

SINGLE FAMILY ATTACHED/
RESIDENTIAL SUBDIVISION
(TITLE 30)

GOMER RD/GRAND CANYON DR

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

ZC-21-0355-SILVER HINSON, LLC & GRAND GOMER, LLC:

ZONE CHANGE to reclassify 5.0 acres from an R-E (Rural Estates Residential) Zone to an RUD (Residential Urban Density) Zone.

USE PERMIT for a planned unit development.

WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** setbacks; **2)** landscaping; **3)** alternative private street sections; **4)** reduce back of curb radius; **5)** reduce driveway side setbacks; and **6)** reduce street intersection off-set.

DESIGN REVIEWS for the following: **1)** single family attached (townhouse) residential subdivision; and **2)** finished grade.

Generally located on the north side of Gomer Road and the west side of Grand Canyon Drive within Enterprise (description on file). JJ/jt/jd (For possible action)

RELATED INFORMATION:

APN:

176-19-401-009; 176-19-401-013

WAIVERS OF DEVELOPMENT STANDARDS:

1. Reduce the minimum setback for residential units from any street, drive aisle, sidewalk, and curb to zero feet where 10 feet is required per Section 30.24.080 (a 100% reduction).
2. Reduce landscaping to a less intense use where Figure 30.64-11 is required.
3.
 - a. Reduce private street width to 30 feet where 37 feet is required per Uniform Standard Drawing 210.S1 (a 19% reduction).
 - b. Reduce private street drivable surface width to 26 feet where 36 feet is required per Uniform Standard Drawing 210.S1 (a 28% reduction).
 - c. Allow private streets with flush curbs, zero inch curbs, and inverted crowns where not allowed per Uniform Standard Drawing 210.S1.
4. Reduce back of curb radius to 3 feet where 20 feet is required per Uniform Standard Drawing 201 (an 85% reduction).
5.
 - a. Reduce the driveway setback from side property lines to 2 feet where 6 feet is required per Uniform Standard Drawing 222 (a 67% reduction).
 - b. Reduce the driveway setback from back of curb return to 3 feet where 12 feet is required per Uniform Standard Drawing 222 (a 75% reduction).
6. Reduce the street intersection off-set to 82 feet where 125 feet is required per Section 30.52.052 (a 34% reduction).

DESIGN REVIEWS:

1. Single family attached (townhouse) residential subdivision.
2. Increase finished grade to 42 inches where a maximum of 18 inches is the standard per Section 30.32.040 (a 133% increase).

LAND USE PLAN:

ENTERPRISE - RESIDENTIAL MEDIUM (FROM 3 DU/AC TO 14 DU/AC)

BACKGROUND:**Project Description**

General Summary

- Site Address: N/A
- Site Acreage: 5
- Number of Lots: 70
- Density (du/ac): 14
- Minimum/Maximum Lot Size (square feet): 1,202/1,249
- Project Type: Single family attached (townhouse) residential subdivision
- Number of Stories: 2
- Building Height (feet): 26
- Square Feet: 1,319/1,344/1,417/1,437
- Open Space Required/Provided: 17,609/35,043
- Parking Required/Provided: 182/184

Site Plans

The plans depict a 70 lot single family attached (townhouse) residential subdivision with access from Gomer Road on the south side of the site. Internal private street layout is circular with several stub streets, and the streets are 30 feet wide with 26 feet of drivable surface. Several waivers of development standards are necessary for reducing private street width, reducing the drivable surfaces, and allowing flush curbs, zero inch curbs, and inverted crowns. Waivers of development standards are also necessary to reduce the back of curb radii, reduce driveway setbacks from the side property line, and reduce driveway setbacks from back of curb returns. In addition, a waiver of development standards is necessary to reduce the street intersection off-set between Gomer Road and internal Street B, which is located at the entrance to the subdivision.

Each townhouse includes a 2 car garage, and additional parking spaces are located along the north property line. Alternative setbacks can be established with the Planned Unit Development, except a waiver of development standards is necessary to eliminate the setback for residential units from any street, drive aisle, sidewalk, and curb. The plans depict the following setbacks (in feet):

- Front: 0
- Rear (garage): 5
- Interior side: 0
- Corner side: 0

Landscaping

Landscaping along Gomer Road and Grand Canyon Drive include 15 foot wide landscape strips with a 5 foot wide detached sidewalk. A 6 foot high screen wall will be located behind the street landscaping, and an additional 6 foot wide landscape strip with a 4 foot wide walkway are located on the internal side of the perimeter wall. A pedestrian access gate is provided to Grand Canyon Drive.

On the west side of the site, landscaping consists of a 6 foot wide landscape strip with a 4 foot wide walkway. On the north side of the site, landscaping only includes parking lot landscape fingers spaced every 6 parking spaces, which necessitates a waiver of development standards to not provide a minimum 5 foot 6 inch wide landscape strip with 1 tree every 20 feet. Additional landscaping is provided around the base of the townhouses and between the buildings.

Elevations

The townhome community will include an assortment of 3 plexes and 4 plexes, all of which are rear loaded models that front the interior private streets. Three distinct architectural styles are proposed for each complex, which includes painted stucco with contrasting color schemes, off-set surface planes for visual depth, and concrete roof tiles. Each model is 2 stories and extends up to 26 feet in height.

Floor Plans

All the floor plans range in total area from 1,319 square feet to 1,437 square feet.

Signage

A 5 foot high, 13 foot wide monument sign is shown near the entrance to the townhouse development. Materials will include stainless steel backlit letters over a stone veneer.

Applicant's Justification

According to the applicant, the proposed development will provide lower and middle income workforce housing opportunities. The zone change conforms to the planned land uses designated for this site in the Enterprise Land Use Plan. Additionally, the waivers of development standards are necessary and will not create any negative impacts. For example, the reduced setback for residential units to any street, drive aisle, sidewalk, or curb, is conservatively requested to account for the reduced internal setbacks to the sidewalks, but the setbacks will vary across the site. Regarding the reduced landscaping, the applicant states that the proposed perimeter landscaping on the north and west sides of the site will provide an adequate buffer between the townhomes and the future adjacent residential subdivisions.

Several waivers of development standards are necessary for street and driveway improvements, and the applicant also indicates that these will not create any negative impacts. For example, the proposed reduced width of the private streets is the minimum width that the utility agencies are willing to accept maintenance authority over, the street widths will still convey all the necessary stormwater, and fire apparatus will still be able to access the roadways. Also, the inverted crown design for the internal private streets will increase the drainage capacity of the streets, and the flush curb/zero inch curb is provided in front of the residential units to increase the drivable surface width.

Additional waivers of development standards are necessary for reduced curb radii, reduced driveway setbacks, and reduced intersection off-set. The reduced curb radii are located along the stub streets at the ends of the private roadways. The applicant indicates that the fire apparatus access road does not interfere with these road stub outs, and the reduced curb radii will encourage reduced vehicular speed to promote pedestrian safety. Regarding the reduced driveway setbacks, the applicant indicates that the compact design of the attached housing product will not allow a 6 foot minimum setback for driveways from side property lines nor 12 feet from the back of curb return. Lastly, no queuing issues are anticipated from the reduced street intersection off-set at the entrance to the subdivision since the project is not gated.

Finally, increasing the finished grade is necessary along the eastern and northern boundaries to direct storm water run-off around the habitable structures, provide adequate floor protection, and to provide sufficient fall across the development for the proposed sewer connection in Gomer Road.

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Public Facilities	R-2	Undeveloped - approved single family residential
South	Open Land (up to 1 du/10 ac)	R-E	Undeveloped
East & West	Residential Medium (3 to 14 du/ac)	R-2	Single family residential

The subject site and surrounding parcels are in the Public Facilities Needs Assessment (PFNA) area.

Related Applications

Application Number	Request
TM-21-500112	A tentative map for a single family attached (townhouse) residential subdivision is a companion item on this agenda.
VS-21-0356	A vacation and abandonment of government patent easements is a companion item on this agenda.

STANDARDS FOR APPROVAL:

The applicant shall demonstrate that the proposed request meets the goals and purposes of Title 30.

Analysis

Current Planning

Zone Change

The conforming zone boundary amendment is within the range of residential densities anticipated for this site by the Enterprise Land Use Plan. Approved R-2 zoned single family residential subdivisions are under construction on the east and west sides of this site, and an R-2 zoned single family residential subdivision is approved north of this site. While RUD zoning will allow a density up to 14 dwelling units per acre, this density is compatible with the adjacent R-2 zoning, which allows up to 8 dwelling units per acre. As a result, the proposed RUD zoning

district is compatible with the adjacent existing and planned land uses, and staff can support the request.

Use Permit

A use permit is a discretionary land use application that is considered on a case by case basis in consideration of Title 30 and the Comprehensive Master Plan. One of several criteria the applicant must establish is that the use is appropriate at the proposed location and demonstrate the use shall not result in a substantial or undue adverse effect on adjacent properties.

Townhomes provide an additional living option, which is consistent with Land Use Goal 7 in the Comprehensive Master Plan that encourages housing alternatives to meet a range of lifestyle choices, ages, and affordability levels. Also, the location of this attached single family development will provide alternatives to the surrounding detached single family subdivisions, and it will not create any undue adverse effects on adjacent properties. Therefore, staff can support the request.

Waivers of Development Standards

According to Title 30, the applicant shall have the burden of proof to establish that the proposed request is appropriate for its existing location by showing that the uses of the area adjacent to the property included in the waiver of development standards request will not be affected in a substantially adverse manner. The intent and purpose of a waiver of development standards is to modify a development standard where the provision of an alternative standard, or other factors which mitigate the impact of the relaxed standard, may justify an alternative.

Waiver of Development Standards #1

Reducing setback to zero feet within the planned unit development from residential units to the sidewalk is to account for worse case scenarios. Typically, the setbacks will be 5 feet to match the driveway setbacks. Since the reduced setbacks are internal to the site and will mostly be 5 feet, staff does not anticipate any negative visual or safety impacts.

Waiver of Development Standards #2

Eliminating the landscape buffer along most of the north property line should not create any negative impacts since parking spaces are in this area rather than townhomes. As a result, landscaping is not necessary to buffer townhomes from the approved single family subdivision to the north. Additionally, the minimum landscape strip is provided on the east and west sides of the site where sides of townhomes will be adjacent to the northern property line. Lastly, the parking lot landscaping fingers are spaced every 6 parking spaces, and these trees will help soften the transition from the parking spaces to the approved single family subdivision.

Design Review #1

The layout of the subdivision is consistent with Urban Specific Policy 48, which encourages townhomes to be arranged in clusters to provide increased useable open space. Here, the townhomes are separated by walkways and open space between the 3 plex and 4 plex buildings. However, additional open space could be provided with amenities for the residents and a place for children to play or residents to have a barbeque. Three parking spaces located on the west side of unit 51 and the north side of unit 52 could be removed, and this area could be a place for

children to play or some other amenity for residents. The overall site includes 2 additional parking spaces above Title 30 standards. Therefore, 2 parking spaces could be eliminated, and the third parking space from this area could be relocated somewhere else on the site.

Finally, the design of the townhomes is aesthetically pleasing and complies with Title 30 standards, and a pedestrian gate is provided on the east side of the site to access Grand Canyon Drive. With a condition of approval for additional open space, staff can support this request.

Public Works - Development Review

Waiver of Development Standards #3a

Staff has no objection to the request to reduce the width of the private streets provided that Fire Prevention approves the request.

Waiver of Development Standards #3b

Staff has no objection to the request to reduce the width of the drivable surface for the private streets provided that Fire Prevention approves the request.

Waiver of Development Standards #3c

Staff has no objection to allowing a flush/zero curb with an inverted crown on the private streets within the proposed subdivision. The applicant must show and provide evidence that this request will not be detrimental to the subdivision.

Waiver of Development Standards #4

Staff has no objection to the request to reduce the back of curb radius on the private streets provided that Fire Prevention approves the request.

Waiver of Development Standards #5a & #5b

Staff has no objection to the reduction in the distance from the driveway to the property line or to the back of curb return. The applicant provided open space to act as a buffer between each of the unit blocks to minimize hazards for drivers traveling through the site and exiting their garages.

Waiver of Development Standards #6

Staff has no objection to the reduction in the street intersection offset between Gomer Road and Street "B". This request is common with townhouse subdivisions. Additional common elements are provided, improving visibility and reducing conflicts for vehicles entering the site.

Design Review #2

This design review represents the maximum grade difference along the boundary of this application. This information is based on preliminary data to set the worst case scenario. Staff will continue to evaluate the site through the technical studies required for this application. Approval of this application will not prevent staff from requiring an alternate design to meet Clark County Code, Title 30, or previous land use approval.

Staff Recommendation

Approval.

If this request is approved, the Board and/or Commission finds that the application is consistent with the standards and purpose enumerated in the Comprehensive Master Plan, Title 30, and/or the Nevada Revised Statutes.

PRELIMINARY STAFF CONDITIONS:

Current Planning

- No Resolution of Intent and staff to prepare an ordinance to adopt the zoning;
- Remove 2 parking spaces and relocate the third parking space located on the west side of unit 51 and the north side of unit 52, and provide additional amenities for residents in this area where the parking spaces were located;
- Enter into a standard development agreement prior to any permits or subdivision mapping in order to provide fair-share contribution toward public infrastructure necessary to provide service because of the lack of necessary public services in the area;
- Certificate of Occupancy and/or business license shall not be issued without final zoning inspection.
- Applicant is advised that the County is currently rewriting Title 30 and future land use applications, including applications for extensions of time, will be reviewed for conformance with the regulations in place at the time of application; a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time; the extension of time may be denied if the project has not commenced or there has been no substantial work towards completion within the time specified; and that the use permit, waivers of development standards, and design reviews must commence within 4 years of approval date or they will expire.

Public Works - Development Review

- Drainage study and compliance;
- Drainage study must demonstrate that the proposed grade elevation differences outside that allowed by Section 30.32.040(a)(9) are needed to mitigate drainage through the site;
- Traffic study and compliance;
- Full off-site improvements;
- Right-of-way dedication to include 35 feet to the back of curb for Grand Canyon Drive, 35 feet to the back of curb for Gomer Road, and associated spandrel;
- 30 days to submit a Separate Document to the Map Team for the required right-of-way dedications and any corresponding easements for any collector street or larger;
- 90 days to record required right-of-way dedications and any corresponding easements for any collector street or larger;
- All other right-of-way and easement dedications to record with the final map.
- Applicant is advised that the installation of detached sidewalks will require dedication to back of curb and granting necessary easements for utilities, pedestrian access, streetlights, and traffic control; and that approval of this application will not prevent Public Works

from requiring an alternate design to meet Clark County Code, Title 30, or previous land use approvals.

Building Department - Fire Prevention

- No comment.

TAB/CAC:

APPROVALS:

PROTESTS:

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