

03/19/25 BCC AGENDA SHEET

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

UC-25-0115-CITY LIGHT CHURCH, INC.:

USE PERMIT to allow a parking lot.

WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** modify buffering and screening standards; **2)** modify residential adjacency standards; **3)** eliminate electric vehicle charging spaces; **4)** waive street dedication; and **5)** allow a dead-end street to not have a turnaround area.

DESIGN REVIEW for a parking lot on 4.09 acres in a CP (Commercial Professional) Zone within the Airport Environs (AE-60) Overlay.

Generally located on the north side of Sunset Road, 280 feet west of Lindell Road within Spring Valley. MN/jud/kh (For possible action)

RELATED INFORMATION:

APN:

163-36-401-032

WAIVERS OF DEVELOPMENT STANDARDS:

1. Allow a 10 foot wide landscape buffer with an 8-foot-high non-decorative screen wall where a 15 foot wide landscape buffer with an 8-foot high decorative screen wall is required per Section 30.04.02C.
2.
 - a. Allow higher activity areas (parking) of the development adjacent to a residential district where not permissible per Section 30.04.06G.
 - b. Allow unscreened parking areas within 30 feet of a residential district where screening is required per Section 30.04.06L.
3. Eliminate EV capable and installed parking spaces where required per Section 30.04.04H.
4. Waive street dedication (Westwind Road) where required per Section 30.04.08D.
5. Allow a dead-end street over 150 feet in length to not have an appropriate turnaround area where required per Section 30.04.08D.

LAND USE PLAN:

SPRING VALLEY - NEIGHBORHOOD COMMERCIAL

BACKGROUND:

Project Description

General Summary

- Site Address: N/A
- Site Acreage: 4.09
- Project Type: Parking lot
- Sustainability Required/Provided: 7/2

Site Plan

The plan depicts a satellite parking lot consisting of 394 parking spaces for a previously approved and under construction place of worship located immediately west of the current site. A use permit is included in this application to allow a parking lot as a primary use. The proposed site design consists of a centrally located 170 foot long, 26 foot wide drive aisle proposed to provide access via Sunset Road. Parking areas are split into 2 sections east and west with a central 5 foot wide pedestrian walkway running east/west. Furthermore, the plans show four single rows of parking along the perimeters of the site, and 3 double rows of parking (running east-west) on each side of the drive aisle. The site lighting is proposed at a maximum of 18 feet in height. An existing 8 foot block wall is located along the north property line. No electric vehicle charging stations are proposed for this use; consequently, a waiver of development standards is included. Additional waivers of development standards included with application are requested to waive the dedication of Westwind Road and to allow an alternative right-of-way turnaround design. A 250 foot portion of Westwind Road will not be dedicated between Teco Avenue and Sunset Road. No vehicular cross access is provided between the place of worship and the proposed parking lot.

Landscaping

Perimeter landscaping is provided along Sunset Road. The landscape area consists of a detached sidewalks with 5 foot landscaping on both sides of the sidewalk. Along the north boundary line, the plans depict a 10 foot landscape buffer with 7 foot high staggered evergreen trees with an existing 8 foot high block wall. Therefore, not meeting Code requirements for buffering and screening, which requires a 15 foot landscape buffer with an 8 foot high decorative screen wall. The proposed parking lot landscaping meets Code requirements along the perimeter parking areas. However, the central double rows of parking, consisting of 19 parking spaces each row, only provide landscaping consisting of 2 medium trees at the end of each row. The applicant proposes alternative on-site locations of the required parking lot landscaping to help offset the removal of trees required per Figure 30.04-1. Overall, the plan depicts 105 medium and large trees with the required ground coverage.

Applicant's Justification

The applicant states the perimeter 10 foot landscape buffer along the north will create an intensive buffer between the residential uses and the proposed parking lot. The property owner indicates having spoken with the neighbors, and they agreed to the 10 foot wide landscape buffer. Utilizing the existing wall will avoid the potential disruption and redundancy of adding an unnecessary double wall, ensuring minimal impact on neighboring properties. The proposed parking lot adjacent to residential uses is essential to support the community's needs and is directly tied to the operations of the place of worship located to the west of the site. It serves as a necessary complement to the church, ensuring adequate and accessible parking for congregants and visitors. This design reduces overflow parking on nearby streets, thereby minimizing potential disruptions to the surrounding residential area.

Even though the applicant recognizes the growing importance for infrastructure that supports EV charging stations, the applicant indicates the users of this lot have a relatively low demand for such installation. This can lead to underutilization, making the investment inefficient at this stage. The addition of EV charging stations requires the allocation of dedicated parking spaces and due to

existing constraints on parking availability, this would reduce the total number of spaces for other users, potentially causing inconvenience to the majority of our patrons.

In, addition, the applicant states the request terminate Westwind Road at its current endpoint is due to the low volume to traffic flow through Westwind Road. Their intention is to repurpose the site for the development of a parking lot. The applicant proposes to install a crash gate in lieu of the county approved turnaround. In the event of an emergency, emergency vehicles will be able to perform a turnaround within the 4 lot cul-de-sac of Westwind Road and continue traveling north. If access to Sunset Road is preferred, a crash gate would provide access through the proposed parking lot to Sunset Road.

The applicant further stated that this site is being developed independently and not in conjunction with another application and are only ensuring cross-access to the adjacent development to the west through a pedestrian cross path. The parking lot on this site is designed to accommodate the needs of the community that utilizes the place of worship located to the west.

Surrounding Land Use

	Planned Land Use Category	Zoning District (Overlay)	Existing Land Use
North	Ranch Estate Neighborhood (up to 2 du/ac)	RS20 (NPO-RNP & AE-60)	Single-family residential
South	Business Employment	IP (AE-60)	Warehouse
East	Neighborhood Commercial	RS20 (AE-60)	Undeveloped
West	Neighborhood Commercial	CP (AE-60)	Place of worship

Related Applications

Application Number	Request
ZC-25-0113	A zone change from RS20 to CP is a companion item on this agenda.
VS-25-0114	A vacation and abandonment for a portion of right-of-way being Sunset Road 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 Permit

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.

Staff finds the proposed parking lot use should not have a negative impact on the surrounding area. Also, Spring Valley Goal SV-1 encourages the protection of existing neighborhoods in Spring Valley while providing opportunities for growth and complementary uses. For these reasons, staff can support this request.

Waivers of Development Standards

The applicant shall have the burden of proof to establish that the proposed request is appropriate for its proposed location by showing the following: 1) the use(s) of the area adjacent to the subject property will not be affected in a substantially adverse manner; 2) the proposal will not materially affect the health and safety of persons residing in, working in, or visiting the immediate vicinity, and will not be materially detrimental to the public welfare; and 3) the proposal will be adequately served by, and will not create an undue burden on, any public improvements, facilities, or services.

Waivers of Development Standards #1 & 2

Even though the proposed buffering and screening along the north side of the site does not meet Code due to the reduced width of the landscape strip and the screen wall type, staff finds the proposed planting of the evergreen trees in close proximity to each other and the wall height. This is an agreeable mitigation to the required buffering and screening as well as the residential adjacency standards since the tree spread will meet the intent of the buffering and screening. While staff is normally concerned about the potential negative impacts of idling vehicles in the vicinity of residential uses, staff sees the parking lot use as acceptable adjacent to single family residences. The proposed use will contribute to the reduction of overflow parking on nearby streets and will minimize potential disruptions to the surrounding residential area. Spring Valley Policy SV-1.4 of the Master Plan encourages the adaptive reuse of vacant sites for non-residential uses along major corridors to provide smooth transition between viable residential uses and major streets while maintaining a residential character. Therefore, staff can support these requests.

Waiver of Development Standards #3

The purpose of providing EV capable and installed charging spaces is to adapt to changing trends in car ownership and the increase in the number of non-gasoline powered vehicles. Staff finds that given the trend of electric vehicles becoming more affordable and the overall growth of ownership of such vehicles, there is a need for EV capable and installed spaces in the parking lot. Staff finds that new developments should be providing these facilities. In addition, Policy 3.2.4 of the Master Plan encourages the expanded use of electric and alternative fuel vehicles and other emerging technologies that support the County's sustainability goals. Consequently, staff cannot support this request.

Design Review

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.

The applicant is requesting to eliminate vehicular cross access to the west. Staff finds that the proposed use will serve as a satellite parking for the place of worship to the west. Although staff understands that the applicant is providing pedestrian cross access between both parcels, integrating vehicular cross access between the parcels would avoid many pedestrians overcrowding the sidewalk along Sunset Road. Also, since there are plans for a median on Sunset Road, if drivers do not find parking on the place of worship site to the west, they will have to attempt to make several U-turns to access the subject site. Other than the lack of vehicular cross access, staff finds the design of the site appropriate. However, without the cross access, staff is unable to support this request.

Public Works - Development Review

Waivers of Development Standards #4 & #5

Staff has no objection to the request to eliminate street dedication and alternative right-of-way turnaround design provided that Fire Prevention approves the request.

Department of Aviation

APN 163-36-401-032 is subject to certain deed restrictions which prohibit uses incompatible with airport operations including those presented in this land use application from being developed. Applicant must contact the Clark County Department of Real Property Management to apply for a Deed Restriction Modification to amend existing deed restrictions which prohibit said use. Permits will not be issued and maps will not be recorded until all required fees associated with the amended deed restrictions, which would permit currently prohibited uses included in this application, have been paid and the new CC&Rs are recorded. If applicant fails to pay the required deed modification fees and record the new CC&Rs, then permits for uses prohibited by existing recorded deed restrictions must not be issued and mapping of uses prohibited by existing recorded deed restrictions must not be recorded.

Staff Recommendation

Approval of the use permit, waivers of development standards #1, #2, #4 and #5; denial of waiver of development standards #3 and the design review.

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:

- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance.
- Applicant is advised within 2 years from the approval date the application must commence or the application will expire unless extended with approval of an extension of time; a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time; the extension of time may be denied if the project has not commenced or there has been no substantial work towards completion within the time

specified; changes to the approved project will require a new land use application; and the applicant is solely responsible for ensuring compliance with all conditions and deadlines.

Public Works - Development Review

- Drainage study and compliance;
- Full off-site improvements;
- 30 days to coordinate with Public Works - Design Division and submit separate document if required, for dedication of any necessary right-of-way and easements for the Sunset Road improvement project;
- 90 days to record said separate document for the Sunset Road improvement project;
- The installation of detached sidewalks will require the vacation of excess right-of-way and granting necessary easements for utilities, pedestrian access, streetlights, and traffic control devices.

Department of Aviation

- Compliance with most recent recorded airport-related deed restrictions for APN 163-36-401-032.

Fire Prevention Bureau

- No comment.

Clark County Water Reclamation District (CCWRD)

- No comment.

TAB/CAC: Spring Valley - approval of use permit, waivers of development standards #1, #2, #4, and #5; denial of design review and waiver of development standards #3.

APPROVALS:

PROTESTS:

APPLICANT: CITY LIGHT CHURCH, INC.

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