

PARKING LOT  
(TITLE 30)

LAMB BLVD/CRAIG RD

**PUBLIC HEARING**

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

**WS-23-0390-FEDEX FREIGHT, INC.:**

**WAIVERS OF DEVELOPMENT STANDARDS** for the following: **1)** landscaping; and **2)** driveway geometrics.

**DESIGN REVIEWS** for the following: **1)** finished grade; and **2)** a parking lot in conjunction with an existing freight terminal on a portion of 19.7 acres in an M-D (Designed Manufacturing) Zone and an M-1 (Light Manufacturing) Zone.

Generally located on the east side of Lamb Boulevard, 773 feet north of Craig Road within Sunrise Manor. MK/hw/syp (For possible action)

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**RELATED INFORMATION:**

**APN:**

140-05-101-009; 140-05-201-003 ptn

**WAIVERS OF DEVELOPMENT STANDARDS:**

1.
  - a. Allow alternative parking lot landscaping within the employee parking lot where required per Figure 30.64-14.
  - b. Eliminate parking lot landscaping within the truck parking lot where required per Figure 30.64-14.
  - c. Allow alternative street landscaping where required per Figure 30.64-17.
2. Reduce throat depth to 18 feet where 150 feet is the standard per Uniform Standard Drawing 222.1 (an 88% reduction).

**DESIGN REVIEWS:**

1. Increase finished grade to 74 inches (6.2 feet) where a maximum of 36 inches (3 feet) is the standard per Section 30.32.040 (a 106% increase).
2. Parking lot in conjunction with an existing freight terminal.

**LAND USE PLAN:**

SUNRISE MANOR - BUSINESS EMPLOYMENT

**BACKGROUND:**

**Project Description**

General Summary

- Site Address: 4610 N. Lamb Boulevard
- Site Acreage: 19.7 (overall site)/7.7 (southern/parking lot parcel)



- Project Type: Parking lot
- Square Footage: 36,523 (freight terminal)
- Parking Required/Provided: 68/154

### Site Plan

The plan depicts an existing freight terminal facility and a proposed parking lot spread across 2 parcels to the east of Lamb Boulevard, approximately 773 feet north of Craig Road. The northern parcel APN 140-05-101-009 is currently developed, with a 27,258 square foot freight terminal building located in the west-central portion of the site and an existing 10,265 square foot shop building located in the north-central portion of the site. There is currently an existing employee parking lot located to the west of the freight terminal building with the remainder of the site serving as parking lot for trucks, vans, and pup trailers. The entire northern portion of the site is enclosed with an existing 8 foot chain-link fence with the exception of an existing 10 foot CMU block wall with gates running along the front freight terminal building. The southern parcel APN 140-05-201-003 is currently undeveloped. Access to the overall site is provided by a commercial driveway in the northwest corner of the site, which accesses Lamb Boulevard.

The applicant is proposing to develop the southern parcel of the subject site with an expansion to the existing employee parking lot and an approximately 6.4 acre parking lot expansion. This addition would also include modifications to the existing parking area in the northern parcel. The plans show that a 60 space automobile parking area for employees is proposed along the western portion of the southern parcel adjacent to Lamb Boulevard. The parking area will be separated from Lamb Boulevard by a 15 foot landscape area that will include a 5 foot detached sidewalk and a 6 foot tall chain-link fence. Access to the proposed parking area will be provided via a 30 foot wide driveway that connects to the existing parking lot. The plans show that a total of 5 current parking spaces will be removed to construct this connecting drive aisle. An additional 19 parking spaces will also be removed near the entrance driveway to correct existing issues related to the throat depth of the access driveway. In addition, due to the expansion of the employee parking lot, 3 additional ADA parking stalls are being provided by removing 5 existing employee parking spaces. After the removed employee parking stalls are considered, a total of 154 parking stalls are provided where 68 parking stalls are required. A 5 foot wide sidewalk extending the entire eastern side of the proposed parking lot extension and connecting with the existing sidewalk that runs along the front of the existing freight terminal building is provided.

The remaining proposed improvements on the site revolve around the construction of a 6.4 acre parking lot for trucks, vans, and pup trailers, and reconfiguration of the existing parking on the northern parcel. The new proposed parking lot is proposed to occur in the eastern 1,784 feet of the southern parcel of the site. The parking lot will be paved with a small portion on the east and southern ends dedicated to drainage areas. The new parking lot area will be screened by a 6 foot high chain-link fence with fabric screen on the western side and the remainder of the site will be enclosed by a 6 foot tall chain-link fence on the south and east sides. There are 25 pup trailer parking spaces proposed on the western side of the lot, 67 proposed pup parking spaces on the southern portion of the lot, 26 van spaces on the eastern side, and 35 truck relay spaces in the center of the lot. The spaces will be accessed by 85.9 foot wide to 116.7 foot wide drive aisles and will access the parcel to the north with 88 foot wide drive aisles. The existing parking lot on the northern parcel will stay essentially the same except 8 pup trailer parking spaces will be



removed to provide access to the new parking area. In the northwestern portion of the existing lot, 38 pup parking spaces and 6 truck relay spaces will be removed for 30 new trailer parking stalls, while in the eastern portion of the existing lot, 48 pup trailer parking spaces will be removed for 34 van parking spaces.

The provided cross sections show that a 6.2 foot increase in finished grade is required within the newly proposed parking lot area, particularly within the southwest portion of the southern portion of the site.

### Landscaping

The plans show that both street landscaping and a portion of the parking lot landscaping on-site will be affected by the proposed improvement on the site. Along Lamb Boulevard, the applicant will be providing a 5 foot detached sidewalk and a 10 foot landscaping strip along the interior side of the sidewalk along the entire length of the subject site's frontage with Lamb Boulevard. No street trees are provided in the landscape strip directly along Lamb Boulevard due to underground utilities and the Nevada Department of Transportation (NDOT) right-of-way. As a result, all trees are provided along the interior landscape strip every 10 feet on center. A total of 39 trees are provided along Lamb Boulevard with Mexican Ebony (*Havardia Mexicana*), Golden Rain (*Koelreuteria paniculata*), and Chinese Pistache (*Pistacia chinensis*) trees being provided amongst the existing trees on-site. A variety of shrub species are provided in the landscape strip along Lamb Boulevard and in the areas between the provided trees. Since, 15 feet of landscaping would be required behind the detached sidewalk due to the NDOT right-of-way, a waiver of development standards is required.

In the existing employee parking lot area, no changes are being made. This area contains a central landscaping strip with terminating landscaping islands and a bisecting landscape island. Terminating landscape strips are provided at the ends of the parking row along the front of the existing building. The parking row adjacent to Lamb Boulevard contains the provided street landscaping and has terminating landscape islands with a bisecting landscape island. The existing parking lot landscape primarily consists of Honey Locust (*Gleditsia tricanthos*) trees with a variety of shrubs. In the proposed parking lot, terminating landscape islands are provided along the northern end of the parking row, but not on the southern end. Two landscaping finger islands are provided in each row of parking to provide landscaping approximately every 11 to 13 spaces.

Along the northern border, an existing 15 foot landscape buffer with Honey Locust trees every 30 feet is provided in the employee parking area. This landscape buffer reduces to 10 feet within the existing truck parking area, the rest of the length of the northern property line and contains Mondell Pine (*Pinus eldarica*) trees approximately every 60 feet. No other landscaping is provided along the perimeter of the property or within the existing or proposed truck parking lot. The reduced amount of landscaping in both the employee and truck parking lots requires a waiver of development standards.

### Applicant's Justification

The applicant states that the proposed parking lot and revisions to the existing parking lot area is to serve the activity of the existing development on the site. They indicate the proposed parking



lot will provide an additional 53 automobile parking spaces, 92 pup stalls, 30 truck stalls, and 60 van stalls. The applicant also states the proposed parking lot will not be used for outside storage and vehicles will be constantly moving in and out. They state the proposed parking lot will be fully paved and landscaping along Lamb Boulevard exceeds the number of trees required. They further state that no landscaping is provided in the truck parking lot area due to the operational difficulty that trees and landscape islands can provide in such an area. Additionally, due to the amount of traffic to the site they do not see any significant conflicts as a result of the reduction in throat depth.

#### **Prior Land Use Requests**

<b>Application Number</b>	<b>Request</b>	<b>Action</b>	<b>Date</b>
ZC-0766-00**	Reclassified the site from R-E to M-1 zoning for a freight terminal	Approved by BCC	June 2000
ZC-0008-98*	Reclassified the site from R-E and M-D to M-1 zoning for a 710,000 square foot industrial complex	Approved by BCC	March 1998
ZC-1590-97*	Reclassified the site from R-E to M-D zoning for an office/warehouse complex	Approved by BCC	October 1997

\*Specific to APN 140-05-201-003

\*\*Specific to APN 140-05-101-009

#### **Surrounding Land Use**

	<b>Planned Land Use Category</b>	<b>Zoning District</b>	<b>Existing Land Use</b>
North	Business Employment	M-1	Distribution center
South	Business Employment	M-D & M-1	Office/warehouse
East	Business Employment	M-1	Office/warehouse & outside storage
West	City of North Las Vegas	M-2	Office/warehouse, retail, & outside storage

#### **Related Applications**

<b>Application Number</b>	<b>Request</b>
WC-23-400103 (ZC-0008-98)	A waiver to the conditions of a zone change requiring B-2 landscaping along Lamb Boulevard is a companion item on this agenda.

#### **STANDARDS FOR APPROVAL:**

The applicant shall demonstrate that the proposed request meets the goals and purposes of Title 30.

#### **Analysis**

##### **Comprehensive Planning**

##### Waivers of Development Standards

According to Title 30, the applicant shall have the burden of proof to establish that the proposed request is appropriate for its existing location by showing that the uses of the area adjacent to the property included in the waiver of development standards request will not be affected in a



substantially adverse manner. The intent and purpose of a waiver of development standards is to modify a development standard where the provision of an alternative standard, or other factors which mitigate the impact of the relaxed standard, may justify an alternative.

#### Waiver of Development Standards #1a & #1b

Overall, staff finds that landscaping, particularly that which is provided within parking lots, serve an important purpose in visually softening large, paved areas, but also serve to reduce the radiant heat that occurs within paved areas. With that said, staff has found in similar truck yards and parking lots that the presence of these landscape islands and trees can present an operational obstacle and hazard, with these islands being lost due to trucks running over the landscaping islands due to the tight turns that are usually required within these types of parking lots. Staff finds that an almost 6.5 acre addition of pavement is a significant amount of pavement without some additional landscaping provided to prevent the heat island effect. In addition, the employee parking addition is also being constructed on raw land and should meet the requirements of Figure 30.64-14. As a result, while staff appreciates that amount of landscaping provided along Lamb Boulevard, staff finds the failure to provide parking lot landscaping per Figure 30.64-14 within the employee parking lot expansion is a self-imposed burden and that an alternative should be provided to mitigate the amount of paving being proposed. For these reasons, staff cannot support this request.

#### Waiver of Development Standards #1c

Staff usually finds that the purpose of street landscaping is to not only provide shade along the sidewalk, but also to create an attractive buffer between the street and the right-of-way and to assure proper siting of buildings and fences/walls. Based on the landscape plans, the number of trees being provided exceeds what is required by Title 30, as 39 large, 24 inch box trees are being provided where 20 large trees are required. In addition, due to the NDOT right-of-way and not being able to provide the 2 rows of trees per Figure 30.64-17, the trees along Lamb Boulevard have been spaced every 10 feet on center. Staff finds that the amount of landscaping provided is significantly more than what is required and provided in the surrounding area. Staff also finds that the landscaping provided should meet the intent of Title 30, which is to shade the sidewalk and screen on-site uses from the right-of-way, as the size and spread of the provided trees appears to meet those goals. For these reasons, staff could support this waiver of developments; however, since staff cannot support waiver of development standards #1a and #1b, staff cannot support this request.

#### Design Review #2

Overall, staff finds that the proposed parking lots are appropriate given the surrounding industrial areas and will support on-going industrial activities. In addition, staff finds that the siting of the parking lots are well intentioned to allow for adequate screening of the truck parking lot from the Lamb Boulevard right-of-way. In addition, staff finds that the street landscaping is attractive and well provided and sufficient parking for both employees and associated equipment. With that said, staff finds that the amount of paving being proposed is significant and necessary mitigation measures are needed in an area that is already considered heat vulnerable. Given that these mitigation measures are not present, the employee parking area is not designed to Code even though the site is raw land, and staff is not supporting the waivers of development standards; therefore, staff cannot support this request.



## **Public Works - Development Review**

### Waiver of Development Standards #2

Staff has no objection to the reduction in throat depth for the existing Lamb Boulevard commercial driveway. The applicant worked with staff to remove parking spaces, which provides more room for vehicles to safely exit the right-of-way to gain access to the site. However, since Planning is recommending denial of the application, staff cannot support this waiver.

### Design Review #1

This design review represents the maximum grade difference within the boundary of this application. This information is based on preliminary data to set the worst case scenario. Staff will continue to evaluate the site through the technical studies required for this application. Approval of this application will not prevent staff from requiring an alternate design to meet Clark County Code, Title 30, or previous land use approval. However, since Planning is recommending denial of the application, staff cannot support this design review.

## **Staff Recommendation**

Denial.

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:

- No outside storage of vehicles permitted within the M-D zoned portion of APN 140-05-201-003;
- Provide landscaping along the eastern, southern, and western edges of the southern truck parking area per Figure 30.64-11;
- Certificate of Occupancy and/or business license shall not be issued without final zoning inspection.
- Applicant is advised that the installation and use of cooling systems that consumptively use water will be prohibited; the County is currently rewriting Title 30 and future land use applications, including applications for extensions of time, will be reviewed for conformance with the regulations in place at the time of application; 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; and that this application must commence within 2 years of approval date or it will expire.

## **Public Works - Development Review**

- Drainage study and compliance;
- Drainage study must demonstrate that the proposed grade elevation differences outside that allowed by Section 30.32.040(a)(9) are needed to mitigate drainage through the site.



- Applicant is advised that approval of this application will not prevent Public Works from requiring an alternate design to meet Clark County Code, Title 30, or previous land use approvals; and that Nevada Department of Transportation (NDOT) permits may be required.

**Fire Prevention Bureau**

- No comment.

**Clark County Water Reclamation District (CCWRD)**

- No comment.

**TAB/CAC:** Sunrise Manor - approval.

**APPROVALS:**

**PROTESTS:**

**APPLICANT:** LEIF VAN ACKER

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