

03/17/26 PC AGENDA SHEET

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

**PUD-26-0046-REGIONAL MARYLAND, LLC:**

**PLANNED UNIT DEVELOPMENT** for a 46 lot single-family attached residential development with modified development standards 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)

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RELATED INFORMATION:

**APN:**

177-34-501-002

**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
- Number of Stories: 2
- Building Height (feet): Up to 29
- Square Feet: 1,485 (minimum)/1,851 (maximum)
- Open Space Required/Provided: 5,520/8,296

Site Plan

The plan depicts a single-family attached residential development totaling 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. According to Title 30, minimum lot size for RM18 zone is 1,800 square feet for a single-family attached development and the minimum lot size proposed for this development is 1,707 square feet, which is part of the modified development standards. Access to the development is from Maryland Parkway to the east. The development's internal access comprises of private streets that end as stub streets.

The plans depict townhomes consisting of 4 unit, 5 unit, and 6 unit buildings. The units are front loaded, with the garage facing the internal private streets. There are walkways that connect the internal streets and the surface parking spaces to the front of the buildings, which are on the opposite side of the home from the garages. The proposed development setbacks are as follows: 20 feet minimum for the front (garage), 19 feet for the front (2<sup>nd</sup> floor living above the garage), zero feet between the attached units, 3 feet for the rear (living), 2 feet for the rear (porch/patio leading edge), and 10 feet for the private street side. The front (garage), front (2<sup>nd</sup> floor living above the garage), side interior between attached units, and side street setback meet Title 30 standards, where the proposed setbacks for rear (living) and rear (porch/patio leading edge) are modified standards that deviate from Title 30 requirements.

Landscaping

The plan shows interior and street landscaping is being provided. Landscaping along Cactus Avenue and Maryland Parkway consists of 2 minimum 5 foot wide landscape strips on each side of the proposed detached sidewalk with large trees spaced every 30 feet on center.

The site also provides minimum 11 foot wide landscape areas along the west and south property lines consisting of large trees. Open space is located in the northeast corner of the site.

Elevations

The plan depicts building heights of up to 28 feet. The elevations show 2 different models for the exterior design of the homes. The models overall have similar elevations throughout the development with 5 different options. The residences are shown with window trim, iron railings for the balcony, coach lighting, painted stucco, stucco trim, stone, and wrapped facia. The pitched roof contains concrete rood tiles.

Floor Plans

The models shown range in size from 1,485 square feet to 1,851 square feet, including porch entry, balcony, and 2 car garage spaces. The dwellings contain 3 bedrooms that are located on the second floor.

Applicant’s Justification

The applicant proposes a Planned Unit Development to facilitate a cohesive townhome community that aligns with the intended density and development pattern for the area. The applicant indicates that the PUD allows the flexibility needed to accommodate the attached-housing product, including adjustments to lot sizes and setbacks. They state that the project is compatible with surrounding residential uses and maintains appropriate transitions through building height, materials, and perimeter treatments. The modified standards support an efficient layout while preserving open space, pedestrian connectivity, and overall community design consistent with the character of the proposed development.

**Surrounding Land Use**

	<b>Planned Land Use Category</b>	<b>Zoning District (Overlay)</b>	<b>Existing Land Use</b>
North	Mid-Intensity Suburban Neighborhood (up to 8 du/ac)	RS2	Single-family residential

**Surrounding Land Use**

	<b>Planned Land Use Category</b>	<b>Zoning District (Overlay)</b>	<b>Existing Land Use</b>
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**

<b>Application Number</b>	<b>Request</b>
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
WS-26-0045	A waiver of development standards for modified standard drawings and to increase the number of dwelling units on a stub street 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**

**Comprehensive Planning**

A Planned Unit Development (PUD) shall comply with Title 30, except where modifications are requested through the PUD plan. Additionally, the PUD shall address a unique situation, provide substantial benefit to the County, or incorporate a greater level of building design quality, community amenities, and connectivity than would be required if the project were not being developed in a PUD, and be adequately served by public facilities such as schools, fire protection, law enforcement, water, wastewater, streets, public services, and parks. In the case of proposed residential development, the applicant shall also demonstrate buildings and uses are compatible with the character of the surrounding area.

The modified development standards are appropriate given the reduced lot sizes and adjusted perimeter treatments provide a suitable transition between the commercial property to the east and the lower density single-family homes to the west. The proposed layout maintains compatible building scale and orientation, and the perimeter landscaping helps buffer the interface with the adjacent RS3.3 neighborhood.

The proposed development supports Goal 1.1 of the Master Plan by contributing to a range of housing options that meet the needs of residents of varying ages, income levels, and abilities. It also aligns with Policy 1.3.2, which encourages a mix of housing types and unit sizes within neighborhoods.

The project as proposed includes common elements and pedestrian connections between buildings. Given the presence of walkways that provide direct access to the homes, staff finds that internal circulation functions appropriately and does not create safety issues for motorists or pedestrians.

Based on the surrounding context and the need to accommodate an attached-residential product while respecting the lower density development to the west, the requested modifications are justified within the Planned Unit Development. However, since staff is not supporting the waiver of development standards and tentative map applications, staff cannot support this request.

### **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 overflights. 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:

- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance.
- 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](mailto: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](mailto: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

**CONTACT:** DARRYL LATTIMORE, ACTUS, 3283 E. WARM SPRINGS ROAD, SUITE 300, LAS VEGAS, NV 89120