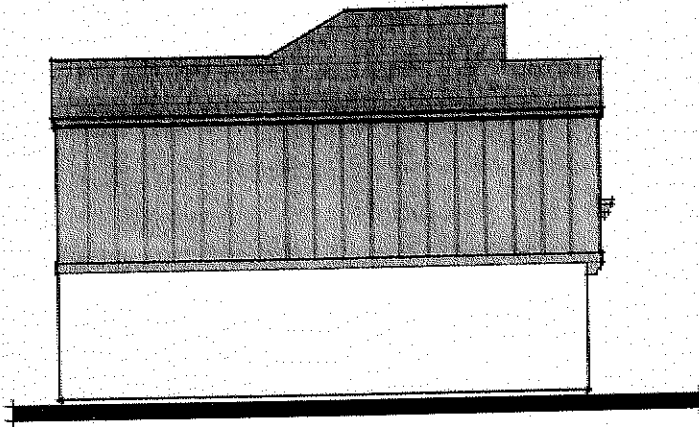
MILLS LANDING

DESIGN DEVELOPMENT - ELEVATIONS
1/2" = 1'-0"





2C - REAR ENGLISH COUNTRY



2C - LEFT ENGLISH COUNTRY

2

1,287 sq. ft.

3 BED
2.5 BATH
1 CAR GARAGE

ISSUE 1
10/11/06

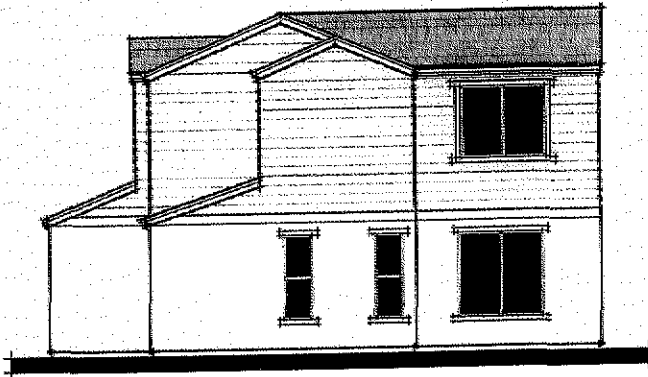
MILLS LANDING

DESIGN DEVELOPMENT - ELEVATIONS
1/8" = 1'-0"





3B - FRONT (COASTAL COTTAGE)



3B - RIGHT (COASTAL COTTAGE)

3

1,381 sq. ft.

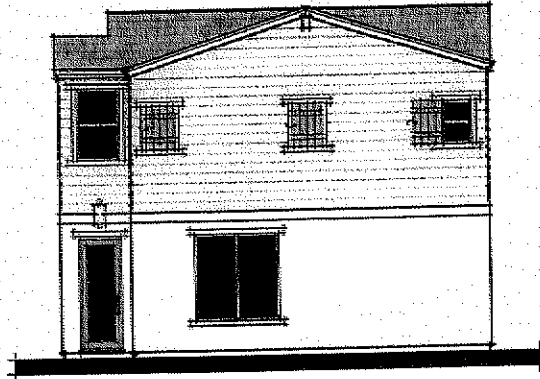
3 BED
2.5 BATH
2 CAR TANDEM GARAGE

ISSUE 1
10/1/06

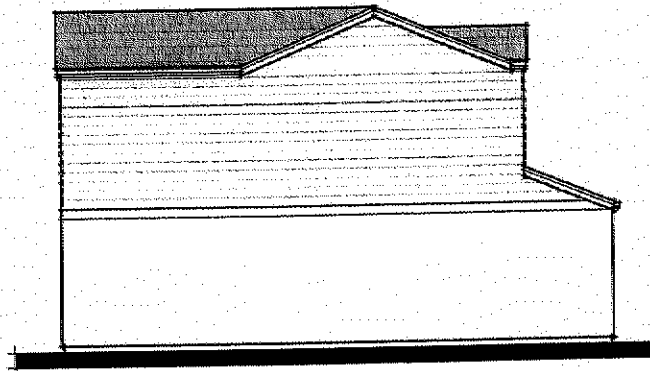
MILLS LANDING

DESIGN DEVELOPMENT - ELEVATIONS
1/17/06

IDC
ARCHITECTS



3B - REAR (COASTAL COTTAGE)



3B - LEFT (COASTAL COTTAGE)

3

1,381 sq. ft.

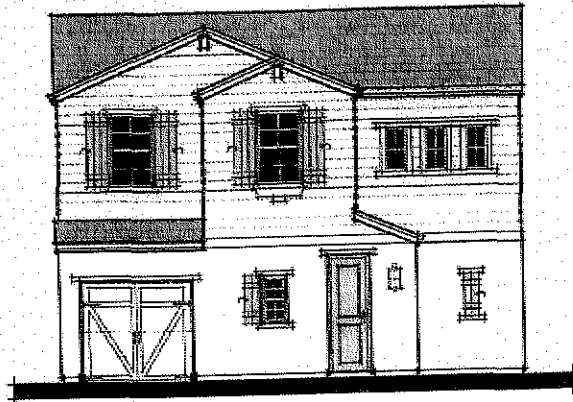
3 BED
2.5 BATH
2 CAR TANDEM GARAGE

ISSUE 1
LEVEL 06

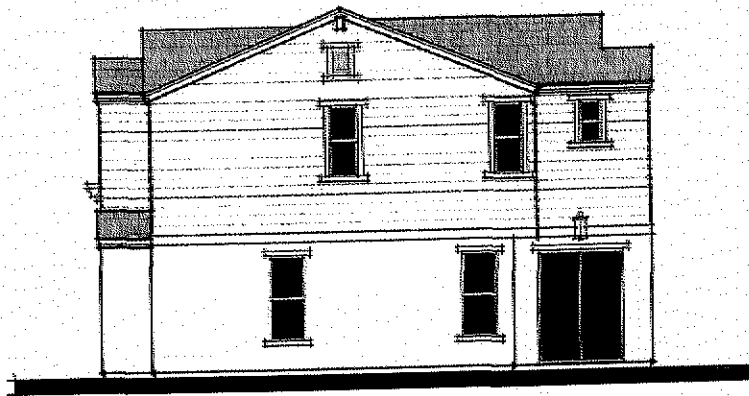
MILLS LANDING

DESIGN DEVELOPMENT - ELEVATIONS
1/4" = 1'-0"

IDC



4B - FRONT COASTAL COTTAGE



4B - RIGHT COASTAL COTTAGE

4

1,694 sq. ft.

4 BED

2.5 BATH

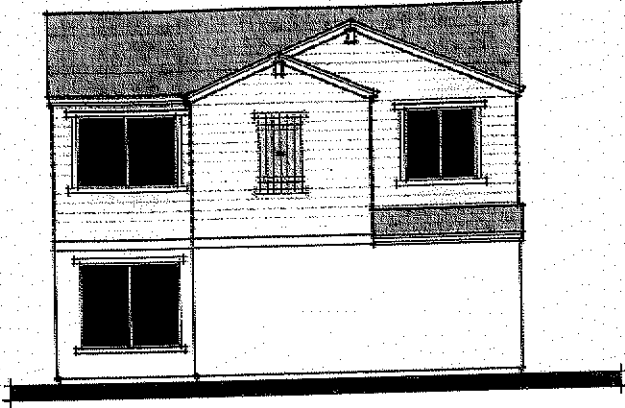
2 CAR TANDEM GARAGE

ISSUE 1
10/1/2016

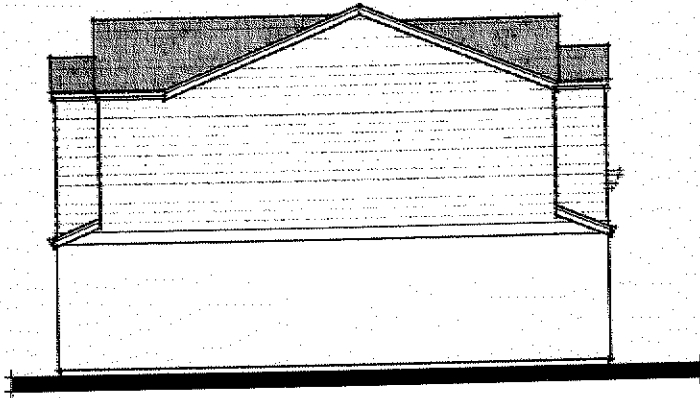
MILLS LANDING

DESIGN DEVELOPMENT - ELEVATIONS
1/4" = 1'-0"





4B - REAR COASTAL COTTAGE



4B - LEFT COASTAL COTTAGE

4

1,694 sq. ft.

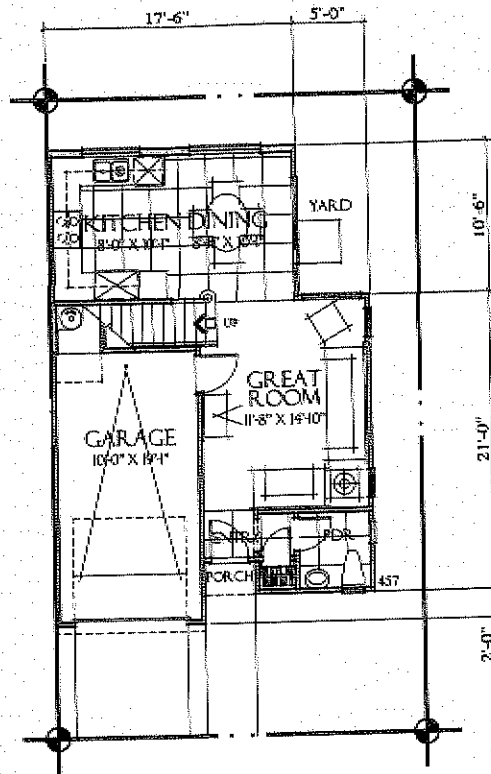
4 BED
2.5 BATH
2 CAR TANDEM GARAGE

ISSUE 1
11/11/16

MILLS LANDING

DESIGN DEVELOPMENT - ELEVATIONS
1/8" = 1'-0"





1A - SPANISH COLONIAL

1

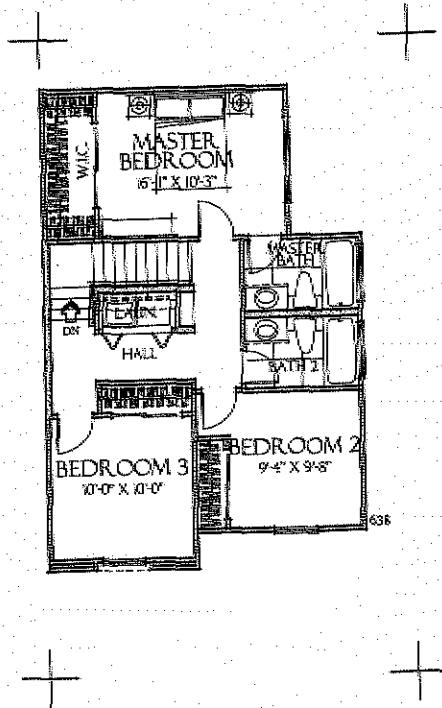
1,095 sq. ft.
 3 BED
 2.5 BATH
 1 CAR GARAGE

ISSUE 1
 LEVEL 06

MILLS LANDING

DESIGN DEVELOPMENT - LOWER FLOOR PLAN
 1/8" = 1'-0"





1A - SPANISH COLONIAL

1

1,095 sq. ft.

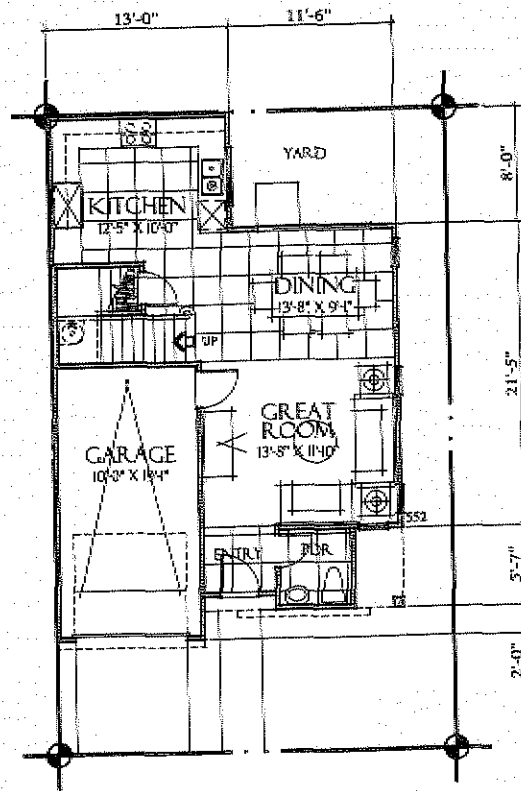
3 BED
2.5 BATH
1 CAR GARAGE

ISSUE 1
10/11/06

MILLS LANDING

DESIGN DEVELOPMENT - UPPER FLOOR PLAN
1/4" = 1'-0"





2A - SPANISH COLONIAL

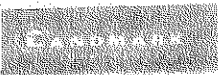
2

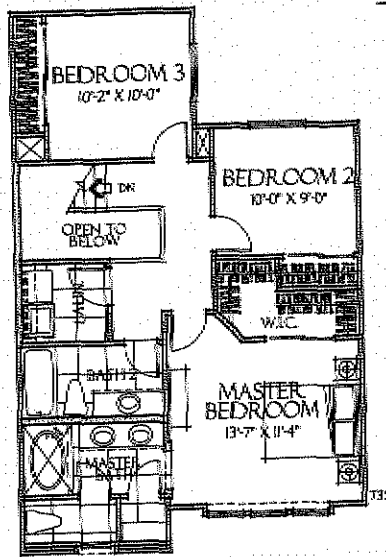
1,287 sq. ft.
 3 BED
 2.5 BATH
 1 CAR GARAGE

ISSUE 1
 10/11/06

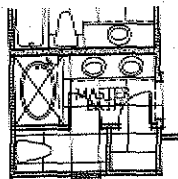
MILLS LANDING

DESIGN DEVELOPMENT - LOWER FLOOR PLAN
 1/4" = 1'-0"





2A - SPANISH COLONIAL



2B - COASTAL COTTAGE

2

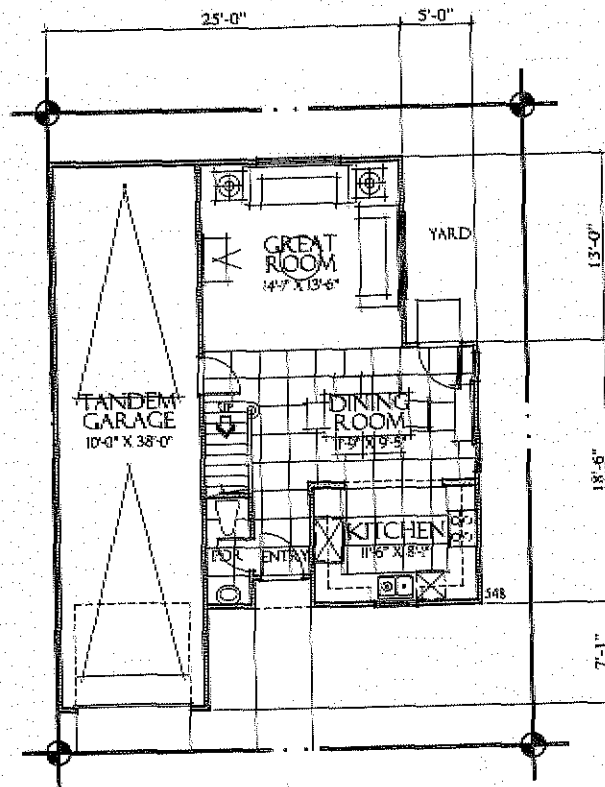
1,287 sq. ft.
 3 BED
 2.5 BATH
 1 CAR GARAGE

ISSUE 1
 10/11/06

MILLS LANDING

DESIGN DEVELOPMENT - UPPER FLOOR PLAN
 1/4" = 1'-0"





3A - SPANISH COLONIAL

3

1,381 sq. ft.

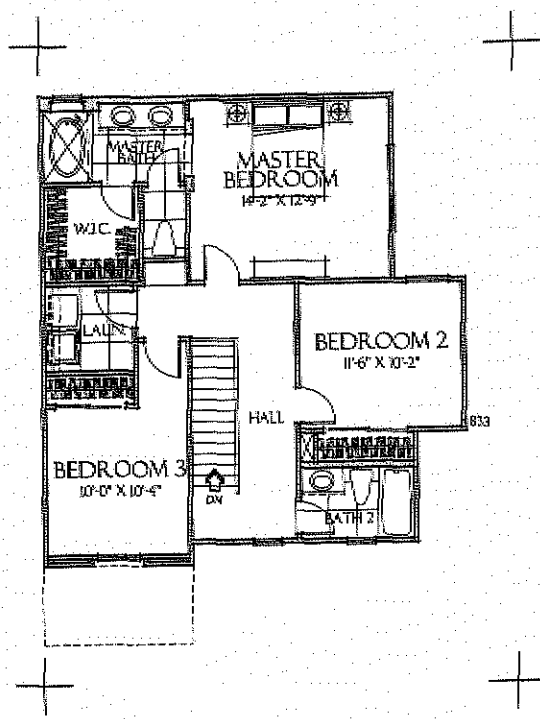
3 BED
2.5 BATH
2 CAR TANDEM GARAGE

ISSUE 1
10/11/05

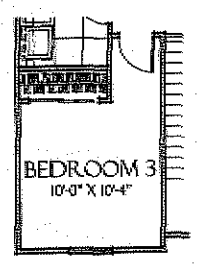
MILLS LANDING

DESIGN DEVELOPMENT - LOWER FLOOR PLAN
1/8" = 1'-0"





3A - SPANISH COLONIAL



3B - COASTAL COTTAGE

3

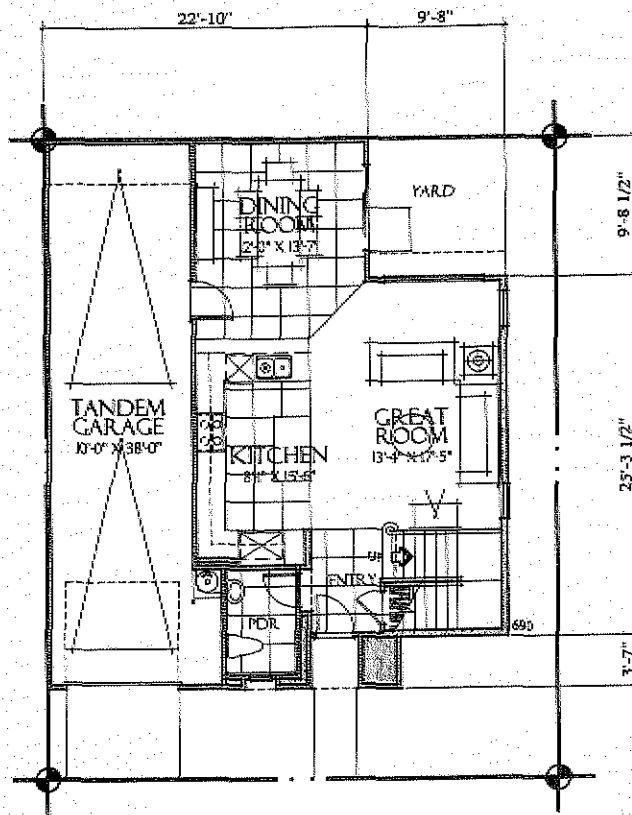
1,381 sq. ft.
 3 BED
 2.5 BATH
 2 CAR TANDEM GARAGE

ISSUE 1
 10/11/06

MILLS LANDING



DESIGN DEVELOPMENT - UPPER FLOOR PLAN
 1/8" = 1'-0"



4A - SPANISH COLONIAL

4

1,694 sq. ft.

4 BED
2.5 BATH
2 CAR TANDEM GARAGE

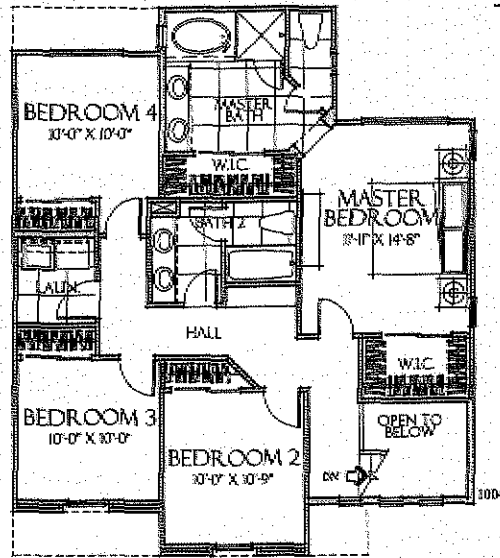
ISSUE 1
10/11/06

MILLS LANDING

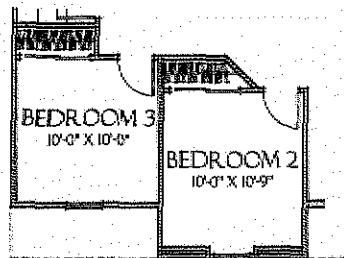


DESIGN DEVELOPMENT - LOWER FLOOR PLAN
1/4" = 1'-0"





4A - SPANISH COLONIAL



4B - COASTAL COTTAGE

4

1,694 sq. ft.

4 BED
2.5 BATH
2 CAR TANDEM GARAGE

ISSUE 1
10/1/06

MILLS LANDING

DESIGN DEVELOPMENT - UPPER FLOOR PLAN
1/4" = 1'-0"

