

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

PUD-25-0260-COUNTY OF CLARK (AVIATION):

PLANNED UNIT DEVELOPMENT for a 108 lot single-family attached residential development with modified development standards on 8.26 acres in an RM18 (Residential Multi-Family 18) Zone.

Generally located on the north side of Russell Road, 285 feet west of Torrey Pines Drive within Spring Valley. MN/hw/cv (For possible action)

RELATED INFORMATION:

APN:

163-26-407-003

PROPOSED LAND USE PLAN:

SPRING VALLEY - COMPACT NEIGHBORHOOD (UP TO 18 DU/AC)

BACKGROUND:

Project Description

General Summary

- Site Address: N/A
- Site Acreage: 8.26
- Project Type: Single-family attached residential development (townhomes)
- Number of Lots: 108
- Density (du/ac): 13.08
- Minimum/Maximum Lot Size (square feet): 1,210/2,133
- Number of Stories: 2 to 3
- Building Height (feet): 38
- Square Feet: 1,783 (unit minimum)/3,240 (unit maximum)/7,557 (building minimum)/10,856 (building maximum)
- Open Space Required/Provided: 12,960/13,366
- Parking Required/Provided: 238/265

Site Plans

The plans provided show a proposed single-family attached townhome development that will be located on an 8.26 acre site located on the north side of Russell Road approximately 285 feet west of Torrey Pines Drive. The site will be subdivided into a total of 108 lots with a density of 13.08 dwelling units per acre and will be accessed solely from Russell Road to the south through a 38 foot wide private street. This main private street will run south to north and will extend the length of the proposed subdivision. This street will then connect with a secondary 37 foot wide private street that will run east to west along the length of the north property line and will terminate in 30

foot stubs. From this east-west private street, two other 38 foot wide secondary north-south streets will extend off and run south for the length of the development parallel to the main entry street. One of the second north-south streets will be 155 feet west of the main entry street and the other will be 155 feet to the east of the main entry street. The western north-south street will terminate in a cul-de-sac while the eastern north-south street will terminate in a stub. The eastern north-south street will have 4 smaller stub streets extending off it approximately every 125 feet. These small stub streets will run west to east and will be 30 feet wide and 127 feet long. There will be rows of 14 to 18 lots on each side of the main and western private street with 17 lots located along the west side of the eastern private street. The smaller stub streets will serve 8 lots with 4 lots on each side. All lots will front the streets but will access, in the rear, a system of pedestrian walkways and open spaces. The pedestrian walkways will connect to all lots and open space areas as well as Russell Road. The lots will range in size from 1,210 square feet up to 2,133 square feet. The lots shown are generally split into lots with a 20 foot driveways and lots with a 5 foot driveway. The lots with 5 foot driveways will all take access from the smaller stub streets along the eastern portion of the site (Lots 85 to 108) while the lots with 20 foot driveways will access the main or secondary north-south streets (Lots 1 to 84). Parking is provided by the 2 car garages that each lot will be provided as well as by 49 off-street parking stalls located on the south side of the east-west private street and on the east side of the eastern north-south private street. A total of 236 parking spaces are required for the site with 265 parking spaces provided. As part of this PUD request, the applicant is requesting modified development standards which include the following:

Proposed Modifications	RM18 Standards	Proposed Setbacks Lots 1-84	Proposed Setbacks Lots 84-108
Front (Garage)	20	20	5
Front (Living)	20	20	5 1 st story 4 2 nd story
Rear (Living)	15	4	4
Rear (Leading Edge of Patio/Porch)	5	0	0
Side Interior (Attached Units)	0	0	0
Side Interior (Side Not Attached)	5	5	5
Side Street	10	10	10

Other Proposed Modifications	Title Standards	30 Proposed Standards	Percent Change
Minimum Lot Size (Square Feet)	1,800	1,210	33% Reduction
Building Height (Feet)	35	38	8.5% Increase
Landscape Buffer Width (Feet)	15	10	50% Reduction
Screen Wall Height (Feet)	8	6	33% Reduction
Fill Height within 5 Feet of a Shared Residential Property Line (Feet)	3	4	33% Increase

Landscaping

Along Russell Road, a 15 foot wide landscape area is proposed consisting of a 5 foot wide landscaping strip along the street followed by a 5 foot wide detached sidewalk, and then another 5 foot wide landscaping strip. Within these landscaping areas, Shoestring Acacia (Acacia

Stenophylla) trees are provided every 30 feet on center and staggered on each side of the provided detached sidewalk. In total, there are 18 trees provided along Russell Road where 18 large trees are required. The applicant is proposing screening and buffering along the east and west property lines. These buffer areas are 19 feet to 20 feet wide along the west property line and 15 feet to 20 feet along the east property line with some area the east property line reduced to 10 feet where at the terminus end of the stub streets. A double row of evergreen trees spaces every 10 feet on center is provided within these buffer areas. The trees provided are an alternating mix of Shoestring Acacia and Mulga (Acacia Aneura) trees. A 6 foot tall wall is associated with this landscape buffer. Within the interior of the site, 3 common open spaces are being proposed. These 3 areas range in size from 2,075 square feet up to 5,686 square feet and are located in the northeast and southwest corners of the site along with the south-central portion of the site. All 3 areas will contain a mix of amenities, including BBQ grills, shade structures, dog relief areas, trails, and picnic areas. A total of 13,366 square feet of open space is being provided where 12,960 square feet is required. Additionally, parking lot landscaping is being provided every 3 to 6 spaces within required finger islands.

Elevations

The elevations provided show the exterior design of the homes within the development will have a similar and unified design between each building. All buildings are either 2 or 3 stories tall and range in height from 27.2 feet to 36.2 feet. All residences are shown to consist of neutral painted stucco, gabled and off-set roofs with concrete tile shingles, window accents and recessing, variations in roofline, and building pop-outs and extensions. All models are shown with a covered entry area and upper level balcony, stone veneer accents, awnings, and significant fenestration.

Floor Plan

Each unit will range in size from 1,783 square feet up to 3,240 square feet, including garage space, spread across 2 to 3 stories. Each model is shown to have 3 to 4 bedrooms with options that include walk-in closets, ensuite bathrooms, large living and dining spaces, game rooms, and gourmet kitchens. All homes have garage space for 2 cars. Each building will contain between 4 and 6 units and will range in size from 7,557 square feet up to 10,856 square feet.

Applicant's Justification

The PUD will not adversely affect the surrounding property. Development of this infill parcel is compatible and harmonious with adjacent uses as there is an existing townhome community zoned RS3.3 to the east of the project site, as well as an existing residential subdivision zoned RS3.3 to the west. The building heights and material of the proposed buildings are compatible with the surrounding communities. This community will propose alternative setbacks and development waivers conducive with a townhome development. All the setbacks are internal to the project site while the perimeter setbacks are maintained to not negatively impact surrounding communities. The project site will have like transitioning by maintaining appropriate buffering and similar building heights. Three story options will not be offered on the west side of the project (Lots 1 to 14) against the existing single-family detached homes. The 4-plex units are currently two story townhomes and are adjacent to both existing two story and three-story townhomes to the east of the project. The existing development to the west and east of the proposed development have existing retaining walls ranging from 3 feet to 8 feet in height as was deemed necessary for development of those sites. The current project site has similar design constraints and must fill in

approximately 4 feet on the western boundary of the site. The eastern boundary of the site can maintain the required fill.

Surrounding Land Use

	Planned Land Use Category	Zoning District (Overlay)	Existing Land Use
North	Mid-Intensity Suburban Neighborhood (up to 8 du/ac) & Public Use	RS20 & PF	Single-family residential development & Sawyer Middle School
South	Public Use & Neighborhood Commercial	RS20 (AE-60)	Undeveloped & single-family residential development
East	Mid-Intensity Suburban Neighborhood (up to 8 du/ac)	RS3.3	Single-family attached residential development
West	Mid-Intensity Suburban Neighborhood (up to 8 du/ac)	RS3.3	Single-family detached residential development

The Flamingo/Tropicana Wash flood control channel is directly north of the site.

Related Applications

Application Number	Request
PA-25-700020	A plan amendment to redesignate the site from Mid-Intensity Suburban Neighborhood (MN) to Compact Neighborhood (CN) is a companion item on this agenda.
ZC-25-0258	A zone change to reclassify the site from RS20 to RM18 is a companion item on this agenda.
WS-25-0259	A waiver of development standards for a single-family residential development is a companion item on this agenda.
TM-25-500065	A tentative map for 108 single-family residential lots is a companion item on this agenda.
VS-25-0257	A vacation and abandonment for portions of right-of-way, easements, and a flood control channel 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

Planned Unit Development

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 proposed residential development is similar in character to other developments within the area. There is a similar townhome development to the east of the site and a smaller medium density single-family detached residential community to the west. In addition, the proposed development will help to activate a long-term unused area and act as an in-fill development in the area. It will also help to create a mixed-income area by incorporating the development's housing product into an area with established neighborhoods that consist of a mix of small and large lot housing communities increasing the number of housing options within the area. In terms of the design of the proposed residential development, the proposed architecture and garage styles are like the residential development to the east and is consistent with newer townhouse development designs. The proposed design of the lots is orderly with there being a clear distinction in the location of the lots with large driveways and the lots with small driveway along corresponding streets. The street system also allows for ease of access to the community spaces, but also to Russell Road. The location of the site along Russell Road is between both Rainbow Boulevard and Torrey Pines Drive which allows for access to both the local and regional area, while also providing access to high frequency rapid transit along Rainbow Boulevard and the commercial areas along Rainbow Boulevard. The surrounding neighborhood has access to several schools as well. Staff finds that the development's use of open space and open area exceeds what is required for such a development. The open space being provided allows for access to programmed open space for community activities and active and passive recreation. The non-programmed buffering and screening areas will also allow for a reduction to the urban heat island effect, increase the privacy of the community, and add to the overall beautification of the area. The proposed internal network of pedestrian walkways through landscaped common elements helps to create a sense of community and allows for a more pleasant connection to the street and the other portions of the community. Additionally, the separation of pedestrian and car spaces also helps increase safety. Parking is well supplied within the community through garage spaces and off-street parking stalls and the roads sufficiently wide to prevent potential circulation issues. Overall, staff finds the proposed development will comply with Master Plan Policies 1.1.1, 1.1.2, 1.3.2, 1.4.4, and Spring Valley-specific Policy SV-1.1, which encourage in-fill development, a mix of housing types, and the location of housing near major transit corridors. For these reasons, staff can support this request.

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 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: May 20, 2025 – APPROVED – Vote: Unanimous
Absent: Gibson

Comprehensive Planning

- No 3 story units on west boundary (Lots 1 - 14);
- 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;
- The installation of detached sidewalks will require the vacation of excess right-of-way together with a subdivision map granting necessary easements for utilities, pedestrian access, streetlights, and traffic control.

Department of Aviation

- 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.
- 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; 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 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

- 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 show on-site fire lane, turning radius, and turnarounds; 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 #0013-2025 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

TAB/CAC: Spring Valley - approval (right turn only outbound on Russell Road; centerline curbing on Russell Road to prevent left turns onto Russell Road east bound; and extend the bus turnout lane from the existing location from the east development to extend to the west property line of the proposed development to allow for extra travel lane).

APPROVALS: 2 cards

PROTESTS: 9 cards, 3 letters

APPLICANT: BEAZER HOMES HOLDINGS, LLC

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