

10/06/21 BCC AGENDA SHEET

CAMERON/PYLE  
(TITLE 30)

PYLE AVE/CAMERON ST

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

**TM-21-500129-J C L H, LLC:**

**TENTATIVE MAP** consisting of 93 residential lots and common lots on 12.3 acres in an R-2 (Medium Density Residential) Zone.

Generally located on the east side of Cameron Street and the south side of Pyle Avenue within Enterprise. JJ/md/jd (For possible action)

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RELATED INFORMATION:

**APN:**

177-30-301-002; 177-30-301-005; 177-30-301-015

**LAND USE PLAN:**

ENTERPRISE - RESIDENTIAL SUBURBAN (UP TO 8 DU/AC)

**BACKGROUND:**

**Project Description**

General Summary

- Site Address: N/A
- Site Acreage: 12.3
- Number of Lots: 93
- Density (du/ac): 7.6
- Minimum/Maximum Lot Size (square feet): 3,390/5,639 (gross and net)
- Project Type: Single family residential development

The plans depict a single family residential development consisting of 93 lots on 12.3 acres with a density of 7.6 dwelling units per gross acre. The minimum and maximum lot sizes are 3,390 square feet and 5,639 square feet, respectively. The proposed subdivision is divided into 2 sections, with the first section being located at the northwest corner of Frias Avenue and Cameron Street. Access to this portion of the subdivision, featuring 60 lots, is granted via a 43 foot wide private street, Baltic Amber Street, which connects to Frias Avenue. This portion of the subdivision is serviced by 43 foot wide internal private streets with a 5 foot wide sidewalk located on 1 side of the street. The second section of the subdivision is located immediately south of Pyle Avenue and 300 feet to the east of Cameron Street. Access to this portion of the subdivision, featuring 33 lots, is granted via a 43 foot wide private street, Rubyfield Street, which connects to Pyle Avenue. This portion of the subdivision is serviced by 43 foot wide internal private streets with a 5 foot wide sidewalk located on 1 side of the street. The 2 sections of the proposed development, Unit 1 and Unit 2, are segregated from each other and not connected by an internal private street. The 2 sections of the subdivision are adjacent to each other, at the northeast corner of Lot 68 and the southwest corner of Lot 26. For the purposes of

the Development Code, the parcels are defined as “contiguous” and may be included on 1 Land Use Application request. A 5 foot wide detached sidewalk is proposed along Pyle Avenue and a 5 foot wide attached sidewalk is proposed along Cameron Street.

### Landscaping

The plans depict a 15 foot wide landscape area, including a 5 foot wide detached sidewalk along Pyle Avenue. Twenty-four inch box trees, planted 25 feet on center, are located within the street landscape area including shrubs and groundcover. A 6 foot wide landscape area, including a 5 foot wide attached sidewalk, is located adjacent to Cameron Street. Twenty-four inch box trees, planted 25 feet on center, are located within the street landscape area including shrubs and groundcover. Multiple common landscape areas, including trees, shrubs, and groundcover, are located adjacent to multiple private streets within the interior of the development.

### **Surrounding Land Use**

	<b>Planned Land Use Category</b>	<b>Zoning District</b>	<b>Existing Land Use</b>
North	Residential Suburban (up to 8 du/ac)	R-2	Single family residential & undeveloped
South	Residential Suburban (up to 8 du/ac)	R-2	Single family residential
East	Residential Suburban (up to 8 du/ac)	R-E & R-2	Single family residential & undeveloped
West	Residential Suburban (up to 8 du/ac) & Residential High (8 to 18 du/ac)	R-E & R-2	Single family residential & undeveloped

The project site and surrounding parcels are located within the Public Facilities Needs Assessment (PFNA) area.

### **Related Applications**

<b>Application Number</b>	<b>Request</b>
ZC-21-0432	A conforming zone change to reclassify 12.3 acres from an R-E zone to an R-2 zone for a proposed single family residential development is a companion item on this agenda.
VS-21-0433	A vacation and abandonment for right-of-way and patent easements is a companion item on this agenda.

### **STANDARDS FOR APPROVAL:**

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

### **Analysis**

#### **Current Planning**

This request meets the tentative map requirements as outlined in Title 30.

### **Department of Aviation**

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

## **Staff Recommendation**

Approval.

If this request is approved, the Board and/or Commission finds that the application is consistent with the standards and purpose enumerated in the Comprehensive Master Plan, and/or the Nevada Revised Statutes.

## **PRELIMINARY STAFF CONDITIONS:**

### **Current Planning**

- 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 that 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 a final map for all, or a portion, of the property included under this application must be recorded within 4 years or it will expire.

### **Public Works - Development Review**

- Drainage study and compliance;
- Drainage study must demonstrate that the proposed grade elevation differences outside that allowed by Section 30.32.040(a)(9) are needed to mitigate drainage through the site;
- Traffic study and compliance;
- Full off-site improvements;
- Right-of-way dedication to include a spandrel at the southwest corner of the site.
- Applicant is advised that approval of this application will not prevent Public Works from requiring an alternate design to meet Clark County Code, Title 30, or previous land use approvals; and 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.

### **Current Planning Division - Addressing**

- Private streets shall have approved street names and suffixes;
- Approved street name list from the Combined Fire Communications Center shall be provided.

### **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 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.

**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 #0312-2021 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

**TAB/CAC:** Enterprise - approval.

**APPROVALS:**

**PROTESTS:**

**APPLICANT:** KB HOME

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