

06/01/21 PC AGENDA SHEET

SINGLE FAMILY RESIDENTIAL DEVELOPMENT
(TITLE 30)

LINDELL RD/PONDEROSA WY

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

WS-21-0171-GREYSTONE NEVADA, LLC:

WAIVER OF DEVELOPMENT STANDARDS for alternative residential driveway geometrics.

DESIGN REVIEW for single family model homes on 2.4 acres in an R-E (Rural Estates Residential) (RNP-I) (AE-60) Zone.

Generally located on the south side of Ponderosa Way, 280 feet east of Lindell Road (alignment) within Spring Valley. MN/md/jo (For possible action)

RELATED INFORMATION:

APN:

163-36-601-046 through 163-36-601-049

WAIVER OF DEVELOPMENT STANDARDS:

Increase the width of residential driveways up to 60 feet where a maximum width of 28 feet is permitted for 3 car garages per Uniform Standard Drawing 222 (a 114.3% increase).

LAND USE PLAN:

SPRING VALLEY - RURAL NEIGHBORHOOD PRESERVATION (UP TO 2 DU/AC)

BACKGROUND:

Project Description

General Summary

- Site Address: 5365 through 5395 Ponderosa Way
- Site Acreage: 2.4
- Number of Lots: 4
- Density (du/ac): 1.7
- Minimum/Maximum Lot Size (square feet): 23,607/23,738 (gross)/19,260/22,323 (net)
- Project Type: Single family residential development
- Number of Stories: 1
- Building Height (feet): 23
- Square Feet: 3,814 to 4,150

Site Plans

The plans depict a proposed single family residential development consisting of 4 lots at 1.7 dwelling units per gross acre. The existing subdivision will be serviced by a 40 foot wide private access easement, located adjacent to Ponderosa Way, which terminates into a cul-de-sac. The minimum and maximum gross lot area is 23,607 square feet and 23,738 square feet, respectively. The minimum and maximum net lot area is 19,260 square feet and 22,323 square feet, respectively. A waiver of development standards is being requested to increase the maximum width of a single family residential driveway from 28 feet to 60 feet, to accommodate garages that vary from 3 to 4 cars, with an additional recreational vehicle garage.

Landscaping

An existing 6 foot wide landscape easement, to be privately maintained, is located along Ponderosa Way. The landscape easement is located within the property boundaries of Lot 1 and Lot 4, as depicted on the recorded parcel map.

Elevations

The plans depict 3 elevation models, with a maximum height of 23 feet. Each model consists of a pitched, concrete tile roof with a stucco exterior. Architectural enhancements include stone veneer, window fenestrations, and various recesses to break-up the vertical and horizontal surfaces of the structures.

Floor Plans

The plans depict a floor area ranging between 3,814 square feet to 4,150 square feet, depending on the option selected for the single family residence. The floor plans feature multiple bathrooms, bedrooms, closets, dining room, great room, exercise room, and a kitchen. Each model residence features a 3 to 4 car garage, including a recreational vehicle garage, that measure between 2,049 square feet to 2,300 square feet.

Applicant's Justification

In order to allow for unimpeded vehicular ingress and egress for homes with 3+ car garages, a waiver of driveway widths is being requested to allow driveway widths to exceed the 28 foot maximum allowed per Clark County Uniform Standard Drawing 222. Two distinct floor plans have been approved for the subdivision with garages that vary from 3 to 4 car garage, with RV garages in addition. In order to accommodate all combinations of the garages offered, it is necessary to request the width be increased to 60 feet, where 28 feet is the maximum allowed (a 114 % increase).

The lots located in cul-de-sacs have driveways approximately 52 feet and 60 feet maximum in width. All driveways will be comprised of decorative pavers, adding to the street appeal and architectural enhancement of the community.

The proposed design and density of the project comply with the existing R-E zoning. The proposed home elevations and floor plans are modern in architecture design and provide a variety of elevations with articulated building facades. The intent of the development is to preserve the rural character of the adjacent developments. The Rural Neighborhood Preservation

(RNP-I) Overlay requires the area be maintained as low density residential development not to exceed an overall density of 2 dwelling units per acre, of which this project is in compliance.

Prior Land Use Requests

Application Number	Request	Action	Date
VS-19-0273	Vacate government patent easements - recorded	Approved by PC	June 2019

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Rural Neighborhood Preservation (up to 2 du/ac)	R-E	Undeveloped
South	Open Land (open space/grazing/vacant land; residential up to 1 du/10 ac)	R-E	Undeveloped
East	Office Professional	R-1	Single family residential
West	Rural Neighborhood Preservation (up to 2 du/ac)	R-E (RNP-I)	Undeveloped

STANDARDS FOR APPROVAL:

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

Analysis

Current Planning

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

Per Section 30.48.170 of the Development Code, the purpose of the Residential Neighborhood Preservation (RNP-I) Overlay District is to ensure that the character of rural development is preserved. The RNP-I Overlay requires an area designated within any of the various adopted land use plans to be maintained as low density residential development not to exceed an overall density of 2 dwelling units per acre. Staff finds the density of this single family residential development is compatible and consistent with the planned and existing uses in the immediate area. This portion of the request is compliant with Land Use Goal 5 of the Comprehensive Master Plan, which encourages opportunities for developing low density residential areas as a lifestyle choice. The design of the residential elevations, with varied architectural elements and floor plans, complies with Code requirements; therefore, staff can support this request.

Public Works - Development Review

Waiver of Development Standards

The subdivision is located in a Rural Neighborhood Preservation area where estate homes are built that are somewhat different than the standard housing types seen in the Las Vegas Valley. As such, it is not uncommon to have wide front yards and numerous garages to accommodate a variety of vehicles and storage needs. All of the driveways front on private streets so there will be no impact to any public infrastructure. Since the proposed driveways will comply with all of the other provisions from Uniform Standard Drawing 222 and Title 30, staff does not object to the width of the driveways.

Department of Aviation

The development will penetrate the 100:1 notification airspace surface for McCarran 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 within the AE 60(60 - 65 DNL) noise contour for McCarran 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 McCarran International 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 Comprehensive Master Plan, Title 30, and/or the Nevada Revised Statutes.

PRELIMINARY STAFF CONDITIONS:

Current 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 2 years of approval date or it will expire.

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.;

- 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 must record a stand-alone noise disclosure form against the land, and provide a copy of the recorded document to the Department of Aviation;
- Applicant must provide a copy of the recorded noise disclosure form to future buyers/renters, separate from other escrow documents, and provide a copy of the document to the Department of Aviation;
- Applicant must provide a map to future buyers/renters, as part of the noise disclosure notice, that highlights the project location and associated flight tracks, provided by the Department of Aviation when property sales/leases commence;
- Incorporate an exterior to interior noise level reduction of 30 decibels into the building construction for the habitable space that exceeds 35 feet in height or 25 decibels into the building construction for the habitable space that is less than 35 feet in height.
- Applicant is advised that 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; and that separate airspace determinations will be needed for construction cranes or other temporary equipment; 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.

Building Department - Fire Prevention

- No comment.

Clark County Water Reclamation District (CCWRD)

- No comment.

TAB/CAC: Spring Valley - approval.

APPROVALS:

PROTESTS:

APPLICANT: GREYSTONE NEVADA LLC

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