

City of Las Vegas

AGENDA MEMO - COMMUNITY DEVELOPMENT

PLANNING COMMISSION MEETING DATE: DECEMBER 10, 2024

DEPARTMENT: COMMUNITY DEVELOPMENT

ITEM DESCRIPTION: APPLICANT/OWNER: SOUTHERN NEVADA REGIONAL HOUSING AUTHORITY

**** STAFF RECOMMENDATION(S) ****

CASE NUMBER	RECOMMENDATION	REQUIRED FOR APPROVAL
24-0528-SDR1	Staff recommends APPROVAL, subject to conditions:	

**** NOTIFICATION ****

NEIGHBORHOOD ASSOCIATIONS NOTIFIED 21

NOTICES MAILED 606

PROTESTS 0

APPROVALS 0

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**** CONDITIONS ****

24-0528-SDR1 CONDITIONS

Planning

1. This approval shall be void two years from the date of final approval, unless exercised pursuant to the provisions of LVMC Title 19.16. An Extension of Time may be filed for consideration by the City of Las Vegas.
2. All development shall be in conformance with the site plan and landscape plan, date stamped 10/28/24, and building elevations, date stamped 10/17/24, except as amended by conditions herein.
3. A Waiver from Title 19.09 is hereby approved, to allow to allow a 239-foot main body building depth where 120 feet is the maximum allowed
4. A Waiver from Title 19.09 is hereby approved, to allow a 180-foot secondary wing building depth where 60 feet is the maximum allowed.
5. A Waiver from Title 19.09 is hereby approved, to allow a 12% front building façade alignment on H Street where 65% is the minimum required.
6. A Waiver from Title 19.09 is hereby approved, to allow a two-way parking driveway width of 39 feet where 34 feet is the maximum allowed.
7. A Pre-Entitlement Exception from Title 19.09 is hereby approved, to allow a 63-foot secondary wing building width where 60 feet is the maximum allowed.
8. The applicant is required to enter into a mutually binding agreement with the City of Las Vegas prior to the recordation of a Certificate of Occupancy for the Attainable Housing Bonus for affordable housing.
9. All necessary building permits shall be obtained and final inspections shall be completed in compliance with Title 19 and all codes as required by the Building and Safety Division.
10. These Conditions of Approval shall be affixed to the cover sheet of any plan set submitted for building permit.

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11. The applicant shall coordinate with the City Surveyor and other city staff to determine the most appropriate mapping action necessary to consolidate the existing lots. The mapping action shall be completed and recorded prior to the issuance of any building permits.
12. All utility or mechanical equipment shall comply with the provisions of the Interim Downtown Las Vegas Development Standards, unless approved by a separate Waiver.
13. Trash enclosures shall be provided in conformance with the provisions of Title 19.08.040.E.
14. A revised site plan shall be submitted to and approved by the Department of Community Development, prior to the time application is made for a building permit, to reflect the changes herein.
 - A minimum of nine bicycle racks shall be provided.
 - On-street parking on I Street shall be reconfigured to accommodate ADA design standards.
15. A technical landscape plan, signed and sealed by a Registered Architect, Landscape Architect, Residential Designer, or Civil Engineer, must be submitted prior to or at the same time an application is made for a building permit. A permanent underground sprinkler system is required, which shall be permanently maintained in a satisfactory manner; the landscape plan shall include irrigation specifications. Installed landscaping shall not impede the visibility of any traffic control device. The technical landscape plan shall include the following changes from the conceptual landscape plan:
 - Any non-district specific landscaping within the amenity zone areas shall be replaced with Historic Westside-specific landscaping as reflected in Title 19.09.040.
16. No turf shall be permitted in the non-recreational common areas, such as medians and amenity zones in this development.
17. Prior to the submittal of a building permit application, the applicant shall meet with Department of Community Development staff to develop a comprehensive address plan for the subject site. A copy of the approved address plan shall be submitted with any future building permit applications related to the site.
18. All City Code requirements and design standards of all City Departments must be satisfied, except as modified herein.

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Public Works

19. Prior to the issuance of permits for this site, dedicate the appropriate right-of-way for McWilliams Avenue and H Street to match both the existing and proposed street cross sections. Additionally, dedicate a modified bus turnout/right turn lane for H Street in conformance with Standard Drawing 234.4 and as allowed by the City Traffic Engineer. Construction of the bus turnout is not required with this phase. A mapping action may be used to satisfy this condition.
20. In accordance with code requirements of Title 13.56 and Section 2.2 of the City's Vision Zero Action Plan, remove all substandard offsite improvements and unused driveway cuts, and replace with new improvements meeting Public Right-of-Way Accessibility Guidelines (PROWAG) and the approved cross sections for this site to the satisfaction of the City Engineer concurrent with development of this site. Grant Pedestrian Access Easement(s) if necessary to comply with this requirement. All existing paving damaged or removed by this development shall be restored at its original location, width, and depth concurrent with the development of this site. Any existing public streetlights that are not used on public streets shall be returned to the City of Las Vegas. A public service pedestal must be provided for all public street roadway lighting and private street lighting must have a separate private connection to a private service pedestal.
21. Coordinate sewer connection at a size, depth, and location acceptable to the Sanitary Sewer Engineering Section of the Department of Public Works.
22. Contact the City Engineer's Office at 702-229-2186 to coordinate the development of this project with the Historic Westside Complete Streets (MWA971) project and any other public improvement projects adjacent to this site. Comply with the recommendations of the City Engineer
23. Landscape and maintain all unimproved right-of-way adjacent to this site. All landscaping and private improvements installed with this project shall be situated and maintained so as to not create sight visibility obstructions for vehicular traffic at all development access drives and abutting street intersections.
24. Submit a License Agreement for landscaping and private improvements in the McWilliams Avenue and H Street public rights-of-way, if any, prior to the issuance of permits for these improvements. If requested by the City, the applicant shall remove property within the public right-of-way at the applicant's expense pursuant to the terms of the City's License Agreement. The installation and maintenance of all private improvements in the public right-of-way shall be the responsibility of the applicant and any successors in interest to the property and assigns pursuant to the terms of the License Agreement. Coordinate all requirements for the License Agreement with the Land Development Section of the Department of Community Development (702-229-5460).

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25. A Traffic Impact Analysis must be submitted to and approved by the Department of Public Works prior to the issuance of any building or grading permits, submittal of any construction drawings or the recordation of a Map subdividing this site, whichever may occur first. The Traffic Impact Analysis shall also include a section addressing Standard Drawings #234.1 #234.2 and #234.3, in accordance with Section 2.2 of the City's Vision Zero Action Plan, to determine additional right-of-way requirements for bus turnouts adjacent to this site, if any; dedicate all areas recommended by the approved Traffic Impact Analysis. All additional rights of way required by Standard Drawing #201.1 for exclusive right turn lanes and dual left turn lanes shall be dedicated prior to or concurrent with the commencement of on site development activities unless specifically noted as not required in the approved Traffic Impact Analysis. The Traffic Impact Analysis shall also include a pedestrian circulation/access plan, in accordance with Section 2.2 of the City's Vision Zero Action Plan, to identify nearby pedestrian attractors and recommend measures to accommodate pedestrians, such as but not limited to pedestrian access, crosswalk, pedestrian-activated flashers, and temporary sidewalks. Comply with the recommendations of the approved Traffic Impact Analysis prior to occupancy of the site. Phased compliance will be allowed if recommended by the approved Traffic Impact Analysis. No recommendation of the approved Traffic Impact Analysis, nor compliance therewith, shall be deemed to modify or eliminate any condition of approval imposed by the Planning Commission or the City Council on the development of this site.
26. A Drainage Plan and Technical Drainage Study must be submitted to and approved by the Department of Public Works prior to the issuance of any building or grading permits or submittal of any construction drawings, whichever may occur first. Provide and improve all drainageways recommended in the approved drainage plan/study. The developer of this site shall be responsible to construct such neighborhood or local drainage facility improvements as are recommended by the City of Las Vegas Neighborhood Drainage Studies and approved Drainage Plan/Study concurrent with development of this site.

Fire & Rescue

27. A fully operational fire protection system, including fire apparatus roads, fire hydrants and water supply, shall be installed and shall be functioning prior to construction of any combustible structures.

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**** STAFF REPORT ****

PROJECT DESCRIPTION

The applicant is proposing to develop Phase 1 of a five-phased development on a portion of 35.74 acres at the northwest corner of McWilliams Avenue and H Street. During this phase, a proposed four-story mixed-use development; two, three-story multi-family residential buildings; and two, two-story multi-family residential developments consisting of 138 residential units and 4,503 square feet of commercial space are proposed.

ISSUES

- The subject site is within the confinements of the Vision 2045 Downtown Las Vegas Master Plan (Historic Westside) [Area 2], The Hundred Plan, and the West Las Vegas Plan.
- This is a redevelopment of Marble Manor, an existing 235-unit low income housing development. At the completion, the proposed development seeks to build over 600 new units, additional commercial and community resources, and outdoor community spaces.
- An Attainable Housing Bonus of two additional stories is permitted in the T4-N (T4 Neighborhood) transect zone when 10 percent of the units on the additional stories are affordable units; otherwise, the height maximum for this transect is three stories.
- This redevelopment project has been awarded a Choice Neighborhood Implementation Grant through the United States Department of Housing and Urban Development (HUD).
- In conjunction with the proposed development, the following Waivers of the Title 19.09 Form-Based Code Development Standards are requested:
 - A Waiver of Title 19.09 is requested to allow a 239-foot main body building depth where 120 feet is the maximum allowed. Staff supports this request.
 - A Waiver of Title 19.09 is requested to allow a 180-foot secondary wing building depth where 60 feet is the maximum allowed. Staff supports this request.
 - A Waiver of Title 19.09 is requested to allow a 12% front building façade alignment on H Street where 65% is the minimum required. Staff supports this request.
 - A Waiver of Title 19.09 is requested to allow a two-way parking driveway width of 39 feet where 34 feet is the maximum allowed. Staff supports this request.
 - A Pre-Entitlement Exception of Title 19.09 has been administratively approved to allow a 63-foot secondary wing building width where 60 feet is the maximum allowed.

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- The subject site is located in Redevelopment Area 1 and the Expansion Area.

ANALYSIS

Adopted by the City Council in June 2016, the Vision 2045 Downtown Las Vegas Master Plan (Downtown Master Plan) is the policy document that provides an overall vision, policy direction, and implementation strategy in support of the ongoing recovery and revitalization in Downtown Las Vegas. The Downtown Master Plan envisions and encourages downtown Las Vegas to achieve a compact, vibrant urban environment, with a focus on higher-density mixed-use development around transit hubs and activity nodes. The Master Plan is intended to enable an energetic, urban way of life and a high-quality physical environment for locals and visitors alike.

Adopted under the requirements of the Las Vegas Municipal Code and other applicable laws, the Title 19.09 Form-Based Code establishes the new form-based standards for the area of the City included within the Downtown Las Vegas Overlay (DTLV-O). Eventually, the Form-Based Code will be applied to each of the twelve Downtown Districts within the Downtown Las Vegas Overlay District.

The subject site is located within the Historic Westside District of Downtown Las Vegas. This district is dominated mostly by low-rise residential neighborhoods and industrial zones. The neighborhood consists of a few historical sites, low housing stock, vacant parcels, and a lack of parks and amenities. This district is in need of environmental upgrades and social services. The Vision 2045 Downtown Las Vegas Master Plan recommends following the strategies identified in the Hundred Plan such as promoting contextual neighborhood infill and appropriate amenities to stabilize the community.

The subject site consists of one large 35.74-acre parcel bounded by Washington Avenue, H Street, McWilliams Avenue, and N Street. The site is designated as a T4-N (T4 Neighborhood) transect zone and is subject to Title 19.09 form-based code development standards. For development purposes, H Street is categorized as a Primary Thoroughfare whereas McWilliams Avenue is considered a Secondary Drive.

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Since 1953, the subject site has been home to an existing 235-unit low income housing development commonly referred to as Marble Manor. The site is in serious disrepair with several recent Code Enforcement cases reported for unsafe building conditions. This redevelopment project has been awarded a Choice Neighborhood Implementation Grant through the United States Department of Housing and Urban Development (HUD). As noted in the justification letter, the proposed development represents the first phase of a five-phase redevelopment plan; phasing has been established to provide housing in place for tenants during each development phase. In this first phase, the applicant is proposing a four-story mixed-use building; two, three-story multi-family residential buildings; and two, two-story multi-family residential buildings consisting of 138 residential units and 4,503 square feet of commercial space.

Mixed-use is defined as “the vertical integration of residential uses and commercial or civic uses within a single building or a single development, where the uses share pedestrian access, vehicular access, parking functions, or any combination thereof.” Mixed-use is a permitted use in the T4-N (T4 Neighborhood) transect zone.

As the subject site is a large 35.74 acre site, the parking demand and the parking provided only reflects Phase I of the subject site. Development projects within the form-based code-designated areas of Downtown Las Vegas are subjected to an alternative parking reduction based upon a variety of factors such as neighborhood context and current or future infrastructure. Pursuant to Title 19.09.100 Table G-1 (High Load - Zone 3), the reduction brings the parking requirement range from a minimum of 106 parking spaces to a maximum of 186 parking spaces. The parking for the proposed development is within this threshold as 126 parking spaces are provided. As both I Street and Morgan Avenue are private thoroughfares, the on-street parking on these streets are included in addition to traditional surface parking.

The submitted floor plan shows the buildings broken down by floor. Of the mixed-use building, two commercial spaces are located on the ground floor adjacent to H Street along with an amenity room and management office. Spread interchangeably throughout this phase of the development are 43 studio units; 64 one-bedroom units, 25 two-bedroom; seven, three-bedroom units; and one, four-bedroom unit.

The building elevations demonstrate the five flex-low-rise buildings which range in height from 29 to 54 feet. The buildings primarily consist of stucco, fiber cement siding, and brick veneer. All sides of the proposed building are coherently designed and treated with a consistent level of detailing and finish in compliance with Title 19.09. For the T4-N (T4 Neighborhood) transect zone a building height is limited to a maximum of three stories. Under Title 19.09, an Attainable Housing Bonus of two additional stories is permitted in the T4-N transect zone when 10 percent of the units on the additional stories are affordable units. In conjunction with this bonus, the mixed-use building is four stories.

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The landscape plan depicts 36-inch Palo Verde Thornless Hybrid and Mulga Trees within the public amenity zone areas. Within the Form-Based Code Development Standards, district-specific trees are required within the amenity zone area, creating a defining character and comprehensive neighborhood feel. Neither of these tree species are listed on the district-specific tree palette for the Historic Westside District. As such, a Condition of Approval has been added to replace these trees accordingly. Nonetheless, all provided landscaping materials are included on the Southern Nevada Regional Planting Coalition list and are appropriate for a desert climate. Open space is provided throughout the development consisting of a 15,000 square-foot park and green space. Private balconies or patios are also provided for select individual units.

A complete streets strategy has been adapted for the Historic Westside. A forthcoming capital improvement plan (MWA971) is underway to Historic Westside Complete Streets (including H Street and Washington Avenue); as such a Condition of Approval requires the applicant to coordinate with this project. As indicated in the Hundred Plan, street right-of-ways will be narrowed (allowing slower-speed) travel lanes, and be designed to incorporate bicycle facilities, on-street parking, continuous tree cover, ample sidewalks, appropriate street furniture and lighting, as well as supportive building frontages. When streets are designed to be pleasant places, people are likely to leave their car at home.

The proposed streetscapes on I Street and Morgan Avenue have been designed to meet the Minor Neighborhood Street standard. The Minor Neighborhood Street primarily serves residential neighborhoods, local traffic, and is characterized by low design speeds and a seven-foot wide amenity zone separating vehicular traffic and the sidewalk. Minor Neighborhood Streets are designed for low-volume pedestrian, bicycle, and vehicular traffic, with bicycle traffic accommodated by sharrows. Public Works has indicated that the existing private street network will be configured to work with the new proposed private street network.

Vision 2045 Downtown Las Vegas Master Plan

The subject site is located within the Historic Westside District of the Vision 2045 Downtown Las Vegas Master Plan. This district is dominated mostly by low-rise residential neighborhoods and industrial zones. The neighborhood consists of a few historical sites, low housing stock, vacant parcels, and a lack of parks and amenities. The district is in need of environmental upgrades and social services. The Vision 2045 Downtown Las Vegas Master Plan recommends following the strategies identified in the Hundred Plan such as promoting contextual neighborhood infill.

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The Hundred Plan

The Historic Westside plays a pivotal and unique role in the history of Las Vegas. Today, the Westside breathes a rich community despite facing economic and urban challenges. The HUNDRED (Historic Urban Neighborhood Design Redevelopment) Plan was established for the Westside neighborhood as a vital step in identifying opportunities to link the past and create a familiar bridge to the future. Accompanying the plan is a strong vision, eight (8) “Big Moves” envisioned with practical projects, the stories of the stakeholders and community members, improvement program ideas, and proposed regulation and zoning, which together, will transform the Westside into a vibrant neighborhood. The proposed development supports several of the goals and objectives identified by the community in The Hundred Plan.

A major focus of the Hundred Plan and the Vision 2045 Downtown Las Vegas Master Plan regards housing. The Hundred Plan emphasizes that the expansion of affordable rental housing stock is necessary to accommodate anticipated redevelopment growth in the neighborhood. To facilitate appropriate development, the Hundred Plan includes appropriate building types that are best suited for the community; one of which being apartment housing. These building types differ from conventional apartment complexes as they consist of buildings alongside the streets rather than within a large parking area. These types of apartments are designed to fit comfortably among single-family housing within the Historic Westside. As such, two apartment housing building types are provided along Morgan Avenue.

West Las Vegas Plan

The West Las Vegas Plan states that development on vacant or underutilized lots within existing residential neighborhoods shall be sensitive in use and design to surrounding development. In doing so, the quality of the existing neighborhoods is maintained and enhanced. The plan further explains that opportunities for mixed-use developments in existing commercial areas should be explored while maintaining medium-low and medium-high residential designations, serving as buffers between single-family homes and commercial development. Further, development on vacant or underutilized lots within existing residential neighborhoods is sensitive in use and design to surrounding development. Additionally, vacant and underutilized lands should be identified to pursue compatible residential and commercial infill development opportunities, such as neighborhood-serving commercial development that is within walking distance of residences. As echoed in the Redevelopment Plan, the West Las Vegas Plan seeks to provide jobs and housing for persons of varying social, economic, and ethnic groups thus creating a socially balanced community.

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As the proposed development supports the goals and policies identified in the 2050 Master Plan, Vision 2045 Downtown Master Plan, The Hundred Plan, and the West Las Vegas Plan, staff finds that the proposed development is harmonious and compatible with the Historic Westside and therefore recommends approval, subject to conditions.

FINDINGS (24-0528-SDR1)

In order to approve a Site Development Plan Review application, per Title 19.16.100(E) the Planning Commission and/or City Council must affirm the following:

- 1. The proposed development is compatible with adjacent development and development in the area;**

The proposed Mixed-Use and Multi-Family Residential redevelopment is compatible with the adjacent development within the surrounding area of the subject site.

- 2. The proposed development is consistent with the General Plan, this Title, and other duly-adopted city plans, policies, and standards;**

The proposed Mixed-Use and Multi-Family Residential development helps further several housing-related goals, objectives, and guiding principles identified in both the 2050 Master Plan, Vision 2045 Downtown Master Plan, The Hundred Plan, and the West Las Vegas Plan.

- 3. Site access and circulation do not negatively impact adjacent roadways or neighborhood traffic;**

Site access is provided by H Street, an 80-foot Collector Street, and McWilliams Avenue, a 60-foot Local Street. For development purposes, H Street is categorized as a Primary Thoroughfare whereas McWilliams Avenue is considered a Secondary Drive. All provided roadways are adequate in size to serve the scale of the proposed development.

Internal to the site, private streets are provided on both I Street and Morgan Avenue. Unless gated, private streets must comply with public street standards. Both streets are comparable to the Minor Neighborhood Street classification.

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4. Building and landscape materials are appropriate for the area and for the City;

All sides of the proposed building are coherently designed and treated with a consistent level of detailing and finish in compliance with Title 19.08.

The landscape plan depicts 36-inch Palo Verde Thornless Hybrid and Mulga Trees within the public amenity zone areas. Within the Form-Based Code Development Standards, district-specific trees are required within the amenity zone area, creating a defining character and comprehensive neighborhood feel. Neither of these tree species are listed on the district-specific tree palette for the Historic Westside District. As such, a Condition of Approval has been added to replace these trees accordingly.

5. Building elevations, design characteristics, and other architectural and aesthetic features are not unsightly, undesirable, or obnoxious in appearance; create an orderly and aesthetically pleasing environment; and are harmonious and compatible with development in the area;

The proposed development is within the scope of development intended for this transect zoning district. The applicant has requested an Attainable Housing Bonus to allow an additional story beyond the maximum height allowed in this transect. Nonetheless, the building elevations are not out of context with the surrounding area.

6. Appropriate measures are taken to secure and protect the public health, safety, and general welfare.

The development of the site will be subject to building permit review and inspection, thereby protecting the health, safety, and general welfare of the public.

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BACKGROUND INFORMATION

<i>Related Relevant City Actions by Planning, Fire, Building, Code Enforcement, etc.</i>	
11/01/10	Staff administratively approved a Minor Site Development Plan Review (SDR-39811) to replace existing turf with desert landscaping within the perimeter landscape buffer areas on 32.16 acres at the southwest corner of Washington Avenue and "H" Street.
01/02/20	A Code Enforcement Case (CE20-00013) was reported for electrical issues at 818 I Street. The case was resolved on 01/30/20.
01/21/20	A Code Enforcement Case (CE20-00306) was reported for a bug infestation at 1320 Morgan Avenue. The case was resolved on 02/06/20.
03/19/20	A Code Enforcement Case (CE20-01440) was reported for a fire at 1219 Reed Place. The case was resolved on 03/26/20.
12/07/20	A Code Enforcement Case (CE20-06282) was reported for a broken water heater at 1219 Reed Place. The case was resolved on 12/08/20.
01/20/21	The City Council approved a General Plan Amendment (20-0166-GPA1) of the Southeast Sector Land Use Map of the General Plan from: L (Low Density Residential), ML (Medium Low Density Residential), M (Medium Density Residential), H (High Density Residential), MXU (Mixed Use), C (Commercial), LI/R (Light Industry/Research) and PF (Public Facilities) to FBC (Form-Based Code) on approximately 603.00 acres bounded by Owens Avenue on the north, Interstate 15 and Main Street on the east, U.S. 95 on the south and Martin L. King Boulevard on the west. The Planning Commission and Staff recommended approval.
	The City Council approved a Rezoning (20-0166-ZON1) from R-E (Residence Estates), R-1 (Single Family Residential), R-2 (Medium-Low Density Residential), R-3 (Medium Density Residential), R-4 (High Density Residential), R-5 (Apartment), C-1 (Limited Commercial), C-2 (General Commercial), C-M (Commercial/Industrial), M (Industrial), C-V (Civic) and Undesignated (Formerly Right-Of-Way) to T3-N (T3 Neighborhood), T3-N-O (T3 Neighborhood-Open), T4-N (T4 Neighborhood), T4-MS (T4 Main Street), T4-C (T4 Corridor), T4-M (T4 Maker), T5-N (T5 Neighborhood), T5-C (T5 Corridor) and T5-M (T5 Maker) on approximately 603.00 acres bounded by Owens Avenue on the north, Interstate 15 and Main Street on the east, U.S. 95 on the south and Martin L. King Boulevard on the west. The Planning Commission and Staff recommended approval.
03/24/21	A Business Licensing Enforcement Case (BLE913159) was reported for unlicensed ice cream trucks at 912 Morgan Avenue. The case was resolved on 06/15/21.

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<i>Related Relevant City Actions by Planning, Fire, Building, Code Enforcement, etc.</i>	
10/27/21	A Code Enforcement Case (CE21-04762) was reported for trash obstructing a sidewalk at Washington Avenue and I Street. The case was resolved on 11/24/21
12/21/21	A Code Enforcement Case (CE21-05872) was reported for a broken water heater at 1219 Reed Place. The case was resolved on 12/22/21.
03/13/23	A Code Enforcement Case (CE23-01356) was reported for multiple floods, water damage, and sewage backup at 1310 West McWilliams Avenue. The case was resolved on 03/29/23.
02/14/24	A Code Enforcement Case (CE24-00773) was reported for a water heater without a permit at 1310 West McWilliams Avenue. The case was resolved on 03/06/24.

<i>Most Recent Change of Ownership</i>	
11/10/11	A deed was recorded for a change in ownership.

<i>Related Building Permits/Business Licenses</i>	
04/15/05	A Building Permit (C-40599) was issued for the rehabilitation of a fire-damaged unit at 812 Reed Place.
10/21/21	A Building Permit (C21-04480) was issued for the rehabilitation of a fire-damaged unit at 1219 Reed Place.
01/04/24	A Building Permit (C24-00025) was issued for the rehabilitation of a fire-damaged unit at 825 Down Way.

<i>Pre-Application Meeting</i>	
10/07/24	A pre-application meeting was held with the applicant to discuss the submittal requirements for Phase 1 of a mixed-use development at the subject site.

<i>Neighborhood Meeting</i>	
A neighborhood meeting was not required, nor was one held.	

<i>Field Check</i>	
11/06/24	A routine field check was conducted at the subject site; staff found an existing multi-family residential development with nothing noted of concern.

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Details of Application Request	
Site Area	
Net Acres	35.74

Surrounding Property	Existing Land Use Per Title 19.12	Planned or Special Land Use Designation	Existing Zoning District
Subject Property	Residential, Multi-Family	FBC (Form Based Code)	T4-N (T4 Neighborhood)
North	Residential, Single Family, Detached		T3-N (T3 Neighborhood)
	Residential, Duplex		
	Undeveloped		
South	Truck Rental		T5-C (T5 Corridor)
	Outdoor Storage		T5-M (T5 Maker)
	Building & Landscape Material/Lumber Yard		
	Government Facility		
East	Undeveloped		T4-MS (T4 Main Street)
	Church/House of Worship		T4-N (T4 Neighborhood)
	Residential, Multi-Family		
West	Social Service Provider		T4-C (T4 Corridor)

Master and Neighborhood Plan Areas	Compliance
Las Vegas 2050 Master Plan Area: Downtown Las Vegas	Y
Vision 2045 Downtown Las Vegas Master Plan: Historic Westside District	Y
The Hundred Plan	Y
West Las Vegas Plan	Y
Special Area and Overlay Districts	Compliance
A-O (Airport Overlay) District (140 to 175 Feet)	Y
DTLV-O (Downtown Las Vegas Overlay) District - Area 2	Y
Other Plans or Special Requirements	Compliance
Trails (Pioneer Trail H Street Constructed)	Y
Las Vegas Redevelopment Plan Area - Area 1 and Expansion Area	Y
Interlocal Agreement	N/A
Project of Significant Impact (Development Impact Notification Assessment)	Y
Project of Regional Significance	Y

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DEVELOPMENT STANDARDS

Pursuant to Title 19.09, the following standards apply:

Standard	Required/Allowed	Provided	Compliance
Table D. Building Types			
Building Type Flex Low-Rise	Main Body Width: 120 Feet Max	239 Feet	N*
	Main Body Depth: 120 Feet Max	45 Feet	Y
	Secondary Wing Width: 60 Feet Max	63 Feet	N**
	Secondary Wing Depth: 60 Feet Max	180 Feet	N*
Access Standards	Pedestrian access to the building must be from the thoroughfare or courtyard.		Y
Table E. Building Placement			
Setback Distance (Front)	10 Feet Minimum 20 Feet Maximum	18 Feet	Y
Setback Distance (Corner Side)	10 Feet Minimum 20 Feet Maximum	10 Feet	Y
Setback Distance (Interior Side)	5 Feet Minimum 30 Feet Maximum	18 Feet*****	Y
Setback Distance (Rear)	15 Feet Minimum	20 Feet*****	Y
Building Façade (Front) [H Street]	65% Minimum	12%*****	N*
Building Façade (Side) [McWilliams Avenue]	50% Minimum	59.7%*****	Y
Table F. Building Form Standards			
Building Height	3 Stories Maximum	4 Stories	Y****
Floor-to-Ceiling (Ground)	13 Feet Minimum	14 Feet	Y
Floor-to-Ceiling (Upper)	8 Feet Minimum	12 Feet	Y
Footprint – Lot Coverage	75% Maximum	30.5%*****	Y
Depth – Gross Floor Space	20 Feet Minimum	45 Feet	Y

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Standard	Required/Allowed	Provided	Compliance
Table G. Frontages			
Frontage 1 [H Street]	Common Yard Dooryard Forecourt	Shopfront	Y
Frontage 2 [McWilliams Avenue]	Porch: Engaging Porch: Projecting Shopfront Stoop Terrace	Porch: Projecting	Y
Table H. Encroachments into the Façade Zone			
Encroachment Type (Porch: Projecting)	Front: 5 Feet Corner: 5 Feet	0 Feet 0 Feet	Y Y
Table I. Use Types			
Mixed Use			Permitted
Table J. Parking Standards			
Setback from Lot	Front: 10 Feet Corner: 10 Feet Side: 0 Feet Rear: 0 Feet	86 Feet 12 Feet 86 Feet+ 104 Feet+	Y Y Y Y
Parking Driveway Width [Two-Way]	32 Feet Minimum 34 Feet Maximum	39 Feet	N*
Table K. Required Street Trees			
Amenity Zone Tree Planting	Weeping Acacia Netleaf Hackberry Mexican Ebony Palo Brea Red Push Pistache Thornless Hybrid Mesquite Thornless Honey Mesquite Blue Oak Sweet Acacia	Azt Thornless Palo Verde Mulga	N*** N***
Table L. Open Space			
Miscellaneous	20 Feet Minimum Width 20 Feet Minimum Depth 14,000 SF Minimum	77 Feet 216 Feet 14,440 SF	Y Y Y

*The applicant has requested Waivers of the following Title 19.09 Form-Based Code Development Standards.

**A Pre-Entitlement Exception has been approved administratively by the Department of Community Development.

***A Condition of Approval has been added requiring the inclusion of district-specific landscaping materials within the provided amenity zone areas.

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*****An Attainable Housing Bonus of two additional stories is permitted in the T4-N (T4 Neighborhood) transect zone when 10 percent of the units on the additional stories are affordable units.*

******The subject site is a large 35.74 acre site and therefore this only reflects this portion affected by this phase of this proposed development.*

Street Name	Functional Classification of Street(s)	Governing Document	Actual Street Width (Feet)	Compliance with Street Section
Washington Avenue	Collector Street	Master Plan of Streets and Highways Map	80	Y
	Primary Thoroughfare	Title 19.09		Y
	Boulevard	Title 19.09		Y
H Street	Collector Street	Master Plan of Streets and Highways Map	80	Y
	Primary Thoroughfare	Title 19.09		Y
	Avenue - Bike Emphasis	Title 19.09		Y
McWilliams Avenue	Local Street	Title 13	60	Y
	Secondary Thoroughfare	Title 19.09		Y
	Commercial Street	Title 19.09		Y
I Street	Minor Neighborhood Street <i>[Private Street]</i>	Title 19.04	60	Y
Morgan Avenue	Minor Neighborhood Street <i>[Private Street]</i>	Title 19.04	60	Y

Title 19.04.340 Minor Neighborhood Street <i>[I Street and Morgan Avenue]</i>			
Streetscape Standards	Required	Provided	Compliance
Right-of-Way Width:	60 Feet Minimum 66 Feet Preferred	60 Feet	Y
Vehicular Configuration	2 Travel Lanes	2 Travel Lanes	Y
Sidewalk Width	5-6 Feet	6 Feet	Y
Amenity Zone	7 Feet	6 Feet	Y
Bicycle Lane Width	Shared	Shared	Y
Vehicular Lane Width	10-11 Feet	11 Feet	Y
Parking Type and Width	Parallel / 7 Feet	Parallel / 7 Feet	Y

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Parking Requirement* - Downtown (Areas 1-3)							
Use	Gross Floor Area or Number of Units	Required			Provided		Compliance
		Parking Ratio	Parking		Parking		
			Regular	Handi-capped	Regular	Handi-capped	
Residential, Multi-Family - Studio or 1 Bedroom	43 Units	1.25 per Unit	23				
Residential, Multi-Family - 2 Bedroom	62 Units	1.75 per Unit	54				
Residential, Multi-Family - 3 or more Bedrooms	33 Units	2 per Unit	109				
Residential, Multi-Family - Guest Parking	138 Units	1 for every 6 units	66				
General Retail	4,503 SF	1 per 175 SF	26				
<i>Nonresidential -2,000 Square Feet Reduction</i>							
TOTAL SPACES REQUIRED (unweighted)			266				
TOTAL SPACES REQUIRED (weighted requirement; see below)			106 to 186		126		Y**
Regular and Handicap Spaces Required			121	5	115	11	Y**
Downtown Form-Based Code Parking Standards - Title 19.09.100.G							
Parking Standards High Load - Zone 3			Between 40% and 70%		Minimum: 106 Maximum: 186		Y**
Bicycle Parking Requirements			2 minimum, plus 1 per every 20 units		9 Total Required		By Condition

*The subject site is a large 35.74-acre site and therefore the parking demand and the parking provided only reflect this portion of the subject site.

**A Condition of Approval has been added requiring a reconfiguration of the provided ADA parking spaces on the private streets. Despite this, the proposed development will still be within the parking threshold.

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Waivers		
Requirement	Request	Staff Recommendation
The main building depth of a flex-low-rise building shall be a maximum of 120 feet.	To allow a 239-foot main body building depth where 120 feet is the maximum allowed.	Approval
The secondary wing building depth of a flex-low rise building shall be a maximum of 60 feet.	To allow a 180-foot secondary wing building depth where 60 feet is the maximum allowed.	Approval
The primary building shall be aligned with a minimum of 65 percent of the façade zone for the building frontage	To allow a 12% front building façade alignment on H Street where 65% is the minimum required.	Approval
Two-way parking driveway widths shall be a minimum of 32 feet to a maximum of 34 feet.	To allow a two-way parking driveway width of 39 feet where 34 feet is the maximum allowed.	Approval

Pre-Entitlement Exceptions		
Requirement	Request	Staff Recommendation
The secondary wing building depth of a flex-low rise building shall be a maximum of 60 feet.	To allow a 63-foot secondary wing building width where 60 feet is the maximum allowed.	Approved

Proposed 138 Multi-Family Units:					
Student Yield	Elementary School	Middle School	High School		
Multi-Family Units (138)	138 x 0.124	138 x 0.061	138 x 0.080		
Total Additional Students	18	9	12		
Schools Serving the Area:					
Name	Address	Grade	Capacity	Enrollment	Site Date
Wendell Williams Elementary School	1030 J Street	Kindergarten – 5 th Grade	566 Students	339 Students	10/01/24
West Prep Middle School	2050 West Sapphire Stone Avenue	6 th – 8 th Grade	1,561 Students	1,275 Students	10/01/24
Canyon Springs High School	350 East Alexander Road	9 th - 12 th Grade	2,470 Students	2,813 Students*	10/01/24

*Canyon Springs High School is over capacity for the 2024-2025 school year. It is 113.89 percent of the program's capacity.

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Las Vegas Valley Water District (LVVWD)	
Comments:	
Civil plans will need to be submitted to the Las Vegas Valley Water District (LVVWD).	
The parcel has an existing service, Public FH, and Public Water Main within it, which will need to be relocated or removed.	

Regional Transportation Commission (RTC) of Southern Nevada	
Comments:	
The applicant shall dedicate and construct a bus turn-out on southbound H Street per CCUSD No. 234.1, 80' and 110' south of Washington Avenue.	

Department of Public Works Traffic Study

Site Development Plan Review for a Proposed Redevelopment of 138-Unit Low-Income Housing from the Existing 21 Units

Existing Use				
Average Daily Traffic (ADT)	AFFORDABLE HOUSING [DU]	21	4.81	101
AM Peak Hour			0.36	8
PM Peak Hour			0.46	9
Proposed Use				
Average Daily Traffic (ADT)	AFFORDABLE HOUSING [DU]	138	4.81	664
AM Peak Hour			0.36	50
PM Peak Hour			0.46	63
Net Change				
Average Daily Traffic (ADT)	NET CHANGE			563
AM Peak Hour				42
PM Peak Hour				54
Existing Traffic on Nearby Streets				
Washington Avenue				
Average Daily Traffic (ADT)			21,725	
PM Peak Hour (Heaviest 60 Minutes)			1,738	
H Street				
Average Daily Traffic (ADT)			6,490	
PM Peak Hour (heaviest 60 minutes)			519	
Traffic Capacity of Adjacent Streets:				
Adjacent Street ADT Capacity				
Washington Avenue			25,350	
H Street			16,380	

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Site Development Plan Review for a Proposed Redevelopment of 138-Unit Low-Income Housing from the Existing 21 Units (continued)

Summary

This project is expected to add an additional 563 trips per day on Washington Avenue and H Street. Currently, Washington Avenue is at about 86 percent of capacity and H Street is at about 40 percent of capacity. With this project, Washington Avenue is expected to be about 88 percent of capacity and H Street is expected to be about 43 percent of capacity.

Based on Peak Hour use, this development will add into the area roughly 54 additional peak hour trips, or about one every minute.