

Item # 7E

**City of Carson City
Agenda Report**

Date Submitted: December 12, 2006

Agenda Date Requested: December 21, 2006

Time Requested: 45 minutes

To: Mayor and Board of Supervisors

From: Planning Division

Subject Title: Action to approve a Tentative Planned Unit Development application known as Mills Landing from Capital Engineering (property owner: DGD Development & MSB Properties) to allow a mixed use development on approximately 10.14 acres resulting in 94 single family dwelling units on approximately 7.7 acres and a Commercial/Retail development on approximately 2.4 acres with associated **Variances** to allow a reduction in the 30 foot minimum building setback from an adjacent residential zoning district to vary from 20 foot driveway requirement, PUD periphery setbacks and related parking variances from city requirements and a **Special Use Permit** request to allow residential uses in General Commercial (GC) zoning district in addition to model homes, temporary sales office and associated flags/flagpoles and associated zoned change on property zoned General Commercial (GC), located at 1208 E. William Street and State Street, APN(s) 002-441-21 and 002-441-23. (File TPUD-06-202)

Staff Summary: The Tentative Planned Map is for the proposed Planned Unit Development known as Mills Landing. The request would allow subdivision of two parcels into 94 residential lots on 7.7 acres and a Commercial/Retail development of 2.4 acres, with approximately 30% of open space totaling 3.0 acres on a 10.14 acre site, north of William Street and west of State Street.

Type of Action Requested:

- Resolution
- Formal Action/Motion
- Ordinance
- Other (Specify)

Does This Action Require A Business Impact Statement: Yes No

Planning Commission Action: Recommended approval 6 Ayes, 0 Nays and 1 absent at the regularly scheduled Planning Commission Meeting of November 29, 2006.

Recommended Board Action: I move to approve a Tentative Planned Unit Development application known as Mills Landing from Capital Engineering (property owner: DGD Development & MSB Properties) to allow a mixed use development on approximately 10.14 acres resulting in 94 single family dwelling units on approximately 7.7 acres and a Commercial/Retail development on approximately 2.4 acres with associated **Variances** to allow a reduction in the 30 foot minimum building setback from an adjacent residential zoning district to vary from 20 foot driveway requirement, PUD periphery setbacks and related parking variances from city requirements and a **Special Use Permit** request to allow residential uses in General Commercial (GC) zoning district in addition to model homes, temporary sales office and associated flags/flagpoles and associated

zone change on property zoned General Commercial (GC), located at 1208 E. William Street and State Street, APN(s) 002-441-21 and 002-441-23. (File TPUD-06-202)

Alternate Recommended Board Action:

1. I move to refer this project back to the Planning Commission for further Review.
2. I move to deny a Tentative Map Planned Unit Development application known as Mills Landing from Capital Engineering (property owner: DGD Development & MSB Properties) to allow a mixed use development on approximately 10.14 acres resulting in 94 single family dwelling units on approximately 7.7 acres and a Commercial/Retail development on approximately 2.4 acres with associated **Variances** to allow a reduction in the 30 foot minimum building setback from an adjacent residential zoning district to vary from 20 foot driveway requirement, PUD periphery setbacks and related parking variances from city requirements and a **Special Use Permit** request to allow residential uses in General Commercial (GC) zoning district in addition to model homes, temporary sales office and associated flags/flagpoles and associated zone change on property zoned General Commercial (GC), located at 1208 E. William Street and State Street, APN(s) 002-441-21 and 002-441-23. (File TPUD-06-202)

Explanation for Recommended Board Action: : In order to subdivide the property to allow for separate ownerships of individual residential dwelling units, a Tentative Planned Unit Development Map must be approved by the Board of Supervisors. Upon approval of the Tentative Planned Unit Development Map, a Final Subdivision Map and improvement plans must then be approved by the staff prior to dividing the property and recording the new proposed parcels.

Applicable Statute, Code, Policy, Rule or Regulation: NRS Chapter 278A (Planned Development), CCMC Section 17.09 (Planned Unit Development), CCMC Section 18.02.080 (Special Use Permits), CCMC 17.05 (Planning Commission Review of Proposed Subdivisions), CCMC 17.05.010 (Review of Tentative Maps)

Fiscal Impact: N/A

Explanation of Impact: N/A

Funding Source: N/A

Alternatives: 1) Refer back to staff and Planning Commission for further review.

Supporting Material:

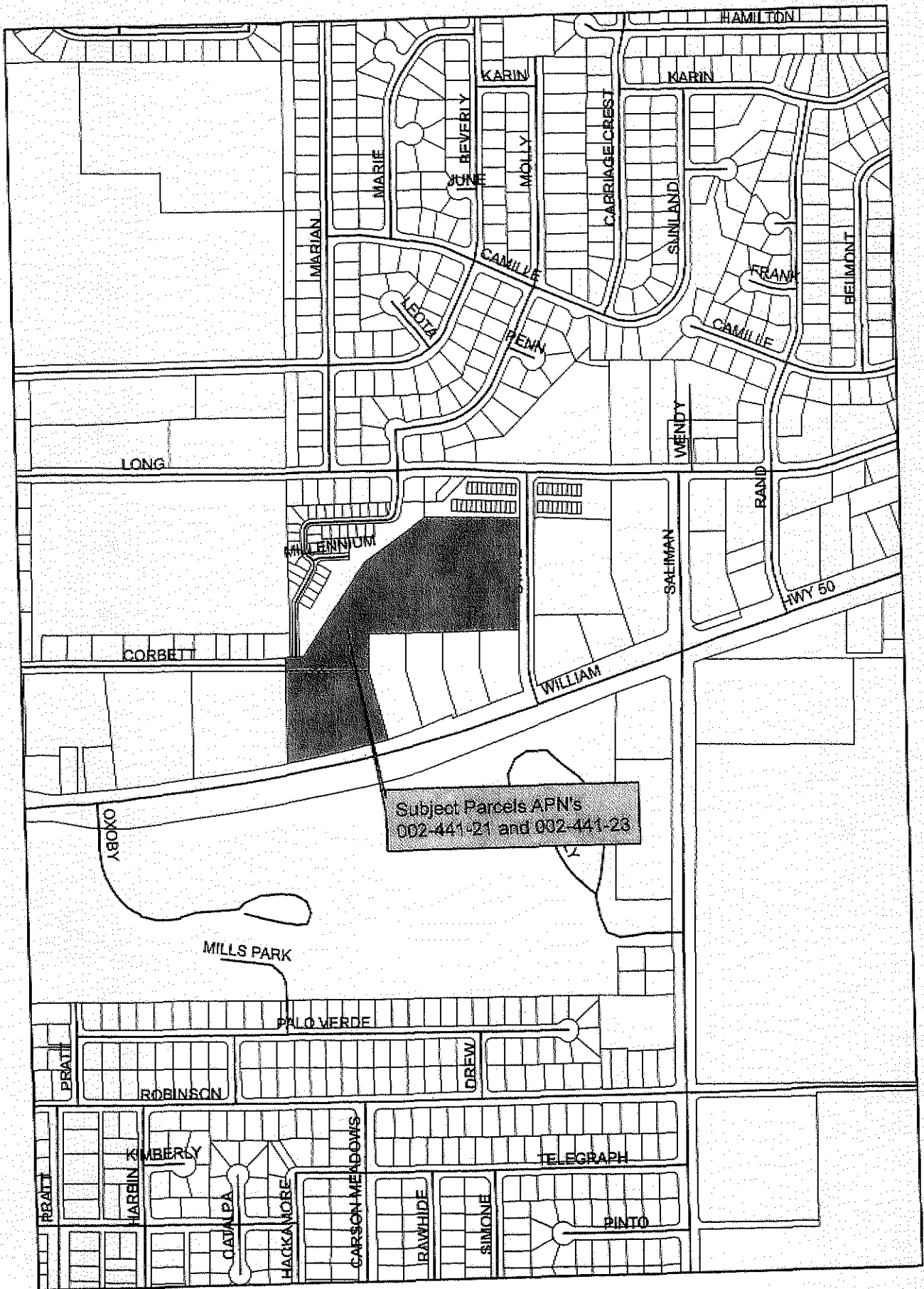
- Staff report to Planning Commission
- Tentative Subdivision Map application
- Tentative map copy
- ~~Ordinance~~

Reviewed By: Walter Sullivan Date: 12-12-06
(Walter Sullivan, Planning Director)
Larry Wehner Date: _____
(Larry Wehner, Development Services Director/City Engineer)
Linda Ritter Date: 12-12-06
(Linda Ritter, City Manager)
Melanie Bruketta Date: 12-12-06
(Melanie Bruketta, Chief Deputy District Attorney)

Board Action Taken:

Motion: _____ 1) _____ Aye/Nay
2) _____ _____

(Vote Recorded By)



CA...ON CITY PLANNING COMMISSION
CASE RECORD

MEETING DATE: November 29, 2006

AGENDA ITEM NO.: G-5

APPLICANT(s) NAME: Capital Engineering
PROPERTY OWNER(s): DGD Development & MSB Properties

FILE NO.: TPUD-06-202

ASSESSOR PARCEL NO(s):002-441-21 & 002-441-23
ADDRESS: 1208 E. William Street and State Street

APPLICANT'S REQUEST: Action to consider the following: **Tentative Planned Unit Development** application known as Mills Landing to allow a mixed use development on approximately 10.14 acres resulting in 94 single family dwelling units on approximately 7.7 acres and Commercial/Retail development on approximately 2.4 acres with associated Variances to allow a reduction in the 30 foot minimum building setback from an adjacent residential zoning district, to vary from 20 foot driveway requirement, PUD periphery setbacks and related parking variances from city requirements and a Special Use Permit request to allow residential uses in General Commercial (GC) zoning district in addition to model homes, temporary sales office and associated flags/flagpoles on property zoned General Commercial (GC)

COMMISSIONERS PRESENT: [] PEERY [X] VANCE [X] SEMMENS
[X] BISBEE [X] MULLET [X] REYNOLDS [X] KIMBROUGH

STAFF REPORT PRESENTED BY: Jennifer Pruitt
STAFF RECOMMENDATION: [X] CONDITIONAL APPROVAL [X] REPORT ATTACHED
APPLICANT REPRESENTED BY: Susan Dorr and Mark Rotter [] DENIAL

X APPLICANT/AGENT PRESENT X APPLICANT/AGENT SPOKE APPLICANT/AGENT NOT PRESENT APPLICANT/AGENT DID NOT SPEAK

APPLICANT/AGENT INDICATED THAT HE/SHE HAS READ THE STAFF REPORT, AGREES AND UNDERSTANDS THE FINDINGS, RECOMMENDATIONS, AND CONDITIONS, AND AGREES TO CONFORM TO THE REQUIREMENTS THEREOF with the exception of #2 and #3.

1 PERSONS SPOKE IN FAVOR OF THE PROPOSAL _3_ PERSONS SPOKE IN OPPOSITION OF THE PROPOSAL

DISCUSSION, NOTES, COMMENTS FOR THE RECORD:

Public Comment:

- Mark Sivalzian addressed his letter and that the proposed development does not integrate with the condo development to the north. Suggests access road that could abut north property for a buffer. He is concerned about traffic and parking.
- Bruce Backman, President of HOA Long Street Town homes, said that 5 foot setbacks are too small, 20 foot perimeter setbacks are reasonable. Would like to see shorter driveways and is concerned proposed dwelling units will become rentals.
- Dave Spellright/Phil Bright of 1450 Millennium Terrace asked if there will be lights in open space (applicant responded "no"), if there will be picnic tables or other amenities there (applicant responded "yes"). Requested gated area to prevent late night access and associated problems. Drainage and stability of slope are a concern, though not opposed to this project.

Mark Rotter (applicant) spoke about drainage mitigation and erosion control.
Harvey Brotzman spoke regarding the traffic study and area wide traffic improvements.

Susan Dorr (applicant) is not opposed to working on connectivity with Long Street Town homes. She commented that setbacks are not too close.

Vern Krahn commented that there are a number of public parks in the neighborhood and that Parks Department needs are met. This park will be maintained by a homeowners association and development will not request RCT to develop their park.

MOTION WAS MADE TO RECOMMEND APPROVAL: * with deletion of #24 and 28 and modification to #20; on the variance #2 shall be two years and on the special use permit delete condition #3

- WITH THE FINDINGS AND CONDITIONS AS ENUMERATED ON THE STAFF REPORT
- WITH THE FINDINGS AND CONDITIONS OF THE STAFF REPORT AS MODIFIED*
- WITH THE FINDINGS AND CONDITIONS OF THE COMMISSION ENUMERATED ON THIS CASE RECORD

MOVED: Vance SECOND: Reynolds PASSED: _6_/AYE _0_/NO _0_/DQ _1_/ABSENT_/ABSTAINED

SCHEDULED FOR THE BOARD OF SUPERVISORS

DATE: 12-21-06

**AMENDED STAFF REPORT FOR PLANNING COMMISSION MEETING NOVEMBER
29, 2006**

FILE NO: TPUD-06-202

STAFF AUTHOR: Jennifer Pruitt, Senior Planner

REQUEST:

Action to consider a **Tentative Planned Unit Development** application known as Mills Landing from Capital Engineering (property owner: DGD Development & MSB Properties) to allow a mixed use development on approximately 10.14 acres resulting in 94 single family dwelling units on approximately 7.7 acres and Commercial/Retail development on approximately 2.4 acres with associated **Variances** to allow a reduction in the 30 foot minimum building setback from an adjacent residential zoning district, to vary from the required PUD periphery setback and to vary from 20 foot driveway requirement and related parking variances from city requirements and a **Special Use Permit** request to allow residential uses in General Commercial (GC) zoning district in addition to model homes, temporary sales office and associated flags/flagpoles and associated zone change on property zoned General Commercial (GC), located at 1208 E. William Street and State Street, APN 002-441-21 & 002-441-23

APPLICANT: Capital Engineering

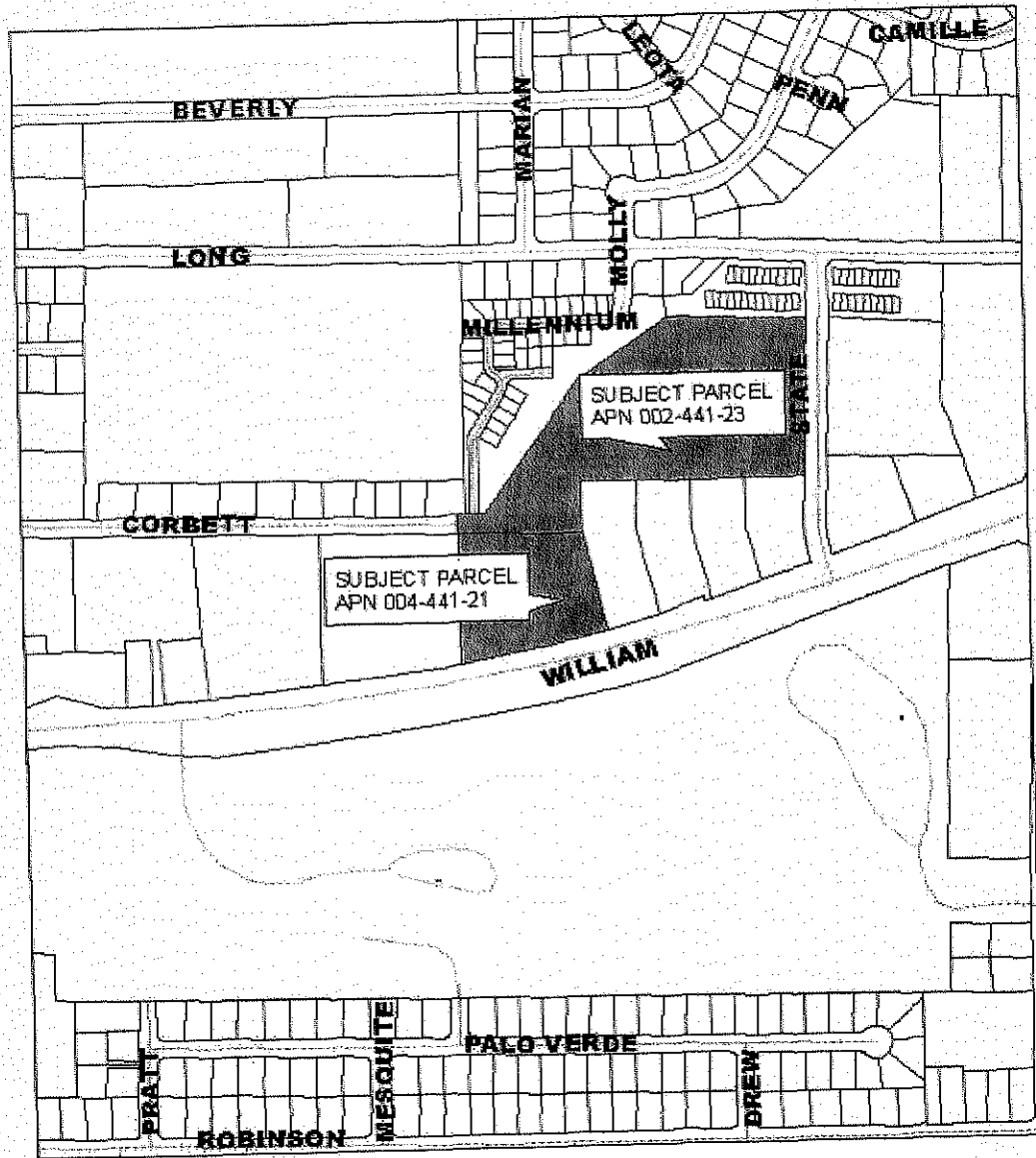
OWNERS: Landmark Communities

LOCATION: 1208 William Street/State Street

AN(s): 002-441-21 and 002-441-23

RECOMMENDED MOTION:

"I move to recommend to the Board of Supervisors approval of Tentative Planned Unit Development application known as Mills Landing from Capital Engineering (property owner: DGD Development & MSB Properties) to allow a mixed use development on approximately 10.14 acres resulting in 94 single family dwelling units on approximately 7.7 acres and Commercial/Retail development on approximately 2.4 acres with associated Variances to allow a reduction in the 30 foot minimum building setback from an adjacent residential zoning district, PUD periphery setback reduction and to vary from 20 foot driveway requirement and related parking variances from city requirements and a Special Use Permit request to allow residential uses in General Commercial (GC) zoning district in addition to model homes, temporary sales office and associated flags/flagpoles and associated zone change on property zoned General Commercial (GC), located at 1208 E. William Street and State Street, APN 002-441-21 & 002-441-23 based on 12 findings and subject to the recommended conditions of approval contained in the staff report."



TENTATIVE SUBDIVISION MAP RECOMMENDED CONDITIONS OF APPROVAL

The following shall be specific revisions to the Tentative Map:

1. Show the proposed emergency access gate to the commercial area, and coordinate with Carson City Fire Department on appropriate lock or strobe actuation system to open the gate. This will help prevent the public from attempting to use the access gate as a primary access point.
2. Show sidewalks on both sides of all streets throughout the subdivision as well as along the State Street frontage.
- ~~3. Provide 20-foot minimum depth driveway slabs for all lots.~~
4. A revised tentative map shall be reviewed and signed by the Planning Director and City Engineer.

Specific Conditions to be included in the design of the Improvement Plans:

5. Street lighting is required along all frontages in accordance with Carson City Development Standards (CCDS) 12.14.
6. In accordance with CCDS 12.10 and 12.11.10, pavement sections shall be based on subgrade strength values determined by Resistance ®) Value or California Bearing Ratio (CBR) as shown in the Soils Engineering Report. Refer to CCDS Division 17 for soils report requirements. In no case shall the proposed pavement section be less than the minimum section prescribed in standard drawing C-1.11.
7. Storm drainage facility improvements shall be designed in accordance with CCDS Division 14. A Technical Drainage Study is required with submittal of Improvement Plans in accordance with CCDS 14.9 through 14.10.
8. On site storm runoff detention shall be sized to limit flows from a 5-year storm (Q5) to their predeveloped condition, in accordance with CCDS 14.1.8.
9. In accordance with CCDS 15.3, water mains shall be analyzed to determine system capability to provide adequate flows and pressures, and sewer mains shall be analyzed to determine system capability to provide capacity for the ultimate tributary population. These analyses shall be prepared by qualified Nevada Civil Engineers.
10. Coordinate with the local postmaster for details and locations of mailboxes.

The following shall be completed prior to submittal of construction/improvement plans or final map:

11. The applicant shall follow all recommendations contained in the project soils and geotechnical report. Two copies of the report shall be submitted with any improvement plans.
12. The applicant must sign and return the Notice of Decision / conditions of approval within 10 days of receipt of notification. If the Notice of Decision is not signed and returned within 10 days, the item may be rescheduled for the next Planning Commission meeting for further consideration.
13. The applicant shall adhere to all Carson City standards and requirements for water and sewer systems, grading and drainage, and street improvements, as outlined in the Development Standards and other applicable Divisions and as required by the Standard Specifications and Details for Public Works Construction, as adopted by Carson City. No deviations from the standards are allowed unless specifically noted on the approved tentative map.
14. The applicant shall obtain a dust control and stormwater pollution prevention permit from the Nevada Division of Environmental Protection (NDEP). The site grading must incorporate proper dust control and erosion control measures.

The following shall be completed prior to submittal of any final map:

15. Prior to submittal of any final map or parcel maps, Development Engineering shall approve all on-site and off-site improvements. Final improvement plans for the development shall be prepared in accordance with CCDS Division 19 and the Standard Specifications.
16. A "will serve" letter from the water and wastewater utilities shall be provided to the Nevada Health Division prior to approval of a final map.
17. Prior to the recordation of the final map for any phase of the project, the improvements associated with said phase must either be constructed and approved by the city, or the specific performance of said work secured by providing the city with a proper surety in the amount of 150 % of the engineers estimate. In either case, upon acceptance of the improvements by the city, the developer shall provide the city with a proper surety in the amount of 10% of the engineer's estimate to secure the Developers obligation to repair defects in workmanship and materials which appear in the work within one year of acceptance by the city.

The following shall be included with the submittal of construction/improvement plans or submittal of a final map:

18. The plans and final map shall reflect 10 foot wide Public Utility Easements along all street frontages and 5 foot wide Public Utility Easements along all side and rear lot lines.
19. Each phase of the development will be required to submit a set of improvement plans for all on-site and off-site improvements necessary to complete that specific phase.
20. Placement of all utilities shall be underground within the development, with the exception to the existing overhead power lines.
21. Improvement plans for the final map phase that includes the 47th residential lot shall include all remaining improvements for open space, park areas and paths for the entire development. Park, open space and path improvements shall be constructed or bonded for prior to recording the final map; however, a notice of completion for all park, open space and path improvements must be issued prior to issuance of building permits for the 47th or subsequent residential lots.
22. All fencing on corner lots must meet sight distance area requirements of CCMC Development Standards Division 1, Land Use and Site Design.
23. All landscaping proposed within the subdivision on site shall be in compliance with CCMC Development Standards Division 3, Landscaping.
24. Municipal water and sewer facilities, as well as natural gas, electric and cable television services shall be extended to serve the development.
25. The applicant will provide on-site bus stops that will be incorporated in the site planning of the proposed project per Carson City School District regulations if needed.

The following must be submitted or included with the final subdivision map:

26. The final map(s) shall be in substantial accord with the approved Tentative Map and the approved Tentative Map shall be signed by the Mayor, Planning Commission Chairman and the Planning Director.

27. Notes shall be added to the final map:
 - A. "These parcels are subject to Carson City's Growth Management Ordinance and all property owners shall comply with provisions of said ordinance."
 - B. "All development shall be in accord with Tentative Map (TPUD-06-202)."
28. All street names shall be reviewed and approved by Carson City's GIS Department. The approved names shall be shown on the final map.
29. All other departments' and State agencies conditions of approval, which are attached, shall be incorporated as conditions of approval.
30. A copy of the signed Notice of Decision.
31. Evidence from the City Health Department and Fire Department that the applicable department's requirements have been satisfied, including but not limited to the location of all fire hydrants.

The following are general conditions of approval:

32. Any lots and/or phased areas not planned for immediate development will be left undisturbed and no mass grading and clearing of natural vegetation will be allowed.
33. All disturbed areas are required to have a palliative applied for dust control. Any and all grading will comply with State and City regulations.
34. Building permits for home construction will not be issued until streets and infrastructure improvements are deemed substantially complete by the City Engineer.
35. Hours of construction will be limited to 7:00 a.m. to 7:00 p.m., Monday through Friday, and 7:00 a.m. to 5:00 p.m. on Saturday, **no construction on Sunday**. If the hours of construction are not adhered to, the Carson City Building and Safety Division will issue a warning for the first violation, and upon a second violation, will have the ability to cause work at the site to cease immediately.
36. A Final Subdivision Map for the property must be recorded within two years of the date of Tentative Subdivision Map approval by the Board of Supervisors. The applicant is responsible for complying with the required conditions of approval and

submitting a final map that complies with all conditions of approval at least 30 days prior to the tentative map expiration date. A one-year extension of the tentative map approval period may be granted by the Board of Supervisors upon written request **at least 30 days prior to the tentative map expiration date.**

37. The proposed lots shall **not** be further parceled, split or divided in any manner that will result in additional residential lots.
38. Exterior building colors should blend with surrounding development and not cause abrupt changes. Primary building surfaces (excluding trim areas) should be muted or earth-tone in color. Bold colors shall be avoided except when used as accent or trim. The exterior building elevations will be subject to the review and approval of the Planning Division.
39. Mills Landing will utilize lighting options which include Sierra Pacific Street lights. The lighting fixtures include a variety of designs which Sierra Pacific designs, installs, operates and maintains. All fixtures will incorporate cut-off options supporting the "Dark Skies" initiative.
40. There shall be no parking on private streets nor in driveways with vehicles obstructing the sidewalks at any time.
41. Guest parking and individual unit parking spaces shall be signed accordingly.

SPECIAL USE PERMIT RECOMMENDED CONDITIONS OF APPROVAL

The following shall be completed prior to commencement of the use:

1. The applicant must sign and return the Notice of Decision / conditions of approval within 10 days of receipt of notification. If the Notice of Decision is not signed and returned within 10 days, the item will be rescheduled for the next Planning Commission meeting for further consideration.
2. The applicant (property owner and successors) must meet all of the conditions of approval and commence the use (obtain and maintain a valid building permit) for which this Permit is granted within **24 months** of the date of final approval. A single, one-year extension of time may be granted if requested in writing to the Planning and Community Development Division thirty days prior to the one-year expiration date. Should this Permit not be initiated within one year and no extension granted, the Permit shall become null and void.

General conditions required to be incorporated into the proposed development plan:

3. All development must be substantially in accordance with the development plans approved with this application, except as otherwise modified by the conditions of approval herein.
4. All on- and off-site improvements must conform to City standards, requirements and implementation timing, as required by the Development Services Engineering Division and the Public Works Division.
5. This project shall meet fire codes and ordinances pertinent to the building type and occupancy classification.

The following shall be submitted or included as part of a building permit application:

6. The applicant must obtain a building permit for this project. Complete plans must be submitted to the Building Department for review. Accessibility, parking and landscaping are only a portion of what will need to be addressed on the plans. The Building Permit must be issued to a Nevada State Licensed Contractor with a Carson City Business License.
7. The applicant must submit a copy of the Notice of Decision / conditions of approval, signed by the applicant and owner.
8. The applicant must submit landscape plans in compliance with the Carson City Development Standards, Division 3 (Landscaping).
9. The applicant must obtain a Certificate of Occupancy and/or final inspection and approval for all required improvements.
10. The flags/flagpoles that are approved with this Special Use Permit shall be removed with the cessation of the model homes.
11. The temporary tract sales office within the model homes shall be for the exclusive use of selling homes located within the Mills Landing Planned Unit Development.
12. The hours of operation of the sales office shall be as proposed by the applicant; daily, from 10:00 am to 6:00 pm seven days a week. The hours of operation may be extended upon written request to the Community Development Director.
13. Outdoor lighting shall be residential in character. All light sources shall be located and installed in such a way as to prevent spillover lighting onto adjoining properties,

and glare to the sky.

14. On-site parking is shall be provided to accommodate the parking generated by the proposed temporary tract sales office and model homes. The applicant will provide parking options for review and approval by the Development Engineering and Planning Divisions.
15. The proposed development is limited to 20 flags/flagpoles to identify the sales center.

VARIANCE RECOMMENDED CONDITIONS OF APPROVAL

The following shall be completed prior to commencement of the use:

1. The applicant must sign and return the Notice of Decision / conditions of approval within 10 days of receipt of notification. If the Notice of Decision is not signed and returned within 10 days, the item will be rescheduled for the next Planning Commission meeting for further consideration.
2. The applicant shall meet all the conditions of approval and commence the use (obtain and maintain a valid building permit) for which this permit is granted within 24 months of the date of final approval. A single, one-year extension of time may be granted if requested in writing to the Planning and Community Development Division thirty days prior to the one two year expiration date. Should this Variance not be initiated within one year and no extension granted, the Variance shall become null and void.

Conditions required to be incorporated into the proposed development plan.

3. All development shall be substantially in accordance with the development plans approved with this application, except as otherwise modified by the conditions of approval herein.
4. The setbacks (building envelopes) for this development shall be as depicted on the site plan approved with this application.
5. Conformance to the conditions of TPUD-06-202.
6. All improvements shall conform to City standards and requirements.

The following shall be submitted or included as part of a building permit application:

7. The applicant shall obtain a building permit from the Carson City Building and Safety Division for the proposed construction.

8. The applicant shall submit a copy of the Notice of Decision / conditions of approval, signed by the applicant and owner.
9. The applicant shall obtain a Certificate of Occupancy and/or final inspection and approval for all required improvements.

LEGAL REQUIREMENTS: CCMC 17.05 (Tentative maps); 17.09 Planned Unit Development; NRS 278.330; CCMC 18.02.050 (Review); 18.02.085 (Variances); 18.04.065 (Single Family 12,000 district); 18.04.165 (Conservation Reserve district) and 18.04.190 (Residential Districts Intensity and Dimensional Standards); CCMC 18.02.080 (Special Use Permits)

MASTER PLAN DESIGNATION: Mixed Use Residential (MUR)

ZONING DISTRICT: General Commercial (GC)

KEY ISSUES: Does the proposal meet the Tentative Map requirements? Do any unusual circumstances apply to the subject property or the surrounding properties that justify the variance request? Will the proposal cause material damage to surrounding land uses or properties?

SURROUNDING ZONING AND LAND USE INFORMATION

NORTH: Multi Family Apartment- Planned Unit Development(MFA-P)-Residential
SOUTH: Public Regional (PR)- Regional Mills Park
EAST: General Commercial (GC)-Commercial vacant
WEST: General Commercial (GC)/Multi family Apartment- Planned Unit Development (MFA-P)

SITE HISTORY

In May of 2006 City staff conducted the required review of Conceptual Review- CSM-06-019. At that time comments were provided to the applicant.

ENVIRONMENTAL INFORMATION

1. **FLOOD ZONE:** Zone B (Areas of minimal flooding).
2. **SLOPE/DRAINAGE:** The site is primarily flat. The applicant has provided evidence that the proposed development will not increase the off-site storm water flows, from the pre-development levels.
3. **SOILS:** No. 71: Urban Land
4. **SEISMIC ZONE:** Zone II, moderate severity, an earthquake fault is located within 200 feet of the subject site on the parcel to the northwest.

SITE DEVELOPMENT INFORMATION

1. SUBJECT AREA: 10.14 ACRES
2. Total residential Dwelling units 94 lots
3. Total Commercial Development 2.4 acres
4. PROJECT SITE AREA: The same as the subject area.
 - Residential lot area 4.3 acres
 - Open Space area 3.2 acres
 - Total park area .21 acres
 - Total street/road areas 1.5 acres
 - Retail/Commercial 21,500 square feet
5. EXISTING LAND USE: Vacant/small professional office of 1,521 sf built in 1962.
6. PROPOSED HOME SIZE: 1,084 square feet to 1,678 square feet
7. PROPOSED LOT SIZES — Minimum 1,520 square feet (1,520sf to 3,190sf)
8. REQUIRED SETBACKS: See proposed building envelopes.
9. PARKING REQUIRED:
 - Residential (PUD) Two spaces per dwelling unit and one space per every two dwelling units for guests.
 - Retail/Commercial One parking space per 325 square feet of GFA or 65 spaces required and 94 spaces proposed.
10. PARKING PROVIDED: 40 units are designed with a two-car garages (tandem).
 54 units are designed with a one-car garage.
 101 surface parking spaces (47 guests/54 required).

DISCUSSION:

"Planned Unit Development" means an area of land controlled by a landowner, which is to be developed as a single entity for a number of dwelling, commercial, and/or industrial units, the plan for which does **not** correspond in lot size, height, or size of dwelling, density, lot coverage, and required open space of the regulations established in any one use district created, from time to time, under the provisions of any zoning ordinance enacted pursuant to law.

It is important to recognize the following information which is specific to Planned Unit Developments specifically the CCMC section. Pursuant to CCMC 17.09.005, Statement of Objectives for Planned Unit Developments:

In order that the public health, safety and general welfare of the residents of Carson City be furthered in an era of increased urbanization, growing demand for housing

of all types and desire for attractive commercial and industrial developments, there is enacted an ordinance controlling Planned Unit Developments.

The purpose of the ordinance codified in this chapter, in addition to the above, is to encourage more efficient use of the land and of public and private services in Carson City; to reflect the changes in technology of land development so the resulting economies benefit Carson City.

It is the intention of this chapter to produce developments which meet or exceed the city standards of open space, access to light and air, pedestrian and vehicular circulation and produce a variety of land uses which complement each other and harmonize with the existing and proposed land uses in the vicinity. Additionally, this chapter insures increased flexibility of substantive regulations over land development and that is administered in such a way as to encourage land development without undue delay, while controlling development in the best interests of the ecology, economy, public health, safety, morals, and general welfare of the citizens of Carson City.

The Mills Landing Planned Unit Development (PUD) is an infill residential/commercial development consisting of 94 dwelling units/and retail/commercial facilities on 10.14 acres with 31% of the site devoted to common open space which exceeds the requirements in Carson City Municipal Code. The applicant is proposing a development which will provide additional entry level housing options for the residents of Carson City.

Mills Landing is proposing to develop 7.7 acres of residential dwelling units (2-3 bedrooms with 2.5 bath) two-story homes ranging in size from 1,084 square feet to 1,678 square feet, in addition to 2.4 acres of commercial development fronting William Street (US Hwy 50 East). The commercial element has been designed to have a 30 foot setback from the residential units proposed to the north in addition to screening fencing and landscaping. Staff has requested that the applicant entertain an emergency access point from the commercial development to the residential development. By designing the area with materials that can withstand fire apparatus and sheriff vehicles in a time of emergency.

Mixed-use development should incorporate a variety of uses in a compact, pedestrian-friendly environment. Uses are encouraged to be mixed vertically, but may also be integrated horizontally. In the case of the proposed development the applicant has decided to utilize a horizontal integration.

The applicant has proposed three exterior elevation options for each of the four floor plans, each home will be designed with a one or two car (tandem) garage. All front yard, parks and open space will be maintained by the homeowners association.

In designing a Planned Unit Development, the ordinance allows lot area, width, building height, lot size, minimum site area and setbacks to be reduced to better utilize land. In this

case, the applicant has requested the planned unit development within 10.14 acres.

Staff conducted multiple site visits in the month of November, 2006. The subject site is located within the central portion of Carson City, just north of the Regional Mills Park. The subject site is primarily flat and is bordered by William Street on the south and State Street on the east. The subject site is also bisected by an existing power line easement from east to west.

Currently the existing zoning of the subject site is zoned General Commercial (GC). Pursuant to CCMC 18.04.135 (3) General Commercial Conditional Uses: Single family, Two-Family and Multi Family Dwellings require Special Use Permit approval, in addition to the associated model homes, temporary sales office and associated flags/flagpoles. The associated zone change will occur concurrently with the PUD application and if approved would result in the subject areas zoning changed to GC-PUD with the recordation of the final map.

A majority of all yards are considered open space, landscaped, and maintained by a homeowner's association. The street-scape is also landscaped as well as additional common open space within the developed areas of the site. Mills Landing was initially designed to be completed in two residential phases and one future retail/commercial phase:

- Phase I is the eastern most phase and will include 40 dwelling units.
- Phase II is the western located phase and will include 54 dwelling units.
- The commercial portion of the proposed project will be developed on a separate time-line from the residential development.

The applicant, on November 17, 2006 requested to amend the request to complete the development in five residential phases and one future retail/commercial phase:

- Phase I- eastern most phase will include 20 dwelling units.
- Phase II- 16 dwelling units
- Phase III-23 dwelling units
- Phase IV-20 dwelling units
- Phase V-15 dwelling units
- The commercial portion of the proposed project will be developed on a separate time-line from the residential development.

The applicant has provided a Market Research Study conducted by The Whitney Group on behalf of Landmark Homes. Within the report is anticipated buyer profiles and recommended standard features for the proposed single family dwelling units.

The applicant is requesting Special Use Permit approval to allow residential uses within this General Commercial zoning district and to allow five model homes, a temporary tract sales office, and advertising devices consisting of flags and flagpoles, be approved by the Planning Commission. The temporary tract sales office will be utilized prior to the

construction of the model homes within the structure currently occupied by Reality executives on the souther commercial portion of the proposed development. Model homes are planned to be located on lots 43-47, on Cottage Drive. According to the applicant, the public will benefit from well established and regulated model homes and office facilities, the orderly demonstration of the model homes, and the convenience of the sales office. The model homes will be the same type that will occur throughout the rest of the subdivision. The model homes will have no significant impact on existing public services and facilities.

All necessary facilities and services needed to conduct the use will be in place prior to construction of the model homes. To mitigate potential adverse impacts on adjacent residences, the business will limit the hours of operation. The model home driveways will accommodate two parking spaces. 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 seven visitors per day. On the weekend, the average number of visits from prospective buyers is nine per day. The proposed model homes will use 20 flags to identify the sales center house as a subdivision sales information center.

The applicant is also proposing Variances to allow a reduction in the 30 foot minimum building setback from an adjacent residential zoning district, to vary from the required PUD periphery setback and to vary from 20 foot driveway requirement and related parking variances from City requirements. Within the Millennium PUD and also the Long Street Townhome PUD setback variances were also granted, in addition to other Planned Unit Developments in Carson City.

It is important to note as mentioned above "Planned Unit Development" means an area of land controlled by a landowner, which is to be developed as a single entity for a number of dwelling, commercial, and/or industrial units, the plan for which does not correspond in lot size, height, or size of dwelling, density, lot coverage, and required open space of the regulations established in any one use district created, from time to time, under the provisions of any zoning ordinance enacted pursuant to law.

SUMMARY:

Mills Landing is the first proposal located on a major thoroughfare within a mixed use land use category to provide a combination of residential, retail/commercial uses since the adoption of the updated Master Plan. Staff is in support of the proposed development with the recommended conditions of approval. The following items are provided for the Planning Commission and Board of Supervisors consideration to offer guidance/direction to this mixed use development:

1. Parking/drive way apron reductions.

The applicant has addressed the parking criteria as it related to Planned Unit

Development and retail/commercial uses to a certain extent. The retail/commercial component has been designed to include more than the required parking, distributed within the component broken up and orientated appropriately with buffering and landscaping incorporated in the design.

The residential component has been designed to satisfy the parking requirement, however staff questions the practicality of the two car tandem garages. The proposed plan might benefit by utilizing a one car/tandem surface space (similar to Millennium) for the 40 two car garage units. Secondly, "no parking" in the 10 foot driveway approaches may be difficult at best to enforce. It has been proven that a strong home owners association can be extremely helpful with this enforcement. The plan might benefit by a reduction of the driveway apron acceptable to the Engineering Division and Planning Division which will eliminate the urge to park in the driveway (temporarily or permanently). Pursuant to CCMC the applicant has the burden of proof to answer Commission questions and convince the Commission that all development issues including less than 20 foot driveways are acceptable to the City in terms of the public's health, safety and general welfare.

It is important to note the development is proposing 54 units with one car garages. The applicant has designed this project with an additional 54 surface parking spaces allocated to the 54 dwellings with one car garages to satisfy the requirement of two parking spaces per dwelling unit.

2. Boundary treatment of the Mills Landing. Staff has two areas of concern:
 1. The northeastern boundary (lots 1-8) which abuts the Long Street Town homes boundary could benefit from additional attention to the connectivity/sensitivity aspect of the proposed plan. It is important to note a 30 foot setback in this instance would be excessive due to the type of housing proposed. Connectivity/sensitivity can be accomplished by a number of ways such as but not limited to:
 - Cooperation of the PUD to the north with a solution for the unified diversity of the boundary.
 - Increased setback
 - Landscaping buffering
 - Facade articulation
 2. The easterly boundary facade treatment which abuts the retail/future retail uses to the east is the same as throughout the proposed development. However, the retail uses to the east are clearly different and warrant different street treatment.

The proposed residential units on the eastern boundary (lots 48-54) should have some type of connectivity to the retail uses east of State Street. This connectivity is not limited to, but can be accomplished by appropriate architectural treatment of facades, orientation of building or with the use of

color.

3. Open Space

Mills Landing PUD has proposed to utilize a majority of the yard space as either common or private open space. The applicant is aware that up to 25% of the required open space may be used as private open space. PUDs are evaluated on a case by case basis. Mills Landing has important elements that deal with proximity that works in its favor. One is the proximity to Mills Park. The subject site is located north of the centrally located regional park. The second item is the proximity to the Millennium open space to the northwest. The applicant has proposed to improve the open space which will include a picnic area designed to not impact the existing Cottonwood trees and also to include pathways and shade trees. This will allow for improved connectivity and improve the open space to allow for a more usable area for residents for both communities.

4. Connectivity of the residential component to the retail/commercial component of Mills Landing.

The applicant has provided a strong pedestrian connectivity to and through the proposed Mills Landing. Staff understands the design of where the access points of the development have been located and due to the design how the cut through traffic will be eliminated. This development would benefit from an emergency access point for emergency vehicles only from the northern most point of the commercial uses to the southern most point of the residential uses. Staff is aware of the proposed 30 foot buffering noted between the uses and supports the screen fencing and landscaping proposed.

5. Entry Level Housing opportunity

The applicant has noted that the proposed project is anticipated to be an entry level housing opportunity for Carson City residents. The recommended product prices are \$225,000 to \$255,000. The developer is open to the owner-occupied deed restriction concept, but due to the fluctuating market, the preference would be to have flexibility to make the decision at a later date.

With the recommended conditions of approval, the findings to grant approval have been met by the applicant. Therefore, it is recommended that the Planning Commission approve application TPUD-06-202 based on the required findings as noted below the

comment section.

PLANNED UNIT DEVELOPMENT STANDARDS:

NRS 278A.500 states that granting or denial of a tentative planned unit development must set forth reasons, with conditions, and make findings related to a number of issues. The following is an analysis of design standards required for planned unit developments with staff findings.

- | | <u>REQUIRED</u> | <u>PROPOSED</u> |
|-----------------------|-----------------|-----------------|
| 1. Minimum site area: | 5 acre minimum | 10.14 acres |

This proposal does satisfy this requirement. As part of the PUD process, the Interim Mixed Use Evaluation Criteria would be applicable to all other conditions of approval outlined in the City's Municipal Code.

- | | <u>REQUIRED</u> | <u>PROPOSED</u> |
|------------------------|------------------|-------------------|
| 2. Minimum # of units: | 5 dwelling units | 94 dwelling units |

The proposal satisfies the requirements of CCMC, Section 17.09.

3. Density:

CCMC Section 17.09.095(3) establishes the PUD maximum density per dwelling units per acre. The proposed maximum density of the subject site allowed is 29-36 dwelling units per acre utilizing the multi family apartment density standards. The proposed development is at 13 dwelling units per acre which is well below the maximum density of 36 dwelling units per acre. The proposed 94 dwelling units are supported by staff for the subject site. In this proposal the applicant has included a plan that produces a housing product of stable and desirable character consistent with the objectives of the CCMC and Master Plan of Carson City.

4. Common Open Space:

The proposed common open space for this site consists of 31% of the total land area and is in accordance with CCMC Section 17.09.100(4), which requires a minimum of 30% of the gross area.

A .21 acre pocket neighborhood park is designed within the project. This park will include a small shelter, turf, shrubs, adequate evergreen buffering and shade trees.

The Mills Landing project has expressed a desire to utilize the front yards for public open space. The homeowners associate will take care of the full maintenance of the front yards to ensure consistency and a well maintained community street-

front.

As part of this project the applicant is proposing to improve the open space of the Millennium PUD which is located northwest of the Mills Landing PUD. These improvements will include a picnic area designed not to impact the existing Cottonwood trees and also to include pathways and shade trees. This will allow for improved connectivity and improve the open space to allow for a more usable area for residents for both communities.

It is important to note the subject site is located in very close proximity to Mills Park.

5. Private Open Space:

The applicant is proposing to utilize a portion of the rear yards as private open space. The applicant is aware of the PUD criteria for private open space and will not be allowed to utilize more than 25% of the required open space for this criteria.

6. Parking/Streets:

Pursuant to the Carson City Municipal Code, Development Standards Division 2 Parking and Loading, PUD parking standards are as follows: 2.5 parking spaces per dwelling unit and assigned guest parking. This equates to 94 single family dwelling units x 2.5 spaces = 235 spaces. The applicant is proposing to have 40 units designed with a two-car garages (tandem) and 54 units are designed with a one-car garages.

The residential use is also designed with 101 surface parking spaces, 47 guests and 54 spaces for the 54 dwelling units designed with one car garages.

The retail component (21,500 square feet) is required to provide one parking space per 325 square feet of gross floor area or 66 spaces and is designed to provide 94 parking spaces.

The applicant has indicated that as a result of the Residential Market Study prepared by The Whitney Group note that the possibility that many of the proposed residents will be singles with only one car. Staff is aware that this might be a possibility but still requires the PUD parking requirement to be satisfied.

No parking is allowed on any reduced width private street.

7. Storage Area:

Exterior storage areas are optional but none is proposed and is not in conflict with

CCMC Section 17.09.095(5).

8. Sidewalks:

A five-foot sidewalk is proposed on one side of the street and this is not in conflict with CCMC Section 17.09.095 (6). The Engineering Division has included a condition of approval for sidewalks on both sides of the street.

9. Utilities:

All utilities shall be underground and this is consistent with CCMC Section 17.09.095(8).

The development is required to comply with all applicable environmental and health laws concerning water and air pollution and disposal of solid waste. The development will be served by the Carson City Community Water System and the Carson City Wastewater Collection System.

10. Landscaping:

The proposal is in keeping with the requirements of CCMC Development Standards Division 3 (Landscaping). The applicant has consulted a Landscape Architect regarding the proposed plan. The various landscape items include paving, lighting, plant material and street scape design elements. The plan also includes provisions for the preservation of existing mature cottonwood trees in park and open space areas whenever possible.

11. Bike Paths:

The applicant has incorporated pathways within and throughout the proposed development.

12. Fencing:

The only fences provided are for the side/rear yard areas for each unit. These areas will provide private open space for all of the proposed units. The applicant is also requesting to provide buffering fencing between the retail/commercial component and the residential component.

In addition, CCMC Section 17.09.050 details reasons for approval or denial of a Planned Unit Development. These factors are enumerated below and reflected in the Findings as previously detailed in this report.

17.09.050 Approval or Denial of Application. The approval or denial of a tentative Planned Unit Development plan shall be by minute action and shall set forth the reasons for the approval or for the denial, and in the case of approval, shall set a specific date for the filing of a Final Map, or in the case of phase development over a period of years, shall set the specific dates for the filing of the Final Map phases or units. The minutes shall also set forth with particularity in what respects the plan would or would not be in the public interest, including but not limited to, findings of fact, conclusions of law on the following:

1. **In what respects the plan is or is not consistent with the statement of objectives of the Planned Unit Development ordinance:**

The proposed plan is consistent with the statement of objectives of the Planned Unit Development Ordinance. The proposed Mills Landing project has been designed to take full advantage of its beneficial infill location and surrounding quality development while providing a compliment to the existing mixture of uses currently available in the immediate area.

2. **The extent to which the plan departs from zoning and PUD regulations otherwise applicable to the property, including but not limited to density, size and use and the reasons such departures are or are not deemed to be in the public interest:**

The proposed development has been designed to be compatible with the surrounding uses with, open space considerations within the PUD in addition to improvements to the adjacent PUD's open space. See Summary above.

3. **The purpose, location and amount of the open space in the Planned Unit Development, the reliability of the proposals for maintenance and conservation of the open space, and the adequacy or inadequacy of the amount and purpose of the open space as related to the proposed density and type of residential development.**

The subject parcels are 10.14 acres in size. The open space associated with the subject area is 3.0 acres or 30% on the proposed project area. The proposed project also includes a park area of 9,147 square feet or 1% of the proposed total open space, in addition to improvements to the adjacent Planned Unit Development's (Millennium PUD) open space of 1.4 acres including, shade trees, a pathways and picnic facilities resulting in an established core amenity for the community.

4. **A physical design of the plan and in the manner in which such design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, parking requirements, and further the amenities of light and air, recreation and visual enjoyment:**

As detailed in the staff report prepared by the Engineering Division staff. Planning staff has addressed parking requirements see page 15.

5. **The relationship, beneficial or adverse, of the proposed Planned Unit Development to the neighborhood in which it is proposed to be established;**

As submitted, the plan does explain its beneficial relationship with the existing neighborhood. The proposed lots will provide a variety of housing opportunities for residents of Carson City. It is anticipated that many of the potential residents might not desire large lots and prefer a smaller lot and the freedom it provides, in addition to utilizing the commercial uses within the area.

6. **In the case of a plan which proposes a development over a period of years, the sufficiency of the terms and conditions intended to protect the interest of the public and the residents of the Planned Unit Development in the integrity of the plan.**

The initial submittal provided by the applicant is that the proposed development will be developed in two residential phases and one future commercial phase. The applicant has since requested to develop the residential component in five phases and one future commercial phase. The applicant has noted the time-line will be determined based on current and future market demands.

PUBLIC COMMENTS: Public notices were mailed on November 9, 2006 to 69 adjacent property owners within 300 feet of the subject site pursuant to the provisions of NRS and CCMC. Staff has received a letter from an adjacent property owner with concerns related to the Mills Landing proposal (see attached).

Any comments that are received after this report is complete will be submitted prior to or at the Board of Supervisors meeting, depending on their submittal date to the Planning and Community Development Division.

OTHER CITY DEPARTMENT OR OUTSIDE AGENCY COMMENTS:

Comments were received from various city departments. Recommendations have been incorporated into the recommended conditions of approval, where applicable.

Nevada Division of Environmental Protection commented that the following is required:

1. Supply "Will Serve" or "Intent to Serve" letters from the water and wastewater utilities.
2. Please provide evidence of certification of the proposed method of wastewater collection, treatment and disposal by the Nevada Division of Environmental Protection, Bureau of Water Pollution.

Carson City Fire Department commented that the following is required:

1. Access and egress shall meet the minimum design requirements of a 20' wide access with a 13'6" unobstructed height. If the furthest access point is greater than 150' an approved turn around shall be provided.
2. Buildings equal to or greater than 5,000 square feet will require an NFPA approved and installed fire sprinkler system.
3. Fire flow shall meet the approval of CCFD for location and placement of the fire hydrants prior to installation.
4. Addressing shall comply with the Carson City GIS for proper address numbering, location and numbers specification.
5. This project shall meet all codes and ordinances pertinent to the building type and occupancy classification.

Carson City School District Transportation Department supports the project and confirms that the School District would provide transportation to Mark Twain Elementary, Carson Middle School and Carson High School from this area which will be impacted due to the proposed project.

The Carson City Engineering Division had a number of comments that are included in the conditions and attached with their memo.

The Carson City Building Department:

- Project requires application for a Building Permit, issued through the Carson City Building Division. This will necessitate a complete review of the project to verify compliance with all adopted construction codes and municipal ordinances applicable to the scope of the project.
- The plans must comply with the latest version of the Carson City Building Division handout title "*RESIDENTIAL PLAN SUBMITTAL REQUIREMENTS: One & Two Family Dwellings and Accessory Structures*" Dwellings may not encroach closer than 3'-0" (three feet) to the property lines with a 1'-0" (one foot) roof overhang or projection. Dwellings which encroach closer than 3'-0" (three feet) to the property lines shall be required to have one-hour rated fire resistive construction. Furthermore, there shall be no exterior openings for the wall line of a dwelling which encroaches closer than 3'-0" (three feet) to the property lines (*' IRC Section R302*)
- As part of a complete submittal, the issue of drainage away from the proposed dwellings must be addressed. The drainage must flow towards the public right of way, and may not cross property lines towards neighboring structures. (*' IRC R401.3*)

TENTATIVE MAP FINDINGS: Staff recommends approval of the Tentative Subdivision Map based on the findings below and in the information contained in the attached reports and documents, pursuant to CCMC 17.05 (Tentative Maps); 17.07 (Findings) and NRS 278.349, subject to the recommended conditions of approval, and further substantiated by the applicant's written justification. This development was reviewed under the guidelines of CCMC Title 17, specifically Section 17.01.010. The design, improvement and maps of subdivisions are governed by the Planning and Zoning Act (Chapter 278 and 278A of Nevada Revised Statutes, hereinafter referred to as "NRS"), NRS 116, so far as is applicable, and the provisions of this title. The purposes of this title are to safeguard the public health, safety and general welfare by establishing certain additional standards of design, improvement, survey and development of subdivisions hereafter platted in Carson City in order to provide and insure the orderly and proper growth and development thereof.

- 1. The project complies with applicable environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, water supply, and sewage disposal.**

The conditions of approval ensure compliance with applicable environmental health laws, including those required by NDEP as well as Carson City Development Services.

A Conceptual Water Analysis for Mills Landing was completed October 2006 by Capital Engineering and submitted on behalf of Landmark Homes. As documented in the report the existing water system with the addition of Mills Landing development notes that the infill development is located in a well supplied, high pressure area of the Carson City Water System.

A Conceptual Sewer Analysis for Mills Landing was completed October 2006 by Capital Engineering and submitted on behalf of Landmark Homes.

Neither Carson City's water supply nor wastewater treatment capability will be exceeded by final approval of this development.

- 2. Adequate water that meets applicable health standards is available in sufficient quantity to serve the subdivision.**

As indicated in the Engineering Division's analysis of the application, this development will be required to connect to the existing water and sewer infrastructure to serve this development.

- 3. Adequate utilities are available and accessible to serve the subdivision.**

The applicant shall adhere to all Carson City standards and requirements for water and sewer systems, grading and drainage, and street improvements, as outlined in the Development Standards and other applicable Divisions and as required by the

Standard Specifications and Details for Public Works Construction, as adopted by Carson City. No deviations from the standards are allowed unless specifically noted on the approved tentative map.

- 4. Adequate public services such as schools, police protection, transportation, recreation and parks are available and accessible to serve the subdivision, including adequate availability and accessibility of water and services for the prevention and containment of fires.**

As stated in the information provided by the applicant, transportation facilities (including roads) will be required to be improved to allow for the proposed development. Recreational and park facilities have been proposed and included in the 94 residential/commercial development proposal.

The Carson City School District has provided comments, and staff has integrated a condition regarding bus stops incorporation within the site planning of the project in needed by the Carson City School District.

- 5. Adequate access to public lands is provided where the proposed subdivision is adjacent to public lands.**

The proposed subdivision is adjacent to public lands to the south (specifically south of William Street- Mills Regional Park). However, the proposed project does not impair access to those public lands in anyway. The lands adjacent to the subject project is a 53 acre parcel owned by Carson City Parks and is one of the largest Parks and Recreational facilities in Carson City.

- 6. The subdivision conforms with the zoning ordinance and master plan.**

The proposal is in conformance with the Master Plan and will be in conformance with the Zoning Ordinance (Title 18). The proposal is consistent with a number of goals and policies that support a diverse community with multiple opportunities for housing.

- 7. The subdivision generally conforms with the City's Streets and Transportation Element.**

Prior to submittal of any final map or parcel maps, Development Engineering shall approve all on-site and off-site improvements which are to be in conformance with the City's Streets and Transportation Element of the City's Master Plan.

- 8. The subdivision will have little or no detrimental effect on vehicular or pedestrian traffic and adequate public streets are provided to serve the subdivision.**

A Traffic Analysis was prepared by Paul W. Solaigui and completed in July 2006. The proposed residential/commercial project will generate approximately 1,491 average daily trips with 104 trips occurring during the AM peak hour and 154 trips occurring during the PM peak hour. Within the traffic analysis are recommendations regarding improvements which shall comply with Carson City requirements, the Engineering Division has reviewed the Traffic Analysis and provided comments.

Access to the subject site will be provided from two points from State Street. Staff has requested the applicant provide an emergency access point from the southern commercial development and coordinate with Carson City Fire Department on appropriate lock or strobe actuation system to open the gate. This will help prevent the public from attempting to use the access gate as a primary access point.

- 9. The subdivision will have little or no detrimental effect on physical characteristics of the land such as flood plain, earthquake faults, slope, and soil.**

A Conceptual Drainage Study was prepared by Capital Engineering in October 2006. The study has evaluated the existing and proposed storm water runoff conditions for the proposed development. The flows from the offsite sub-basins will continue to be routed through the project only slightly impacting the proposed development.

A geotechnical investigation report was prepared by ENGEO Incorporated in May 2006. It is important to note this is an existing earthquake fault located north of the proposed development of the subject site. The applicant has not proposed to locate any of the proposed single family dwelling units within 25 feet of the approximate location of the fault.

- 10. The recommendations of applicable State agencies and the School District have been incorporated into the conditions of approval.**

The requirements of NDEP have been incorporated into the tentative map conditions of approval. The applicant must comply with all State agency requirements prior to approval of the final subdivision map.

School transportation will be provided to the applicable, zoned schools in accordance with Carson City School District policies and regulations. The applicant will provide on-site bus stops that will be incorporated in the site planning of the proposed project per Carson City School District regulations as needed.

- 11. Existing and/or proposed recreation and trail easements are adequate to serve the proposed development.**

The Mills Landing Planned Unit Development will assist in the improving and

expanding of the Carson City Trails Network as identified on the Carson City Unified pathways Master Plan adopted March of 2006 by the Carson City Board of Supervisors.

12. All codes and regulations requirements of the Carson City Fire Department.

- Access and egress shall meet the minimum design requirements of a 20' wide access with a 13'6" unobstructed height. If the furthest access point is greater than 150' an approved turn around shall be provided.
- Buildings equal to or greater than 5,000 square feet will require an NFPA approved and installed fire sprinkler system.
- Fire flow shall meet the approval of CCFD for location and placement of the fire hydrants prior to installation.
- Addressing shall comply with the Carson City GIS for proper address numbering, location and numbers specification.
- This project shall meet all codes.

SPECIAL USE PERMIT FINDINGS: Staff's recommendation is based upon the findings as required by CCMC Section 18.02.062 (Special Use Permits) enumerated below and substantiated in the public record for the project.

1. Will be consistent with the master plan elements.

The Carson City Mater Plan identifies the subject area as Mixed Use Residential (MUR). Regarding the Master Plan Policy Checklist which is designed for developers, staff and decision makers and is intended to be used as a guide only, the following themes are the themes are identified as being satisfied by the proposed project.

Placing residential and non-residential uses adjacent to one another, but segregating them through the use of fences, walls or other barriers and a lack of street or pedestrian connections does not constitute an integrated mix of uses. Residential uses will generally represent between 10 and 50 percent of the total land area. However, it is anticipated that this percentage may vary greatly depending upon the size and density of the development, the extent to which commercial uses are provided within the adjacent development context, and market constraints. In some instances, single use development (100% residential or commercial) may be appropriate, subject to other general mixed-use policies. For example, if a site is less than 10 acres in size or is located away from primary street frontages, an integrated mix of uses may not be feasible. Sites will be evaluated on a case-by-case basis using the Interim Mixed-Use Evaluation Criteria.

Most MUR development will occur through infill and redevelopment, within established areas of the City. Therefore, establishing a strong physical and visual relationship to adjacent neighborhoods and the community will be an important consideration, as opposed to simply walling off individual pods of development.

Chapter 3: Balance Land Use Pattern:

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

The proposed development will meet the provisions of the City's Growth Management ordinance by addressing and satisfying compliance standards for critical components of water and sewage in addition to other components related to the development.

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

Mills Landing PUD is located in a priority area identified for potential infill. The applicant notes Mills Landing implements a "Compact Urban Growth Scenario" which focuses upon vacant or underutilized areas within the City, as noted by its mixed use land use category along a major corridor of Carson City.

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

The Mills Landing Planned Unit Development will assist in the improving and expanding of the Carson City Trails Network as identified on the Carson City Unified Pathways Master Plan adopted March of 2006 by the Carson City Board of Supervisors.

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 the existing stands of mature trees and or other defining features. The proposed plan includes preservation of the existing Cottonwood trees in one of the future park areas located on the site.

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

Mills Landing is located outside the primary flood plain, as it is located within FEMA Floodzone B. In addition, the proposed development has been set back from the geologic hazard that exists on the site to the northwest.

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)?

The required levels of service for residential land uses will be met with the development of the proposed project. All roadways and underground improvements will be designed and constructed in compliance with the 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 (4.1b)?

An important design element of Mills Landing is the fact that is organized around parks, open space and pathways that will provide connectivity in proximity to the surrounding community. The proposed project provides a system of parks, open space and pathways that incorporate non-vehicular connectivity to the surrounding community. As part of the development a small park and a separate picnic area has been included in the proposal by the applicant.

Chapter 5: Economic Vitality:

Is or does the proposed development:

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

This development has been designed to provide Carson City with additional entry level housing opportunities. It is the applicant intention to provide the opportunity for the City's non-labor force population to downsize into smaller, quality homes. In addition, to encourage the occupants of the development to frequent retailers in the area due to convenience and proximity.

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

As noted above the applicant is proposing a retail/commercial element to the proposed project. It is a fair assumption that the subject parcel is currently

underutilized due to its current use and the existing zoning of General Commercial.

Chapter 6: Livable Neighborhoods and Activity Centers:

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 (6.1b)?

The applicant has noted that Mills Landing promotes variety and visual interest through the incorporation of varied building styles and colors, residential garage orientations and specific architectural and landscaping design features.

Exterior building colors should blend with surrounding development and not cause abrupt changes. Primary building surfaces (excluding trim areas) should be muted or earth-tone in color. Bold colors shall be avoided except when used as accent or trim.

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)?

Mills Landing is presented to enhance the aesthetic appearance of the community. As noted above this project will be subject the design guidelines of the Carson City Municipal Code and subject to the review and approval of the Planning Division.

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)?

A key element of the proposed development is the goal to remain consistent with surrounding land uses and existing developments. The applicant has noted that Mills Landing will be an infill project that will successfully incorporate into the existing community. Housing types are compatible with the surrounding neighborhoods in scale and intensity to ensure compatibility. Neighborhoods will be interconnected with trails and pathways systems to facilitate safe and efficient flow for pedestrians traffic.

Chapter 7: A Connected City:

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)?

Mills Landing is located along William Street/US Highway 50 East and will be connected with the retail/commercial uses through a system of streets, sidewalks, trails and pathways to facilitate safe and efficient flow of pedestrians, bicycles and vehicles. As noted above the proposed development has been designed with inter-connectivity as a priority.

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

Mills Landing will be required to provide adequate roadway connections, improvements and circulation through the development in addition to providing suitable connections and improvements to existing roadways.

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)?

An important design element of Mills Landing is the fact that is organized around parks, open space and pathways that will provide connectivity in proximity to the surrounding community. Neighborhoods will be interconnected with the trails and pathways systems which is consistent with the most recently adopted Carson City Unified Pathways Master Plan.

2. **Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood; and will cause no objectionable noise, vibrations, fumes, odors, dust, glare or physical activity.**

Conditions of approval have been imposed to ensure that the proposal does not have a significant adverse impact on an adjacent residential use. These conditions include limitation on the sales office hours of operation and procedures for the removal of the flagpoles and flags.

The applicant shall obtain a dust control and stormwater pollution prevention permit from the Nevada Division of Environmental Protection (NDEP). The site grading must incorporate proper dust control and erosion control measures.

Outdoor lighting shall be residential in character for the model homes and the

temporary sale office. All light sources shall be located and installed in such a way as to prevent spillover lighting onto adjoining properties, and glare to the sky.

Mills Landing will utilize lighting options which include Sierra Pacific Street lights. The lighting fixtures include a variety of designs which Sierra Pacific designs, installs, operates and maintains. All fixtures will incorporate cut-off options supporting the "Dark Skies" initiative.

3. Will have little or no detrimental effect on vehicular or pedestrian traffic.

The proposed project will impact existing pedestrian and vehicular traffic. Right of way improvements will be required as part of the proposed Tentative Map request.

On-site parking shall be provided to accommodate the parking generated by the proposed temporary tract sales office and model homes. The applicant will provide parking options for review and approval by the Development Engineering and Planning Divisions.

4. Will not overburden existing public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public improvements.

The proposal will not have impact on existing public services and facilities to a measurable extent. All necessary facilities and services needed to conduct the proposed use are will be present within the area.

5. Meets the definition and specific standards set forth elsewhere in this title for such particular use and meets the purpose statement of that district.

The subject site is currently identified with the zoning district of General Commercial.

The purpose of the General Commercial District is to preserve a commercial district limited primarily to retail and wholesale sales of new and used material, repair and service facilities, and offices. Temporary unscreened outside display and sale of merchandise for a period not to exceed 30 days within a calendar year may be authorized by the Director subject to Title 18 (Outdoor Sales and Activities), and that such display does not interfere with the circulation or result in the deletion of any required parking spaces. Furthermore, such display shall not interfere with the safe, convenient passage of pedestrians.

6. Will not be detrimental to the public health, safety, convenience and welfare.

Conditions of approval have been required to mitigate adverse impacts on adjacent residences. These conditions include the limitation of the hours of operation and the

removal of the flagpoles and flags. The public at large 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.

7. Will not result in material damage or prejudice to other property in the vicinity.

The request for a temporary sales office and model homes with flag/flagpoles is a reasonable request and is quite common with residential developments of this size.

VARIANCE FINDINGS: Based on the three required findings, pursuant to the Carson City Municipal Code (CCMC) Section 18.02.085 (Variances), which are enumerated below and substantiated in the public record, staff recommends approval of the variance request.

1. That because of special circumstances applicable to the subject property, including shape, size, topography and location of surroundings, the strict application of the zoning ordinance would deprive the subject property of privilege enjoyed by other properties in the vicinity or under identical zone classifications.

Within the GC zoning district the required setbacks are typically zero feet. The exception to that requirement is if the proposed development is adjacent to a residential zoning district. In this case the proposed development is adjacent to the multi family zoning to the north and northwest. The applicant is requesting a reduction in the 30 setback for mitigation measures from commercial development to residential development. In this case the uses in question are residential to residential. The applicant has also designed this project with a 30 feet setback between the retail/commercial uses to the south to the residential uses to the north within the proposed development.

The subject site is bordered by an earthquake fault to the northwest and is required to adhere to specific setbacks from the earthquake fault which is not located on the site. In addition, to the subject site is bisected to a degree with a wide utility power easement which is very specific to the subject parcel. This variance also addresses the reduction of the PUD periphery setback required. The project is requesting to develop the proposed project similar to the adjacent Millennium PUD in which similar setbacks were granted.

The subject site is bisected to a degree with a wide Utility Power Easement which is very specific to the subject parcel.

2. That the granting of the application is necessary for the preservation and enjoyment of substantial property rights of the applicant.

The applicant has noted that the proposed Variance is necessary to design and build an innovative mixed use development that maintains compatibility with surrounding existing land uses as well as provide additional entry level housing options for the City of Carson City. It is clear that the applicant is not requesting reduced setbacks as a result of an increase in density. The proposed request is in keeping with the type of housing development the applicant is proposing.

3. **That the granting of the application will not, under the circumstances of the particular case, adversely affect to a material degree the health or safety of persons residing or working in the neighborhood of the subject property and will not be materially detrimental to the public welfare or materially injurious to property or improvements in the neighborhood of the subject property.**

The request for the varied setbacks is not anticipated to be materially detrimental to the public welfare or materially injurious to property or improvements in the neighborhood of the subject property

As noted above "Planned Unit Development" means an area of land controlled by a landowner, which is to be developed as a single entity for a number of dwelling, commercial, and/or industrial units, the plan for which does not correspond in lot size, height, or size of dwelling, density, lot coverage, and required open space of the regulations established in any one use district created, from time to time, under the provisions of any zoning ordinance enacted pursuant to law.

Interim Mixed Use Evaluation Criteria:

The implementation of numerous policies contained in 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). As in this proposed project Carson City recognizes that mixed use development proposals have already been and will continue to be submitted within these area prior to the completion and adoption of the future mixed-use zoning districts, a set of interim Mixed-Use Evaluation Criteria has 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 location 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 uses in the short term;
- Establish a consistent method for reviewing mixed-use development projects until mixed-use zone districts can be established; and
- Insure that mixed-use development is consistent with the General Mixed-Use policies contained in the Master Plan, as well as the specific MUC, MUE and MUR policies

as applicable.

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

As mentioned above, at this time Carson City does not have a specific mixed use zoning district. The subject site is located within the Master Land Use Plan designation of Mixed Use Residential. It has been requested of the applicant to address the Interim Mixed Use Evaluation Criteria.

Are types of uses and percentages of different uses consistent with the relevant Master Plan policies MUC 1.6, MUR 1.5 and MUE 1.5?

The proposed project predominantly includes residential uses and integrates complimentary commercial/retail uses. The residential component of 7.7 acres and the commercial, retail element of 2.4 acres, the total project is 10.17 acres. This project also includes the improvement of the open space of the adjacent PUD which includes pathways picnic area and landscaping.

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 readily served by transit in the future?

This project has been designed with a retail/commercial component along the William street frontage of approximately 21,500 square feet. This project is also just located west of a relatively new strip mall which includes a Fed Ex/Kinkos, soon to be Starbucks, Team Clips, H & R Block, Dry-cleaners, Allstate Insurance office and Blockbuster Video Rental, in addition to a Wells Fargo and Rite Aid in the general vicinity.

Are residential uses well integrated with non-residential uses (either horizontally or vertically) and the surrounding development context?

The overriding goal of the master plan is to provide pedestrian friendly and less car centric development with the City. Carson City wants livable and walkable communities, and this project fulfills this vision. The housing types proposed and the housing types in close proximity promote activity and will and currently support non-residential uses.

The proposed development is within walking distance of numerous commercial services (banks, video rental, pharmacy, Rite Aid, restaurants, etc.) and community regional park (Mills Park). Mixed-use development should incorporate a variety of uses in a compact, pedestrian-friendly environment. Uses are encouraged to be mixed vertically, but may also

be integrated horizontally. In the care of the proposed development the applicant has decided to utilize a horizontal integration.

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?

The density proposed from the proposed development is 13 residential dwelling units per acre (du/ac). It is the intention of the proposed project to support existing and future commercial businesses within the area. The project is modeled after traditional urban neighborhoods, future residents will walk to nearby commercial uses and patronize those establishments instead of driving to other areas of the City. There are numerous businesses within a one-mile radius of the subject site. It will be easier and quicker for residents to shop at neighborhood establishments rather than travel longer distances by car to other commercial businesses.

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?

The housing types proposed are compatible with the surrounding residential neighborhood. There are two PUD projects within the vicinity. Millennium PUD (4.13 acres) of 36 residential units constructed in 2001 with a density of 11 du/ac and Long Street Town home PUD (2.27 acres) of 41 residential units constructed in 1979 with a density of 18 du/ac.

This is a detached product with at least 30% of the proposed project resulting in open space, it remains compatible with existing single family residential. The scale of the proposed residential units is large enough to provide transition to the commercial uses but is not so large that it will overpower the existing residential uses.

Does the development contain a mix of housing types that is appropriate to its scale, location and land use category?

The applicant is also proposing a detached single family product. The existing residential within the area is a detached single family product and an attached town home product. The applicant is also providing a mix of housing including a variety of floor plans and four conceptual elevation schemes.

Does the development achieve at least the minimum density range for the applicable land use category?

Within the MUR land use category residential uses will generally represent 10 to 70 percent of the total land area. However, it is anticipated that this percentage may vary greatly depending upon the size and density of the development, the extent to which commercial uses are provided within the adjacent development context, and market constraints. The

Mills Landing project as proposed is designed with 76 % of the site allocated to residential uses and 24% of the project allocated to retail/commercial uses.

Do vehicular and pedestrian ways provide logical and convenient connections between proposed uses and to adjacent existing or proposed uses?

Mills Landing has been designed to provide pathways between existing and proposed open space areas as well as pathways to access existing and proposed retail/commercial uses. The appropriate curb and gutter improvements will be required of the proposed project. Vehicular ways have been designed to provide logical and convenient connections to State Street, William Street and Long Street. Staff has also included a condition of approval for emergency access through the commercial component to the residential component.

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 neighborhood and provide neighborhood access to on site uses?

The proposed internal streets disperse development generated traffic to two different access points and does not allow through traffic to access adjacent residential neighborhoods.

If the development is located along a primary street frontage, have existing or proposed transit routes and stops been incorporated?

Jump Around Carson (JAC) has existing stops within the area. The closest one appears to be easternly at Long Street, Route 2A, which is .5 miles away. There is an additional JAC stop at the Carson City Senior Center, Route 1, which is approximately .5 miles away also. This is considered a reasonable walking distance according to the Unified Pathways Master Plan (7.2 "Transit Routes"). The applicant has expressed a willingness to work with JAC and Pride if it is determined another stop would be beneficial to the area.

Is surface parking distributed between the side and rear of the primary buildings and away fro primary street frontages?

Surface parking has been designed to be distributed evenly as possible throughout the residential development portion of the project. Surface parking for the retail/commercial component has also been broken up and distributed with a minor component of parking on the primary street frontage.

Are larger parking lots organized as a series of smaller lots with clear pedestrian connections and landscaping buffers as dividers?

The retail/commercial component has been organized with parking areas with clear pedestrian and vehicular connectivity with landscaping utilized as islands or dividers.

Are transitions in building massing and height provided to relate to surrounding development patterns?

The projects building height design provide a compatible and complimentary visual transition to the variety of residential and commercial buildings on surrounding properties. The development is designed to be pedestrian friendly. The residential component is similar in height to the two story residential developments in the vicinity, which provide a transition due to the elevated elevation of the two adjacent Planned Unit Developments.

Are public spaces easily accessible to pedestrians and the surrounding community?

The applicant has incorporated pedestrian connectivity through the subject site in addition to the adjacent open space and through the proposed retail/commercial component to William Street.

Are parks and trails provided consistent with the Parks and Recreation Unifies Pathways Master Plan?

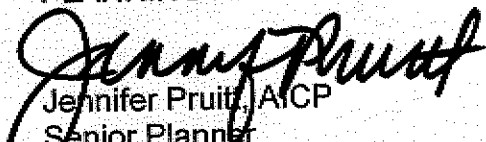
As noted above the applicant has incorporated parks and trails within the development which are consistent with the Parks and Recreation Unified Pathways Master Plan.

Carson City finalized the Parks and Recreation Master Plan (PRMP) in March 2006, and like the Master Plan it identified numerous goals and policies with implementation strategies. The applicant has provided that for this project the most applicable strategies are:

- New developments should provide neighborhood parks to meet the needs of their residents;*
- Provide basic amenities as identified in the PRMP;*
- Include natural characteristics as identified in the PRMP.*

Respectfully submitted,

PLANNING AND COMMUNITY DEVELOPMENT DIVISION


Jennifer Pruitt, AICP
Senior Planner
Attachments

- Application (TSM-06-202)
- Engineering Division comments
- Carson City Building Division comments
- Carson City Fire Department comments
- Division of Environmental Protection Comment
- Carson City School District comments
- Public comments



CARSON CITY, NEVADA

CONSOLIDATED MUNICIPALITY AND STATE CAPITAL

MEMO TO: Major Project Review Committee
Heidi Eskew-Herrmann, Assistant Planner, Carson City

FROM: Teresa Hayes, Environmental Health Specialist

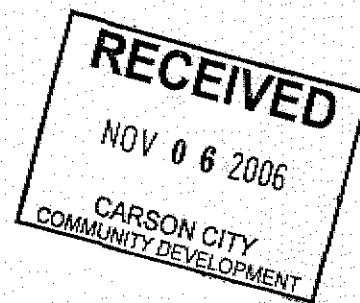
DATE: November 1, 2006

SUBJECT: TPUD 06-202
Location: Mills Landing Re-submittal
APN: 002-441-23
Owner/Applicant: DGD Development
Brief Description of Project: Mills Landing

As of this date the Health Department has no objections to this project as it has been explained in the plans submitted to us.

Should there be any changes to the plans please contact us immediately.
Any questions or comments please contact Teresa Hayes at 887-2190 ext 1316.

Thank you



HEALTH DEPARTMENT

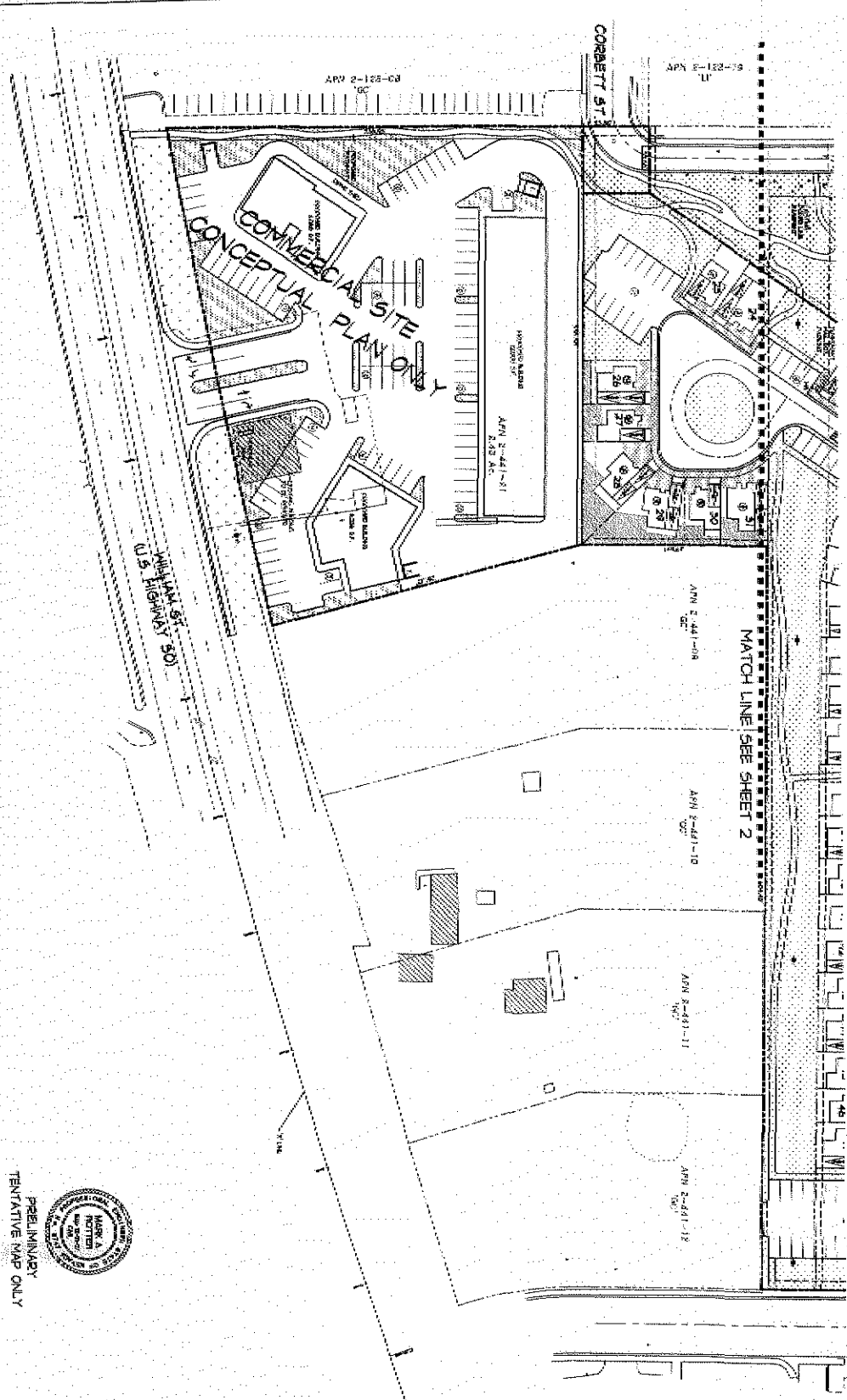
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Human Services
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Animal Services
3770 Butti Way
(775) 887-2171
Fax: (775) 887-2128



NOTE

1. ALL DATA HEREON IS FOR INFORMATION ONLY AND IS NOT TO BE USED FOR CONSTRUCTION.

2. THE DESIGNER HAS CONDUCTED VISUAL VERIFICATION OF THE DATA AND HAS FOUND IT TO BE REASONABLY ACCURATE.

3. PROPERTY LINE DIMENSIONS ARE FROM THE 1991 AERIAL PHOTOGRAPHY.

LEGEND

--- EXISTING BOUNDARY

--- PROPOSED BOUNDARY

--- EXISTING EASEMENT

--- PROPOSED EASEMENT

--- EXISTING RIGHT-OF-WAY

--- PROPOSED RIGHT-OF-WAY

--- EXISTING UTILITY

--- PROPOSED UTILITY

--- EXISTING CURB

--- PROPOSED CURB

--- EXISTING DRIVE

--- PROPOSED DRIVE

--- EXISTING SIDEWALK

--- PROPOSED SIDEWALK

--- EXISTING BIKEWAY

--- PROPOSED BIKEWAY

--- EXISTING TRAIL

--- PROPOSED TRAIL

--- EXISTING FENCE

--- PROPOSED FENCE

--- EXISTING SIGN

--- PROPOSED SIGN

--- EXISTING LIGHT

--- PROPOSED LIGHT

--- EXISTING TREE

--- PROPOSED TREE

--- EXISTING PLANT

--- PROPOSED PLANT

--- EXISTING STRUCTURE

--- PROPOSED STRUCTURE

--- EXISTING PAVEMENT

--- PROPOSED PAVEMENT

--- EXISTING GRAVEL

--- PROPOSED GRAVEL

--- EXISTING SAND

--- PROPOSED SAND

--- EXISTING DIRT

--- PROPOSED DIRT

--- EXISTING ROCK

--- PROPOSED ROCK

--- EXISTING CONCRETE

--- PROPOSED CONCRETE

--- EXISTING ASPHALT

--- PROPOSED ASPHALT

--- EXISTING BRICK

--- PROPOSED BRICK

--- EXISTING STONE

--- PROPOSED STONE

--- EXISTING METAL

--- PROPOSED METAL

--- EXISTING WOOD

--- PROPOSED WOOD

--- EXISTING GLASS

--- PROPOSED GLASS

--- EXISTING CERAMIC

--- PROPOSED CERAMIC

--- EXISTING TILE

--- PROPOSED TILE

--- EXISTING CARPET

--- PROPOSED CARPET

--- EXISTING PAINT

--- PROPOSED PAINT

--- EXISTING FINISH

--- PROPOSED FINISH

PRELIMINARY TENTATIVE MAP ONLY

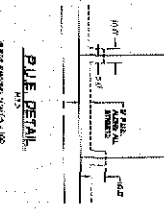
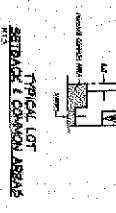
CAPITAL ENGINEERING
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GEOMETRIC PLAN

MILLS LANDING
TENTATIVE MAP

LANDMARK SURVEY
 985 LANDMARK AVENUE
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ASBA BLMW483

THIS PLAN WAS SUBMITTED TO THE CITY OF CHICAGO FOR REVIEW AND APPROVAL. THE CITY ENGINEER HAS REVIEWED THIS PLAN AND HAS FOUND IT TO BE IN ACCORDANCE WITH THE CITY ENGINEERING DEPARTMENT'S STANDARDS AND SPECIFICATIONS. THE CITY ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE PLAN AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE DATA OR THE SOUNDNESS OF THE DESIGN.

