

PLANNED UNIT DEVELOPMENT
(TITLE 30)

RUSSELL RD/BUFFALO DR

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

ZC-22-0234-PN II, INC.:

ZONE CHANGE to reclassify 9.3 acres from an R-E (Rural Estates Residential) Zone to an R-2 (Medium Density Residential) Zone.

USE PERMITS for the following: **1)** a detached residential planned unit development; and **2)** reduce the building setback from project perimeters.

WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** reduce street intersection off-set; and **2)** allow modified driveway design standards.

DESIGN REVIEWS for the following: **1)** a detached single family residential planned unit development; and **2)** hammerhead street design in the CMA Design Overlay District.

Generally located on the north side of Russell Road, 635 feet east of Buffalo Drive within Spring Valley (description on file). MN/md/jo (For possible action)

RELATED INFORMATION:

APN:

163-27-402-009

USE PERMITS:

1. Detached single family residential planned unit development.
2. Reduce the building setback from project perimeters to 5 feet where a minimum of 10 feet is required per Section 30.24.060 (a 50% reduction).

WAIVERS OF DEVELOPMENT STANDARDS:

1. Reduce street intersection off-set to 50 feet where 125 feet is required per Chapter 30.52 (a 60% reduction).
2. Reduce the driveway setback from back of curb return to 5 feet where 12 feet is required per Uniform Standard Drawing 222 (a 58.3% reduction).

DESIGN REVIEWS:

1. Detached single family residential planned unit development.
2. Allow a street terminating in a hammerhead design where a radius cul-de-sac per Uniform Standard Drawing is preferred per Section 30.56.080.

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: 9.3
- Number of Lots: 81
- Density (du/ac): 8.8
- Minimum/Maximum Lot Size (square feet): 3,240/5,100
- Project Type: Detached (single family residential) planned unit development
- Number of Stories: 2 to 3
- Building Height (feet): Up to 37
- Square Feet: 2,025 to 3,074
- Open Space Required/Provided: 20,474/23,087

Site Plan

This is a conforming zone change request from an R-E to R-2 zoning district for single family detached planned unit development. The plans depict a residential development consisting of 81 lots on 9.3 acres with a density of 8.8 dwelling units per acre. The minimum and maximum lot sizes are 3,240 square feet and 5,100 square feet, respectively. Ingress and egress to the proposed development is provided via a singular point of access being Dewey Drive, an east/west 60 foot wide public street connecting 4 internal private streets measuring 43 feet in width. A 5 foot wide attached sidewalk is located immediately adjacent to Dewey Drive. The development consists of an internal network of private streets, each measuring 43 feet in width. Private Street A, oriented in a north/south direction, connects to Dewey Drive. Private Street B and Street D are designed as east/west streets connecting to private Street A and Street C. Private Street D terminates as a stub street at the southeast corner of the site, adjacent to Lot 19 through Lot 21, and at the southwest corner of the site, adjacent to Lot 34 through Lot 37. Private Street C is oriented in a north/south direction and terminates in a hammerhead design adjacent to Lot 47 through Lot 50, requiring a design review. A 5 foot wide sidewalk has been provided on the west side of Street A, the east side of Street C, the south side of Street B, and the north side of Street D. A 5 foot wide detached sidewalk is provided along Russell Road. The proposed development requires 20,474 square feet of open space where 23,087 square feet of open space is provided. The open space area (common element C) is centrally located within the project site dividing 2 rows of residences, Lot 62 through Lot 71 and Lot 72 through Lot 81. The open space area measures a minimum of 25 feet in width. Two points of pedestrian access, consisting of 5 foot wide sidewalks located between Lot 21 and Lot 22 and Lot 33 and Lot 34, connect to Russell Road. A waiver is required to reduce the street intersection off-set between the intersections of private Street A/Dewey Drive and Crestlock Drive/Dewey Drive. A second waiver is requested to reduce the driveway setback from back of curb return for Lot 8, located at the northeast corner of the development, adjacent to Dewey Drive. The minimum setbacks and building height for the detached single family residences are as follows:

- Maximum height of single family residence - 37 feet
- Front garage - 20 feet
- Front portion of residence - 10 feet

- Interior Side Setback - 5 feet
- Side Street Corner Setback - 10 feet
- Rear - 15 feet
- Rear Patio - 5 feet*

*A special use permit is required to reduce the perimeter setback for Lot 36 through Lot 49 and Lot 9 through Lot 20.

Landscaping

The plans depict a 15 foot wide landscape area, including a 5 foot wide detached sidewalk located adjacent to Russell Road. Twenty-four inch box trees planted 20 feet on center, including shrubs and groundcover, are located within the street landscape area. Per Code requirements, 20,474 square feet of open space is required for the development where 23,087 square feet is provided. Common lots featuring landscaping are located between Lot 61 and Private Street A, and Lot 9 and Dewey Drive.

Elevations

The plans depict 2 to 3 story model homes with multiple elevations with a height ranging from 24.5 feet to 37 feet. The proposed models consist of a pitched, concrete tile roof featuring stucco siding, stone veneer, and varying rooflines. Architectural enhancements are featured on all elevations including window fenestration, faux shutters, and stucco pop-outs. Balconies will also be featured on the front elevation, second or third story, of several model residences. Only 1 model features a second story balcony on the rear elevation.

Floor Plans

The plans depict 2 story model homes with multiple floor plans ranging between 2,025 square feet to 3,074 square feet. The models feature multiple bedrooms, bathrooms, dining room, kitchen, and a gathering room. All models feature 2 car garages.

Applicant's Justification

The use permit to reduce the perimeter setback is necessary to maintain a 5 foot rear yard setback for a patio cover. The reduced setback applies to all perimeter lots. The applicant states each 2 car garage requires a 16 foot wide driveway, and will be 5.5 feet from the curb return. The applicant indicates Street A is located at the low point of the site, for sewer and storm flow, at the intersection of Dewey Drive. The residents from the site will turn right onto Dewey Drive and head east, and the residents exiting Crestlock Drive will turn left onto Dewey Drive and head east since Dewey Drive terminates approximately 350 feet west of Street A. This will eliminate any conflicting left turns. The applicant states that the proposed hammerhead cul-de-sac is justified utilizing the following factors for consideration:

1. Each lot will have a 2 car garage with a full 20 foot driveway, which will accommodate 2 cars. Currently, this will allow 162 garage spaces and 162 driveway spaces for a total of 324 spaces. Also, the proposed street section allows for on street parking, which is not included in the total provided parking number. This will exceed the required parking by 17 spaces, which is 2 parking spaces per residence, 162 parking spaces and 1 parking space per 5 residential units for a total of 179 parking spaces.

2. The proposed driveways for this site are 20 foot minimum, and 18 foot minimum for cul-de-sac lots.
3. The site is proposing one hammerhead at the northwest corner of the site where there is no access to Dewey Drive.
4. The proposed lots are a minimum of 3,240 square feet.
5. Dewey Drive ends about approximately 220 feet short of the western property line of the proposed site. The proposed hammer head is at this location where there is no frontage onto Dewey Drive.

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Mid-Intensity Suburban Neighborhood (up to 8 du/ac)	R-1 & R-2	Single family residential
East, West, & South	Mid-Intensity Suburban Neighborhood (up to 8 du/ac)	R-2	Single family residential

The site and the surrounding properties are within the Public Facilities Needs Assessment (PFNA) area.

Related Applications

Application Number	Request
TM-22-500081	A tentative map for an 81 lot single family residential development is a companion item on this agenda.
VS-22-0235	A vacation and abandonment of right-of-way and 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 request to R-2 zoning conforms to the Spring Valley Planned Land Use Map which designates this parcel as Mid-Intensity Suburban Neighborhood (up to 8 du/ac). Staff finds the proposed zoning classification is consistent and compatible with the existing and approved land uses in the area. Therefore, staff recommends approval of this request.

Use Permits

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 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.

Use Permits & Design Review #1

A planned unit development (PUD) is intended to maximize flexibility and innovation in residential development by utilizing area sensitive site planning and design to achieve a desirable mixture of compatible land use patterns that include efficient pedestrian and vehicular traffic systems, streetscapes, and enhance residential amenities. The design of the project is not a typical single family residential development; however, the standards for planned unit developments allow flexibility in design to provide for innovative and unique development options. The open space provided within the planned unit development exceeds Code requirements by 2,613 square feet. However, staff is concerned with the configuration of the open space as it divides 2 rows of residences, Lot 62 through Lot 71 and Lot 72 through Lot 81, creating a canyon effect. The design of the open space area, located between the residential lots, could potentially create defensible space issues for law enforcement. The proposed configuration of the open space is not practical and is partially isolated from the remainder of the development. Staff finds the open space should have a unified design, either through a series of connected green space areas within the subdivision or a centrally located area within the development that is both visible and easily accessible for all residents. Furthermore, staff is concerned with the proposed 3 story model homes with a maximum height of 37 feet. The existing single family development located along the east and west perimeters of the proposed development are single story residences. Therefore, staff recommends a condition for 2 story single family residences only for Lot 36 through Lot 48 (west property line) and for Lot 9 through Lot 20 (east property line). The intent of the perimeter setback is to ensure a minimum distance and buffer is maintained between a planned unit development and adjacent parcels to mitigate any potential impact. The request to reduce the required setback is a self-imposed burden and could be eliminated by increasing the length of the perimeter lots by 5 additional feet. Staff cannot support the request for the planned unit development and associated design review due to concerns with the open space configuration, the reduced perimeter setback, and the hammerhead cul-de-sac design; therefore, staff recommends denial.

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.

Design Review #2

Staff is concerned with the proposed hammerhead design being utilized for the termination of the private street within the subdivision. The hammerhead design encourages additional on-street parking, making it difficult for vehicular maneuverability within the cul-de-sac. The hammerhead design potentially impedes vehicular maneuverability and access for emergency vehicles within the portion of the subdivision servicing Lot 48 and Lot 49. Staff finds the applicant has not provided compelling justification for the proposed street design; therefore, cannot support this request.

Public Works - Development Review

Waivers of Development Standards #1 & #2

Staff does not object to the request to reduce the distance from the driveway to the point of tangent for Lot 8 nor does staff object to the reduction for the street intersection off-set between Crestlock Drive and A Street. Dewey Drive terminates in a cul-de-sac on the north-central side of the site. As a result, there will be a limited amount of vehicular traffic adjacent to the development. However, since Planning does not support the overall design of the site, and the waivers are directly related to the proposed design, staff cannot support this request.

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 the use permits, waivers of development standards #1 and #2, and the 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:

Current Planning

If approved:

- No Resolution of Intent and staff to prepare an ordinance to adopt the zoning;
- 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;
- 2 story single family residences only for Lot 36 through Lot 49 and for Lot 9 through Lot 20.
- 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; 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 permits, 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;
- Traffic study and compliance;
- Full off-site improvements.

- Applicant is advised 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.

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 #0159-2022 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

TAB/CAC:

APPROVALS:

PROTESTS:

APPLICANT: JENNIFER VERAS

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