

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

ZC-26-0182-ANTERASIAN FAMILY TRUST ETAL & ANTERASIAN GEORGE PAUL & ANN ELIZABETH TRS:

ZONE CHANGE to reclassify 4.21 acres from an RS20 (Residential Single-Family 20) Zone to an RS2 (Residential Single-Family 2) Zone.

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

RELATED INFORMATION:

APN:

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

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 RS2 zoning is appropriate since there is an abutting property to the north that is also zoned RS2 and planned for Compact Neighborhood (CN) uses. Furthermore, the proposed zone change will provide a good transition or buffer from Russell Road to the single-family residential developments to the south. The proposed zone change will also allow a mixture of housing options in the area and encourage infill development.

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
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

Surrounding Land Use

	Planned Land Use Category	Zoning District (Overlay)	Existing Land Use
West	Neighborhood Commercial	CG (AE-60)	Convenience store with gas pumps & car wash

Related Applications

Application Number	Request
PA-26-700014	A plan amendment from Neighborhood Commercial (NC) to Compact Neighborhood (CN) 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 APPROVAL:

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

Analysis

Comprehensive Planning

In addition to the standards for approval, the applicant must demonstrate the zoning district is compatible with the surrounding area. The request for RS2 zoning 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, smaller lot, 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, zoned RS20, and are within the Neighborhood Protection (RNP) Overlay. Therefore, RS2 zoning 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 based on the Master Plan. The change to RS2 zoning, and the companion item request (PA-26-700014) 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 RS2 zoning is not appropriate for this location.

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

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.

PLANNING COMMISSION ACTION: May 19, 2026 – APPROVED – Vote: Unanimous 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; 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

- 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)

- 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 #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: 1 card

PROTESTS: 6 cards, 1 letter

APPLICANT: PEYMAN MASACHI

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