

05/19/26 PC AGENDA SHEET

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

WS-26-0190-DEAN JERRY & DEANNA FAMILY TRUST-EXEMPTION TRUST & DEAN MICHAEL JAMES & DEANNA S TRS:

WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** reduce parking; **2)** increase building height; and **3)** reduce setback.

DESIGN REVIEW for a proposed multi-family development on 8.46 acres in an RM32 (Residential Multi-family 32) Zone.

Generally located north of Russell Road and west of Redwood Street within Spring Valley.
MN/jam/cv (For possible action)

RELATED INFORMATION:

APN:

163-26-406-001 through 163-26-406-003

WAIVERS OF DEVELOPMENT STANDARDS:

1. Reduce on-site parking to 330 spaces where 342 spaces are required per Table 30.04-2 (a 3.5% reduction).
2. Increase building height to 61 feet where a maximum of 50 feet is allowed per Section 30.02.10 (a 22% increase).
3. Reduce side street setback for carports to 16 feet where 20 feet is required per Section 30.02.10 (a 20% reduction).

PROPOSED LAND USE PLAN:

SPRING VALLEY - URBAN NEIGHBORHOOD (GREATER THAN 18 DU/AC)

BACKGROUND:

Project Description

General Summary

- Site Address: N/A
- Site Acreage: 8.46
- Project Type: Multi-family development
- Number of Units: 243
- Density (du/ac): 28.72
- Number of Stories: 5
- Building Height (feet): 61
- Square Feet: Building 1/2 (99,084), Building 3/4 (162,276), Clubhouse (18,915)
- Open Space Required/Provided: 24,300/85,200
- Parking Required/Provided: 342/330
- Sustainability Required/Provided: 5/5

History, Site Plan, & request

The site was approved in May, 2022 by the Board of County Commissioners (BCC) via NZC-22-0068 to be rezoned to R-4 (currently RM32) for a 270 unit senior multi-family development with 270 units and a density of 32.7 dwelling unit per acre. Waivers for increased building height to 55 feet and reduced throat depth were also approved with that application. ADET-25-900415 was approved in October, 2025 to extend the project until May, 2027. The applicant is now proposing a 243 unit multi-family development with 243 units and a density of 28.72 dwelling unit per acre. The waivers being requested are to increase the building height to 61 feet, reduce parking to 330 spaces, and reduce side street setback to 16 feet, while the overall site layout remains similar to the previously approved project.

The proposed plans show a multi-family development consisting of four buildings surrounding 2 courtyards. Buildings 1 and 2 have internal hallways connecting them as do Buildings 3 and 4. The buildings are situated around central amenities including: walkways, trails, outdoor seating areas, tennis courts, bocce court, and mini-golf, dog runs, a pool, spa, and deck area. A 3 story clubhouse is situated in the south-central portion of the site, near the entry drive from Russell Road.

Open space totals 85,200 square feet where 24,300 is required. The project includes detached sidewalks along Russell Road, Redwood Street, and Dewey Drive, a gated main entry with call box on Russell Road, and an exit-only driveway on Dewey Drive. All building setbacks are met. A total of 330 parking spaces is provided where 342 are required. The previous approval also provided 330 spaces, however at the time of approval only 324 parking spaces were required under the previous Title 30, therefore no waiver was needed. Parking is spread evenly around all four sides of the site with carports situated along the west and east of the site and EV spaces spread throughout. The carports are setback 16 feet from Redwood Street. Trash enclosures are located in the northwest and northeast of the site. A 6 foot high decorative fence is proposed adjacent to Russell Road, Redwood Street, and Dewey Drive, while the existing 6 foot high CMU wall along the west property line will remain.

Landscaping

The landscape plan depicts street landscaping as well as on-site landscaping throughout. Along Dewey Drive, Redwood Street and Russell Road, a detached sidewalk with two, 5 foot landscape strips on each side of the sidewalk is provided. The planting material will be a mix of large and medium trees spaced 30 and 20 feet on center with shrubs, respectively. Parking lot landscaping meets Title 30 standards with tree placement in landscape islands and perimeter strips along with shrubs. A 10 foot wide landscape strip is provided along the west property line consisting of large trees and shrubs, arranged in a single-row alignment.

Elevations

The building elevations stayed consistent with the previously approved plans under NZC-22-0068 depicting 5 story multi-family buildings with heights reaching approximately 50 feet as viewed from the exterior, while portions of the internal courtyard facades extend to approximately 61 feet when measured to the highest parapet elevation from the depressed garden grade level, necessitating a waiver. The previous height under NZC-22-0068 was approved for 55 feet. All four primary elevations, north, south, east, and west, feature a coordinated

architectural palette of painted stucco in three complementary colors, cement-board wood-finish accents, and black metal trim, fascia, trellises, and railings. All rooftop mechanical equipment is fully screened from view.

Courtyard elevations introduce additional articulation, material variation, and wood-finish treatments, along the common open-space areas. The clubhouse elevations utilize the same color and material system for cohesion, while accessory structures such as the trash enclosures incorporate CMU block, metal seam roofs, and matching metal accents, maintaining architectural continuity across the site.

Floor Plans

Each building is comprised of 5 levels with an outdoor depressed garden level within the courtyard area which is centrally located on the site accessible by each building. On the garden level is the first level of residential units along with storage areas for each of the residential buildings. The main building level includes the first full residential floor, featuring a mix of 1 and 2 bedroom units arranged around building lobbies, elevators, and stair cores. Levels 2 through 4 continue with consistent stacked unit layouts, offering multiple unit types ranging from smaller 1 bedroom homes to larger 2 bedroom units. The total unit mix reflects a balanced distribution of 1 and 2 bedroom units within the overall 243 unit project.

Applicant’s Justification

The applicant asserts that the proposed development is compatible with the surrounding area and consistent with the intent of the RM-32 district. The requested parking reduction is justified due to proximity to transit, staggered workforce schedules typical of the Las Vegas Valley, and increased reliance on rideshare options, all of which reduce peak parking demand compared to Title 30 standards. Additionally, not all residents are expected to own multiple vehicles, further supporting the reduced requirement.

The modest height increase is necessary to accommodate internal courtyard design and roofline articulation and is strategically oriented away from adjacent residential uses. Adequate setbacks, existing roadway buffer widths, and thoughtful architectural design including varied parapets, color blocking, and wood-finish accents, ensure the additional height does not create adverse visual or privacy impacts. Overall, the applicant states that the project meets development standards, enhances the site with quality architecture and amenities, and contributes meaningfully to the County’s long-term housing objectives.

Prior Land Use Requests

Application Number	Request	Action	Date
VS-25-0609	Vacation and abandonment of easements and right-of-way	Approved by PC	October 2025
ADET-25-900415 (NZC-22-0068)	First extension of time for a non-conforming zone change from R-E to R-4 zoning for a multi-family senior housing development	Approved by ZA	October 2025
NZC-22-0068	A non-conforming zone change from R-E to R-4 for a multi-family senior housing development	Approved by BCC	May 2022

Prior Land Use Requests

Application Number	Request	Action	Date
VS-22-0069	Vacation and abandonment of easements and right-of-way - expired	Approved by BCC	May 2022

Surrounding Land Use

	Planned Land Use Category	Zoning District (Overlay)	Existing Land Use
North	Neighborhood Commercial	RS20 & CP	Undeveloped & school/daycare
South	Neighborhood Commercial	RS20 & CP	Single-family residence, undeveloped, & office buildings
East	Mid-Intensity Suburban Neighborhood (up to 8 du/ac)	RS3.3	Single-family residential
West	Corridor Mixed-Use	CG	Congregate care facility & commercial center

Related Applications

Application Number	Request
PA-26-700015	A plan amendment from Mid-Intensity Suburban Neighborhood (MN) to Urban Neighborhood (UN) is a companion item on this agenda.
ZC-26-0188	A zone change from RS20 to RM32 is a companion item on this agenda.
VS-26-0189	A vacation and abandonment of easements and portions of right-of-way 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.

Waiver of Development Standards #1

The applicant requests a waiver to allow 330 parking spaces where 342 spaces are required under Title 30. Staff does not typically support waivers for reduced parking. However, the previously approved site under NVC-22-0068 had the same number of parking spaces (330) provided with 27 more dwelling units and was at the time in compliance with code. Based on these

considerations, and given that the reduction is limited in scale, staff finds that the request does not appear to create adverse impacts to site operations or surrounding streets and can therefore support this waiver.

Waiver of Development Standards #2

The applicant requests a waiver to allow a maximum building height of approximately 60 feet, where 50 feet is permitted within the RM-32 zoning district. The additional height occurs primarily along internal courtyard facades and is associated with the building's parapet design, and integration of roofline features. The increased height is oriented away from abutting single-family residential uses, and required setbacks and existing right-of-way widths provide adequate buffering.

The previously approved project on the same site received approval for a similar building-height increase under NZC-22-0068 for the exterior facing elevation, indicating that the requested height has been reviewed under comparable circumstances and found acceptable relative to surrounding development patterns. The proposed height does not introduce new or greater impacts than the previously approved design as the height difference is only due to the internal lowered courtyard's garden level at 61 feet whereas from the exterior it meets code at 50 feet. For these reasons, staff can support this waiver.

Waiver of Development Standards #3

The applicant requests a waiver to reduce the required 20 foot side street setback to 16 feet for carport structures located along Redwood Street. Staff does not typically support waivers for reduced setbacks; however, given the fact that the setback reduction is only proposed for carports, and that the location of the carports matches the previously approved plans under NZC-22-0068, staff can support this waiver.

Design Review

Development of the subject property is reviewed to determine if 1) it is compatible with adjacent development and is harmonious and compatible with development in the area; 2) the elevations, design characteristics and others architectural and aesthetic features are not unsightly or undesirable in appearance; and 3) site access and circulation do not negatively impact adjacent roadways or neighborhood traffic.

The site plan demonstrates an organized layout with four residential buildings surrounding interior courtyards, a centrally located clubhouse, and defined pedestrian connections between buildings and amenities. Access is taken from existing public streets, and internal circulation patterns appear orderly with separation between vehicular areas and primary pedestrian routes. The arrangement of structures provides adequate buffering from nearby residential uses to the east.

The architectural elevations show consistent use of stucco finishes, wood-accent materials, and metal trim. Massing and parapet heights are generally uniform, and rooftop equipment screening is indicated on all elevations. Courtyard-facing facades include additional articulation and material shifts that help differentiate interior frontages. Overall, the materials and facade treatments provide a coherent appearance across the project. The plans reflect compliance with

the intent of the Design Review criteria related to access, screening, and architectural consistency.

Department of Aviation

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 will be forwarded to the Board of County Commissioners' meeting for final action on June 17, 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

- Expunge NZC-22-0068 and VS-25-0609;
- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance.
- Applicant is advised within 2 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 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 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

- Applicant is advised to submit plans for review and approval prior to installing any gates, speed humps (speed bumps not allowed), and any other fire apparatus access roadway obstructions.

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 #0510-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

TAB/CAC: Spring Valley - approval.

APPROVALS:

PROTESTS:

APPLICANT: THE JD APARTMENTS

CONTACT: LINDSAY KAEMPFER, KAEMPFER CROWELL, 1980 FESTIVAL PLAZA DRIVE, SUITE 650, LAS VEGAS, NV 89135