

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

PA-26-700014-ANTERASIAN FAMILY TRUST ETAL & ANTERASIAN GEORGE PAUL & ANN ELIZABETH TRS:

PLAN AMENDMENT to redesignate the existing land use category from Neighborhood Commercial (NC) to Compact Neighborhood (CN) on 4.21 acres.

Generally located south of Russell Road and east of Jones Boulevard within Spring Valley. MN/gc (For possible action)

RELATED INFORMATION:

APN:

163-36-101-002; 163-36-102-001

EXISTING LAND USE PLAN:

SPRING VALLEY - NEIGHBORHOOD COMMERCIAL

PROPOSED LAND USE PLAN:

SPRING VALLEY - COMPACT NEIGHBORHOOD (UP TO 18 DU/AC)

BACKGROUND:

Project Description

General Summary

- Site Address: N/A
- Site Acreage: 4.21
- Existing Land Use: Undeveloped

Applicant’s Justification

The applicant states that the proposed Compact Neighborhood (CN) land use category is appropriate since there is an abutting property to the north that is also planned for Compact Neighborhood (CN) uses. Furthermore, a residential land use category, as opposed to the existing commercial land use category, would be more consistent and provide a better transition with the existing residential to the south. The proposed plan amendment will not result in any additional impacts on surrounding infrastructure not already contemplated in the area.

Surrounding Land Use

	Planned Land Use Category	Zoning District (Overlay)	Existing Land Use
North	Compact Neighborhood (up to 18 du/ac) & Neighborhood Commercial	RS2 & CP (AE-60)	Single-family residential & undeveloped

Surrounding Land Use

	Planned Land Use Category	Zoning District (Overlay)	Existing Land Use
South	Ranch Estate Neighborhood (up to 2 du/ac) & Neighborhood Commercial	RS20 (AE-60 & NPO-RNP)	Single-family residential
East	Neighborhood Commercial	RS20 (AE-60)	Undeveloped
West	Neighborhood Commercial	CG (AE-60)	Convenience store with gas pumps & car wash

Related Applications

Application Number	Request
ZC-26-0182	A zone change to reclassify the site from RS20 to RS2 is a companion item on this agenda.
VS-26-0181	A vacation and abandonment for portions of rights-of-way is a companion item on this agenda.
WS-26-0183	A waiver of development standards and design review for a single-family attached residential development (townhomes) is a companion item on this agenda.
TM-26-500050	A tentative map for a 54 lot single-family attached residential subdivision (townhomes) is a companion item on this agenda.

STANDARDS FOR ADOPTION:

The applicant shall demonstrate the proposed request is consistent with the Master Plan and is in compliance with Title 30.

Analysis

Comprehensive Planning

The applicant shall establish the request is consistent with the overall intent of the Master Plan by demonstrating the proposed amendment 1) is based on changed conditions or further studies; 2) is compatible with the surrounding area; 3) will not have a negative effect on adjacent properties or on transportation services and facilities; 4) will have a minimal effect on service provision or is compatible with existing and planned service provision and future development of the area; 5) will not cause a detriment to the public health, safety, and general welfare of the people of Clark County; and 6) adherence to the current goals and policies of the Master Plan would result in a situation neither intended by nor in keeping with other core values, goals, and policies.

The applicant requests a change from Neighborhood Commercial (NC) to Compact Neighborhood (CN). Intended primary land uses in the proposed Compact Neighborhood (CN) land use category include single-family attached and detached homes, duplexes, triplexes, fourplexes, and townhomes. Supporting land uses include accessory dwelling units, multi-family dwellings, and neighborhood-serving public facilities, such as parks, trails, open space, places of assembly, schools, libraries, and other complementary uses.

The request for the Compact Neighborhood (CN) land use category on the site is not compatible with the surrounding area. Russell Road has acted as a clear line in the area between the higher density residential developments to the north and the lower density, RS20 zoned, residential developments to the south. Furthermore, the adjacent parcels to the south of the eastern subject parcel are planned for Ranch Estate Neighborhood (RN) uses and are within the Neighborhood Protection (RNP) Overlay. Therefore, the Compact Neighborhood (CN) land use category is too dense and will adversely impact the area. The request will not comply with Policy 1.5.1 of the Master Plan which supports the protection of existing Rural Neighborhood Preservation (RNP) areas. Furthermore, the adjacent convenience store with gas pumps and vehicle wash to the west was constructed assuming the subject site would be used for commercial uses. The change to the Compact Neighborhood (CN) land use category may adversely impact future residents on the site due to nuisances such as odors and/or noise. Title 30 typically requires a vehicle wash facility to be 200 feet from any area subject to Section 30.04.06, Residential Adjacency. For these reasons, staff finds the request for the Compact Neighborhood (CN) land use category is not appropriate for this location.

Department of Aviation

The currently planned land use designation is Neighborhood Commercial (NC), and the current zoning is Residential Single-Family 20 (RS20), which permits many airport-compatible uses. The proposed land use designation of Compact Neighborhood (CN) and proposed zoning of Residential Single Family 2 (RS2) would significantly increase the number of residences impacted by aircraft overflights. Due to this fact, this requested use is incompatible with current and future noise levels present at this location. The parcels 163-36-101-002 and 163-36-102-001 lie fully within the AE- 60 (60 - 65 DNL) noise contour for Harry Reid International Airport and is subject to continuing aircraft noise and over-flights. Future demand for air travel is expected to increase significantly, and the subject property lies beneath flight paths that have been used since the 1960s. Clark County continues to upgrade Harry Reid International Airport facilities to meet future air traffic demand. Due to these facts, this non-conforming zone change is incompatible with current and future noise levels at this present location. Staff recommends Denial.

Staff Recommendation

Denial. This item has been forwarded to the Board of County Commissioners for final action.

If this request is adopted, 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.

PLANNING COMMISSION ACTION: May 19, 2026 – ADOPTED – Vote: Unanimous

Department of Aviation

- The 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;
- The 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;

- The 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 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

- 30 foot streets are not code compliant.
- Applicant is advised that when installing streets using "L" type curbs, a minimum of 37 feet wide is required, back of curb to back of curb; that if using rolled curbs, minimum 39 feet widths are required, from back of curb to back of curb; and that streets with roll curbs must be a minimum of 39 feet back of curb to back of curb.

Clark County Water Reclamation District (CCWRD)

- No comment.

TAB/CAC: Spring Valley - approval.

APPROVALS: 1 card

PROTEST: 6 cards

APPLICANT: PEYMAN MASACHI

CONTACT: ANN PIERCE, KAEMPFER CROWELL, 1980 FESTIVAL PLAZA DRIVE,
SUITE 650, LAS VEGAS, NV 89135

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COMMISSIONERS
ADOPTING AN AMENDMENT TO THE SPRING VALLEY LAND USE PLAN MAP OF
THE CLARK COUNTY MASTER PLAN**

WHEREAS, pursuant to NRS 278, the Clark County Planning Commission adopted the Clark County Master Plan on November 16, 2021, and forwarded a copy to the Clark County Board of Commissioners for their consideration; and

WHEREAS, pursuant to NRS 278, the Clark County Board of Commissioners adopted the Clark County Master Plan on November 17, 2021, and

WHEREAS, the Clark County Board of Commissioners (hereafter referred to as the Board) is required to adopt a long-term master plan for the physical development of the unincorporated portions of Clark County, Nevada as specified by the Nevada Revised Statutes, Chapter 278; and

WHEREAS, on May 19, 2026, the Clark County Planning Commission adopted an amendment to the Spring Valley Land Use Plan Map of the Clark County Master Plan and forwarded a copy to the Board for their consideration; and

WHEREAS, on June 17, 2026, a public hearing was held by the Board in accordance with Nevada Revised Statute 278.220 regarding an amendment to the Clark County Master Plan;

NOW, THEREFORE, BE IT RESOLVED that the Board does adopt and amend the Spring Valley Land Use Plan Map by:

PA-26-700014 - Amending the Spring Valley Land Use Plan Map of the Clark County Master Plan on APN's 163-36-101-002 & 163-36-102-001 from Neighborhood Commercial (NC) to Compact Neighborhood (CN). Generally located south of Russell Road and east of Jones Boulevard.

PASSED, APPROVED, AND ADOPTED this 17th day of June, 2026.

CLARK COUNTY BOARD OF COMMISSIONERS

By: _____
MICHAEL NAFT, CHAIR

ATTEST:

LYNN GOYA, COUNTY CLERK