

06/21/23 BCC AGENDA SHEET

SINGLE FAMILY RESIDENTIAL DEVELOPMENT
(TITLE 30)

OQUENDO RD/CIMARRON RD

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

ZC-23-0204-PN II, INC:

ZONE CHANGE to reclassify 3.2 acres from a P-F (Public Facility) Zone to an R-2 (Medium Density Residential) Zone.

WAIVER OF DEVELOPMENT STANDARDS to reduce street intersection off-set.

DESIGN REVIEWS for the following: **1)** a single family residential development; and **2)** finished grade within the CMA Design Overlay District.

Generally located on the northwest corner of Oquendo Road and Cimarron Road within Spring Valley (description on file). MN/al/syp (For possible action)

RELATED INFORMATION:

APN:

163-33-101-014

WAIVER OF DEVELOPMENT STANDARDS:

Reduce the street intersection off-set to 91 feet where a minimum of 125 feet is required per Section 30.52.052 (a 27.2% reduction).

DESIGN REVIEWS:

1. A detached single family residential development.
2. Increase finished grade by 96 inches where a maximum of 36 inches is the standard per Section 30.32.040 (a 166.7% increase).

LAND USE PLAN:

SPRING VALLEY - MID-INTENSITY SUBURBAN NEIGHBORHOOD (UP TO 8 DU/AC)

BACKGROUND:

Project Description

General Summary

- Site Address: N/A
- Site Acreage: 3.2
- Number of Lots: 24 (residential)/4 (common elements)
- Density (du/ac): 7.5
- Minimum/Maximum Lot Size (square feet): 3,367/4,067
- Project Type: Single family residential development

- Number of Stories: 3
- Building Height (feet): 35
- Square Feet: 2,708 to 3,023

Site Plan

The plan depicts a single family residential development consisting of 24 lots with a density of 7.5 dwelling units per acre. Access to the development is provided by a 42 foot wide private street that intersects with Oquendo Road along the southern boundary of the site. The private street terminates in a radius bulb cul-de-sac at the northern boundary of the site and has a 4 foot wide sidewalk along the east side of the street. There are 4 common element lots within the development, with 2 located along the north side of Oquendo Road on the east and west sides of the entrance to the development, and 2 on the east and west sides of the cul-de-sac on the northern portion of the site. There are 12 residential lots on each side of the private street and the plans do not depict direct access to the adjacent public streets. The applicant has also submitted a request to vacate and abandon 5 feet of Oquendo Road and Cimarron Road adjacent to this site in order to provide a 15 foot wide landscape area with detached sidewalks along these streets.

Landscaping

The plans depict 4 common lots with a combined area of approximately 16,117 square feet. The landscape areas along Oquendo Road will be located within 2 of the common lots and will consist of trees, shrubs, and groundcover with a detached sidewalk per Figure 30.64-17. A 15 foot wide landscape easement will be located in the rear of the lots along Cimarron Road consisting of trees, shrubs, and groundcover with a detached sidewalk per Figure 30.64-17. The 2 remaining common lots are located on the northern portion of the site on each side of the private street. These common lots will consist of trees, shrubs, and groundcover and will provide useable open space for the residents of the development.

Elevations

Plans were submitted for 3 residential home models with 3 different elevations for each model. The homes are all 3 stories with a maximum building height of 35 feet. Each home will have a pitched roof with concrete tile roofing material. The exterior of the homes will have a stucco finish painted in earth tone colors. Architectural elements such as window fenestrations, decorative bands, pop-outs and recesses, and variations in roof height will break-up the vertical and horizontal surfaces of the homes.

Floor Plans

The plans depict single family homes between 2,708 square feet to 3,023 square feet in area. Each home will have a 2 car garage and options for 3 to 6 bedrooms.

Applicant's Justification

The applicant indicates that the proposed development is in conformance to the Master Plan. The proposed use is consistent and compatible with existing and planned land uses in the area. The site is constrained by existing roadways on 2 of the 4 sides of the property. In order to provide positive drainage, the site will have areas that will require the increase in finished grade due to these existing site constraints. Access to the site is provided from Oquendo Road and the

property to the south does not provide access to Oquendo Road, so there will be no conflicting left turns at this entry.

Surrounding Land Use

	Planned land Use Category	Zoning District	Existing Land Use
North	Public Use	P-F	Undeveloped
South	Mid-Intensity Suburban Neighborhood (up to 8 du/ac)	R-E	Undeveloped
East	Mid-Intensity Suburban Neighborhood (up to 8 du/ac)	R-2	Undeveloped
West	Mid-Intensity Suburban Neighborhood (up to 8 du/ac)	R-2	Flood channel & single family residential

Related Applications

Application Number	Request
VS-23-0205	A vacation and abandonment of portions of rights-of-way is a companion item on this agenda.
TM-23-500058	A tentative map for a single family residential development 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

Zone Change

The proposed zone change is in conformance to the Master Plan. The proposed development is consistent and compatible with existing and planned land uses in the area. This request is in conformance with Goal 1.1 of the Master Plan to provide opportunities for diverse housing options to meet the needs of residents of all ages, income levels, and abilities. Therefore, staff can support the zone change.

Waiver 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.

Design Review #1

The density and intensity of the proposed development is consistent and compatible with the existing residential developments abutting this site. The exterior materials to be used in the construction of the proposed homes is architecturally compatible with existing homes abutting

the site. However, Public Works is not supporting the request for the waiver of development standards to reduce the street intersection off-set. The approval of this waiver is necessary to allow for the proposed layout of the development. Since Public Works does not support the needed waiver, staff cannot support this design review for the development.

Public Works - Development Review

Waiver of Development Standards

Staff cannot support the reduction to the intersection off-set from Cimarron Road to Street "A". Cimarron Road ends north of Oquendo Road causing Oquendo Road to be the main access road for the residential developments in the area; the increasing traffic will cause potential collisions.

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. However, since staff cannot support the application in its entirety, staff cannot support this design review.

Department of Aviation

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 of the zone change; denial of waiver of development standards and design reviews.

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

If approved:

- No Resolution of Intent and staff to prepare an ordinance to adopt the zoning;
- 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

waiver 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;
- 30 days to coordinate with Public Works - Design Division and to dedicate any necessary right-of-way and easements for the Flamingo Wash Cimarron Branch improvement project.
- 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; and that the installation of detached sidewalks will require the vacation of excess right-of-way and granting necessary easements for utilities, pedestrian access, streetlights, and traffic control or execute a License and Maintenance Agreement for non-standard improvements in the right-of-way.

Department of Aviation

- Applicant is advised 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 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

- Applicant is advised that dead-end streets/cul-de-sacs in excess of 500 feet must have an approved Fire Department turn-around provided.

Clark County Water Reclamation District (CCWRD)

- Applicant is advised that a Point of Connection (POC) request has been completed for this project; to email sewerlocation@cleanwaterteam.com and reference POC Tracking #0131-2023 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

TAB/CAC:

APPROVALS:

PROTESTS:

APPLICANT: PN II, INC.

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