



February 15, 2024

Department of Planning  
City of Las Vegas  
495 S. Main St  
Las Vegas, Nevada 89101

**RE: *Justification Letter for Durango & Grand Montecito Major Modification, Tentative Map, Site Development Plan Review, Variance, Waiver, and Special Use Permit Request***  
***APN: 125-29-512-015***

To Whom it May Concern:

On behalf of the applicant, Greystone Nevada LLC dba Lennar Homes, we hereby respectfully submit the attached application for a Major Modification, Tentative Map (TMP), Site Development Plan Review (SDR), Waiver and Special Use Permit (SUP) for a single-family, attached (townhome) residential subdivision located at the northwest corner Durango Drive and Grand Montecito Parkway.

The project site sits within the Town Center Master Plan, is zoned T-C (Town Center) and has a designated land use of UC-TC (Urban Center Mixed-Use - Town Center). The site is bound by the existing Centennial Hills Center commercial subdivision to the north and west, Grand Montecito Parkway to the east and Durango Drive to the south. The Centennial Hills Center subdivision adjacent to the project site is also zoned T-C with a SC-TC (Service Commercial – Town Center) land use designation. Across Grand Montecito Parkway is zoned T-C and carries both GC (General Commercial - Town Center) and PF (Public Facilities - Town Center) land uses. Across Durango Drive are several parcels zoned C-V (Civic) with PF (Public Facilities) land uses and one parcel that is zoned U (Undeveloped) and has a land use L (Low Density Residential). Further south of Durango Drive are several subdivisions within unincorporated Clark County zoned RS20 (Residential Single-Family 20).

The proposed development consists of a private gated community with one hundred and seventeen (117) single-family, attached (townhome) residential units on 8.80 acres. The resulting density is 13.3± units per acre. The residential units proposed with this subdivision are two-story townhome buildings with attached 2-car garages provided for each home. Buildings consist of a mix of 4-, 5-, 6-, and 8-plex townhomes with units ranging from 1,826 to 1,934 square feet in size. The homes are rear-loaded and will feature private courtyards at the front entry.

The site has been designed to provide for a well-connected urban grid that complements the Town Center Master Plan. The subdivision will be accessed by a gated entry, utilizing the existing driveway off Grand Montecito Parkway, with a secondary emergency vehicle access in the northwest property corner to Centennial Hills Center. The proposed entry is 43 feet wide, measured from back of curb, with a 3-foot island per the Town Center Development Standards. The onsite private roadway network features 30-foot-wide private streets and 40-foot-wide private streets where storm drain will also be installed. There are also five (5) pedestrian access connections to Durango Drive and Grand Montecito Parkway. This transportation network achieves a Connectivity Ratio of 1.54 where 1.3 is required. Lastly, special consideration has been applied to align townhomes along the public rights-of-way, facing front doors and courtyards outward to enhance the walkability and livability of the area.

Perimeter landscaping will be provided along the subdivision frontages including Grand Montecito Parkway and Durango Drive. Landscaping will comply with the Town Center Development Standards landscape design criteria and the approved Southern Nevada Regional Plant List.

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Open space has been provided along the perimeter of the development as well as internally to provide paseos for pedestrian connectivity and amenity space. According to the Town Center Development Standards, at a residential density of 12.1+ units per acre, a total of 12% open space is required. This equates to 1.06 acres of required open space. A total of 1.91 acres of open space has been provided, satisfying the requirement.

The Unified Development Code requires two (2) parking spaces per dwelling unit plus one (1) guest space for every six (6) dwelling units. Each dwelling unit is provided two (2) parking spaces within the unencumbered, enclosed garages. A total of twenty-eight (28) guest parking spaces are provided throughout the development where twenty (20) are required.

### Major Modification

The requested Major Modification proposes a land use change to M-TC (Medium Residential - Town Center), which allows up to 25 du/ac. This land use offers the area a complementary intensity of use and suitable transition from the lower density residential and public facilities uses south of the site to the commercial uses north of the site. Several parcels north of the site and the large parcel northeast of the site remain vacant, maintaining the supply of land for future commercial development. Furthermore, the surrounding vicinity is already well served by existing commercial developments. The M-TC land use will enhance this area by diversifying the character. It will also allow an increased affordability housing option that is in high demand and aligned with the City's goals of community development. Lastly, it will bring prospective patrons within close living proximity to the surrounding businesses and public facilities. The Major Modification is reflected on the Major Modification Exhibit submitted with this application.

### Site Development Plan Review

The Site Development Plan Review also requested with this application is consistent with the proposed Major Modification, pertinent documentation has been included with the application. The minimum setbacks proposed for the project are:

- Front Yard: 3 feet, 5 feet to garage entry
- Side Yard: NA
- Corner Side Yard: 5 feet
- Rear Courtyard: NA
- Rear Yard: 8 feet

### Waiver

The Waiver requested with this application is also consistent with the Major Modification. The townhomes proposed with this development are a permitted use within the M-TC land use category. The townhomes feature rear-load, or alley-loaded, garages which is common among single-family attached developments. Rear-loaded townhomes do not require full private street widths in order to function safely. The development is proposing 30-foot private gated streets where 37 feet is required per Town Center Development Standards. The plans included with the application demonstrate that underground utilities can be installed within the 30-foot width of the private street and still meet clearance requirements. This waiver is justified in that it will not be contrary to the overall purpose and intent of the standards or the Town Center Master Plan as it provides for safe access to the rear-loaded townhomes. As such, granting of this Waiver will not be materially detrimental to the public health,

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safety, or general welfare, or injurious to the property or improvements in the vicinity and land use district in which the property is located.

The applicant is also requesting a waiver to the SUP requirements concerning gated access to private streets. Gated access to the development is proposed from Grand Montecito Pkwy, a Town Center Frontage Road, where access from a Town Center Arterial, or two gated entries are required. Although the Town Center Frontage Road right-of-way is greater in width than a Town Center Arterial, a strict reading of the Standards would require this waiver as part of the SUP. Because the Town Center Frontage Road is greater in width than the Town Center Arterial, we believe access from Grand Montecito Pkwy meets the intent of the Standards and justifies the waiver. Additionally, Kimley-Horn and the applicant sought the input of the City Traffic reviewer assigned to this application, who expressed that he had no concerns with the proposed access location.

### Variance

The applicant is requesting a variance to allow for stub streets at the private street terminations with access to four (4) or less lots. All proposed stub streets are less than 250 feet in length and located behind a gate, thus meeting the criteria for a hammerhead. Furthermore, all stub streets are less than 150 feet in length, satisfying the fire code requirements for stub streets. Given the length of the proposed private stub streets and with no access for the general public, there will be no adverse impacts to the vehicular and pedestrian traffic circulation within the community or public facilities and services. As such, granting relief for the strict application of the zoning code to relieve this practical difficulty will not have substantial detriment to the public good.

### Special Use Permit

The requested Special Use Permit is to allow for a gated community with private streets as required by the Town Center Development Standards. Given the surrounding commercial developments, which have transient visitors during the day and are mostly unoccupied at night, the security of the residential community is at heightened risk of trespassing. The gate for the community will provide security by limiting vehicular and pedestrian traffic to residents and guests only. Furthermore, adequate throat depth has been provided for the gated access, therefore, it will have no adverse impact on public traffic circulation. The Special Use Permit is reflected on the Tentative Map submitted with this application.

Thank you for your consideration, we look forward to working with the Planning Department for a favorable recommendation for this project. Please contact me at (702) 623-7233 or [eric.hopkins@kimley-horn.com](mailto:eric.hopkins@kimley-horn.com) should you have any questions or concerns.

Sincerely,



Eric Hopkins, PE

cc: Joanna Condol, Lennar Homes  
Dave Cornoyer, Lennar Homes  
Carly Samuels, Kimley-Horn

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