

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

UC-24-0387-SIENA 52 HOLDING LIMITED PARTNERSHIP & SIENA 53 HOLDING LIMITED PARTNERSHIP:

HOLDOVER USE PERMITS for the following: **1)** emergency/urgent care facility; **2)** gas station; and **3)** motel with transient and non-transient stays.

WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** alternative parking lot landscaping; **2)** eliminate and reduce buffering and screening; **3)** modify residential adjacency standards; and **4)** reduce driveway departure distance.

DESIGN REVIEWS for the following: **1)** shopping center; and **2)** motel on 14.12 acres in a CG (Commercial General) Zone.

Generally located on the south side of Charleston Boulevard and the west side of Broadalbin Drive within Sunrise Manor. TS/hw/syp (For possible action)

RELATED INFORMATION:

APN:

161-06-501-006; 161-06-501-008 through 161-06-501-009

WAIVERS OF DEVELOPMENT STANDARDS:

1. Allow alternative parking lot landscaping with reduced landscape finger islands where a parking lot landscaping is required per Section 30.04.01D.
2.
 - a. Eliminate the buffering and screening along a portion of the western property line where required per Section 30.04.02.
 - b. Reduce the width of a landscaping strip along the western property line to 13.3 feet where 15 feet is required per Section 30.04.02 (an 11% reduction).
3.
 - a. Allow access to a residential local street (Broadalbin Drive) where such access is not permitted by Section 30.04.06D.
 - b. Reduce the separation from drive-thru lanes to a multi-family residential use to the west to 54 feet where 200 feet is the minimum per Section 30.04.06E (a 73% reduction).
 - c. Reduce the separation from drive-thru lanes to a single-family residential use to the north to 167 feet where 200 feet is the minimum per Section 30.04.06E (a 16% reduction).
 - d. Allow the largest building within a multi-building complex to be adjacent to a residential development where not permitted by Section 30.04.06G.
 - e. Allow parking adjacent to a residential use without additional screening where such screening is required by Section 30.04.06L.
4. Reduce the departure distance for the northern driveway along Broadalbin Drive to 142 feet where 190 feet is the standard per Uniform Standard Drawing 222.1 (a 25% reduction).

LAND USE PLAN:
SUNRISE MANOR - CORRIDOR MIXED-USE

BACKGROUND:
Project Description

General Summary

- Site Address: N/A
- Site Acreage: 14.12
- Project Type: Shopping center with an emergency care facility & transient/non-transient motel
- Number of Stories: 1 (shopping center)/4 (motel)
- Building Height (feet): 34.5 (shopping center max)/49.6 (motel)
- Square Feet: 25,353 (shopping center)/383,327 (motel)
- Parking Required/Provided: 305/541
- Sustainability Required/Provided: 7/7

Site Plan

The plan provided depicts a proposed shopping center and motel complex located on the southwest corner of Charleston Boulevard and Broadalbin Drive, approximately 900 feet west of Lamb Boulevard. The plans show that the parcel is 14.12 acres with the motel for both transient and non-transient stays primarily located on the southern half of the site with the commercial buildings located on the northern portion of the site. The plans show that there are 5 proposed commercial buildings totaling 25,353 square feet and 5 motel buildings totaling 383,327 square feet. Access to the site is provided by 5, two-way commercial driveways and 1 exit only driveway. Two of the two-way driveways access Charleston Boulevard, one centrally on the site and the other toward the eastern side of the site. Another 2 of the two-way driveways access Broadalbin Drive, one centrally on the site and another in the southeast corner of the site. There are also 2 driveways that access the Sacramento Drive Access Easement, a two-way driveway located centrally on the site and a one-way exit only located in the southwest corner of the site. Overall, these driveways access a system of drive aisles that form a cross shape across the site with a main east-west drive aisle that connects Sacramento Drive and Broadalbin Drive. This drive aisle runs centrally on the site south of all of the commercial buildings providing access to the buildings through smaller drive aisles. Another main drive aisle runs north-south connecting Charleston Boulevard, the east-west drive aisle, and the motel site. A third major drive aisle also runs from Broadalbin Drive to Sacramento Drive and runs east to west just south of the motel buildings. In addition, the site plans show that pedestrian access walkways are provided throughout the site and connect all buildings. Additionally, bicycle racks and EV parking spaces are provided throughout the site per Title 30 requirements. Overall, a total of 305 parking spaces are required for all uses with 541 parking spaces provided throughout the whole site.

Building A

At the northwestern corner of the site is a proposed 5,244 square foot quick service restaurant with 595 square feet of outdoor dining space located on the east side of the building and a 24 foot wide drive-thru lane that wraps around the site starting on the east side of the proposed western parcel. The drive-thru starts by running north along the proposed parcel boundary, then west, and then heading south to connect with the western side of the proposed building. The

proposed building is situated in the west-central portion of the site. Parking is provided directly to the east of the proposed building. The drive-thru is shown to be 54 feet away from the multi-family residential development to the west and 122 feet from the single-family residential developments to the north. A trash enclosure is provided to the southeast of the building.

Building B

The second commercial building is to the east of Building A and is proposed to be a convenience store with a gas station. The convenience store is shown to be rectangular in shape and approximately 5,200 square feet and located south of the gas pumps. The gas canopy and fuel pumps are shown to be located 63 feet north of the proposed convenience store building and approximately 167 feet from the single-family residential development to the north across Charleston Boulevard. Parking for the site is located both in front of and behind the convenience store building. A trash enclosure and loading area is provided directly to the southeast of the convenience store building.

Building C

The third commercial building is found directly to the east of a central drive aisle. The proposed building is to be another quick service restaurant with a total area of 1,809 square feet with the building placed in the north-central portion of the site. The area south of the building primarily serves a 12 foot wide drive aisle that starts at the south end of the parcel and runs north to connect with the building and exits just to the east of the building. The drive thru lane encircles a central landscaping area and is shown to be setback approximately 160 feet from the single-family residential development to the north but will mostly be completely screened from the development by the restaurant building. Parking is shown to be located directly to the north and east of the central landscaping space and building. A trash enclosure is provided at the northern end of the parking row adjacent to the landscaping area.

Building D

The fourth commercial building is found approximately 56 feet to the east of Building C and is shown to contain 3,000 square feet and will service a future restaurant or retail use. The building is shown to be rectangular in shape. The plans show that this building will also be provided with a drive-thru lane that is 12 feet wide. This drive-thru lane will be just north of the proposed building and will progress along the north and western sides of the building, exiting at the southwest corner of the building. Parking for the building is shown to the north and east of the proposed building. A trash enclosure is northeast of the building and a loading space is located on the south side of the drive aisle to the south.

Building E

The easternmost commercial building is located in the northeast corner of the site. The proposed 10,100 square foot building will serve as an emergency care facility. The building is rectangular in shape with drop-off and pick-up areas located in the northwest and southwest corners of the building. Parking for the site is located surrounding the building. A trash enclosure is provided just to the east of the building. In addition, a small ATM structure is provided on the south side of the drive aisle to the south the building. The ATM structure will have two, 12 foot wide drive aisles that will both enter and exit from the east-west drive aisle with room for a total of 6 cars in each lane.

Motel Site

The plans show that the motel site runs the length of the southern portion of the site and is primarily located south of the main east-west drive aisle. The motel is comprised of 5 buildings with 2 buildings on the west side of the main north-south drive aisle and 3 buildings on the east side of the main north-south drive aisle. Each building is comprised of a northern and southern wing that surround a central courtyard space. This results in a footprint that ranges in size from 17,905 square feet for the eastern 4 buildings up to 21,069 square feet for the westernmost building. In addition, a 3,195 square foot clubhouse space is being provided to the northeast of the eastern building on the west side of the north-west driveway. The clubhouse will also come with a pool area. In addition, a playground and a dog park are provided on the north side of the eastern set of buildings. Parking is provided in 2 parking courts located to the south of each set of buildings. Additionally, the entire motel site is sectioned off from the northern shopping center and the surrounding area by a 6 foot tall wrought iron fence. A main entrance gate is provided in the central north-south drive aisle, approximately 115 feet south of the intersection with the main east-west drive aisle for the site. An additional two-way gated entrance is provided along the southeast driveway along Broadalbin Drive. The gate is set back 75 feet from Broadalbin Drive with the call box set back 50 feet from Broadalbin Drive. Lastly, an exit only gate is located along the southwestern driveway that exits out onto the Sacramento Drive Public Access Easement. This gate is shown to be set back about 25 feet from the edge of the easement. All provided gates are 6 feet tall, made of wrought iron, and are swing gates. Trash enclosures are provided within the southern parking lot area and are within 200 feet of the motel building.

Landscaping

The plans show that parking lot, street, and buffering landscaping is being provided across the site. Street landscaping is being provided along Charleston Boulevard and Broadalbin Street. Along Charleston Boulevard, a varying 10 foot to 22 foot wide landscaping strip is being provided behind an existing attached sidewalk, however, the first 10 feet behind the attached sidewalk is a County owned public right-of-way area. If the right-of-way were ever improved, the width of the landscape planters would be zero feet to 12 feet. The placement of landscaping within this right-of-way area will require a waiver for non-standard improvements in the right-of-way. Along Broadalbin Drive, a 15 foot to 17 foot wide landscaping street is being provided behind an attached sidewalk. In both street landscaping strips, a combination of mostly Shoestring Acacia and Blue Palo Verde trees are provided. A total of 15 Shoestring Acacia trees are provided along Broadalbin Drive, where 14 large trees are required, and a total of 36 Shoestring Acacia trees are provided along Charleston Boulevard, where a total of 36 large trees are required. Additional Blue Palo Verde trees are interspersed amongst the Shoestring Acacia trees along the streets. Within the parking lot, a combination of Shoestring Acacia, Blue Palo Verde, Mulga, and Weeping Acacia trees are provided in various combinations. In general, trees are placed every 6 spaces or every 12 spaces when a landscape strip is present. When such an arrangement is not possible, additional trees have been provided in alternate locations to off-set this issue.

The plan shows that a screening landscape buffer has been provided along the entire southern property line and a portion of the southwestern property line. The landscape buffer present along the southern property line consists of a 15 foot wide landscaping strip with 2 staggered rows of Mulga trees spaced every 10 feet. Additionally, an 8 foot high decorative wall is proposed along

the southern property line. Along the southern 265 feet of the western property line a modified screening landscape buffer is provided. The landscape strip along this portion of the property is shown to be 13.3 feet wide and contains Blue Palo Verde trees every 10 feet in staggered rows south of the proposed driveway and Shoestring Acacia placed every 10 feet in a single row north of the proposed driveway. An 8 foot high decorative wall is proposed to the west of the proposed landscape strip. This configuration of the screening landscape strip along the western property line requires a waiver of development standards.

Elevations & Floor Plans

The elevations and floor plans provided depict the following for each building:

Building A

This building is shown as a typical commercial restaurant building and stands 23 feet tall. The exterior of the building is primarily beige colored stucco with neutral metal roof elements. The roof is a flat roof with cool roof elements. Roof extensions and wall pop-outs are found on all elevations. A brick veneer accent runs along the entire base of the building. The main entrance to the building is found on the east elevation with an additional customer entrance on the south side of the building. All window and doors have an associated awning. A 10 foot tall outside dining patio with fans is found on the east side of the building. The interior of the building shows a 940 square foot dining area and a 1,275 square foot kitchen space. Additional spaces in the building include a breakroom, restrooms, a drive-thru meal fulfillment area and freezer and refrigerator space.

Building B

Building B is shown as a typical commercial retail building and stands 21.5 feet tall at its tallest point. The exterior of the building is primarily a dark beige colored stone block with a lighter, neutral colored long block dispersed between the darker blocks. Brown metal roof elements are provided along the entire roof line. The roof is a flat roof with cool roof elements. Roof extensions and wall pop-outs are found on all elevations. A slate stone veneer accent runs along the entire base of the building. The main entrance to the building is found on the north elevation with a standard aluminum window and double door system. An additional customer entrance with a single aluminum door is found on the eastern elevation. All window and doors have an associated awning or are recessed into the building. The interior of the building is shown to contain a 2,596 square foot sales area with a 495 square foot back room, and 426 square foot cashier and prep area. Additional areas include restrooms, a walk-in cooler, storage, and freezer and refrigerator spaces.

Building C

Building C is shown to be a restaurant building with brand specific architecture. The building elevations show the building will be 24.5 feet tall with a taller building blade element reaching 34.5 feet all. The elevations show that all four elevations of the site will primarily be brightly painted stucco with articulations that mimic dessert sprinkles. Metal accent paneling is provided along the north, south, and east elevations. A blade projection is provided along the northern façade with the entrance to the building along the north side of the building as well. Access to the building is provided by a standard commercial aluminum window and double door system with a donut outline surrounding the entrance. Numerous wall and roof projections are provided

across the building. The interior of the building is shown to include a 410 square foot sales area and a 226 front of house kitchen. An 870 square foot back of house kitchen, restrooms, and a break room are also provided.

Building D

The applicant indicates this building will be developed in the future and no floor plans or elevations are provided.

Building E

Building E is shown to be a typical commercial building with a maximum height of 28.3 feet tall. The building is comprised primarily of a sand-colored stucco and brick veneer. The brick is primarily found along the base of the building and the corners of the building with the stucco within the center portions of the building. The roof is flat with cool roof elements and a foam parapet around the building. Roof and wall projections are provided on the corners of the building. Two identical porte-cocheres are provided along the north and south elevations of the building and are architecturally compatible with the building. Sliding doors for the entrance to the building are provided on the south and north of the building and all windows and doors on the south and west facades are shaded with awnings. The interior of the building shows a main corridor that circles the building with various exam rooms, laboratory, offices, and support room connecting to this corridor. A waiting room and various staff break rooms are also provided.

Motel Site

The elevations provided show that the 5-motel buildings are all similar in size and design to each other. The elevations show that the motel buildings will be approximately 50 feet tall. The motel buildings will primarily be constructed of blue, silver, and white stucco with black metal railings accenting each floor. The elevations show that various white wall and roof projections will be provided to break up each façade and call out certain building modules. Staircases on the west and east facades will be capped on the roof by a metal parapet with the walls containing an accented vertical metal screen. The elevations show that all corridors are external to the building with rooms located interiorly to the corridors. The elevations show that the clubhouse will have a matching architectural theme and colors and will be a maximum of 20 feet tall. The interior of the clubhouse will contain a game room and gathering space, a lobby, a gym, an office, and other support spaces. The floor plans show that the motel will contain 1 and 2 bedroom units to accommodate non-transient stays. These units will all contain a central living room space with a full kitchen. The bedroom spaces will be separated from the central living room space and will be either to the east or west of the living room in the 1 bedroom units or on both sides of the living room in the 2 bedroom units. The plans show that the 1 bedroom units will be about 440 square feet and the 2 bedroom units will be about 675 square feet. The plans show that each floor of the motel buildings will contain approximately 24 units with the ground level also containing laundry and mechanical/support spaces. Each building is shown to have 4 rows of units with the 2 bedroom units shown to be primarily on the ends of each row with the 1 bedroom units situated between them. A central courtyard space is shown in the middle of each motel building.

Applicant's Justification

The applicant states the proposed project consists of 5 motel buildings, 5 commercial buildings, including a pad site for future development, and an ATM. The applicant states that the

surrounding area consists of a variety of multi-family, single-family, and commercial developments. The applicant also indicates that landscaping has been provided across the site helping with shading and the screening of the site. They state the architecture of the buildings is like other structures in the area and will primarily be neutral colors. The applicant indicates that the non-transient use of motels is common in the area and that there are no hospitals in the area as well which supports the uses being proposed. In addition, the applicant also states that the gas station and the drive-thrus have been sufficiently screened and are like other developments along Charleston Boulevard.

Prior Land Use Requests

Application Number	Request	Action	Date
ZC-21-0711	Reclassified the site from C-1 to C-2 zoning for a future development	Approved by BCC	February 2022
UC-0446-16	Increased the height of and allowed new power poles	Approved by PC	August 2016
UC-1820-00	Replaced a wooden power pole with a tubular steel pole	Approved by PC	January 2001
VC-1776-94	Reduced setbacks for a bank operation building - expired	Approved by PC	December 1994
VC-156-89	Allowed a 10 foot high chain-link fence and automobile impound lot in conjunction with a bank operations building - expired	Approved by PC	April 1989
AC-055-89	Allowed a 2,600 square foot truck and loading area and vault addition to an existing bank operation building - expired	Approved by PC	April 1989
AC-141-88	Constructed a two-story, 41,000 square foot office and bank operations building - expired	Approved by PC	July 1988
ZC-3-87	Reclassified the site from R-E and R-2 zoning to the C-1 zoning for a 540 space parking lot - expired	Approved by BCC	February 1987
AC-162-80	Constructed an 80 square foot ATM building - expired	Approved by PC	November 1980
AC-062-79	Constructed a 16,000 square foot warehouse addition to an existing bank operations center - expired	Approved by PC	May 1979
AC-020-77	Allowed the construction of a 1,500 square foot bank	Approved by PC	May 1977
AC-052-76	Allowed an addition to a bank operations center - expired	Approved by PC	September 1976
ZC-123-71	Reclassified the site from R-E to C-1 zoning for a bank operations center - expired	Approved by BCC	October 1971

Surrounding Land Use

	Planned Land Use Category	Zoning District (Overlay)	Existing Land Use
North	City of Las Vegas	R-1, P-R, C-1, & C-V	Single-family residential & offices

Surrounding Land Use

	Planned Land Use Category	Zoning District (Overlay)	Existing Land Use
South	Mid-Intensity Suburban Neighborhood (up to 8 du/ac)	RS5.2	Single-family residential
East	Corridor Mixed-Use	CG	Shopping center
West	Corridor Mixed-Use & Urban Neighborhood (greater than 18 du/ac)	CG & RM32	Shopping center & multi-family residential

Related Applications

Application Number	Request
TM-24-500076	A tentative map for a 1 lot commercial subdivision 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 that the purpose of reviewing use permits for emergency care facility is to assure that it is properly located, and any possible noise is mitigated. Staff finds that in this case, the proposed emergency care facility is located within a neighborhood and area that is generally underserved by medical facilities. Staff finds that the nearest hospitals and emergency rooms are approximately 5 to 6 miles away from the site by a driving path. Staff finds that the addition of this facility would provide a needed community and public service. In addition, the site is separated from less intense uses by other buildings and intense landscaping, as well as larger arterial roads like Charleston Boulevard. As a result, any noise caused by ambulances should not result in a sustained and noticeable impact. In addition, staff finds that the proposed use permit would support Master Plan Policy 2.3.6, which encourages a more uniform geographic distribution of healthcare facilities, especially along high-transit corridors. For these reasons, staff can support this use permit.

Use Permit #2

Staff finds that the siting of gas stations and their related equipment is important to consider due to the impact that such facilities can have on noise and air quality for surrounding properties. Staff finds that the proposed gas station is sited along a highly traveled arterial street in Charleston Boulevard and the residential properties that are within the 200 feet of the proposed gas station are mainly across Charleston Boulevard to the north. Ultimately, staff finds that with the landscaping present along the Charleston Boulevard frontage and the high traffic nature of Charleston Boulevard, the proposed gas station should not pose any additional burden to the residential properties nearby. For these reasons, staff can support this use permit.

Use Permit #3

Staff finds that the purpose of reviewing motels that allow non-transient guests is to assure that the proposed motel with longer term guests will not negatively impact any existing uses in the area. Staff finds that the proposed motel will be equipped with full kitchens allowing for non-transient guests to provide food for themselves. The motel is also equipped with various practical and recreational amenities, such as laundry rooms, a pool, playground, clubhouse, and dog park. Staff also finds that the motel is sufficiently separated from the nearby residential developments and the proposed screening should help to reduce any negative impacts. The motel will also have easy access to Interstate 11, which should also help support a more transient use of this motel. As a result, the proposed transient and non-transient motel would support Master Plan Policy 1.1.5. For these reasons, staff can support this use permit.

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

In addition, staff finds that the site has been provided with a generous amount of landscaping within the overall site, particularly in the parking lot. While the parking lot itself has been provided with more trees than is required by Code, these trees have not always been placed within terminal landscaping fingers. Staff finds that in this case, the additional trees and the locations that these trees have been placed provide a mitigating benefit for the trees not being placed within typical landscape islands and have offset the shading benefit to other portions of the site that would not have otherwise benefited from the shade provided by trees in landscape finger islands. For these reasons, staff can support this waiver of development standards.

Waiver of Development Standards #2

Overall, staff finds that the propose of screening and buffering landscaping is to provide a physical and natural barrier between uses of differing intensity to ultimately reduce the impact that higher intensity uses could impart on lower intensity uses, such as noise, light, and building massing, amongst other factors. Staff finds that the buffering landscape strip in question is the

strip buffering the motel site from the multi-family residential development to the west. Staff finds that given the non-transient nature of the proposed motel the intensity of the motel site is similar in nature to the multi-family development. In addition, the requested reduction to the width of the landscape strip is relatively minor, amounting to a 1.7 foot reduction in width. Aside from this reduction, the provided buffer landscaping strip complies with Title 30 regulations in terms of the provided plant materials and configuration. In the end, staff finds that the number of trees provided should have sufficient space to grow and should still be able to act as a barrier to negative effects on the adjacent multi-family development. Finally, while the proposed driveway ultimately requires the elimination of the landscape strip, staff can support this waiver provided that some sort of screening material is provided on the proposed gate to further facilitate the screening of the motel property. For these reasons, staff can support this waiver of development standards.

Waiver of Development Standards #3a

The purpose of reviewing a large commercial project and its access to a street developed with residential uses is to evaluate the traffic resulting from the proposed development does not impact the adjacent residential developments. Broadalbin Drive leads south into an established 100 acre single-family residential development that also accesses Wyoming Avenue, a collector street. Staff finds the existing project site already contains 2 driveways along Broadalbin Drive and the commercial development to the east also contains 2 driveways onto Broadalbin Drive. For these reasons, and for the reason used to support waiver of development standards #4, staff can support this request.

Waiver of Development Standards #3b & #3c

Staff finds that the siting of drive-thrus and their related equipment is important to consider due to the impact that such facilities can have on noise and air quality for surrounding properties. Staff finds that the proposed drive-thrus are sited along a highly traveled arterial street (Charleston Boulevard) and the residential properties that are within the 200 feet of the proposed drive-thrus are mainly across Charleston Boulevard. Ultimately, staff finds that with the landscaping present along the Charleston Boulevard frontage, the placement of buildings to screen the drive-thrus, and the high traffic nature of Charleston Boulevard, the proposed drive-thrus along Charleston Boulevard should not pose any additional burden to the residential properties nearby. In terms of the drive-thru, located along the Sacramento Drive alignment adjacent to the multi-family development to the west, staff finds that sufficient landscaping has been proposed in the vicinity of the drive-thru and there are also several large buildings that should help screen the drive-thru as well. In addition, there are already a similar drive-thru facility along the Sacramento Drive alignment. For these reasons, staff can support this waiver of development standards.

Waiver of Development Standards #3d & #3e

The purpose of siting higher activity uses and large-scale buildings away from adjacent residential properties is to reduce the negative consequences of those uses and to reduce the massing which could result in reduced privacy, increased shading of nearby properties, and the awkwardness of out-of-scale buildings. However, staff finds that the proposed motel with a height of nearly 50 feet, while permitted by the zoning district, would be nearly twice as tall as any nearby commercial or residential buildings. Staff finds that the proposed setback of the

motel building, placing it closer to the shopping center portion of the site, helps to reduce the massing of the building along the south property line and the proposed the landscape buffer helps to reduce some of the visual impact from the multi-family residential development to west. In addition, the motel building has been designed so that only a staircase enclosure would face the multi-family residential development and the setback and landscaping should help reduce privacy issues to the surrounding properties. Lastly, the provided landscaping and screening provided along the western property line should be sufficient to screen the adjacent parking areas. For these reasons, staff can support these waivers of development standards.

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 others architectural and aesthetic features are not unsightly or undesirable in appearance; and 3) site access and circulation do not negatively impact adjacent roadways or neighborhood traffic.

Overall, staff finds that the proposed shopping center and motel complex provides new dining opportunities for the area, but also needed healthcare and lodging facilities. The designs of the proposed buildings are generally modern and consistent with other brand specific architecture both within Clark County and nationally. In addition, there is sufficient parking provided on the site and circulation is generally well thought out on the site. Staff also finds that landscaping has been well provided with street and parking lot landscaping able to provide needed shade in an area with high heat island impacts and the buffering landscaping adequately screens the site. Finally, the development of the subject site would also activate a previously underutilized property which will support Master Plan Policy 1.4.4, which encourages the redevelopment of previously used infill lots. With the denial of the access to Broadalbin Drive, staff can support the design reviews.

Public Works - Development Review

Waiver of Development Standards #4

Staff has no objection to the reduction in departure distance for the Broadalbin Drive commercial driveway. The applicant has worked with staff to provide addition throat depth helping vehicles to safely exit the right-of-way to gain access to the site. Additionally, Broadalbin Drive should see minimal traffic as it ends to the south.

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

- Provide screening on the egress gate along the western property line;

- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance.
- Applicant is advised that within 4 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; a fee-in-lieu for reduced landscaping per Section 30.04.01E may apply; and the applicant is solely responsible for ensuring compliance with all conditions and deadlines.

Public Works - Development Review

- **Execute a License and Maintenance Agreement for any non-standard improvements within the right-of-way;**
- Drainage study and compliance;
- Traffic study and compliance.
- Applicant is advised that off-site improvement permits may be required; and that Nevada Department of Transportation (NDOT) permits may be required.

Fire Prevention Bureau

- Provide a Fire Apparatus Access Road in accordance with Section 503 of the International Fire Code and Clark County Code Title 13, 13.04.090 Fire Service Features.
- 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 initiated for this project; to email sewerlocation@cleanwaterteam.com and reference POC Tracking #0174-2024 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require a new POC analysis.

TAB/CAC: Sunrise Manor - approval of use permits #1 and #2, waivers of development standards, and the design reviews; denial of use permit #3.

APPROVALS: 1 card

PROTESTS: 2 cards, 1 letter

COUNTY COMMISSION ACTION: September 18, 2024 – HELD – To 10/02/24 – per the applicant.

APPLICANT: MITCH OGRON

CONTACT: CASSANDRA WORRELL, 520 S. FOURTH STREET, LAS VEGAS, NV 89101