

01/06/26 PC AGENDA SHEET

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

**WS-25-0797-POSTHAWK, LLC:**

**WAIVER OF DEVELOPMENT STANDARDS** to reduce throat depth.

**DESIGN REVIEW** for a proposed office/warehouse building on 2.71 acres in an IL (Industrial Light) Zone within the Airport Environs (AE-65) Overlay.

Generally located east of Mohawk Street and south of Sobb Avenue (alignment) within Spring Valley. MN/md/kh (For possible action)

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RELATED INFORMATION:

**APN:**

163-36-701-022; 163-36-801-030

**WAIVER OF DEVELOPMENT STANDARDS:**

1. a. Reduce the throat depth for a driveway along the cul-de-sac of Mohawk Street and Post Road to 7 feet where a minimum of 25 feet is required per Section 30.04.08 and Uniform Standard Drawing 222.1 (a 72% reduction).
- b. Reduce the throat depth for a driveway along Mohawk Street to 12 feet where a minimum of 25 feet is required per Section 30.04.08 and Uniform Standard Drawing 222.1 (a 52% reduction).

**PROPOSED LAND USE PLAN:**

SPRING VALLEY - BUSINESS EMPLOYMENT

**BACKGROUND:**

**Project Description**

General Summary

- Site Address: N/A
- Site Acreage: 2.71
- Project Type: Office/warehouse building
- Number of Stories: 2
- Building Height (feet): 35
- Square Feet: 50,400
- Parking Required/Provided: 50/52
- Sustainability Required/Provided: 7/7

Site Plan

The plans depict a proposed 2-story office/warehouse building with the following setbacks: 1) 64 feet from the front (west) property line along Mohawk Street; 2) 12 feet from the rear (east) property line adjacent to a drainage channel; and 3) 13 feet and 10 feet from the side interior

(north and southeast) property lines, respectively. Parking is located immediately to the west and south of the building. The project requires 50 parking spaces where 52 parking spaces are provided. The at-grade and depressed loading dock areas are located at the rear of the building and are screened from the right-of-way. Access to the site is granted from driveways at the northwest and southwest corners of the site, along Mohawk Street. Neither driveway complies with the minimum required throat depth standards, requiring a waiver of development standards.

#### Landscaping

The plans depict a proposed street landscape area with 2 landscape strips provided on each side of the detached sidewalk along Mohawk Street. Large trees are planted 30 feet on center along Mohawk Street, in addition to the required shrubs and groundcover. Additional landscape buffering has been provided along the north property line measuring 9 feet to 14 feet in width and featuring large trees planted adjacent to the building. A landscape buffer measuring a minimum of 7 feet in width, also featuring large trees, has been provided along a portion of the northeast property line adjacent to the building. A total of 9 parking lot trees are required where 12 trees are provided. An alternative landscape plan is requested as landscape finger islands are not provided every 6 parking spaces.

#### Elevations

The office/warehouse building consists of 2 stories with an overall height of 35 feet to the top of the parapet walls. The building features breaks in the roofline that reduce the mass of the building. All rooftop mounted equipment will be screened from public view by the parapet walls. The exterior of the building consists of painted, tilt-up concrete panels and an aluminum storefront window system. The at-grade and depressed loading dock areas are located along the south elevation of the building.

#### Floor Plans

The floor plans depict the following: 1) a warehouse area measuring 39,250 square feet; 2) accessory office uses with a total area of 7,500 square feet; and 3) an attached garage area measuring 3,650 square feet.

#### Applicant's Justification

Providing the 25 foot throat depth along the cul-de-sac would have a negative impact on the flow of traffic within the site as well as reducing the number of parking spaces provided. Furthermore, providing the 25 foot throat depth at the driveway located at the northwest corner of the site would have a negative impact on the flow of traffic as it would reduce the drive-aisle to less than the required minimum width. Adequate landscape will be provided in the form of terminal islands where parking occurs as well as landscape buffers and landscape fingers. All proposed plants are to be low maintenance, low water, and native to Southern Nevada, complying with the SNRPC plant list. An alternative landscape plan is requested to allow landscape fingers to be installed at every 17 parking spaces maximum where they are required at every 6 parking spaces. Title 30 requires 9 parking lot trees where a total of 12 parking lot trees and an additional 9 street trees that count as parking lot trees due to their proximity to parking.

### **Surrounding Land Use**

	<b>Planned Land Use Category</b>	<b>Zoning District (Overlay)</b>	<b>Existing Land Use</b>
North	Business Employment	IP (AE-65)	Undeveloped
South & East	Business Employment	IP (AE-65)	Drainage channel & office/warehouse complex
West	Business Employment	RS20 & IP (AE-65 & NPO-RNP)	Single-family residential & undeveloped

### **Related Applications**

<b>Application Number</b>	<b>Request</b>
PA-25-700051	A plan amendment from Neighborhood Commercial (NC) to Business Employment (BE) is a companion item on this agenda.
ZC-25-0795	A zone change from RS20 to IL is a companion item on this agenda.
VS-25-0796	A vacation and abandonment of easements 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**

##### Waiver 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.

##### 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 development complies with Master Plan Policy 5.5.1, which encourages the development of industrial and employment uses in areas that are proximate to major air, rail, and highway facilities. Furthermore, the office/warehouse building complies with Policy 6.2.1, which aims to ensure the design and intensity of new development is compatible with established neighborhoods and uses in terms of height, scale, and overall mix of uses. There are several office/warehouse developments to the north and southeast of the project site; therefore, staff

finds the proposed development is compatible with the surrounding land uses. Architectural treatments are provided on all 4 sides of the proposed building. The architectural treatments include varying rooflines and variations in color and building material. Furthermore, the office/warehouse building will be painted with complimentary colors. Staff also does not object to the alternative landscape plan proposed within the south portion of the parking lot as 12 trees are provided, where a minimum of 9 trees are required. Therefore, staff recommends approval of this request.

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

#### Waiver of Development Standards

Staff has no objection to the reduction in throat depth for the commercial driveways on Mohawk Street. The driveways should see minimal traffic as Mohawk Street terminates to the west of the site. Additionally, the two driveways should see equal use, further mitigating the potential impact from the reduced throat depth.

### **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 within the AE- 65 (65 - 70 DNL) noise contour for 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 Harry Reid International Airport facilities to meet future air traffic demand.

### **Staff Recommendation**

Approval. This item will be forwarded to the Board of County Commissioners' meeting for final action on February 4, 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**

- 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;
- Traffic study and compliance;
- Full off-site improvements;
- Right-of-way dedication to include 25 feet to the back of curb for Mohawk Street and a portion of a cul-de-sac at the intersection of Post Road and Mohawk Street;
- 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**

- Incorporate exterior to interior noise level reduction into the building construction as required by Code for use.
- 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.
- 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 owners 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; and to show fire hydrant locations on-site and within 750 feet.

**Clark County Water Reclamation District (CCWRD)**

- Applicant is advised that a Point of Connection (POC) request has been initiated for this project; to email [sewerlocation@cleanwaterteam.com](mailto:sewerlocation@cleanwaterteam.com) and reference POC Tracking #0272-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require a new POC analysis.

**TAB/CAC:** Spring Valley - approval (add a 6 foot sound attenuation wall and trees on the west property line and limit hours of operation from 8:00 a.m. to 8:00 p.m.)

**APPROVALS:**

**PROTESTS:**

**APPLICANT:** LAND BARON INVESTMENTS

**CONTACT:** LAND BARON INVESTMENTS, 10789 W. TWAIN AVENUE, SUITE 200,  
LAS VEGAS, NV 89135