

12/18/24 BCC AGENDA SHEET

**PUBLIC HEARING**

**APP. NUMBER/OWNER/DESCRIPTION OF REQUEST**

**DR-24-0608-CAMPUS VILLAGE GROUP, LLC:**

**DESIGN REVIEW** for modifications to a previously approved dormitory and commercial complex on 3.37 acres in a CG (Commercial General) Zone within the Airport Environs (AE-60) and Maryland Parkway Overlays.

Generally located on the east side of Maryland Parkway and the north side of Harmon Avenue within Paradise. TS/hw/kh (For possible action)

---

**RELATED INFORMATION:**

**APN:**

162-23-204-001; 162-23-204-003; 162-23-204-004

**LAND USE PLAN:**

WINCHESTER/PARADISE - CORRIDOR MIXED-USE

**BACKGROUND:**

**Project Description**

General Summary

- Site Address: 4440 & 4482 S. Maryland Parkway & 1220 E. Harmon Avenue
- Site Acreage: 3.37
- Number of Dormitory Beds: 722 (previously 706)
- Project Type: Dormitory, office, retail, & convenience store
- Number of Stories: 14 (previously 15)
- Building Height (feet): 165 (previously 175) (Building A)/113 (Building B)
- Square Feet: 405,397 (previously 404,786) (Building A)/103,724 (Building B)
- Open Space Required/Provided: 7,340/7,385 (4,300 shaded) (previously 12,200 (6,100 shaded))
- Parking Required/Provided: 504/520 (previously 712/728)

**History & Request**

The Board of County Commissioners approved ZC-21-0451 and TM-21-500134 in October of 2021 which rezoned the site to the C-2 zone and allowed a similar dormitory project. The applicant then revised the plan for that project with the new development consisting of dormitory, office, and retail uses as well as a new convenience store without a gasoline station. This redesign of the project was then approved by the Board of County Commissioners in June 2023 through UC-23-0267 with the façade improvements of the garage approved via ADR-23-900532 as required by the previous conditions of approval. The applicant is now requesting to make further revisions mainly to the exterior of the building. The main revisions being made

include changes to the exterior materials of the building, removal of a rooftop pool deck which has been moved to the fourth floor and has led to the addition of 10 new dormitory units, and the reduction in the height of the building from 175 feet to 165 feet.

### Site Plan

The plan depicts a commercial complex with 2 buildings. Setbacks for the northern building (Building A), which includes commercial suites, podium parking, and a dormitory, feature a varying setback with a minimum of 20 feet to the east property line adjacent to a multi-family residential complex and 20 feet to the north property line along University Avenue. Along Maryland Parkway to the west of the site, the Building A is set back 20 feet along the first floor for the pedestrian realm, and the floors above are set back 16 feet, which creates an overhang over the pedestrian realm.

The southern building (Building B), which consists of commercial suites, a new convenience store, podium parking, and office uses, is set back 1 foot from the east property line adjacent to a multi-family residential development for the first floor, 10 feet from the south property line along Harmon Avenue, and 92 feet from the west property line along Maryland Parkway. Surface parking is located near the corner of Maryland Parkway and Harmon Avenue, which is set back about 40 feet from the south property line along Harmon Avenue and about 30 feet from the west property line along Maryland Parkway.

Access is provided by a driveway from University Avenue on the north side of the site, a driveway from Maryland Parkway on the southwest side of the site, and 2 driveways from Harmon Avenue on the south side of the site. Both the driveway from University Avenue and the eastern driveway from Harmon Avenue provide north/south access through the site and to the podium level parking spaces in both buildings. The driveway from Maryland Parkway and the western driveway from Harmon Avenue both provide access to the convenience store, and surface level parking spaces for the commercial suites in Building B.

Internal trash enclosures are located on the first floors of parking/service area in both buildings. There are no ventilation openings on the east side of the trash enclosure areas. Instead, the ventilation is directed north to University Avenue and south to Harmon Avenue.

### Landscaping

West of the University Avenue driveway on the north side of the site, landscaping includes a 3 foot to 20 foot wide landscape strip and a 5 foot wide attached sidewalk. Additional hardscape and pedestrian areas are located near the corner of University Avenue and Maryland Parkway. East of the University Avenue driveway, a 5 foot attached sidewalk continues to the east. A 40 foot wide section of the University Avenue street frontage will have no landscaping for a utility area.

On the northern portion of the Maryland Parkway street frontage, the plans depict a 20 foot wide pedestrian realm consisting of an 8 foot wide landscape and amenity zone, a 5 foot wide clear zone, and a 7 foot wide supplemental pedestrian area. Due to the grade changes, up to a 2 foot high retaining wall will be in the landscape and amenity zone. Therefore, the pedestrian clear zone will be above street level. Within the central portion of the Maryland Parkway street

frontage, an approximately 40 foot wide pedestrian courtyard area extends from the street eastward, providing pedestrian access into the site. A waiver of development standards to not provide street landscaping was included with the original application for this section of Maryland Parkway street frontage. On the southern portion of the Maryland Parkway street frontage, which is in front of the convenience store, street landscaping will include a 5 foot wide landscape area, a 5 foot wide detached sidewalk, and an 11 foot to 42 foot wide landscape area adjacent to surface parking. A use permit was previously included to not provide a 20 foot wide pedestrian realm on this portion of the site.

Along the western side of the Harmon Avenue street frontage, landscaping includes a 5 foot wide attached sidewalk, and a 5 foot to 30 foot wide landscape area. The eastern portion of the Harmon Avenue street frontage includes a 5 foot wide attached sidewalk and a 11 foot to 25 foot wide landscape area. A waiver of development standards was also necessary to not provide at least 15 feet of landscaping, and a use permit was necessary to not provide a 20 foot wide pedestrian realm.

Along the east property line, a waiver of development standards was necessary to not provide landscaping to a less intense use (multi-family residential complex). Landscaping is provided within the central pedestrian courtyard area and within the parking lot in front of the convenience store.

### Elevations

The Building A is 165 feet high and the Building B is 113 feet high. Both buildings consist of storefront glass on the first floor, several levels of podium parking, and floors above consisting of glass windows, metal panels, and smooth painted EIFS with “V” groove reveals. Decorative “flex façade” screening panels on both buildings will help to visually obscure the podium parking levels from all street frontages and from the residential areas to the east.

The first level through the fourth level of the Building A is set back 20 feet from Maryland Parkway, as well as the pedestrian open space on the Level 5. Levels 5 through 11 of the residential portion of Building A, is set back 16 feet. The remainder of the building wraps around the open space on Level 5 up to the Level 14. This design reduces the apparent mass of the overall building along Maryland Parkway. On the north, south, and east sides of the Building A, vertical off-set surface planes create shadows to help reduce the visual mass.

The first level of Building B is set back 3 feet, and the second through fourth levels are set back more than 10 feet, and the fifth level overhangs the parking garage at an angle, continuing to the rooftop. Horizontal overhangs create shadows and reduce the visual mass of the building, and the south facing angled overhang creates visual interest.

### Floor Plans

Building A, the first floor retail and pedestrian courtyard area are 19 feet in height. The parking lot interior access ramps and levels 2 through 4 are parking areas in both buildings. The fourth floor includes dormitory housing units and an open space area called the Yard which will now contain the previous tenth floor amenities along with a pool. The Building A is 405,397 square feet and includes commercial suites, a dormitory, and accessory uses such as a student lobby.

Commercial suites, the student lobby, and back of house spaces are located on the first floor, and podium level parking is located on levels 2 through 4. Dormitory rooms are located on Levels 5 through 14. The dormitory includes 244 studio units, 45, two bedroom units, and 97, four bedroom units for a total of 386 units or 722 beds. The 2 and 4 bedroom units share a common living room and kitchen.

Building B is 103,724 square feet. On the first level, the building includes commercial suites, a convenience store, and back of house areas. Levels 2 through 4 are podium level parking, and Levels 5 through 7 are designated for office uses.

Applicant’s Justification

The applicant states the exterior changes being made mostly include the replacing of fin EIFS panels with standard V groove panels; glass guardrails are now being replaced with steel picket guards on the courtyard level; “Flex facades” garage screening will be used in lieu of ECO cladding and fiber cement; the spa/pool will be relocated to the fourth floor courtyard above the garage, with pavers and exterior space to become roofing; and the “C” expression and double height curtain wall will be removed and in-filled with units that match the upper floors, which will allow for 8 additional studio units and 2 more 4 bedroom units for a total of 10 units and 16 beds. The applicant indicates the parking has been adjusted accordingly to account for the additional rooms and the building height has been reduced by 10 feet. In addition, the applicant states the open space for the site is still compliant with regulations, as the original courtyard was not factored into the open space calculations. There are no changes to any landscaping.

**Prior Land Use Requests**

<b>Application Number</b>	<b>Request</b>	<b>Action</b>	<b>Date</b>
ADR-23-900532	Approved the exterior façade materials of the parking garage	Approved by ZA	November 2023
UC-23-0267	Allowed a mixed-use dormitory and commercial complex	Approved by BCC	June 2023
ZC-21-0451	Reclassified from C-1 to C-2 zoning for a dormitory and commercial mixed-uses	Approved by BCC	October 2021
TM-21-500134	1 lot commercial subdivision - withdrawn	Approved by BCC	October 2021
VS-21-0452	Vacated and abandoned right-of-way	Approved by BCC	October 2021
ZC-27-75	Reclassified the northern and eastern parcels to C-2 zoning for a shopping center	Approved by BCC	May 1975
ZC-189-63	Reclassified the southwestern parcel to C-1 zoning for a service station	Approved by BCC	January 1964

**Surrounding Land Use**

	<b>Planned Land Use Category</b>	<b>Zoning District</b>	<b>Existing Land Use</b>
North	Public Use	RS5.2 (AE-6 & MPO)	Place of worship
South	Corridor Mixed-Use	CG (AE-6 & MPO)	UNLV buildings

### Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
East	Urban Neighborhood (greater than 18 du/ac)	RM32 (AE-6 & MPO)	Multi-family residential
West	Public Use	PF (AE-6 & MPO)	UNLV campus

### Related Applications

Application Number	Request
WC-24-400127 (UC-23-0267)	A waiver of a conditions of a use permit requiring a design review as public hearing for any changes to the plans 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

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.

Staff finds that proposed exterior material changes are relatively minor regarding the texturing of the EIFS panels and the change in guardrail design. Staff finds these changes will not greatly impact the exterior appearance of the building and general maintain its current aesthetics. In terms of the change in parking garage screening, staff finds the new material appears to screen the interior of the garage much better than the previous design. This yields a more visually appealing design and reduces the potential impacts on the surrounding area. Regarding the changes to the floor plan and open space of the dormitory portion of the site, staff finds the loss of the tenth floor amenity space does impact the amount of open space provided by being effectively picked up by the fourth floor amenity area which should still provide sufficient and high-quality open space. Finally, the addition of the rooms in the previous amenity allows for a more cohesive exterior appearance, allow for additional occupancy, and parking should be sufficient to accommodate these additional spaces. The reduction in height of the building should also help to reduce massing and allow it to come closer in scale to the surrounding buildings. For these reasons, staff can support this design review.

#### 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 within the AE-60 (60-65 DNL) noise contour for 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 Harry Reid International 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 Master Plan, Title 30, and/or the Nevada Revised Statutes.

### **PRELIMINARY STAFF CONDITIONS:**

#### **Comprehensive Planning**

- Expunge ADR-23-900532 and the design review portion of UC-23-0267;
- Until June 21, 2025 to commence, corresponding with the expiration of UC-23-0267, or the application will expire unless extended with approval of an extension of time.
- Applicant is advised that 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**

- Comply with approved drainage study PW22-18770;
- Traffic study and compliance;
- Right-of-way dedication to include a 54 foot property line radius at the southwest corner of the site;
- 30 days to coordinate with Public Works - Construction Management Division and to dedicate any necessary right-of-way and easements for the Harmon Avenue improvement project;
- 30 days to coordinate with Public Works and the Regional Transportation Commission and to dedicate any necessary right-of-way and easements for the Maryland Parkway BRT project;
- Reconstruct the back of curb radii on the southwest and northwest corner of the site to meet the minimum requirements per Uniform Standard Drawing 201;
- The installation of detached sidewalks will require dedication to back of curb and granting necessary easements for utilities, pedestrian access, streetlights, and traffic control devices.

#### **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 must record a stand-alone noise disclosure form against the land, and provide a copy of the recorded document to the Department of Aviation Noise Office at [landuse@lasairport.com](mailto:landuse@lasairport.com);
- Applicant must provide a copy of the recorded noise disclosure form to future buyers/renters, separate from other escrow documents, and provide a copy of the document to the Department of Aviation Noise Office at [landuse@lasairport.com](mailto:landuse@lasairport.com);
- Applicant must provide a map to future buyers/renters, as part of the noise disclosure notice, that highlights the project location and associated flight tracks, provided by the Department of Aviation Noise Office when property sales/leases commence;
- Incorporate an exterior to interior noise level reduction of 30 decibels into the building construction for the habitable space that exceeds 35 feet in height or 25 decibels into the building construction for the habitable space that is less than 35 feet in height.
- 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 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**

- No comment.

#### **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 #0018-2023 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

**TAB/CAC:**  
**APPROVALS:**  
**PROTESTS:**

**APPLICANT:** CAMPUS VILLAGE GROUP, LLC  
**CONTACT:** HUTCHISON & STEFFEN, PLLC, 10080 W. ALTA DRIVE, SUITE 200, LAS VEGAS, NV 89145