

SINGLE FAMILY DEVELOPMENT
(TITLE 30)

CAMERON ST/ARBY AVE

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

WS-23-0244-COUNTY OF CLARK (AVIATION):

WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** increase wall height; **2)** allow alternative landscaping and attached sidewalks; **3)** reduce street intersection off-set; and **4)** waive street dedication.

DESIGN REVIEWS for the following: **1)** single family residential development; and **2)** finished grade on 17.7 acres in an R-E (Rural Estates Residential) (RNP-I) Zone.

Generally located on the east and west sides of Cameron Street and the south side of Arby Avenue within Enterprise. MN/rk/syp (For possible action)

RELATED INFORMATION:

APN:

177-06-402-008; 177-06-402-009

WAIVERS OF DEVELOPMENT STANDARDS:

1. Increase combined screen wall and retaining wall height to 12 feet (6 foot retaining wall and 6 foot screen wall) where a maximum of 9 feet (3 foot retaining wall and 6 foot screen wall) is permitted per Section 30.64.050 (a 33% increase).
2. Allow alternative landscaping and attached sidewalk along Arby Avenue, Cameron Street, Capovilla Avenue, and Ullom Drive where landscaping and a detached sidewalk is required per Figure 30.64-17 and Section 30.64.030.
3. Reduce the street intersection off-set to 116 feet where 125 feet is required per Chapter 30.52 (a 1% reduction).
4. Waive dedication of Ullom Drive through the center portion of the site where required by Section 30.52.030.

DESIGN REVIEWS:

1. Single family residential development.
2. Increase finished grade to 72 inches (6 feet) where a maximum of 36 inches (3 feet) is the standard per Section 30.32.040 (a 100% increase).

LAND USE PLAN:

ENTERPRISE - RANCH ESTATE NEIGHBORHOOD (UP TO 2 DU/AC)

BACKGROUND:

Project Description

General Summary

- Site Address: N/A
- Site Acreage: 17.7
- Number of Lots: 31
- Density (du/ac): 1.8
- Minimum/Maximum Lot Size (square feet): 18,006 (net)/27,136 (net)/20,012 (gross)/34,114 (gross)
- Project Type: Single family residential development

Site Plans

The plans depict a residential development totaling 31 single family lots on 17.7 acres. The density of the residential subdivision is 1.8 dwelling units per acre. The site design shows Cameron Street separating a portion of the eastern side of the development from the western side of the development. The lots range in size from a minimum of 18,006 square feet to a maximum of 34,114 square feet. The entire project is adjacent to an RNP area except for the southwest corner of the project. The lots within the subdivision will be served by 38 foot wide internal private streets with no sidewalks, and accessed from Cameron Street and Arby Avenue. All the public streets will be constructed to rural standards with minimum pavement instead of the full pavement, and without curb, gutter, sidewalk, and streetlights normally required for a public street. The wall height condition is at the north and east property lines. Additional retaining is required due to the terrain falling southwest to northeast. This request also includes waivers of development standards to allow attached sidewalks and reduced street intersection off-set.

Landscaping

The plans depict an approximate 10 foot wide street landscape element long the public street frontage. The off-site improvements adjacent to this site will be built to non-urban street standards. The perimeter of the residential subdivision will be decorative masonry walls.

Elevations

The plans depict 2 story model homes with multiple elevations with a height ranging from 24 feet to 31 feet. The plans submitted by the applicant depict 3 different models with each model type having potential elevation variations. The proposed models consist of a pitched, concrete tile roof featuring stucco siding, stone veneer, and varying rooflines.

Floor Plans

The plans depict model homes with multiple floor plans ranging between 4,807 square feet to 4,952 square feet with options that include multiple bedrooms, 3 and 4 car garages, and options for bonus rooms.

Applicant's Justification

The applicant indicates this project will be developed at 1.8 dwelling units per acre which is within the densities allowed in the R-E zoning district. Furthermore, the applicant indicates the site has been designed with lots larger than standard minimum gross lot area of 20,000 square feet, making the request appropriate and compatible for the area.

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North, South, East, & West	Ranch Estate Neighborhood (up to 2 du/ac)	R-E (RNP-I)	Mix of developed & undeveloped single family residential

Related Applications

Application Number	Request
TM-23-500070	A tentative map for 31 single family residential lots on 17.7 acres is a companion item on this agenda.
VS-23-0245	A vacation of easements and right-of-way on the site 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**Comprehensive Planning**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

Plans show increased retaining wall height along the north and east property lines, adjacent to public street frontage. The primary reasoning for the height increase is needed to accommodate street drainage, natural topography, and corresponding pad heights; therefore, staff can support this portion of the request.

Waiver of Development Standards #2

While staff does not typically support waiving the requirement of having detached sidewalks, staff can support this request since the development provides 10 feet of landscaping along the public street frontage. Additionally, the off-site improvements adjacent to this site will be built to non-urban street standards where sidewalks are not typically provided; therefore, staff can support this portion of the request.

Design Review #1

The design of the subdivision is consistent and compatible with approved and planned land uses in the area and complies with the Master Plan which encourages site designs to be compatible with adjacent land uses and off-site circulation patterns. The design of the elevations and floor

plans comply with policy by providing a variety of elevations with articulated building facades. Therefore, staff can support this portion of the request.

Public Works - Development Review

Waiver of Development Standards #3

Staff has no objection to the reduction in street intersection off-set for the distance from Avenue "A" to Capovilla Avenue. Avenue "A" only serves 23 lots and should see minimal traffic, reducing the potential conflicts.

Waiver of Development Standards #4

Staff has no objection to not dedicate Ullom Drive. Ullom Drive does not continue north of the site.

Design Review #2

This design review represents the maximum grade difference within 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.

Department of Aviation

The development will penetrate the 100:1 notification airspace surface for Harry Reid International Airport. Therefore, as required by 14 CFR Part 77, and Section 30.48.120 of the Clark County Unified Development Code, the Federal Aviation Administration (FAA) must be notified of the proposed construction or alteration.

The property lies just outside the AE-60 (60-65 DNL) noise contour for the Harry Reid International Airport and is subject to continuing aircraft noise and over-flights. Future demand for air travel and airport operations is expected to increase significantly. Clark County intends to continue to upgrade the Harry Reid International Airport facilities to meet future air traffic demand.

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 Master Plan, Title 30, and/or the Nevada Revised Statutes.

PRELIMINARY STAFF CONDITIONS:

Comprehensive Planning

- 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 this application must commence within 4 years of approval date or it 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;
- Right-of-way dedication to include 30 feet to 60 feet for Cameron Street, 30 feet for Capovilla Avenue, 30 feet for Arby Avenue and associated spandrels;
- Dedication and vacation of Ullom Drive to be coordinated with Public Works - Development Review.
- Applicant is advised 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.

Department of Aviation

- Applicant is required to file a valid FAA Form 7460-1, "Notice of Proposed Construction or Alteration" with the FAA, in accordance with 14 CFR Part 77, or submit to the Director of Aviation a "Property Owner's Shielding Determination Statement" and request written concurrence from the Department of Aviation;
- If applicant does not obtain written concurrence to a "Property Owner's Shielding Determination Statement," then applicant must also receive either a Permit from the Director of Aviation or a Variance from the Airport Hazard Areas Board of Adjustment (AHABA) prior to construction as required by Section 30.48 Part B of the Clark County Unified Development Code; applicant is advised that many factors may be considered before the issuance of a permit or variance, including, but not limited to, lighting, glare, graphics, etc.;
- No building permits should be issued until applicant provides evidence that a "Determination of No Hazard to Air Navigation" has been issued by the FAA or a "Property Owner's Shielding Determination Statement" has been issued by the Department of Aviation.
- Applicant is advised that the FAA's determination is advisory in nature and does not guarantee that a Director's Permit or an AHABA Variance will be approved; that FAA's airspace determinations (the outcome of filing the FAA Form 7460-1) are dependent on petitions by any interested party and the height that will not present a hazard as determined by the FAA may change based on these comments; that the FAA's airspace determinations include expiration dates; that separate airspace determinations will be needed for construction cranes or other temporary equipment; that issuing a stand-alone noise disclosure statement to the purchaser or renter of each residential unit in the proposed development and to forward the completed and recorded noise disclosure statements to the Department of Aviation's Noise Office at landuse@lasairport.com is strongly encouraged; that the Federal Aviation Administration will no longer approve remedial noise mitigation measures for incompatible development impacted by aircraft operations which was constructed after October 1, 1998; and that funds will not be

available in the future should the residents wish to have their buildings purchased or soundproofed.

Fire Prevention Bureau

- No comment.

Clark County Water Reclamation District (CCWRD)

- No comment.

TAB/CAC:

APPROVALS:

PROTESTS:

APPLICANT: PN II, INC.

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