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August 28, 2008

VIA ELECTRONIC DELIVERY

City of Las Vegas
PLANNING & DEVELOPMENT DEPARTMENT
731 So. Fourth Street
Las Vegas, NV 89101

**Re: Justification Letter (Revised)
SDR-29445, VAR-29446 & 29447
Clark County Legal Services, APN: 139-34-410-245**

To Whom It May Concern:

This office represents Clark County Legal Services (CCLS)¹ with respect to the development of a 39,000 square foot office building located at the northwest corner of Charleston Boulevard and Eighth Street. The site is within the Downtown Redevelopment Plan with a General Commercial (GC) master plan designation and is currently zoned C-1. The structure will be the new office building for CCLS, which is presently located in the adjacent office building at the southwest corner of Eighth and Gass. This request consists of a Site Development Plan Review and Variance applications.

Site Development Review (SDR)

The project proposes a four story structure that is 65 feet in height and containing a parking garage within the design of the building for both employees and clients. As presently designed, it will consist of white concrete with cream or beige accents and blue/green non-reflective glass, along with light brown wood-finished composite panels. The entire structure is planned to meet the Gold level of the Leadership in Energy and Environmental Design (LEED).²

A waiver of the perimeter landscaping requirements is requested as part of the SDR application as follows: zero feet where eight feet is required on the north property line where the adjacent structure currently has a zero lot line; zero feet where eight feet is required on the west property line along the existing alley where no landscaping presently exists for the length of the alley on both sides; and, 10 feet where 15 feet is required on the south and east property lines.

¹ CCLS will be changing its name to Legal Aid Center of Southern Nevada upon moving into the new building.

² LEED certification is not obtained until completion of construction and consequently cannot be guaranteed.



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Parking Variance

In addition to the Site Development Review the applicant is requesting parking and setback variances. The parking variance would reduce the required 130 parking spaces to 84 spaces for a reduction of 46 spaces or 35.3%. This request is justified given the applicant's mission, clientele, location and mass transit opportunities. Clark County Legal Services is a private, non-profit corporation dedicated to providing free community legal services to the County's low income residents since 1958. Eligibility for their services is based on household income and the number of people living in the client's household (see attached income guidelines). As a result of the economic status of its clientele, approximately half (48%) of the applicant's clients travel to the office by a mode other than driving their own car – mass transit, walk or ride a bicycle, or dropped off by a relative or friend. Stated frankly, a vehicle is a luxury item many of their clients simply do not have. Moreover, approximately 45% of the applicant's clientele live in the downtown area, making access to the site by means other than a vehicle quite easy.

Of the remaining 55% of their clientele, most live in the east and northeast parts of the valley. CCLS is ideally located for mass transit opportunities – not a coincidence and quite necessary in fulfilling its mission of providing free legal services to those in need. Bus Route 206 runs the full length of Charleston and has four bus stops within two blocks of the site, including one next door (in front of the US Bank building) and one directly across Charleston. Route 206 is the third busiest non-tourist route in the CAT system, and it intersects with the second busiest non-tourist route (Maryland Parkway) in addition to the busiest of all routes, Las Vegas Blvd.; making CCLS accessible to virtually all parts of the valley where most of its clientele live and work. Route 206 is also expected to connect to the new Central City Terminal at Casino Center and Bonneville (replacing the Downtown Transportation Center), which will allow for even more bus transfers and easier access to CCLS.

The new office building is also planned to qualify for LEED Gold. This is relevant to the parking variance because the LEED criteria require alternative transportation credits, including incorporating into the design secure bicycle storage and shower/changing rooms. Note that on level two of the floor plan is a bicycle storage room (next to the stairwell along Charleston) as well as men's and women's showers (adjacent to the internal stairwell near the access to the parking garage). All of the CAT buses are equipped with bike racks, making mass transit useful to both clients and employees. Additionally, the project will be seeking alternative transportation credits for low emitting and fuel efficient vehicles, and for keeping parking capacity at or below local zoning requirements.

It should also be noted that significant off-site (street) parking is available in the area. Adjacent to both CCLS parcels is 270 feet of street parking, equivalent to 15 parking spaces (assuming the standard 18 feet of space per vehicle). Including these parking spaces with the 84 spaces provided with the project brings the total available parking count to 99 spaces. Also

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available within one block of CCLS³ is approximately 842 feet of street parking for an equivalent of another 46 parking spaces. In total, 61 additional parking spaces may be available at any given time either adjacent to or across the street from CCLS. Coupled with the spaces provided with the project, approximately 147 parking spaces are available either on-site or within a one block area.

Along with the parking variance is a request to have zero loading zones where three would be required. Adjacent to the entire west side of the project is a public alley that will provide more than sufficient space for loading and unloading functions.

Setback Variance

The second variance request is for reduced setbacks and as follows:

Front	10 feet where 20 feet is required.
Side	5 feet where 10 feet is required.
Corner Side	East, zero feet where 15 feet is required. (Note that the zero setback is only for the stairwell; the remainder of the setback is at 10 feet.)
Rear	Zero feet where 20 is required.

The proposed setbacks conform to existing development in the area. The adjacent building to the west has a 10-foot setback on Charleston, while buildings along Charleston towards Las Vegas Blvd. have a limited or no front setback. The proposed 10-foot setback for this project will provide a smooth and aesthetically pleasing transition from the zero setbacks allowed on properties in the Downtown Centennial Plan only one and a half blocks away from this site.

The zero rear setback will match the existing zero setback for the existing CCLS building on the adjacent parcel to the north and avoid creating a canyon-like alley that would create a security problem as well as be a public nuisance for law enforcement and community cleanliness. The zero side setback along Eighth Street is only for the approximately 15-foot enclosed stairwell and will match the zero setback of the existing CCLS building. The 5-foot side setback along the alley to the west conforms to much of the development along alleys in this part of downtown. In fact, the adjacent parcels to the west have a zero setback along the alley.

The proposed setbacks for the project have been designed with the adjacent properties and surrounding area in mind, and will provide for a structure that blends nicely with adjacent and neighboring properties.

Along with the setback variance is a request for lot coverage of 83% where a maximum of 50% is allowed. Again, much of this area of downtown has been built at scales exceeding the

³ East side of 8th between Charleston & Gass; north and south sides of Gass (other than adjacent to CCLS) between 7th and 9th.

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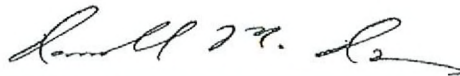
50% lot coverage requirement. Indeed, the Downtown Redevelopment plan contemplates development that does not necessarily conform to the parameters of the City's overall development code.

When completed this project will add a vibrant, new structure to Charleston Boulevard and the Downtown Redevelopment area that will set a standard for small to medium-sized office buildings. Moreover, it will allow CCLS to continue providing legal access to the poor, indigent, elderly and immigrant communities in southern Nevada at a location that is accessible to all.

Thank you in advance for your time and consideration regarding this application. Please feel free to contact me should you have any questions or concerns.

Sincerely,

KUMMER KAEMPFER BONNER RENSHAW & FERRARIO



Russell M. Rowe

RMR/cjw

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