

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

WS-25-0259-COUNTY OF CLARK (AVIATION):

WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** reduce the separation from the property line to a residential driveway; **2)** reduce back of curb radius; and **3)** increase the number of dwelling units on private stub streets in conjunction with a proposed single-family attached residential development 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

WAIVERS OF DEVELOPMENT STANDARDS:

1. Reduce the separation from the property line to a residential driveway to 3 feet where a minimum of 6 feet is required per Uniform Standard Drawing 222 (a 50% reduction).
2. Reduce the back of curb radius to 10 feet where a minimum radius of 20 feet is required per Uniform Standard Drawing 201 (a 50% reduction).
3. Allow 8 dwelling units on a private stub street where a maximum of 6 dwelling units are permitted per Section 30.04.08E (a 67% increase).

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 in the south through a 38 foot wide private street. This street will then run south to north and will extend the length of the proposed subdivision and will 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. 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. The smaller stub streets will serve 8 lots with 4 lots on each side. For most lots, the distance between the edge of the driveway and the property line is 3 feet, especially for those units that will be in the middle of buildings. The internal street minimum back of the curb radii is 10 feet adjacent to the proposed stub streets.

Applicant's Justification

The wet utility and dry utility designs for this type of product vary from typical single-family detached product and 6 feet is not necessary to provide all necessary facilities to the buildings. Reduction of this separation is a typical pattern with single-family attached products. The reduced radii are only being requested adjacent to proposed stub streets (less than 150 feet in length) and that fire access/turning movements are not hindered by this request as fire trucks do not drive down stub streets less than 150 feet in depth. The proposed 30 foot wide stub streets do not allow for on-street parking and will have minimal pedestrian traffic as this rear loaded townhome project provides a sidewalk at either the front of the homes or along the sides. Stub streets can be 25 feet in width, therefore the additional street width and no on-street parking requirement should adequately support the additional 4 units on the proposed stub streets.

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.
PUD-25-0260	A planned unit development for an 108 lot single-family attached 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

Waivers 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.

Public Works - Development Review

Waiver of Development Standards #1

Staff has no objection to the reduction in the distance from the driveway to the property line. The applicant provided open space to act as a buffer between each of the unit blocks to minimize hazards for drivers traveling through the site and exiting their garages.

Waiver of Development Standards #2

Staff has no objection to the request to reduce the back of curb radius on the private streets. The streets should see a lower volume of traffic helping to mitigate potential impacts from the reduction.

Waiver of Development Standards #3

Staff cannot support the request to allow for 8 units on a stub street. The increase in the number of units on a stub street will create challenges for large vehicles such as fire trucks, delivery vehicles and trash trucks as they will need to back out the increased distance. The added lots will

increase the chance of pedestrian and vehicle collisions with those traveling along the stub street. A maximum of 6 units is set by Title 30 to prevent such instances from occurring.

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 of waivers of development standards #1 and #2; denial of waiver of development standards #3. 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

- 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:

PROTESTS:

APPLICANT: BEAZER HOMES HOLDINGS, LLC

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