

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

WS-26-0045-REGIONAL MARYLAND, LLC:

WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** modified driveway geometrics; and **2)** increase the number of dwelling units on private stub streets in conjunction with a proposed single-family attached residential development on 3.92 acres in an RM18 (Residential Multi-Family 18) Zone.

Generally located south of Cactus Avenue and west of Maryland Parkway within Enterprise.
MN/rg/cv (For possible action)

RELATED INFORMATION:

APN:

177-34-501-002

WAIVERS OF DEVELOPMENT STANDARDS:

1. a. Reduce the separation from the lot line to a driveway to 2 feet where a minimum of 6 feet is required per Uniform Standard Drawing 222 (a 67% reduction).
- b. Reduce the back of curb radius to 12 feet where 20 feet is required per Uniform Standard Drawing 201 (a 40% reduction).
- c. Reduce the curb return radius to driveway for Lots 23, 32, 33 and Lot 40 to 3 feet where 12 feet is required per Uniform Standard Drawing 222 (a 75% reduction).
2. Allow 10 dwelling units on a private stub street where 6 dwelling units are the maximum allowed per Section 30.04.08E (a 67% increase).

PROPOSED LAND USE PLAN:

ENTERPRISE - COMPACT NEIGHBORHOOD (UP TO 18 DU/AC)

BACKGROUND:

Project Description

General Summary

- Site Address: N/A
- Site Acreage: 3.92
- Project Type: Single-family attached residential
- Number of Lots: 46
- Density (du/ac): 11.73
- Minimum/Maximum Lot Size (square feet): 1,707/2,624

Site Plan

The plan depicts a single-family attached residential development with 46 lots located on the southwest corner of Cactus Avenue and Maryland Parkway. The density of the overall development is shown at 11.73 dwelling units per acre. The lots range in size from a minimum

area of 1,707 square feet to a maximum of 2,624 square feet. Access to the development is from Maryland Parkway to the east. The development's internal access comprises of 38 foot wide private streets and all internal streets end as stub streets.

Applicant's Justification

The applicant is requesting several adjustments to the development standards so the project can function the way an attached townhouse community is typically designed. They're asking to reduce the spacing between property lines, curb returns, and driveways because the utility layout for attached homes is much more compact and doesn't require the wider separations used for detached single-family neighborhoods. They're also requesting smaller curb radii on the internal private streets, noting that tighter turns work well in a low-speed residential setting and still allow safe access for residents, service vehicles, and emergency responders. In addition, the applicant is asking for flexibility on the number of homes allowed on short internal streets, explaining that these streets are built to full-width standards and that similar layouts have historically been accepted by the County without creating safety concerns. Altogether, the applicant believes these requests reflect common practice for attached residential projects and allow the site to be used efficiently without compromising access, safety, or utility service.

Surrounding Land Use

	Planned Land Use Category	Zoning District (Overlay)	Existing Land Use
North	Mid-Intensity Suburban Neighborhood (up to 8 du/ac)	RS2	Single-family residential
South	Compact Neighborhood (up to 18 du/ac)	RM18	Single-family residential (townhomes)
East	City of Henderson	CC	Convenience store with gas pumps
West	Compact Neighborhood (up to 18 du/ac)	RS3.3	Single-family residential

Related Applications

Application Number	Request
PA-26-700002	A plan amendment from Neighborhood Commercial (NC) to Compact Neighborhood (CN) is a companion item on this agenda.
ZC-26-0043	A zone change from RS20 to RM18 zoning is a companion item on this agenda.
VS-26-0044	A vacation and abandonment of portions of right-of-way and government patent easements is a companion item on this agenda.
PUD-26-0046	A planned unit development for a single-family attached residential development (townhomes) is a companion item on this agenda.
TM-26-500010	A tentative map for a 46 lot single-family attached residential subdivision (townhomes) 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

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

Staff cannot support the request to reduce driveway separation from the property line, as the reduction would decrease sight visibility and increase potential conflicts between vehicles and pedestrians.

Waiver of Development Standards #1b & #1c

Staff has concerns with the combined reductions to the back-of-curb radius and the back-of-curb return separation. Together, these reductions would restrict turning movements and create conflicts between vehicles entering and exiting driveways, increase the potential for collisions. These reductions would also reduce maneuverability for larger vehicles, including emergency and service vehicles. Therefore, staff cannot support this request.

Waiver of Development Standards #2

Staff cannot support the request to allow for 10 units on a stub street. The increase in the number of units on a stub street will create challenges for large vehicles such as fire trucks, delivery vehicles and sanitation trucks as they will need to back out of the stub street. The added lots will increase the chance of pedestrian and vehicle collisions with those traveling along the stub street. A maximum of 6 units is set by Title 30 to prevent such instances from occurring.

Department of Aviation

The property lies just outside the AE-60 (60-65 DNL) noise contour for the Henderson Executive Airport, and is subject to potentially significant aircraft noise and continuing over-flights. Future demand for air travel and airport operations is expected to increase significantly. Clark County intends to continue to upgrade the Airport to meet future air traffic demand.

Staff Recommendation

Denial. This item will be forwarded to the Board of County Commissioners for final action on April 22, 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:

- 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;
- If required by the Regional Transportation Commission (RTC), dedicate and construct right-of-way for a 5 feet by 25 feet bus turnout including passenger loading/shelter areas in accordance with RTC standards along Maryland Parkway;
- 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 advised 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; and 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 funds will not be available in the future should the residents wish to have their homes purchased or soundproofed.

Fire Prevention Bureau

- No comment.

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 #0375-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

TAB/CAC: Enterprise - denial.

APPROVALS:

PROTESTS:

APPLICANT: AMANDA WILLIAMS

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