

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

**WS-26-0184-COUNTY OF CLARK(AVIATION) & HANGER 145-18, LLC LEASE:**

**WAIVER OF DEVELOPMENT STANDARDS** for modified driveway geometrics.

**DESIGN REVIEW** for proposed aircraft hangars in conjunction with an existing office/warehouse and aircraft hangar complex on 12.7 acres in a PF (Public Facility) Zone within the Airport Environs (AE-60, AE-65, & AE-70) Overlay.

Generally located south of Reno Avenue and east of Haven Street within Paradise. JG/rg/cv  
(For possible action)

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RELATED INFORMATION:

**APN:**

162-28-211-001 through 162-28-211-008; 162-28-211-019 through 162-28-211-032

**WAIVER OF DEVELOPMENT STANDARDS:**

1. a. Allow the existing driveway (northeast corner) along Reno Avenue to remain where a commercial driveway is required per Uniform Standard Drawing 222.1.
- b. Reduce the driveway throat depth along Reno Avenue (northwest corner) to 5 feet where 25 feet is required per Uniform Standard Drawing 222.1 (an 80% reduction).
- c. Reduce the driveway width along Reno Avenue (northeast corner) to 30 feet where 32 feet is required per Uniform Standard Drawing 222.1 (a 6.25% reduction).
- d. Reduce the driveway width along Reno Avenue (northwest corner) to 23 feet where 32 feet is required per Uniform Standard Drawing 222.1 (a 28% reduction).
- e. Reduce the existing driveway ingress radius along Reno Avenue (northwest corner) to 13 feet where 25 feet is required per Uniform Standard Drawings 222.1 (a 48% reduction).
- f. Reduce the existing driveway egress radius along Reno Avenue (northwest corner) to 14 feet where 15 feet is required per Uniform Standard Drawings 222.1 (a 48% reduction).

**LAND USE PLAN:**

WINCHESTER/PARADISE - PUBLIC USE

**BACKGROUND:**

**Project Description**

General Summary

- Site Address: 135, 145, 155, 175, 177, 179, 181 & 185 E. Reno Avenue
- Site Acreage: 12.7

- Project Type: Aircraft hangar facility
- Number of Stories: 1
- Building Height (feet): 43
- Square Feet: 25,500 each (proposed Hangar 1, Hangar 2, & Hangar 3)
- Parking Required/Provided: 234/211
- Sustainability Required/Provided: 7/7

### Site Plan

The site currently includes an existing office/warehouse complex with multiple airport hangars. With the proposed site modifications, ultimately, the site will be dedicated solely to airplane hangars. Vehicular access is provided from two existing driveways on the northeast and northwest corners of the site adjacent to Reno Avenue. Existing buildings are positioned throughout the site in various linear arrangements and the existing site features include paved areas, landscape planters, perimeter walls, fencing, security gates, and trash enclosures.

The plan depicts that the 5 buildings on the western half of the site will be demolished and 3 new airplane hangars will be constructed in a north to south orientation parallel to the west property line. New parking areas are located adjacent to and inside the proposed hangars, as well as south of the proposed 3<sup>rd</sup> hangar.

Unaffected parking areas adjacent to the remaining buildings will remain as is. The site requires 234 parking stalls and 211 parking stalls are provided, which is reviewed as part of the design review.

### Landscaping

The landscaping along the Reno Avenue frontage consists of existing landscape areas and existing trees that are shown to remain with no changes proposed. Parking-area landscaping is provided within planters at the ends of parking rows and along drive aisles, and the plan shows trees within these planters integrated into the parking layout.

### Elevations

The exterior elevations have a maximum height of 43. All elevations depict vertical metal siding and a pitched metal roof. The color palette includes tan, beige, and dark brown. The west facing elevation includes the main entrances, and the east elevation features large bottom rolling hangar door panels to accommodate aircrafts.

### Floor Plans

The floor plan shows three 25,500 square foot hangar bays, with office areas on the western portion of Hangar 1 which includes an entry area, lobby/hospitality space, and restrooms.

### Applicant's Justification

The applicant states that the request involves the redevelopment of an existing aviation facility through the demolition of older structures and construction of three new aircraft hangars with associated office space, designed with metal panel materials and a standing-seam roof to meet aviation operational needs. The applicant explains that several design review modifications are requested because aviation hangars cannot meet horizontal and vertical articulation standards, do

not accommodate street-facing customer entrances, and require the removal of parking-area landscaping and pedestrian walkway requirements due to aircraft movement, safety concerns, and limited public access. The applicant further requests waivers to allow existing driveway configurations on Reno Avenue to remain, noting that although the driveways do not meet current standards, traffic to the site will be limited to employees and private aviation users. The applicant concludes that the proposed improvements will modernize the Quail Air Centre and enhance its functionality while remaining consistent with aviation-specific design and operational requirements.

**Prior Land Use Requests**

<b>Application Number</b>	<b>Request</b>	<b>Action</b>	<b>Date</b>
TM-24-500010	Tentative map for a commercial subdivision	Approved by PC	April 2024
ADR-22-900605	Expansion of an existing aircraft hangar	Approved by ZA	September 2022

**Surrounding Land Use**

	<b>Planned Land Use Category</b>	<b>Zoning District (Overlay)</b>	<b>Existing Land Use</b>
North	Entertainment Mixed-Use	CG, CR & RM32 (AE-60 & AE-65)	Multi-family residential, hotel, time share & undeveloped
South	Entertainment Mixed-Use	PF (AE-65 & AE-70)	Aircraft hangar facility
East	Entertainment Mixed-Use	PF (AE-65 & AE-70)	Harry Reid Airport & existing aircraft hangars
West	Entertainment Mixed-Use	CR (AE-60 & AE-65)	Office complex

**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**

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.

Development of the subject property has been reviewed for compatibility with adjacent development, architectural appearance, and site access and circulation. The site contains existing aircraft hangar buildings and associated improvements along Reno Avenue, with two existing driveways providing access. The proposed improvements consist of three new hangar buildings

located on the western part of the property, west of the existing hangar structures, with new paved areas, new walkways, and adjacent parking areas shown on the plan. The elevations show a consistent building form across all elevations. Landscaping along the Reno Avenue frontage consists of existing landscape areas and trees that are shown to remain, and parking area landscaping is mostly provided. The PF zoning district allows most development and design standards to be established through the approved plan set, while Public Works standards are addressed through the companion waiver requests associated with the existing driveway conditions. On-site circulation is unobstructed, and the proposed buildings are architecturally compatible with the existing development. For these reasons, staff can support the design review, however, since staff does not support the waivers of development standards staff cannot support this request.

## **Public Works – Development Review**

### 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 #1a

With the area changing due to the adjacent new developments, the area will experience significantly higher vehicle and pedestrian traffic. Pan driveways would create delays and safety conflicts in this high demand environment. Therefore, staff cannot support this request.

### Waiver of Development Standards #1b and #1c

The reduction in driveway width, combined with the request in Waiver #1b, further reduces the safety of vehicles entering and exiting the site. Narrower driveways will result in more vehicles stopping in the right-of-way while drivers attempt to negotiate the tight turns that will be required. Further complicating off-site to on-site movements, the reduced throat depth will compound the impact of the pan driveways and narrow driveways, creating a dangerous situation for the public. Therefore, staff cannot support this request.

### Waiver of Development Standards #1d and #1e

Staff finds the request to reduce the distance from the back of curb radius (BCR) to the driveway to be a self-imposed hardship. The reduction would limit safe turning movements, particularly for service and emergency vehicles, creating safety concerns. Additionally, with the anticipated surge in activity around the new developments, preserving adequate turning radii is critical. Therefore, staff cannot support this request.

## **Department of Aviation**

The development is located on property owned by the Department of Aviation and will be identified on the airport layout plan (ALP) for Harry Reid International Airport. Therefore, as

required by 14 CFR Part 77 the Federal Aviation Administration (FAA) must be notified of the proposed construction or alteration.

### **Staff Recommendation**

Denial.

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 2 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.

#### **Department of Aviation**

- Applicant is required to file a valid "on airport" FAA Form 7460-1, "Notice of Proposed Construction or Alteration" with the FAA, in accordance with 14 CFR Part 77;
- 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. The Determination of No Hazard must not be expired.
- Applicant is advised that the 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.

#### **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 #0512-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

**TAB/CAC:**

**APPROVALS:**

**PROTESTS:**

**APPLICANT:** ECHELON GROUP

**CONTACT:** LUCY STEWART, LAS CONSULTING, 1930 VILLAGE CENTER CIRCLE,  
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