

05/19/26 PC AGENDA SHEET

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

WS-26-0072-DIAMOND EDMOND, LLC:

WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** reduce setbacks; **2)** modify residential adjacency standards; and **3)** alternative driveway geometrics.

DESIGN REVIEW for a proposed office/warehouse building on 4.12 acres in an IP (Industrial Park) Zone within the Airport Environs (AE-60) Overlay.

Generally located north of Oquendo Road and west of Edmond Street within Spring Valley.
MN/hw/cv (For possible action)

RELATED INFORMATION:

APN:

163-36-502-003; 163-36-502-006

WAIVERS OF DEVELOPMENT STANDARDS:

1. Reduce the side street setback of the fire pump house building along Quail Avenue to 15 feet where 20 feet is required per Section 30.02.18B (a 25% reduction).
2.
 - a. Allow 41 foot tall buildings where structures adjacent to NPO-RNP properties shall not have heights exceeding those of the adjacent RNP district standards per Section 30.04.06G (**no longer needed**).
 - b. Reduce the separation of loading docks accommodating more than 1 loading space/dock to adjacent residential development to 129 feet where 150 feet is required by Section 30.04.06N (a 14% reduction).
3.
 - a. Reduce the throat depth for the northern driveway along Edmond Street to 18 feet where 25 feet is required per Uniform Standard Drawing 222.1 (a 28% reduction).
 - b. Reduce the throat depth for the southern driveway along Edmond Street to 18 feet where 25 feet is required per Uniform Standard Drawing 222.1 (a 28% reduction).
 - c. Reduce the approach distance from the southern driveway along Edmond Street to the intersection of Edmond Street and Oquendo Road to 125 feet where 150 feet is required per Uniform Standard Drawing 222.1 (a 17% reduction).
 - d. Reduce the departure distance from the intersection of Edmond Street and Quail Avenue to the northern driveway along Edmond Street to 119 feet where 190 feet is required per Uniform Standard Drawing 222.1 (a 37% reduction).

PROPOSED LAND USE PLAN:

SPRING VALLEY - BUSINESS EMPLOYMENT

BACKGROUND:

Project Description

General Summary

- Site Address: N/A
- Site Acreage: 4.12
- Project Type: Office/warehouse building
- Number of Stories: 1
- Building Height (feet): **35**
- Square Feet: 58,088
- Parking Required/Provided: 58/67
- Sustainability Required/Provided: 7/7.5

Site Plans

The plans depict a proposed 58,088 square foot office/warehouse building oriented in the west-central portion of the site. The building is set back 30 feet from the west property line, 60 feet from Oquendo Road to the south, 127 feet from Edmond Street to the east, and 57 feet from Quail Avenue to the north. Two trash enclosures are provided in the southeast and northeast corners of the site with both enclosures set back 20 feet from the right-of-way. Additional trash enclosures are shown adjacent to the office areas. A fire pump house is also shown 29 feet north of the office/warehouse building, which is set back 15 feet from Quail Avenue. Access to the site is provided by 2 commercial driveways, 43 feet wide, along Edmond Street with no access provided to Quail Avenue or Oquendo Road. Drive aisles are located to the north, east, and south of the office/warehouse building. Parking is generally located along the perimeter of the site, except for the west property line, and within 2 lots located adjacent to the office areas on the east side of the building. Loadings docks and at-grade loading spaces are located on the east side of the building facing away from the residential areas to the west. The loading docks generally hold 3 to 6 bays with the docks at the northeast and southeast corner of the building hosting 3 bays and the loading dock in the center portion of the building hosting 6 bays. The loading docks are set back 129 feet from the residential area to the west.

Landscaping

The plans show the site is being provided with street, parking lot, and screening landscaping. Street trees are planted within 2 landscape strips that are 5 feet wide on each side of a 5 foot wide detached sidewalk, but are mostly within the interior strip due to sight visibility zones along the streets. Along Edmond Street and portions of Quail Avenue and Oquendo Road, there is an existing 50 foot wide overhead transmission line which has resulted in the use of medium trees planted every 20 feet. Along the portions of Quail Avenue and Oquendo Road outside of the transmission line easement, large trees are planted every 30 feet. Overall, a total of 31 medium trees and 14 large trees are required with 32 medium trees and 15 large trees being provided. Within the parking area, medium trees are provided every 2 to 6 spaces within landscaping finger islands. A total of 28 medium-sized parking lot trees is being provided where 28 medium trees are required. Screening and buffering landscaping is being provided in the rear of the lot within a 30 foot wide planting strip with an 8 foot tall decorative wall located along the west property line. Within this landscaping strip, 3 staggered rows of evergreen trees are provided so that the trees are spaces 20 feet apart from each other in each row. A total of 84 evergreen trees are provided.

Elevations

The proposed office/warehouse building is 35 feet tall with a flat roof behind varied parapet wall. The exterior consists of tilt-up concrete walls painted in neutral, desert tones, decorative awnings along all south and west facing windows and doors, accent clerestory windows on all facades, and aluminum storefront windows and doors at the entrances. Roll-up doors are in the loading docks that face towards the east along the east side of the building. The west facade is provided with additional cement plaster pop-outs that mimic residential archways and pitched roofs.

Floor Plans

The proposed office/warehouse building contains 58,088 square feet with 4 proposed shell suites with the 2 outer suites being 15,010 square feet and the 2 interior suites being 13,720 square feet. Each suite contains an accessory office in a corner of each of the warehouse shell suites and consists of 1,005 square feet with an open office space, 2 offices, a reception area, and restrooms.

Applicant's Justification

The reduction in throat depth is limited to the ingress side of the 2 driveways, and the impacts are limited as there are only 2 access points to the site. The reduction in approach and departure distance is acceptable as Edmond Street is a local street and the requested reductions are minimal. The modified residential adjacency standards are acceptable as an increased buffer is being proposed and the building is increasing height due to the addition of architectural enhancements that will mimic the appearance of a residential building. The roll-up doors and loading docks are completely screened by the building from the residential areas to the west. The reduction in setbacks for the fire pump house and trash enclosure are needed to the size and shape of the site and to accommodate the building.

Prior Land Use Requests

Application Number	Request	Action	Date
TM-0174-06*	Tentative map for 1 lot commercial subdivision for the southern portion of the subject site - expired	Approved by PC	May 2006
ZC-1393-05*	Zone change for southern portion of the site from R-E to C-P for an office complex	Approved by BCC	October 2005
UC-1568-96	Use permit to rebuild and expand an overhead transmission line along a portion of Edmond Street	Approved by BCC	November 1996

*Only for APN 163-36-502-006

Surrounding Land Use

	Planned Land Use Category	Zoning District (Overlay)	Existing Land Use
North	Business Employment	IP (AE-60)	Undeveloped
South	Neighborhood Commercial	CP (AE-60)	Office complex
East	Business Employment	IP (AE-60)	Office/warehouse

Surrounding Land Use

	Planned Land Use Category	Zoning District (Overlay)	Existing Land Use
West	Ranch Estate Neighborhood (Up to 2 du/ac)	RS20 (AE-60 & NPO-RNP)	Single-family residential & undeveloped

Related Applications

Application Number	Request
PA-26-700005	A plan amendment from Neighborhood Commercial to Business Employment is a companion item on this agenda.
ZC-26-0070	A zone change from CP & RS20 to IP is a companion item on this agenda.
VS-26-0071	A vacation and abandonment for patent easements and portions of rights-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 purpose of reviewing reduced accessory structure setbacks is to ensure that enough space is provided to limit the massing of structures along the street and to prevent possible negative impacts such structures can have on the streetscape. Staff finds there are other areas on the site the fire pump building could be placed to eliminate these waivers. Therefore, cannot support this request.

Waiver of Development Standards #2

The purpose of reviewing modifications to residential adjacency standards is to ensure that the proposed modifications will properly address negative impacts on the surrounding residential development. In this case, staff finds the applicant is proposing a buffering and screening landscape buffer that is twice as wide and contains significantly more trees than is required by Code. Additionally, the western façade of the building has been modified to mirror the exterior of residential buildings. These modifications are also combined with an increased setback of the building over the required height step back. Staff also finds the proposed loading docks will be completely screened from any residential development as they will be on the opposite side of the

building from the adjacent residential development. Given the additional buffer, setback, and architectural enhancements along with the placement of the loading docks, staff could support these requests; however, since staff is not supporting the other related requests, staff is ultimately unable to support this request.

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.

Overall, the development as proposed is providing several mitigation efforts, such architectural enhancement and landscaping, to help the building be more compatible with the adjacent residential development and so that the building will contribute to an area that is in relative transition from more rural residences to the west and more industrial uses in the east. In addition, the exterior of the building is attractive and would be an enhancement to the area. Furthermore, landscaping provided within the interior of the site should help to provide the necessary shading and reduce the heat island caused by large swaths of pavement. The additional landscaping provided along the west boundary should help reduce negative impacts from the proposed building on the residential areas to the west. The building is sited to screen the unsightly portions of the use from the nearby residential development, and the scale of the building is like other industrial buildings in the area. Overall, staff finds that the overall design of the site accounts, as much as possible, for any negative impacts to the surrounding area. With that said, staff is concerned regarding the request for reduced setbacks, as the site could be redesigned to accommodate the necessary setbacks. Additionally, staff is also not supporting the accompanying plan amendment and zone change, as a result staff is unable to support this request.

Public Works - Development Review

Waiver of Development Standards #3a & #3b

Staff cannot support the request to reduce the throat depth for the commercial driveways on Edmond Street. This site is a raw parcel, and there is no reason they cannot meet the minimum requirements.

Waiver of Development Standards #3c & #3d

Staff cannot support the reduction of the departure or the approach distances along Edmond Street. With the volume of traffic on Edmond Street in combination with the requests from Waivers #3a and #3b, the reductions may cause stacking in the right-of-way. Therefore staff cannot support the request.

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.

Staff Recommendation

Denial. 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

If approved:

- 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 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. The Determination of No Hazard must not be expired.

- 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; and that the FAA's airspace determinations include expiration dates and that separate airspace determinations will be needed for construction cranes or other temporary equipment.

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 and reference POC Tracking #0508-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

TAB/CAC: Spring Valley - denial.

APPROVALS:

PROTESTS:

APPLICANT: DIAMOND EDMOND, LLC

CONTACT: DC PETERSEN PROFESSIONAL CONSULTANTS, LLC, 5052 S. JONES BOULEVARD, SUITE 165, LAS VEGAS, NV 89118