

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

**WS-25-0083-INTERNATIONAL LLC & LAS VEGAS INVESTMENTS & REALTY IC
CASH BALANCE PLN:**

HOLDOVER WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** reduce setbacks; **2)** eliminate street landscaping; **3)** increase retaining wall height; **4)** modify residential adjacency standards; and **5)** allow modified driveway design standards.

DESIGN REVIEW for a proposed single-family residential development on 2.5 acres in an RS10 (Residential Single-Family 10) Zone.

Generally located on the north side of Camero Avenue and the east side of Hauck Street within Enterprise. JJ/hw/kh (For possible action)

RELATED INFORMATION:

APN:

176-13-601-033

WAIVERS OF DEVELOPMENT STANDARDS:

1.
 - a. Reduce the front setbacks to 10 feet where 30 feet is the minimum required per Section 30.02.05B (a 66% reduction).
 - b. Reduce the interior side setbacks to 5 feet where 10 feet is the minimum required per Section 30.02.05B (a 50% reduction).
 - c. Reduce the rear setbacks to 20 feet where 25 feet is the minimum required per Section 30.02.05B (a 20% reduction).
2. Eliminate street landscaping along Hauck Street where 10 feet of landscaping consisting of 2 staggered rows of large trees every 30 feet on center are required per Section 30.04.01D.
3. Increase retaining wall height to 5 feet along the north and east property lines where 3 feet is the maximum permitted per Section 30.04.03C (a 66% increase).
4.
 - a. Increase fill height to 5 feet along the north and east property lines where a maximum of 3 feet is allowed to be placed within 5 feet of a shared residential property line per Section 30.04.06F (a 66% increase).
 - b. Allow reduced rear and side setbacks where developments subject to residential adjacency standards shall comply with the rear or side zoning district setbacks of the adjacent NPO-RNP lot along any shared lot lines per Section 30.04.06G.
5. Increase the maximum residential driveway width for a garage serving three or more cars to 37 feet where 28 feet is the standard per Uniform Standard Drawing 222 and Section 30.04.08C (a 32% increase).

PROPOSED LAND USE PLAN:

ENTERPRISE - LOW-INTENSITY SUBURBAN NEIGHBORHOOD (UP TO 5 DU/AC)

BACKGROUND:

Project Description

General Summary

- Site Address: N/A
- Site Acreage: 2.5
- Project Type: Single-family residential subdivision
- Number of Lots: 6
- Density (du/ac): 2.4
- Minimum/Maximum Lot Size (square feet): 10,140/15,607 (gross)/10,140/14,555 (net)
- Number of Stories: 1
- Building Height (feet): 22
- Square Feet: 4,766 (minimum)/4,947 (maximum)

Site Plan

The plan depicts a 6 lot single-family detached residential subdivision located at the northeast corner of Camero Avenue and Hauck Street. The plans show the overall site is 2.5 acres with a density of 2.4 dwelling units per acre. The lots range in size from a gross area of 10,140 square feet up to 15,607 square feet and a net lot size of 10,140 square feet up to 14,555 square feet. One common element is shown along Camero Avenue along with three internal common elements. The internal common elements consist of 2 narrow strips on the north side of Lot 6 and the south side of Lot 1 and another narrow strip located at the peak of the hammerhead turn around design. The provided plans show a minimum front setback of 10 feet is proposed along with 5 foot setback reductions along the interior side, street side, and rear to 5 feet, 10 feet, and 20 feet, respectively. The subdivision, except for Lots 1 and 6, will have access through a 39 foot wide private street with a 4 foot wide attached sidewalk along the northern portion of the street and will take access from Hauck Street. The plans show the private street will run east to west and extends the length of the subdivision and will terminate as a hammerhead. Four of the lots will be accessed from the proposed internal street with Lots 1 and 6 facing and accessed directly from Hauck Street. The plans show the provided driveways will be at least 20 feet long and will be 37 feet wide. Five foot wide detached sidewalks are provided along both Hauck Street and Camero Avenue. The provided cross sections show a 5 foot tall retaining wall along with 5 feet of increased fill is needed along the northern and eastern property lines.

Landscaping

The landscape plan depicts street landscaping along Camero Avenue in a 15 foot wide landscape area within a proposed common element. Landscaping along Camero Avenue consists of a 5 foot wide landscape strip along the street, followed by a 5 foot wide detached sidewalk, and then followed by another 5 foot wide landscape area. The plans show the landscape area along Camero Avenue will contain Shoestring Acacia (*Acacia Stenophylla*) trees, large trees as defined by Title 30, staggered on each side of the sidewalk with a tree every 30 feet on center. A similar landscaping area is also required along Hauck Street, but no landscaping is being provided. A 5 foot wide landscape strip is shown along the street on Hauck Street, followed by a sidewalk due to easements and sight zones, trees are not provided in that strip. The second 5 foot wide strip is not provided behind the sidewalk. Overall, a total of 14 trees are required along the streets, 5 trees along Hauck Street and 9 trees along Camero Avenue, however only 9 trees will be

provided along Camero Avenue. No landscaping is provided within the interior common elements.

Elevations

The elevations show 2 different floor plan models with 3 different possible exterior designs for the homes. Each exterior corresponds with either a Modern, Contemporary, or Craftsman style. All models are 1 story tall and will range in height from 19.3 feet to 21.6 feet. The exteriors will consist of painted stucco, gabled and split pitch roofs with concrete tile shingles, window accents and recessing, variations in roofline, and building pop-outs and extensions. A covered entry porch, stone veneer, various shutter styles, and significant fenestration are shown.

Floor Plans

The models shown range in size from 4,766 square feet up to 4,947 square feet including garage, porch, and optional spaces, spread across one floor. Each model has 4 bedrooms with options that include walk-in closets, ensuite bathrooms, large living and dining spaces, game rooms, additional bedrooms, in-laws' suite, and gourmet kitchens. All homes have garage space for 3 to 4 cars.

Applicant's Justification

The applicant indicates the proposed subdivision will consist of 6 lots of approximately 10,000 square feet. The applicant states the need for reduced setbacks along with increased fill and retaining wall height is due to the need for a high point along the eastern portion of the site, which is accomplished with the placement of the hammerhead in the eastern portion of the site. As a result of the placement of the hammerhead, the lots have reduced lengths which limit setbacks and the need for increased fill and retaining wall along the perimeter of the site. The applicant further states the proposed reduction in street landscaping is due to the location of site visibility zones and future streetlight along the street and the facing of the homes along Hauck Street.

Prior Land Use Requests

Application Number	Request	Action	Date
ZC-1026-05	Added the RNP-I overlay to the site and reclassified the site from R-E to R-E (RNP-I)	Approved by BCC	October 2005
UC-0480-99	Allowed the installation of 138kV & 230kV overhead transmission lines up to 110 feet in height	Approved by PC	May 1999

Surrounding Land Use

	Planned Land Use Category	Zoning District (Overlay)	Existing Land Use
North	Ranch Estate Neighborhood (up to 2 du/ac)	RS20 (NPO-RNP)	Undeveloped
East	Neighborhood Commercial	RS20	Undeveloped
West & South	Ranch Estate Neighborhood (up to 2 du/ac)	RS20 (NPO-RNP)	Single-family residential

The subject site is within the Public Facilities Needs Assessment (PFNA) area.

Related Applications

Application Number	Request
PA-25-700004	The redesignation of the site from Ranch Estate Neighborhood to Low-Intensity Suburban Neighborhood is a companion item on this agenda.
ZC-25-0082	A zone change to reclassify the site from RS20 to RS10 zoning is a companion item on this agenda.
VS-25-0081	The vacation and abandonment of government patent easement is a companion item on this agenda.
TM-25-500019	A 6 lot single-family residential development is a companion item on this agenda.

STANDARDS FOR APPROVAL:

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

Analysis

Comprehensive Planning

Waivers of Development Standards

The applicant shall have the burden of proof to establish that the proposed request is appropriate for its proposed location by showing the following: 1) the use(s) of the area adjacent to the subject property will not be affected in a substantially adverse manner; 2) the proposal will not materially affect the health and safety of persons residing in, working in, or visiting the immediate vicinity, and will not be materially detrimental to the public welfare; and 3) the proposal will be adequately served by, and will not create an undue burden on, any public improvements, facilities, or services.

Waivers of Development Standards #1 & #4b

The purpose of reviewing reductions in setbacks is to assure the proposed setbacks will maintain safe spacing between structures, not create an over massing of buildings on the lots, and to assure the placement of the building on the lots will be like the surrounding area. With that said, the reductions proposed are being requested to place larger houses on the proposed lots. The proposed models are being utilized to be more consistent with the surrounding development within the RNP area in terms of both architecture, height, and size. Staff, however, finds the proposed models are too large for the proposed lots and are meant for the typical RS20 lots that are found within RNP areas. The proposed models are not appropriate for the size of the lots and will ultimately create an awkward massing of structures within the subdivision that is not typical of RNP lots nor RS10 lots. Staff finds the choice of models is the cause of the proposed reductions in setbacks and is thus a self-imposed hardship. For these reasons, staff cannot support these requests.

Waiver of Development Standards #2

Staff finds the purpose of providing street landscaping is to provide necessary shading for nearby street and sidewalk infrastructure. While Staff concurs with the applicant regarding the constraints that exist along Hauck Street to planting trees, like the sight visibility zones, Title 30 still allows for alternatives that would make planting trees and landscaping along Hauck Street

possible, and these constraints do not prohibit the planting of trees on the backside of the sidewalk. Staff can also appreciate the fact the lots in this case are facing Hauck Street, but this still also does not prohibit the placement of trees along the backside of the sidewalk. Street trees are beneficial for the reduction of future heat caused by an increase in pavement, and, for these reasons, staff cannot support this request.

Waivers of Development Standards #3 & #4a

The purpose of reviewing increased retaining wall height and fill is to assure that there are no negative impacts of these improvements on the surrounding properties. Staff finds that the requested fill and retaining walls are the result of necessary modifications to the site due to the drainage needs of the proposed subdivision. With that said, while staff does appreciate the increase fill and wall height are the result of these drainage considerations, there are several alternatives that are provided within Title 30 that can be utilized to either minimize or completely remove this staff finds more could be done to design the affected portion of the site to reduce the overall fill and height of the retaining walls or break down the mass. For these reasons, staff cannot support these requests.

Design Review

Development of the subject property is reviewed to determine if 1) it is compatible with adjacent development and is harmonious and compatible with development in the area; 2) the elevations, design characteristics and others architectural and aesthetic features are not unsightly or undesirable in appearance; and 3) site access and circulation do not negatively impact adjacent roadways or neighborhood traffic.

The proposed single-family subdivision is proposing a variety of different housing options that should help prevent monotony by providing a relatively large number of models when compared to the number of lots within the subdivision. This should allow for different architectural styles and house sizes that should keep the streetscape interesting. The house plans also have different ways of accessing the house with the front-loaded homes having various covering styles. The proposed homes use materials and colors typical of the southwestern United States. The site is well parked with 4 spaces provided for each lot. With that said, staff is concerned some design choices, such as reduced setbacks could cause future undue burdens for those living in the subdivision and could inhibit the future use of these lots. Additionally, the lack of landscaping along Hauck Street is not thoroughly justified. Finally, the proposed lots and the siting of the homes on these lots is not consistent with the RNP and ranch estate neighborhoods nearby and is not a suitable transition either. Staff finds that the proposed subdivision does not support Master Plan Policies 1.3.1, 1.3.5, 1.5.1, and 1.5.2 and Enterprise Specific Policy EN-1.1, which all support the development of compatible developments within and near existing ranch estate neighborhoods and Rural Neighborhood Protection Areas, and which foster the development of neighborhood features that support the livability of the area. For these reasons, staff is unable to support this request.

Public Works - Development Review

Waiver of Development Standards #5

Staff has no objection to the increase in residential driveway width. The increase is only for lots internal to the development that will see a lower volume of traffic, helping to mitigate potential impacts from the increase.

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 30.02.26B.3(ii) 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 of waiver of development standards #5; denial of waivers of development standards #1 through #4 and the design review. This item will be forwarded to the Board of County Commissioners' meeting for final action on **May 21, 2025** at 9:00 a.m., unless otherwise announced.

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:

- 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;
- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance, and payment of the tree fee-in-lieu is required for any required trees waived.
- Applicant is advised within 4 years from the approval date the application must commence or the application will expire unless extended with approval of an extension of time; 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; changes to the approved project will require a new land use application; and the applicant is solely responsible for ensuring compliance with all conditions and deadlines.

Public Works - Development Review

- Drainage study and compliance;
- Full off-site improvements;
- Right-of-way dedication to include 25 feet to the back of curb for Hauck Street, 25 feet to the back of curb for Camero Avenue, and associated spandrels;
- The installation of detached sidewalks will require dedication to back of curb and granting necessary easements for utilities, pedestrian access, streetlights, and traffic control devices.

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 30.02.26B 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 and 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

- Provide a Fire Apparatus Access Road in accordance with Section 503 of the International Fire Code and Clark County Code Title 13, 13.04.090 Fire Service Features.
- Applicant is advised that fire/emergency access must comply with the Fire Code as amended.

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 #0164-2024 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

TAB/CAC: Enterprise - denial.

APPROVALS: 6 cards

PROTESTS: 8 cards

PLANNING COMMISSION ACTION: March 18, 2025 – HELD – To 04/15/25 – per the applicant.

APPLICANT: GREYSTONE NEVADA, LLC

CONTACT: WESTWOOD PROFESSIONAL SERVICES, 5725 W. BADURA AVE., SUITE 100, LAS VEGAS, NV 89118