

05/20/26 BCC AGENDA SHEET

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

**UC-26-0170-UNLV RESEARCH FOUNDATION:**

**USE PERMITS** for the following: **1)** hospital; and **2)** heliport.

**WAIVERS OF DEVELOPMENT STANDARDS** for the following: **1)** increase building height; **2)** reduce loading spaces; and **3)** allow modified driveway geometrics.

**DESIGN REVIEW** for a proposed hospital and heliport on 32.19 acres in an IP (Industrial Park) Zone.

Generally located east of Durango Drive and south of Patrick Lane within Spring Valley.  
MN/rr/cv (For possible action)

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RELATED INFORMATION:

**APN:**

163-33-301-001; 163-33-301-002; 163-33-301-007; 163-33-301-008; 163-33-301-018

**WAIVERS OF DEVELOPMENT STANDARDS:**

1. Increase building height to 170 feet where 50 feet is the maximum height allowed per Section 30.02.18B (a 240% increase).
2. Reduce loading spaces to 2 spaces where 32 spaces are required per Section 30.04.04I (a 94% reduction).
3.
  - a. Reduce the driveway throat depth along Patrick Lane to 11 feet where 150 feet is required per USD 222.1 (a 93% reduction).
  - b. Reduce the driveway throat depth along Patrick Lane to 4 feet where 150 feet is required per USD 222.1 (a 97% reduction).
  - c. Reduce the driveway throat depth along Jim Rogers Way to 92 feet for a driveway where 150 feet is required per USD 222.1 (a 39% reduction).
  - d. Reduce the driveway throat depth along Durango Drive to 146 feet where 150 feet is required per USD 222.1 (a 3% reduction).
  - e. Reduce the distance of a callbox from the property line along Jim Rogers Way to 73 feet where 100 feet is required per USD 222.1 (a 27% reduction).

**LAND USE PLAN:**

SPRING VALLEY - BUSINESS EMPLOYMENT

**BACKGROUND:**

**Project Description**

General Summary

- Site Address: N/A
- Site Acreage: 32.19

- Project Type: Hospital with medical offices and heliport
- Number of Stories: 8
- Building Height (feet): 170
- Square Feet: 642,100 (proposed hospital)/159,250 (proposed medical offices)/29,000 (proposed central utility plant)/830,350 (total)
- Parking Required/Provided: 1,803/1,327
- Sustainability Required/Provided: 6.5/7

### Site Plan

The plan depicts a proposed hospital centrally located on a 32.19 total acre site. The hospital includes an integrated medical office building (MOB), which is articulated as a dedicated outpatient wing on the southern end of the hospital building. The site also features an accessory central utility plant (CUP) with 2 utility yards on the northern portion of the property adjacent to Patrick Lane. The utility yards are located on the east and west sides of the CUP and will be screened with 9 foot high CMU block walls. The hospital is set back 273 feet from Durango Drive to the west, 400 feet from Post Road to the south, 202 feet from Jim Rogers Way to the east, and 333 feet from Patrick Lane to the north. The CUP is set back 64 feet from Patrick Lane. The plan also depicts a 120 foot by 190 foot heliport surrounded by a 3 foot tall perimeter fence in the northwestern portion of the site. The heliport is situated 211 feet east of Durango Drive and 93 feet south of Patrick Lane.

The site is accessed by 6 driveways from the surrounding streets which are depicted as driveways A and B on Patrick Lane (north), driveway C on Jim Rogers Way (east), driveway D on Post Road (south), and driveways E and F on Durango Drive (west). Driveway F along Durango Drive is one-way into the site and is for emergency vehicles. All driveways, except driveway A and F, will feature gates, a guard booth, and a call box to control access for limited time periods.

Parking is dispersed throughout the site surrounding the hospital. Accessible parking is provided adjacent to the south side of the MOB near the building entrance and south of the main hospital. 11 EV installed and 39 EV capable spaces are also provided. Bicycle parking is provided near the hospital entrance and on the northeast side of the MOB. A parking demand study prepared by a Professional Traffic Operations Engineer (PTOE) was submitted to reduce the required parking from 1,803 spaces to 1,327 spaces. A loading dock area with 1 loading space is located on the north side of the hospital along with a trash and recycling area. This area is screened from Patrick Lane by the CUP building and the eastern screened yard and from Jim Rogers Way. Another loading space is provided west of the MOB entrance.

Pedestrian walkways with enhanced crosswalks are provided throughout the site connecting the public sidewalks along the streets with the parking areas and the building entrances to the hospital. A 5 foot tall perimeter fence is proposed 20 feet from the property line along a portion of Patrick Lane beginning east of driveway A and then continuing south along Jim Rogers Way ending north of driveway C along.

### Landscaping

Street landscaping is proposed along Durango Drive Boulevard and Patrick Lane consisting of two, 5 foot wide landscape strips on each side of a 5 foot wide detached sidewalk. Proposed within the landscape strips are large trees spaced apart 20 feet to 30 feet along with shrubs. Large trees are planted closer together along portions of Patrick Lane to further screen the heliport and CUP from the street and commercial and residential areas to the north. Existing street landscaping with detached sidewalks are located along Post Road and Jim Rogers Way. This landscaping will remain except where 2 new driveway entrances will be constructed on each street. Landscaping for the parking areas includes landscape islands every 6 spaces and at the end of the parking rows with medium and large trees.

### Elevations

The plans indicate the maximum height of the hospital will be 165 feet 9 inches above the ground level, while the MOB portion of the building is up to 92 feet in height. The maximum height allowed by code is 50 feet. However, the applicant is seeking a waiver for 170 feet which is approximately 3% above the proposed building height to allow for potential design adjustments. The hospital is 8 stories while the MOB portion is 5 stories. There is also a lower-level loading dock area which is approximately 15 feet below the ground level on the northeast side of the hospital. The CUP is 31 feet to the highest point of the mechanical screens on the roof. On the east and west sides of the CUP are two yards surrounded by 9 foot high split-face CMU walls for screening purposes.

The building materials for the hospital and MOB include brick veneer with several colors and finishes, vertical metal panels including panels with accent colors, perforated metal screens at windows with accent colors, and glazed low-e windows. The hospital features 24-inch metal sun shades for patient room windows along the southern façade. Canopies are also provided at building entrances and drop-off locations for the hospital and MOB. The CUP features metal panels with four colors including the mechanical screen on the roof top and a split-face CMU veneer along the base of the building.

### Floor Plans

The plans are provided for each floor of the hospital and MOB which feature the following:

- The ground floor is 48,280 square feet which includes internal services for the hospital such as facilities maintenance, mechanical, loading docks, logistics and materials, and a lab/morgue.
- The first level includes 173,730 square feet for the hospital which features the main entrance, emergency department, radiology, clinical lab, pharmacy, and kitchen/dining area. The first level also includes 45,720 square feet for the MOB which includes the main entrance, outpatient services, and conference rooms.
- The second level includes 116,810 square feet for the hospital which features patient rooms and surgery areas, and 37,010 square feet for the MOB which includes outpatient services and administration.
- The third level includes 99,500 square feet for the hospital which features patient rooms, a pharmacy, family services, and mechanical, and 37,150 square feet for the MOB which includes outpatient services and a conference center.

- The fourth level includes 55,360 square feet for the hospital which includes patient rooms and clinical support, and 29,950 square feet for the MOB which includes outpatient services and administration.
- The fifth level includes 54,050 square feet for the hospital, which includes surgery and clinical support, and 9,430 square feet for the MOB which includes a mechanical area.
- The sixth level is a shell for the hospital and is 44,170 square feet.
- The seventh level is 30,120 square feet and is an inpatient behavioral health center for the hospital.
- The eighth level (mechanical level) is a 20,100 square foot floor area and includes critical infrastructure for patient care such as HVAC systems, medical gas, boiler/chiller plants, and air handling units.

The plans for the CUP indicate areas for mechanical and utility equipment that will serve the hospital and MOB including electrical, generators, mechanical, fire pump room, and shop and offices. Two fenced and screened outside yards are 7,733 square feet and 4,730 square feet located on the east and west sides of the building. The yards include fuel, oxygen, and water tanks.

#### Applicant's Justification

The applicant is proposing to develop a children's hospital on the subject site. A special use permit for the hospital is appropriate because the site is located along Durango Drive, a 100-foot right-of-way designed to accommodate high volumes of traffic, as well as the surrounding streets. There are other medical office related uses in the area directly south of Post Road. The site is also near the 215Beltway/Durango and 215 Beltway/Sunset interchanges, which is ideal for a hospital. The use permit for the heliport, which will be adjacent to the emergency room, is a necessary and critical component for this hospital to care for those who need critical lifesaving support.

A waiver to increase the building height to 170 feet is appropriate as the design is tiered and stepped back from the rights-of-way which mitigates the overall mass. The building is set back over 330 feet from the nearest residential development to the northeast and 402 feet from the homes on the west side of Durango Drive. The waiver to reduce the number of loading spaces is appropriate for a hospital and medical office of this size and because it is a single tenant user. Throat depth reductions at four driveways are appropriate due to a gated utility corridor between the driveways A and B along Patrick Lane, driveway C accessing an internal street, Jim Rogers Way, and a bus turn-out near driveway E on Durango Drive. The reduced distance to the guard shack/call box for driveway C is appropriate as majority of vehicles will access the site using other driveways.

The building design is highly articulated as demonstrated by the tiering of the building mass as well as canopies and trellis features to avoid a monolithic appearance. The Parking Analysis prepared by a PTOE has been provided which analyzed another children's hospital that the applicant operates which supports the reduced parking.

**Prior Land Use Requests**

<b>Application Number</b>	<b>Request</b>	<b>Action</b>	<b>Date</b>
ZC-21-0698	Zone change from R-E to M-D (now IP) for an expansion to a technical park development on APN 163-33-301-007 only	Approved by BCC	January 2022
TM-21-5000194	Tentative map for a 1 lot commercial subdivision	Approved by BCC	January 2022
VS-19-0171	Vacation and abandonment of easements of interest	Approved by PC	May 2019
UC-0448-08 (ET-0095-10)	First extension of time for use permits, waivers of development standards, and a design review for the UNLV research foundation	Approved by BCC	August 2010
WS-0139-10	Waivers and a design review for monument signs	Approved by BCC	May 2010
VS-1398-07 (ET-0356-09)	First extension of time for vacation and abandonment of easements of interest	Approved by PC	February 2010
TM-0103-08	Tentative map for a 7 lot commercial subdivision (expired)	Approved by PC	June 2008
UC-0448-08	Use permits, waivers of development standards, and a design review for the UNLV research foundation	Approved by BCC	June 2008
VS-1398-07	Vacation and abandonment of easements of interest	Approved by PC	November 2007
ZC-1715-05	Zone change for 122 acres from R-2, R-3 & R-E to M-D zoning	Approved by BCC	December 2005
ZC-0236-95 (ET-0111-99)	Second extension of time to reclassify APNs 163-33-301-001 & -002 from R-E to R-3 zoning and a use permit for 184 condominium units	Approved by BCC	May 1999
DR-1484-98	Design review for a gated apartment complex	Approved by PC	November 1998
WC-0328-98	Waiver of conditions of ZC-0236-95	Approved by BCC	October 1998
ZC-0236-95	Zone change for APNs 163-33-301-001 & -002 from R-E to R-3 zoning and a use permit for 184 condominium units	Approved by BCC	April 1995

**Surrounding Land Use**

	<b>Planned Land Use Category</b>	<b>Zoning District (Overlay)</b>	<b>Existing Land Use</b>
North	Neighborhood Commercial & Mid-Intensity Suburban Neighborhood (up to 8 du/ac)	CP & RS3.3	Offices & single-family residential subdivision
South	Business Employment	IP	Medical office & office/warehouses
East	Business Employment	IP	School & undeveloped

### Surrounding Land Use

	Planned Land Use Category	Zoning District (Overlay)	Existing Land Use
West	Mid-Intensity Suburban Neighborhood (up to 8 du/ac)	RS3.3 & CG	Single-family residential subdivision & retail

The subject site is within the Public Facilities Needs Assessment (PFNA) area.

### Related Applications

Application Number	Request
VS-26-0169	A vacation and abandonment 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

##### Use Permits

A special use permit is considered on a case by case basis in consideration of the standards for approval. Additionally, the use shall not result in a substantial or undue adverse effect on adjacent properties, character of the neighborhood, traffic conditions, parking, public improvements, public sites or right-of-way, or other matters affecting the public health, safety, and general welfare; and will be adequately served by public improvements, facilities, and services, and will not impose an undue burden.

##### Use Permit #1

Staff finds the proposed hospital will not adversely impact the surrounding area which includes other medical offices located to the south. This will provide a critical service to a growing population in Southern Nevada which is not currently served by a standalone children's hospital. The request complies with Goal 2.3 of the Master Plan which encourages all Clark County residents to have access to high-quality health and social services they need. The use will also support Policy 5.1.3 to expand the presence of new and emerging sectors of the economic base including health care. Therefore, staff can support this request.

##### Use Permit #2

The applicant provided a copy of a Federal Aviation Administration (FAA) airspace analysis (2025-AWP-4148-NRA) which determined that the proposed heliport will not adversely affect the safe and efficient use of airspace by aircraft provided certain conditions are met and maintained. There is a potential for noise generated by helicopter overflight in this area. The heliport location will be approximately 330 feet to the east of the nearest point of the single-family residential area located west of Durango Drive and approximately 340 feet southwest of the nearest point of the single-family residential area north of Patrick Lane. There is also a school located approximately 870 feet to the east of the heliport. Although noise from this proposed request could disrupt the established homes and the school, the heliport is a critical life

safety operation which will benefit the community. Heliports are also provided at several other area hospitals and therefore they are not an inappropriate or unusual use. Given that there will be some distance between the heliport and nearby school and residential areas that would be most affected by any noise and the critical nature of the use, staff can support this request.

#### 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 proposed height of the hospital can be compared to other approved or constructed buildings in the area as well as other hospitals in the region. An office building, which is not yet constructed on property at Sunset Road and Riley Street approximately 1,330 feet to the southwest, is approved to be up to 133 feet. Durango Station located south of the site at I-215 and Durango Drive was approved to be up to a maximum height of 216 feet. Sunrise Hospital located on Maryland Parkway has a maximum height of 106 feet. Within the City of Las Vegas, the University Medical Center on Charleston Avenue includes 2 buildings up to 6 stories, and Centennial Hills Hospital on N. Durango Drive includes an 8 story tower. Many of these buildings are in close proximity to residential development. Additionally, the building design for the hospital is tiered and stepped back from the rights-of-way and the residential areas and a school to the north and west. Given that there have been approvals for other buildings in the area with heights exceeding 50 feet, and that hospitals are typically designed to include multi-story buildings, and that the proposed design mitigates the effects of the building height and mass on the surrounding area, staff can support this request.

#### Waiver of Development Standards #2

The reduced number of loading spaces should not negatively affect the site. One loading space is larger than the standard loading area at 14 feet by 75 feet and is provided for deliveries next to the loading docks on the northeast side of the hospital. This area is separated from the main parking areas. A standard loading space is also available near the MOB entrance. Based on this design, staff can support this request.

#### Design Reviews

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 other 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 the design of the proposed hospital, medical office building (MOB) and central utility plant (CUP) and heliport to be compatible and harmonious with the adjacent commercial, single-

family development, and school to the west, north, and east and the offices and industrial uses to the south. The hospital, MOB, and CUP have an aesthetically pleasing contemporary design that utilizes architectural enhancements on all four sides with a variety of exterior building materials and colors. The maximum height of the hospital is over 142 feet; however, the design is tiered within varying roof heights and is stepped back from the rights-of-way and surrounding properties which mitigate the overall mass. Staff also finds the heliport is appropriately located on the site near the hospital emergency entrance. The layout of the development, parking lot, and landscaping is functional, and the overall design of the site is compatible with the surrounding streets and uses. Pedestrian walkways are also provided to improve walkability of the site. Therefore, staff recommends approval.

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

#### Waiver of Development Standards #3a, #3b & #3c

Staff has no objection to the reduction in the throat depth for the commercial driveways. The applicant worked closely with staff to ensure that vehicular access to the site was redesigned to be safer for Patrick Lane and Durango Drive. Additionally, since Jim Rogers Way and Post Road have lower volumes of traffic, the reduced throat depth should have no negative impacts.

#### Waiver of Development Standards #3d

While the throat depth distance to the call box does not comply with the minimum standard, the gates will only be closed during school hours, which limits impacts to site access and circulation. Therefore, staff has no objection to this request.

### **Department of Aviation**

The heliport flight use is not located at a Department of Aviation airport facility.

Pursuant to Section 30.06.03D.7(iv) of the Clark County Unified Development Code, final action cannot occur until the FAA has issued an airspace Determination of No Objection and the Department of Aviation has reviewed the determination. Note that section 30.06.03D.7(iv) requires that the FAA Determination shall be submitted at least 2 weeks prior to final approval.

### **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**

- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance.
- Enter into a standard development agreement prior to any permits 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 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;
- Utility Corridor to be used for utility related repairs and maintenance only;
- Post signage at the two drive aisle access points into the Utility Corridor that states "No Deliveries";
- Allow the following permits prior to approval of off-site permits: all demolition, grading, including underground utilities, dewatering, and foundation; as determined by Public Works and Building Department.

### **Department of Aviation**

- Applicant is required to file Federal Aviation Administration (FAA) Form 7480-1, "Notice of Landing Area Proposal" with the FAA, per 14 CFR Part 157;
- 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, potential impacts to local airspace and/or procedures, lighting, glare, graphics, etc.;
- No building permits should be issued until applicant provides evidence that a "Determination of No Objection" has been issued by the FAA;
- Applicant must comply with conditions described in Section 30.03.06B of the Code, and any applicable conditions and recommendations resulting from FAA approval.
- 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.
- Applicant is advised that all noise complaints and inquiries regarding operations from this facility will be forwarded to the operator of this heliport.

### **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 #0185-2026 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:** IHC HEATH SERVICES

**CONTACT:** KAEMPFER CROWELL, 1980 FESTIVAL PLAZA DRIVE #650, LAS VEGAS, NV 89135