

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

**WS-26-0183-ANTERASIAN FAMILY TRUST ETAL & ANTERASIAN GEORGE PAUL & ANN ELIZABETH TRS:**

**WAIVERS OF DEVELOPMENT STANDARDS** for the following: **1)** reduce lot size; **2)** increase wall height; **3)** increase retaining wall height; **4)** reduce back of curb radius; and **5)** alternative driveway geometrics.

**DESIGN REVIEW** for an attached single-family residential development on 4.21 acres in an RS2 (Residential Single-Family 2) Zone within the Airport Environs (AE-60) Overlay.

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

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RELATED INFORMATION:

**APN:**

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

**WAIVERS OF DEVELOPMENT STANDARDS:**

1. Reduce the minimum lot size to 1,720 square feet where 2,000 square feet is the minimum required per Section 30.02.08B (a 14% reduction).
2.
  - a. Increase the height of perimeter walls along the south property line to 8 feet where 6 feet is the maximum allowed per Section 30.04.03B (a 33% increase).
  - b. Increase the height of perimeter walls along the east property line to 8 feet where 6 feet is the maximum allowed per Section 30.04.03B (a 33% increase).
3.
  - a. Increase the height of a retaining wall along the eastern property line to 3.5 feet where 3 feet is the maximum allowed per Section 30.04.03C (a 17% increase).
  - b. Increase the height of a retaining wall along the western property line to 3.5 feet where 3 feet is the maximum allowed per Section 30.04.03C (a 17% increase).
4. Reduce the back of curb radius for internal private streets to 10 feet where 20 feet is required per Uniform Standard Drawing 222 (a 50% reduction).
5.
  - a. Reduce the separation between driveways and property lines to 3 feet where 6 feet is the minimum required per Uniform Standard Drawing 222 (a 50% reduction).
  - b. Reduce the separation between driveway and curb returns to 2 feet where 12 feet is the minimum required per Uniform Standard Drawing 222 (an 83% reduction).

**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
- Project Type: Attached single-family residential development (Townhomes)
- Number of Lots/Units: 54
- Density (du/ac): 12.82
- Minimum/Maximum Lot Size (square feet): 1,720/2,356
- Number of Stories: 2
- Building Height (feet): 30
- Square Feet (Minimum/Maximum): 1,531/1,729 (per unit)
- Open Space Required/Provided: 10,800/14,998

#### Site Plan

The proposed attached single-family residential development will consist of 11 townhouse buildings located primarily along the perimeter of the site. The townhouse buildings will consist of 4 to 5 individual and attached units that will function as a single building. The buildings will be set back from the perimeter property boundaries of the site as following: 20 feet from the east and west, 30 feet from the south, and 17 feet from the north (Russell Road). All buildings will be separated from each other by at least 10 feet. The site will be subdivided into a total of 54 lots with a density of 12.82 dwelling units per acre with access provided via 30 foot and 37 foot wide private streets and drive aisles from Russell Road. All buildings will have their front door placed opposite the street they will be accessing from, with their garage door facing the street. Pedestrian walkways will connect all lots and open space areas, as well as to Russell Road. The lots will range in size from 1,720 square feet up to 2,356 square feet. All driveways will be 20 feet long. Parking is provided by the 2 car garages that each lot will be provided as well as by 12 off-street parking stalls located to the south of Buildings 9 & 10 within the central portion of the site. Along the east, west, and south property lines, an 8 tall decorative CMU block wall is proposed along with a 3.5 foot tall retaining wall along the east property line.

#### Landscaping

Along Russell Road, street landscaping is provided with 2 landscape areas that are 5 feet wide and located on each side of a proposed 5 foot wide detached sidewalk. Within these landscape areas, large trees are placed every 30 feet on center and staggered on each side of the sidewalk where possible. A total of 19 large trees are provided where 19 are required. Parking lot landscaping is also provided for the parking area with large trees placed every 6 spaces within landscape islands. The site is also provided with a 15 foot wide landscape area along the southern portion of the site within a proposed common element and adjacent to an existing NPO-RNP development, with evergreen trees placed in two staggered rows every 20 feet on center. The site is also proposing 14,998 square feet of common open space where 10,800 square feet is required. The common open space consists of formal planting areas, dog runs, barbeque areas, and sitting areas.

#### Elevations

The elevations provided show the exterior design of the homes within the development will have a similar and unified design between each building. All buildings are 2 stories tall and range in

height from 29 feet to 30 feet. All residences are shown to consist of neutral painted stucco, gabled and off-set roofs with concrete tile shingles, window accents and recessing, variations in roofline, and building pop-outs and extensions. All models are shown with a covered and hidden entry area and significant fenestration. The front doors of each unit will generally face away from the street into a landscaped pedestrian access area, with garage doors facing toward the street.

Floor Plan

Each building will contain between 4 to 6 units and will range in size from 4,200 square feet up to 6,636 square feet. Each unit will range in size from 1,050 square feet up to 1,134 square feet, including garage space, spread across 2 stories. Each model is shown to have 3 bedrooms with options that include walk-in closets, ensuite bathrooms, living and dining spaces, game rooms, and gourmet kitchens. All homes have garage space for 2 cars.

Applicant’s Justification

The proposed development is well sited and contains sufficient open space, parking, and driveway length. The orientation of the townhouse buildings are sited similarly to other townhome developments. The reduction in lot size is minimal and allows for more efficient use of space given the infill nature and size of the subject site. The increase of the wall height is to allow greater privacy and to deal with existing drainage conditions. The site buffers the RNP areas to the north with a higher wall, landscaping, and has a higher setback than necessary.

**Prior Land Use Requests**

<b>Application Number</b>	<b>Request</b>	<b>Action</b>	<b>Date</b>
SC-1506-94	Street name change for a portion of right-of-way known as Redrock Street to Red Rock Street	Approved by BCC	December 1994

**Surrounding Land Use**

	<b>Planned Land Use Category</b>	<b>Zoning District (Overlay)</b>	<b>Existing Land Use</b>
North	Compact Neighborhood (up to 18 du/ac) & Neighborhood Commercial	RS2 & CP (AE-60)	Single-family residential & undeveloped
South	Ranch Estate Neighborhood (up to 2 du/ac) & Neighborhood Commercial	RS20 (NPO-RNP & AE-60)	Single-family residential
East	Neighborhood Commercial	RS20 (AE-60)	Undeveloped
West	Neighborhood Commercial	CG (AE-60)	Commercial Complex

**Related Applications**

<b>Application Number</b>	<b>Request</b>
PA-26-700014	A plan amendment from Neighborhood Commercial to Compact Neighborhood is a companion item on this agenda.
ZC-26-0182	A zone change from RS20 to RS2 is a companion item on this agenda.

## Related Applications

Application Number	Request
VS-26-0181	A vacation and abandonment of rights-of-way is a companion item on this agenda.
TM-26-500050	A tentative map for a 54 lot single-family attached residential subdivision 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.

#### Waiver of Development Standards #1

The proposed reduction in lot area is limited to the lots within the central portions of the townhouse buildings, and in many cases the proposed reductions are limited to 300 square feet or less. With that said, staff finds in this case, the site is relatively large in comparison to the size of the buildings and lots. There is sufficient space on the site to meet the minimum lot size required while still meeting the minimum setbacks, open space, and other such requirements. For these reasons, staff is unable to support this request.

#### Waivers of Development Standards #2a & #3b

The purpose of reviewing increased screen and retaining wall height is to assure there are no negative impacts of these improvements on the surrounding properties. Staff finds the requested retaining walls are the result of necessary modifications to the site due to the drainage needs of the proposed subdivision and the overall increase proposed is relatively minor, capped at 6 inches. Additionally, the majority of the wall to the south are already existing, and the proposed 8 foot wall are needed in order to match the existing condition. Finally, the walls to the west will be adjacent to an existing commercial development that should not be highly impacted by such structures. For these reasons, staff could support these requests, but is ultimately unable, as staff is not supporting the other waivers of development standards, and the accompanying plan amendment and zone change requests.

#### Waivers of Development Standards #2b & #3a

Again, the purpose of reviewing increased screen and retaining wall height is to assure there are no negative impacts of these improvements on the surrounding properties. Along the eastern perimeter, there are no existing walls and the properties are currently zoned to allow lower density

residential development. Staff finds additional landscaping or tiering of the walls along this property line could help to reduce the impacts on the adjacent properties but are otherwise not being utilized. As a result, staff finds an 11.5 foot wall from the perspective of the properties to the east is excessive without any mitigation. For these reasons, staff is unable to support this request.

### 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 residential development is similar in character to another compact development area located to the north of the site on the other side of Russell Road. In addition, a residential development on this parcel will help to activate a long-term unused area and act as an in-fill development in the area. In terms of the design of the proposed residential development, the proposed architecture and garage styles are consistent with newer townhouse development designs with driveways that are larger than are usually provided in similar products. The street and pedestrian walkway system also allow for ease of access to the community spaces, but also to Russell Road. Additionally, the separation of pedestrian and car spaces helps increase safety. Parking is well supplied within the community through garage spaces and off-street parking stalls. Overall, staff finds that a residential development in this parcel supports Master Plan Policies 1.1.1, 1.1.2, 1.3.2, 1.4.4, and Spring Valley-specific Policy SV-1.1, which encourage in-fill development, a mix of housing types, and the location of housing near major transit corridors. However, since staff is not supporting the reduction in lot size, and the accompanying plan amendment and zone change requests, staff is unable to support this request.

### **Public Works - Development Review**

#### Waiver of Development Standards #4

Staff has no objection to the reduced back of radius for the internal streets provided that Fire Prevention approves the request. However, since Planning is recommending denial of the application, staff cannot support this waiver.

#### Waiver of Development Standards #5

Staff finds the driveway separation reductions should have no negative impact to the proposed development. However, since Planning is recommending denial of the application, staff cannot support this waiver.

### **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 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 will be forwarded to the Board of County Commissioners' meeting for final action on June 17, 2026 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:

- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance.
- 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;
- Traffic study and compliance;
- Full off-site improvements;
- 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 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. The Determination of No Hazard must not be expired.
- 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 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; and 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 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 when installing streets using "L" type curbs, a minimum of 37 feet wide is required, back of curb to back of curb; and 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)**

- Applicant is advised that a Point of Connection (POC) request has been completed for this project; to email [sewerlocation@cleanwaterteam.com](mailto:sewerlocation@cleanwaterteam.com) and reference POC Tracking #0457-

2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

**TAB/CAC:** Spring Valley - approval.

**APPROVALS:**

**PROTESTS:**

**APPLICANT:** PEYMAN MASACHI

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