

COMMERCIAL &
MULTIPLE FAMILY DEVELOPMENT
(TITLE 30)

UPDATE
LAS VEGAS BLVD S/RICHMAR AVE

PUBLIC HEARING
APP. NUMBER/OWNER/DESCRIPTION OF REQUEST
ZC-23-0378-VLV1, LLC ETAL & VLV2, LLC:

ZONE CHANGE to reclassify 40.1 acres from an R-T (Manufactured Home Residential) Zone to an H-1 (Limited Resort and Apartment) Zone.

USE PERMITS for the following: **1)** High Impact Project; **2)** multiple family development; and **3)** allow all commercial uses listed on file.

WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** building height; **2)** parking; **3)** setbacks; **4)** building separation; **5)** street landscaping; **6)** landscaping adjacent to a less intensive use; **7)** allow modified driveway design standards; and **8)** allow non-standard improvements within the right-of-way.

DESIGN REVIEWS for the following: **1)** multiple family development (apartments); **2)** commercial uses and services; and **3)** alternative parking lot landscaping on 48.2 acres in an H-1 (Limited Resort and Apartment) Zone.

Generally located on the west side of Las Vegas Boulevard South and the north side of Richmar Avenue within Enterprise (description on file). MN/rk/syp (For possible action)

RELATED INFORMATION:

APN:

177-20-701-005; 177-20-701-008; 177-20-701-012

USE PERMITS:

1. High Impact Project.
2. Multiple family development.
3. Commercial uses in H-1 as follows: retail sales and services, office, tavern, restaurant, service bar, supper club, convenience store, alcohol sales (beer, wine, and packaged liquor), health club, major and minor training facility, financial services, pet shop, personal services, and day care.

WAIVERS OF DEVELOPMENT STANDARDS:

1.
 - a. Increase building height (low/mid-rise apartments) to 68 feet where a maximum height of 50 feet is the standard per Table 30.40-3 (a 36% increase).
 - b. Increase building height (community building) to 51 feet where a maximum height of 50 feet is the standard per Table 30.40-3 (a 1% increase).
2. Reduce parking (low/mid-rise apartments and commercial) to 989 spaces where a minimum of 1,096 spaces are required per Table 30.60-1 (a 10% reduction).

3.
 - a. Eliminate the front setback (Las Vegas Boulevard South) for an entry feature and trash enclosure to zero feet where 20 feet is required per Table 30.40-3 (a 100% reduction).
 - b. Eliminate the setback from a right-of-way (Las Vegas Boulevard South) for an entry feature and trash enclosure to zero feet where 10 is the minimum standard per Section 30.56.040 (a 100% reduction).
 - c. Eliminate the special setback along Las Vegas Boulevard South for an entry feature and trash enclosure where a minimum setback of 25 feet from the back of curb or 10 feet from the future property line per Section 30.56.060 (a 100% reduction).
 - d. Reduce the side corner setback (Richmar Avenue) for residential units to 8 feet where 20 feet is required per Table 30.40-3 (a 60% reduction).
 - e. Reduce the setback from a right-of-way (Richmar Avenue) for residential units to 8 feet where 10 is the minimum standard per Section 30.56.040 (a 20% reduction).
 - f. Reduce the rear setback (I-15 future frontage road) for residential units to 10 feet where 20 feet is required per Table 30.40-3 (a 50% reduction).
 - g. Reduce the setback from a right-of-way (internal drive aisles) for residential units to 3 feet, 7 inches where 10 is the minimum standard per Section 30.56.040 (a 64% reduction).
 - h. Reduce the setback from a multiple family garage opening to a drive aisle to 3 feet, 7 inches where a minimum of 8 feet is required per Table 30.40-3 (a 55% reduction).
4. Reduce building separation between residential units to 3 feet, 10 inches where a minimum of 10 feet is required per Table 30.40-3 (a 62% reduction).
5.
 - a. Eliminate street landscaping including the detached sidewalk along Las Vegas Boulevard South and Interstate 15 (future) frontage road where required per Table 30.64-2 and Figure 30.64-17.
 - b. Reduce a portion of street landscaping behind an attached sidewalk along Richmar Avenue to 5 feet where 15 feet is required per Section 30.64.030.
6. Allow alternative landscaping adjacent to a less intensive (multiple family) use where required per Table 30.64-2 and Figure 30.64-11.
7.
 - a. Reduce the driveway throat depth for a call box to 70 feet where 150 feet is required per Uniform Standard Drawing 222.1 (a 53% reduction).
 - b. Reduce non-gated driveway throat depth to a minimum of 7 feet, 7 inches where a minimum of 150 feet is required per Uniform Standard Drawing 222.1 (a 95% reduction).
 - c. Reduce the departure distance from a driveway to a street intersection to 92 feet, 9 inches along Richmar Avenue where 190 feet is the minimum per Uniform Standard Drawing 222.1 (a 51% reduction).
 - d. Allow a one-way divided private drive aisle at a width of 24 feet where 20 feet is the maximum per Chapter 30.52 (a 20% increase).
8. Reduce non-standard improvements (landscaping, detached sidewalk, pavers) within the right-of-way (Las Vegas Boulevard South) where not permitted per Chapter 30.52.

LAND USE PLAN:

ENTERPRISE - ENTERTAINMENT MIXED-USE

BACKGROUND:

Project Description

General Summary

- Site Address: 2700 W. Richmar Avenue
- Site Acreage: 40.1 (zone change)/48.2 (overall)
- Number of Units: 672 (low/mid-rise apartments)/174 (cottage)/126 (bungalow)/64 (row style)/120 (walk-up style) = 1,156 total units
- Density (du/ac): 24.1
- Project Type: Commercial and multiple family development
- Number of Stories: 5 (low/mid-rise apartments)/2 (cottage)/2 (bungalow)/3 (row style)/3 (walk-up style)
- Building Height (feet): 68 (low/mid-rise apartments)/26 (cottage)/28 (bungalow)/35 (row style)/39 (walk-up style)/51 (clubhouse)
- Square Feet: 53,000 (commercial)/1,494,043 (multiple family)/18,000 (clubhouse)
- Open Space Required/Provided: 168,142/171,307 (low/mid-rise apartments); 48,400/113,714 (remaining multiple family)
- Parking Required/Provided: 1,096/989 (low/mid-rise apartments and commercial); 935/1,013 (remaining multiple family)

History & Site Description

The subject property is 48.2 acres and is currently zoned H-1 on the eastern edge of the development, and R-T on the remaining portion of the development. The eastern 8.1 acres is currently undeveloped and the remaining 40.1 acres is an existing manufactured home park consisting of various manufactured homes and a clubhouse. Some manufactured homes are owned by individuals, and some are owned by the property owner and are rented to individuals. It is the developer's intent to redevelop the entire 48.2 acres and use the existing manufactured home park streets and utility connections where possible.

Site Plan

The development will consist of 1,156 units with an overall density of 24.1 units per acre; all units will be for rent. While the project consists of 5 different products, it is 1 cohesive development with walking access and pathways between all areas. There are gates to keep the areas secure; however, the tenants of the various product types can use the amenities throughout the entire project. The community will have a variety of distinctive attached units that are generally clustered and within easy walking distance of a centrally located community clubhouse. The existing clubhouse will be removed and rebuilt once construction of this project commences. The commercial portion of the project totals 53,000 square feet and is located within the 4 buildings adjacent to Las Vegas Boulevard South, and a free-standing building located towards Serene Avenue. The main entry into the development is from Las Vegas Boulevard South with 2 additional access points each shown from Richmar Avenue and Serene Avenue. An entry feature is located within the center of the drive aisle and a trash enclosure is located on the northside of the drive aisle. While the structures are set back from the constructed off-site

standards, if the full Las Vegas Boulevard South right-of-way is constructed, they will be located on the future property line. Internal circulation within the project mainly consists of a network of 24 foot wide drive aisles which take access from the public streets. Parking for the development will be accommodated with a mix of parking garages, individual unit garages, and surface parking. The parking garages are provided on the ground floor, under the podium for the tenants of the low/mid-rise multiple family buildings. All other parking consists of garage, covered, and surface parking spaces for both residents and visitors, which are distributed throughout the development. The applicant has designated the parking calculations per housing/use type. The staff report indicates the parking waiver request for the low/mid-rise apartment and commercial area does not meet Code. There is only a 1 percent reduction in parking when considering the overall development. However, since there are vehicular gates throughout the development, staff addressed the mixed-use portion of the development separately.

The land use requests are as follows: a conforming zone change, use permits, waivers of development standards, and design reviews. More specifically, the zone change request is to reclassify 40.1 acres of a 48.2 acre site from an R-T zone to an H-1 zone; and the use permits are requested to permit the multiple family development with various commercial uses in an H-1 zoning district, and for a High Impact Project due to the unit totals. The 1,156 dwelling units exceeds the 500 dwelling unit threshold for High Impact Projects. Additionally, multiple waivers are requested due to the unique product design. These alternative standards consist of, but not limited to, height, parking, setbacks, building separation, landscaping, and driveway geometrics.

The following are highlights of the 5 product types that make-up this housing community:

Low-Midrise multiple family/Apartment & Commercial

The low/mid-rise multiple family area is located along Las Vegas Boulevard South and is proposed for 672 apartment units located in 4 buildings that are 5 stories in height. For the retail component there are ground level store front windows within 4 buildings totaling 53,000 square feet. The retail is anticipated to include typical uses found in shopping centers such as restaurants, tavern, health club, retail, office, and a small retail grocery/convenience store. Parking is provided on the ground floor, under the podium for the tenants of the apartments, with surface parking for the retail along the perimeter.

Low-Midrise multiple family podium type:

- Studio: 40 units
- One bedroom: 241 units
- One bedroom corner: 120 units
- Two bedroom corner: 129 units
- Two bedroom inline: 139 units
- Three bedroom: 3 units

Total Podium Units: 672

- Midrise building area: 706,001
- Commercial square footage: 53,000
- Total parking provided: 989 spaces

Multiple Family (Cottage Style Homes)

The Cottage style homes are located along Richmar Avenue and are designed as small, attached units that range in size from 1 bedroom, 1 bath up to 3 bedrooms and 2 bathrooms. Each unit has a private yard, private-attached garage, and separated from another unit by a yard. All units are either 1 or 2 stories in height.

Cottage Style Homes:

- Plan A (1bd/1bath): 28 units
- Plan B (2bd/2bath): 58 units
- Plan C (3bd/2bath): 30 units

Total Cottage Style Units: 174

- Cottage style building area: 292,474
- Garage parking: 426 spaces
- On grade parking: 242 spaces
- Total parking provided: 668 spaces

Multiple Family (Bungalow Style Homes)

The bungalow style homes are located along Serene Avenue and includes larger units and consists of 126 attached units ranging in size from 2 bedroom, bathroom up to 4 bedrooms. The units are attached on 1 side by another unit set around a courtyard. The units are 2 stories in height and have 2 car garages.

Bungalow Style Homes:

- Two bedroom: 27 units
- Three bedroom: 72 units
- Four bedroom: 27 units

Total Bungalow Style Units: 126

- Bungalow style building area: 260,815
- Garage parking: 426 spaces
- On grade parking: 242 spaces
- Total parking provided: 668 spaces

Multiple Family (Row Home Style)

The row home style units are located along rear of the property near I-15. These are designed as side by side, attached units, with no unit above or below. There are 64 units consisting of 2 bedrooms and 2 bathrooms. Units are broken-up into 7 separate buildings. They are all 2 story units on top of their own garage, and additional parking located within the project's surface parking areas.

Apartments (Row Home Style):

- Two bedroom: 64 units

Total Row Home Style Units: 64

- Row home style building area: 89,430
- Garage parking: 64 spaces
- On grade parking: 64 spaces

Walk-up Multiple Family

The walk-up multiple family units are located along Serene Avenue and includes standard apartment design with units grouped within a common building. The area consists of 5 buildings containing 3 floors with 8 units on each floor. Each unit has a balcony, and each unit is a walk-up, no elevator is provided. Parking is provided as surface parking, and a community pool is provided between the buildings.

Apartments (Walk-up Style):

- One bedroom: 45 units
- Two bedroom corner: 45 units
- Two bedroom in-line: 30 units

Total Walk-up Multiple Family Units: 120

- Walk-up style building area: 145,323
- On grade parking: 217 spaces
- Total parking provided: 217 spaces

Landscaping

The development is interconnected by pedestrian realms, sidewalks, courtyards, and pedestrian oriented private drive aisles. A 15 foot to 40 foot wide pedestrian realm is provided around the low/mid-rise multiple family and commercial development area. Along Las Vegas Boulevard South the plans depict a 40 foot wide landscape area, with a 5 foot wide detached sidewalk. The landscape area consists of 24 inch box trees, shrubs, and groundcover. The proposed landscaping and detached sidewalk are located within Las Vegas Boulevard South, requiring a waiver for non-standard improvements within the right-of-way, since it is not within the boundaries of the project site. A 5 foot to 15 foot wide landscape area, including an existing 5 foot wide attached sidewalk, is depicted along the west side of Richmar Avenue, a 20 foot landscape area with a detached sidewalk is depicted along the east portion of Richmar Avenue; and a 20 foot wide landscape area, including an existing 5 foot wide attached sidewalk, is depicted along Serene Avenue. In lieu of providing the required amount of landscape finger islands within the interior of the parking lot, the required trees have been distributed throughout the interior of the site. Perimeter landscaping has also been provided along a drainage channel on the west property line of the proposed low/mid-rise development which is adjacent to an existing multiple family building. The perimeter landscape area measures 10 feet in width with trees spaced 30 feet apart, where Code requires the trees to be spaced 20 feet apart. No landscaping is shown adjacent to the future frontage road for Interstate 15 towards the rear of the property.

Elevations

The buildings on-site will vary in terms of height, scale, orientation and building placement. The plans depict 5 different building types. The low/mid-rise multiple family buildings are 5 stories shown at a maximum height of 68 feet. The retail component is mostly ground level store fronts below the units within 4 buildings, and a single story free standing building located towards Serene Avenue. The cottage style homes are either 1 or 2 stories at a maximum height of 26 feet. The bungalow style homes are 2 stories at a maximum height 29 feet. The row home style buildings are 2 story units on top of their own garage at a maximum height of 35 feet. Lastly, the walk-up style buildings are 3 stories at maximum of 39 feet.

All buildings, including the clubhouse, will have unified and consistent modern architecture. Most of the building types have varied flat rooflines, while some of the product types incorporates the use of sloped rooflines. The overall development will consist of elements consisting of stucco with vertical and horizontal articulation and additional facade relief on select portions of the horizontal planes. The building materials generally consist of siding and trim elements including veneer accents and color treatments.

Floor Plans

The plans depict approximately 1.5 million square feet of multiple family buildings and retail areas that generally consists of the following land use components: up to 53,000 square feet of retail space; 706,001 square of low/mid-rise multiple family buildings; 292,474 square feet of cottage style homes, 260,815 square feet of bungalow style homes; 89,430 square feet row home style buildings; 145,323 square feet of walk-up style buildings; and 18,000 square feet for the clubhouse. The plans show a mix of unit types ranging from 1 bedroom to 3 bedroom units. The units for the low/mid-rise multiple family homes range in area from 553 square feet to 1,277 square feet. The units for the remaining homes range in area from 724 square feet to 1,825 square feet. The future clubhouse will consist of a fitness center, indoor sport court, spa, sauna and steam room, video gaming area, movie theater, social event bar, event party room, and office administrative and maintenance space.

Signage

Signage is not a part of this request.

Applicant's Justification

The applicant indicates on February 16, 2022, the developers held a courtesy community meeting held at the manufactured home park clubhouse for all residents of the Cactus Ridge manufactured home park. During the meeting the closure procedure was explained to the tenants in detail. State statutes were also addressed during the meeting and compliance with the statute was explained to the tenants.

The table below explains the current progress of the park closure:

Cactus Ridge Manufactured Home Park	January 2022	January 2023
Total tenant owned homes	75	28
Total tenants agreed to move or sell	0	74
Tenants' undecided to move or sell	75	1
Tenant homes moved from the park	0	24

The table below explains the current progress of the park closure CONT'D:

Cactus Ridge Manufactured Home Park	January 2022	January 2023
Tenant homes purchased	0	23
Park owned homes sold	0	21
Park owned homes	42	44
Park owned homes rented	19	23

Lastly, the applicant states that this project provides a variety of housing types and costs, creating more of a lifestyle than just an apartment complex. There are different sizes, styles, and rental options for future tenants. One could move in initially and as lifestyle changes or family size grows, residents are able to stay in the same area, but move to a different product. Because these are new and unique designs, there is a need for multiple waivers; however, it provides an affordable community for people to live in and based on the current housing market; this project will provide a much needed opportunity for people to have a place to live and have a community to enjoy. They believe this is an asset not just to the area but the entire community.

Prior Land Use Requests

Application Number	Request	Action	Date
DR-0735-97	279 space manufactured home park	Approved by PC	June 1997
ZC-1550-96	Reclassified a portion of this site from R-E and H-1 to T-C zoning for a manufactured home park	Approved by BCC	November 1996

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Entertainment Mixed-Use	H-1 & R-3	Shopping center & multiple family residential
South	Entertainment Mixed-Use	H-1, R-3, & C-1	Convenience store, compact lot single family residential, & undeveloped
East	Compact Neighborhood (up to 18 du/ac)	R-3	Multiple family residential
West*	Low-Intensity Suburban Neighborhood (up to 5 du/ac)	R-E	Undeveloped & single family residential

*Immediately to the west is the I-15 right-of-way.

STANDARDS FOR APPROVAL:

The applicant shall demonstrate that the proposed request meets the goals and purposes of Title 30.

Analysis

Comprehensive Planning

Zone Change

The H-1 zoning district is established to accommodate a full range of commercial uses, or mixed commercial and residential uses, in a manner that can be located to serve the needs of the entire community yet be buffered from having adverse impacts on any adjacent residential neighborhoods. The conforming zone change request is within the range of intensity allowed by the Master Plan. Staff finds the proposed zoning is consistent and compatible with the existing and approved land uses in the area; therefore, staff recommends approval.

Use Permits

A use permit is a discretionary land use application that is considered on a case by case basis in consideration of Title 30 and the Master Plan. One of several criteria the applicant must establish is that the use is appropriate at the proposed location and demonstrate the use shall not result in a substantial or undue adverse effect on adjacent properties.

Use Permit #1

The use permit for a High Impact Project, to establish a multiple family development with 1,156 units, in conjunction with commercial development, complies with the goals and policies within the Master Plan. For example, the goal of Policy 6.2.1 is to ensure the design and intensity of a new development is compatible with established neighborhoods and uses in terms of height, scale, and overall mix of uses. In addition, Policy 3.6.2 encourages compact, mixed-use, and transit-oriented development, or any combination thereof, in locations that will lessen reliance on automobiles as the primary means of access to necessary services and encourage reduction in vehicle miles traveled. In this development, residents will be able to walk to the restaurant and retail uses, which will reduce automobile dependency. Lastly, the density is appropriate at this location since the site is surrounded by multiple family developments, commercial developments, and undeveloped parcels with a planned land use of Entertainment Mixed-Use. Therefore, staff recommends approval of this request. Due to the potential impact the project may have to infrastructure and services, staff recommends a development agreement be required to mitigate the impacts of the project.

Use Permits #2 & #3

Multiple family residential developments and commercial developments require the approval of a use permit in the H-1 zoning district to demonstrate the development is appropriate for the given location. The proposed development complies with Goal 1.1 of the Master Plan that encourages opportunities for diverse housing options to meet the needs of residents of all ages, income levels, and abilities. The project also complies with Policy 1.3.2 that encourages a mix of housing options, both product types and unit sizes, within larger neighborhoods and multiple family developments. Per the Master Plan, multiple family residential and commercial uses are encouraged as a supporting use in the Entertainment Mixed-Use category to support the expansion of housing options within close proximity of services, amenities, and jobs. The proposed uses comply with several goals and policies of the Master Plan; therefore, staff recommends approval these requests.

Waivers of Development Standards

According to Title 30, the applicant shall have the burden of proof to establish that the proposed request is appropriate for its existing location by showing that the uses of the area adjacent to the property included in the waiver of development standards request will not be affected in a substantially adverse manner. The intent and purpose of a waiver of development standards is to modify a development standard where the provision of an alternative standard, or other factors which mitigate the impact of the relaxed standard, may justify an alternative.

Waivers of Development Standards #1 through #6

Due to the unique design and placement of the buildings, multiple waivers of development standards are required to achieve a diverse, urban pedestrian friendly community. The proposed request will allow for the creation of a development that will provide an opportunity for the use of creative design concepts to address community needs, and will not jeopardize the health, safety, or welfare of the general public. For example, while a waiver is requested to reduce the separation between the trees along the property line adjacent to the multiple family development, there is a drainage channel separating the proposed project and the developed portion of the multiple family development. If this was a dedicated channel, rather than an easement, this requirement would not be required.

The development is designed with an emphasis on streetscape functionality, incorporating retail, employment, housing, and recreation for the area in order to provide a diverse, urban pedestrian friendly community. The proposed design provides a mixed-use development that is vertically integrated with ground level retail, active parks, and plazas all in proximity to transit. The height and scope of the project, building placement and orientation, and other design features set amidst the site are all well interconnected by pedestrian realms, sidewalk, courtyards, and drive aisles. The parking areas are organized so they do not negatively impact the pedestrian circulation. Staff finds the project meets the purpose and expectations within the planned land use category of Entertainment Mixed-Use; therefore, staff recommends approval these waiver requests.

Design Reviews #1 & #2

The design of the proposed multiple family and retail development feature variations in building height contributing to breaking-up the mass of the buildings. Staff finds the design of the elevations and floor plans comply with the Master Plan by providing a variety of elevations with articulated building facades. The proposed landscaping also complies with the Master Plan, which encourages perimeter and interior parking lot trees for shade and visual relief. Height, color, and material variations have been incorporated into the design of the buildings, and the proposed development is compatible with the proposed multiple family residential use to the north and west and the surrounding land uses within the area. Furthermore, the project site is a cohesive and unified development with cross access between the commercial and multiple family development; therefore, staff recommends approval of these requests.

Design Reviews #3

Staff finds the proposed alternative parking lot landscaping, including the distribution of the trees and landscape finger islands, is appropriate for the commercial and multiple family development. Staff finds the proposed landscaping will reduce the “heat island” effect and improve the aesthetics of the project site and the surrounding area. The elimination of the trees within the

landscape fingers will alternatively be provided on other portions of the project. Therefore, since the plant material will be distributed throughout the site, staff recommends approval of this request.

Public Works - Development Review

Waiver of Development Standards #7a

Staff has no objection to the reduction in throat depth to the call box for the Serene Avenue and Richmar Avenue gated driveways. Both Serene Avenue and Richmar Avenue should see minimal traffic as they currently end just west of the site.

Waiver of Development Standards #7b

Staff has no objection to the reduction in throat depth for the Serene Avenue and Richmar Avenue commercial driveways. Serene Avenue and Richmar Avenue should see minimal traffic as they currently end just west of the site, the reducing potential conflicts caused by the reduction. **For the Las Vegas Boulevard South driveway, there will be a dedicated right turn lane into the site and additional landscaped areas before drivers encounter the first conflicting parking spaces. Therefore, staff can support this request.**

Waiver of Development Standards #7c

Staff has no objection to the reduction in the departure distance for the easternmost driveway on Richmar Avenue. Richmar Avenue should see minimal use as it ends west of this site.

Waiver of Development Standards #7d

Staff has no objection to the increased width of the driveway on Las Vegas Boulevard South since the width is needed for emergency access.

Waiver of Development Standards #8

The applicant is responsible for maintenance and up-keep of any non-standard improvement; the County will not maintain any landscaping placed in the right-of-way. Staff can support Waiver of Development Standards #8 but the applicant must execute and sign a License and Maintenance Agreement for any non-standard improvements within the right-of-way.

Department of Aviation

The property lies just outside the AE-60 (60-65 DNL) noise contour for the 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 the Harry Reid International Airport facilities to meet future air traffic demand.

Staff Recommendation

Approval. 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: August 15, 2023 – APPROVED – Vote: Unanimous
Comprehensive Planning

- No Resolution of Intent and staff to prepare an ordinance to adopt the zoning;
- Prior to the issuance of building and grading permits, or subdivision mapping, mitigate the impacts of the project including, but not limited to, issues identified by the technical reports and studies, and issues identified by the Board of County Commissioners or commit to mitigating the impacts of the project by entering into a Development Agreement with Clark County;
- Design review as a public hearing for lighting and signage;
- Developer to provide open areas with playground equipment/structures for children;
- Developer to provide noise disclosure to future residents;
- Developer to provide parking equipped for electric vehicles where appropriate;
- Certificate of Occupancy and/or business license shall not be issued without final zoning inspection.
- Applicant is advised that the project must be compliant with NRS 118b; that approval of this application does not constitute or imply approval of a liquor or gaming license or any other County issued permit, license or approval; the installation and use of cooling systems that consumptively use water will be prohibited; the County is currently rewriting Title 30 and future land use applications, including applications for extensions of time, will be reviewed for conformance with the regulations in place at the time of application; 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; and that the use permits, waivers of development standards, and design reviews must commence within 2 years of approval date or they will expire.

Public Works - Development Review

- Drainage study and compliance;
- Traffic study and compliance;
- Full off-site improvements;
- Execute a License and Maintenance Agreement for any non-standard improvements within the right-of-way.
- Applicant is advised that 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 or execute a License and Maintenance Agreement for non-standard improvements in the right-of-way.

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; 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 to 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 to submit plans for review and approval prior to installing any gates, speed humps (speed bumps not allowed), and any other Fire Apparatus Access Roadway obstructions; and 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 #0126-2022 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

TAB/CAC: Enterprise - approval (design review as a public hearing for lighting and signage).

APPROVALS: 1 card

PROTESTS: 5 cards

APPLICANT: LVB 48, LLC

CONTACT: LUCY STEWART, LAS CONSULTING, 1930 VILLAGE CENTER CIRCLE, BLDG 3 SUITE 577, LAS VEGAS, NV 89134