

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

DR-25-0863-COUNTY OF CLARK(AVIATION):

DESIGN REVIEW for a proposed single-family residential development on 4.71 acres in an RS3.3 (Residential Single Family 3.3) Zone.

Generally located south of Rush Avenue and east of Cameron Street within Enterprise. JJ/rr/kh
(For possible action)

RELATED INFORMATION:

APN:

177-30-401-019

PROPOSED LAND USE PLAN:

ENTERPRISE - MID-INTENSITY SUBURBAN NEIGHBORHOOD (UP TO 8 DU/AC)

BACKGROUND:

Project Description

General Summary

- Site Address: N/A
- Site Acreage: 4.71
- Project Type: Single-family detached residential
- Number of Lots: 37
- Density (du/ac): 7.86
- Minimum/Maximum Lot Size (square feet): 3,300/8,568
- Number of Stories: 2 & 3
- Building Height (feet): Up to 35
- Square Feet: 2,255 to 3,074

Site Plans

The plans show a proposed 37 lot single-family detached residential development with 5 common elements. The overall site is 4.71 acres with a proposed density of 7.86 dwelling units per acre. The lots range in size from 3,300 square feet to 8,568 square feet. All lots will be accessed from three, 42 foot wide private streets. A Street, located on the east side of the development which runs north to south, functions as the entry point to the subdivision from Rush Avenue, which is an existing 60 foot wide local street on the north side of the development. B Street is an east-west cul-de-sac street which connects to A Street. C Street is a centrally located north to south stub street that connects to B Street. Each lot for the proposed subdivision will be accessed from a 20 foot long driveway. All lots are proposed to meet typical RS3.3 setbacks.

Detached 5 foot wide sidewalks are provided along the perimeter streets, Rush Avenue, and Cameron Street. The sidewalks are contained within common elements. Attached 4-foot-wide sidewalks are also provided along one side of each of the private streets. Retaining walls are provided along portions of Rush Avenue adjacent to the north property lines of Lots 22 through 29. Furthermore, the plan depicts the retaining wall along the west property line of Lot 22 and Common Element C adjacent to Cameron Street, and along the rear (southern) property lines of Lots 18 through 21. The retaining walls have a maximum height of 6 feet; however, the proposed lots are lower than the grade of the adjacent streets, sidewalks, and properties. As a result, a waiver is not required.

Landscaping

The plans depict proposed street landscaping along Rush Avenue and Cameron Street consisting of two, 5 foot wide landscape strips on each side of a 5 foot wide detached sidewalk. The plans indicate 49 large Shoestring Acacia trees planted in a staggered fashion every 30 feet on center on each side of the sidewalks within the landscape strips. Three, 5 gallon shrubs are also provided for each tree within the landscape strips in accordance with Title 30. All street landscaping is located within common elements and is planted outside of the sight visibility zones.

Elevations

The plans show single-family detached homes comprising two, 2 story models and one, 3 story model. Each model will have 3 different elevations. The 2 story models range from 23 feet 5 inches to 24 feet 6.5 inches, and the 3 story model has a maximum height of 35 feet. The concrete tile roofs consist of a pitched gable roof and a contemporary angled roof on some models. The exteriors on all 4 sides of all models consist of stucco finish, variable rooflines, and popouts. A railing is provided for an optional second floor balcony on the 3 story model, and a 2 car garage is provided for all homes with a 2 different garage door styles.

Floor Plans

The plans depict 2 and 3 story single-family residences. The 2 story models feature 2 different floor plans ranging from 2,255 to 2,325 livable square feet and 2,727 to 2,765 square feet under roof. The plans include 4 bedrooms with an optional 5th bedroom, a loft, an optional rear covered patio, and a 2 car garage. The 3 story models feature 2 different floor plans ranging from 2,690 to 3,074 livable square feet and 3,240 to 4,004 square feet under roof. The plans include 4 bedrooms with an optional 5th bedroom, 1 to 2 game rooms, optional rear covered patio and 2nd floor balconies, and a 2 car garage.

Applicant's Justification

The proposed site is surrounded by a mix of developed and undeveloped property that is zoned RS3.3, RS2, and CG. Cameron Street and Rush Avenue will have a 15 foot common element that includes a 5 foot detached sidewalk and 5 foot wide landscape strips on both sides of the sidewalk that will comply with Title 30.04 requirements. The site will offer 3 different plans with 3 different elevations per plan. All plans are 2 and 3 stories and have a maximum height of 35 feet.

Surrounding Land Use

	Planned Land Use Category	Zoning District (Overlay)	Existing Land Use
North	Mid-Intensity Suburban Neighborhood (up to 8 du/ac)	RS3.3	Single-family residential
South	Corridor Mixed-Use	CG	Vehicle maintenance & repair, gas station, and retail
East	Compact Neighborhood (up to 18 du/ac)	RS2	Single-family residential
West	Corridor Mixed-Use	CG	Undeveloped

The subject site is within the Public Facilities Needs Assessment (PFNA) area.

Related Applications

Application Number	Request
PA-25-700055	A plan amendment from Corridor Mixed-Use (CM) to Mid-Intensity Suburban Neighborhood (MN) is a companion item on this agenda.
ZC-25-0861	A zone change from RS20 to RS3.3 zoning is a companion item on this agenda.
VS-25-0862	A vacation and abandonment of right-of-way is a companion item on this agenda.
TM-25-500208	A tentative map for 37 single-family residential lots 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

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 other 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 plans for the proposed single-family residential subdivision show a variety of different design options and house sizes that should help prevent a monotonous streetscape. The proposed homes appear to be generally consistent with the existing 2 story homes located within the adjacent RS3.3 and RS2 areas to the north and east respectively. Master Plan Policy 1.4.4 encourages infill development in established neighborhoods while promoting compatibility with the scale and intensity of the surrounding area. The proposed development is compatible with the surrounding neighborhoods and is in harmony with the development trends along Rush Avenue between Arville Street and Decatur Boulevard. For these reasons, staff can support this request.

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: February 3, 2026 – APPROVED – Vote: Unanimous Comprehensive Planning

- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance;
- Enter into a standard development agreement prior to any permits or subdivision mapping in order to provide fair-share contribution toward public infrastructure necessary to provide service because of the lack of necessary public services in the area.
- 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;
- 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; 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

- 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 #0334-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

TAB/CAC: Enterprise - approval (install crash gate on the west end of B Street; and install 2 additional architectural features on building elevations facing public road).

APPROVALS: 3 cards

PROTESTS: 3 cards

APPLICANT: PN II, INC.

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