

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

**UC-25-0202-SIENA 52 HOLDING LIMITED PARTNERSHIP ETAL & SIENA 53 HOLDING LIMITED PARTNERSHIP:**

**USE PERMIT** for a proposed multi-family residential development.

**WAIVERS OF DEVELOPMENT STANDARDS** for the following: **1)** reduce electric vehicle (EV) parking stalls; and **2)** reduce throat depth.

**DESIGN REVIEW** for a proposed horizontal mixed-use development on 14.1 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/cv (For possible action)

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RELATED INFORMATION:

**APN:**

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

**WAIVERS OF DEVELOPMENT STANDARDS:**

1. a. Reduce the number of installed EV parking spaces to 10 spaces where 26 spaces are required per Section 30.04.04H (a 61% reduction).  
b. Reduce the number of EV capable parking spaces to 57 spaces where 192 spaces are required per Section 30.04.04H (a 70% reduction).
2. Reduce the throat depth of a call box along Broadalbin Drive to 50 feet where 100 feet is required per Uniform Standard Drawing 222.1 and Section 30.04.08 (a 50% reduction).

**LAND USE PLAN:**

SUNRISE MANOR - CORRIDOR MIXED-USE

**BACKGROUND:**

**Project Description**

General Summary

- Site Address: N/A
- Site Acreage: 14.1
- Project Type: Horizontal mixed-use development
- Number of Units: 512
- Density (du/ac): 36.31
- Number of Stories: 4 (residential)/1 (commercial)
- Building Height (feet): 50 (residential buildings)/24 (clubhouse)/35 (commercial)
- Square Feet: 383,327 (residential)/25,353 (commercial)
- Open Space Required/Provided: 120,487/29,920
- Parking Required/Provided: 808/541

- Sustainability Required/Provided: 7/7

### History & Request

The site was previously approved for a commercial complex consisting of several restaurants, a gas station and convenience store, an urgent care facility, and a future pad site, through UC-24-0387, located on the northern portion of the site. This request also originally included a 512 unit transient and non-transient motel complex located on the southern portion of the site but was ultimately withdrawn by the applicant. The applicant is now returning to entitle the site as a horizontally mixed-use development with the previous motel portion of the site being converted into a 512 multi-family residential development. The previously approved commercial complex will now be integrated with the newly proposed multi-family residential development, but the design and location of the commercial development will remain unchanged. The applicant will maintain the use permit and waiver of development standards portions of UC-24-0387 and the design review portion will be replaced with this request. Additionally, this request will also consider an increase in allowable density for the multi-family residential portion of the development. Typically, the planned land use category of the site, Corridor Mixed-Use, allows a density of 18 dwelling units per acre or less but, the Master Plan allows additional density allowances when the site is within a half mile of high-frequency transit stations. In this case, there is a high-frequency RTC bus stop located in the northwest corner of the site allowing this request for additional density to be considered.

### Site Plans

The plans provided depict a proposed horizontal mixed-use shopping center and multi-family residential development located on the southwest corner of Charleston Boulevard and Broadalbin Drive, approximately 900 feet west of Lamb Boulevard. The parcel is 14.1 acres with the multi-family residential buildings primarily located on the southern half of the site with the commercial buildings located on the northern portion of the site. There are 5 proposed commercial buildings totaling 25,353 square feet and 5 multi-family residential buildings totaling 383,327 square feet.

Access to the site is provided by 5, two-way commercial driveways and 1 exit only driveway. The first 2 driveways are located along the north property line adjacent to Charleston Boulevard. The plan also shows 2 additional driveways located along the east property line adjacent to Broadalbin Avenue. The fifth driveway is centrally located along the west property line and the exit only driveway is located on 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 the Sacramento Drive access easement and Broadalbin Drive. This drive aisle runs centrally on the site south 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 multi-family residential portion of the site. A third major drive aisle also runs from Broadalbin Drive to the Sacramento Drive access easement, similar to the drive aisle to the north, and runs east to west just south of the multi-family buildings.

In addition, pedestrian access walkways are provided throughout the site and connect all buildings. Additionally, bicycle racks and EV parking spaces are provided throughout with 10

spaces to be installed and 57 capable spaces to be provided where 26 installed spaces and 192 capable spaces are required. Overall, a total of 808 parking spaces are required for the entire mixed-use development with 541 parking spaces provided throughout the whole site.

#### *Building #1*

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 #2*

The second commercial building is to the east of Building #1 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 #3*

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 set back 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 #4*

The fourth commercial building is found approximately 56 feet to the east of Building #3 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 #5*

The easternmost commercial building is located in the northeast corner of the site. The proposed 10,100 square foot building will serve as a proposed 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 south of the building. Lastly, a proposed ATM structure is provided south of the proposed emergency care facility, across the drive aisle north of Apartment Building E2 and E3. 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.

### *Multi-Family Residential Site*

The multi-family residential site runs the length of the southern portion of the site and is primarily located south of the main east-west drive aisle. The multi-family residential portion 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. Furthermore, 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 multi-family residential 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 multi-family buildings. The multi-family residential portion of the site is also being provided with 29,920 square feet of open space where the required 20% of the overall site total is 120,487 square feet. The open space consists of a 8,901 square foot pool area located just to the south of clubhouse, a 17,070 square foot playground and dog run located to the north of the eastern buildings, a 2,270 square foot open common space located in the space between the eastern buildings, a 1,084 square foot outdoor space located between the western buildings, and a patio area located within Building #1.

### Landscaping

Parking lot, street, and buffering landscaping is being provided across the site. Street landscaping is being provided along Charleston Boulevard and Broadalbin Drive. Along Charleston Boulevard, a varying 10 foot to 22 foot wide landscaping strip is provided behind an existing

attached sidewalk. Along Broadalbin Drive, a 15 foot to 17 foot wide street landscaping area is 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. Additionally, no enhanced landscaping space is being provided within amenity areas along the street frontages as required by the mixed-use design guidelines. The street landscaping and sidewalks as proposed were previously considered in the waivers of development standards and design review applications of UC-24-0387, so additional waivers of development standards are not required for street landscaping. With that said, the lack of enhanced mixed-use street amenity areas will be reviewed with the current design review application.

A landscape buffer is 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 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.

#### Elevations & Floor Plans

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

##### *Building #1*

This building is 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 #2*

Building #2 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 roofline. 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 #3*

Building #3 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 tall. The elevations show that all 4 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 breakroom are also provided.

#### *Building #4*

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

#### *Building #5*

Building #5 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 breakrooms are also provided.

#### *Multi-Family Residential Site*

The elevations provided show that the 5 multi-family residential buildings are all similar in size and design to each other. The elevations show that the multi-family residential buildings will be approximately 50 feet tall. The multi-family residential 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 24 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 multi-family residential buildings will contain 1 and 2 bedroom units. 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 1 bedroom units will be about 440 square feet and the 2 bedroom units will be about 675 square feet. Each floor of the multi-family residential 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 multi-family residential building. A total of 512 units are proposed between all buildings with 352, one bedroom units and 160, two bedroom units provided.

#### Applicant's Justification

This is an in-fill project that will provide a multi-family residential development to fulfill a critical need for housing in the area. The project is in a major transportation/transit corridor with a bus stop adjacent to the site. Projects with high density and intensity are encouraged adjacent to transportation/transit corridors. The site also has easy access to US-95/I-11, because the ramp is located less than half a mile from the site.

The number of required EV parking spaces for the project including the total number, the installed and capable numbers are excessive for this project due to its location along a major transportation and transit corridor. A high percentage of residents in the multi-family portion of the site will use public transportation, bicycles, scooter, motorbikes and other forms of public transportation which is outlined and justified in the Parking Demand Study. Additionally, since the project is a mixed-use development the residents will walk to the commercial portion of the site and so will many other pedestrians from the adjacent and existing multi-family developments in the area. The reduction in call box setback is needed for the gate located on the east side of the residential portion of the site and is a secondary access to the site. The primary access to the residential area is from the central driveway and drive aisle to the site from Charleston Boulevard. All the other gate/call boxes comply with Code. This primary/central driveway is designed as the focal point to the site and connects all portions of the site with other east west drive aisle. Additionally, a large percentage of the residents will use public transportation, therefore, a reduction in the requirement for this gate will not impact the site.

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

<b>Application Number</b>	<b>Request</b>	<b>Action</b>	<b>Date</b>
TM-24-500076	1 lot commercial subdivision	Approved by BCC	October 2024

### Prior Land Use Requests

Application Number	Request	Action	Date
UC-24-0387	Commercial center with urgent care facility - hotel portion was withdrawn	Approved by BCC	October 2024
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 2 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 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
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
VS-25-0203	A vacation and abandonment of a curb return driveway easement is a companion item on this agenda.
TM-25-500047	A tentative map for a 2 lot mixed-used development 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.

The purpose of reviewing use permits for multi-family residential developments is to assure the proposal will not cause an undue burden on the surrounding land uses, the use is compatible with the existing uses on the site and in the surrounding area, and there is sufficient parking and transit needs are addressed. Staff finds the surrounding area is primarily composed of single-family residential developments, commercial complexes, and other multi-family residential developments. The multi-family residential portion of the development is in the southern portion of the site adjacent to the existing single-family residential development. The placing of the residential portion of the development in the south allows for an adequate transition from the lower intensity residential to the south from the higher intensity commercial uses along Charleston Boulevard.

Additionally, the density of the proposed development is similar to the multi-family residential development to the west and other multi-family developments along both sides of Charleston Boulevard. The commercial uses in the surrounding area should pair nicely with the proposed multi-family development allowing for various retail, restaurant, and healthcare opportunities. The placement of the multi-family residential development along Charleston Boulevard allows direct access to a high capacity transit route and direct access to the I-11. Given the high traffic nature of the Charleston Boulevard corridor and the existence of similar developments in the area, the increase in traffic should not cause any undue burdens.

The applicant has also provided a Parking Demand Study which indicates the provided parking will be sufficient for the site. Finally, the proposed multi-family residential development will support Master Plan Policies 1.1.1, 1.1.2, 1.4.4, and 1.4.5 which support the use of in-fill properties for the development of new housing units and support the development of residential

units that are properly placed to provide for a mix of housing along high-capacity transit routes and are properly buffered from lower intensity uses. 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

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 given the trend of electrical vehicles becoming more affordable and the overall growth of ownership of such vehicles, the need for EV capable and installed spaces is important. Given the combination of the commercial uses and the multi-family residential use there may be residents, staff, and visitors that could use such chargers. Additionally, the number of EV spaces being provided is not proportional to the large number of residential units and commercial space and at least more EV charging capable spots should be provided to address future charging needs. For these reasons, 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.

Overall, staff finds that the proposed shopping center and multi-family residential development will provide new dining opportunities for the area but also needed healthcare and residential units. The designs of the proposed buildings are generally modern and consistent with developments in the area. The site is also set-up similar to the complex to the west with the multi-family residential development in the rear and the shopping complex along Charleston Boulevard. In addition, sufficient car and bicycle parking is provided on the site, and circulation is generally well designed. The site is also located along major transit routes that should help to support the use of the site as a single integrated mixed-use development. Staff also finds that landscaping has been provided with street and parking lot landscaping providing needed shade in an area with high heat island impacts and the buffer landscaping adequately screens the site. 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 in-fill lots.

With that said, staff is concerned regarding the integration of the site and the design elements used to unify the development into a single horizontal mixed-use development. While the residential portion of the site is well connected to the commercial portion of the site by car there appears to be few pedestrian connections that allow for direct access to the commercial portions of the site. The proposed pedestrian connections primarily require long paths to reach the commercial portions of the site from the residential portion of the site. Additionally, there is no unifying architectural theme between the commercial and residential portions of the site, which would make it difficult for someone to identify that the 2 portions of the site are related or even the commercial portions of the site are related. Finally, while the site is well landscaped, the site generally lacks the open spaces and streetside amenities that are typical of a unified mixed-use development. Street landscaping is provided, but there is limited shared amenities that are expected of the mixed-use development that not only enhance the area but also the quality of life within the site. The open space provided is quality space with adequate amenities, but the overall is insufficient for the number of units and people that would be using those spaces. Finally, staff finds the proposed development is not supporting Clark County Master Plan Policies 1.3.1 and 1.3.5, which supports the development of sites that promote neighborhood livability and the integration of neighborhoods and related uses. For these reasons, staff cannot support this design review.

### **Public Works - Development Review**

#### Waiver of Development Standards #2

Staff has no objection to the reduction in throat depth distance to the call box for the Broadalbin Drive driveway based on the design of the site with the main driveway entrance being on Charleston Boulevard. Additionally, Broadalbin Drive should see minimal traffic as it ends to the south.

### **Staff Recommendation**

Approval of the use permit and waiver of development standards #2; denial of waiver of development standards #1 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:

- Expunge the design review portion of UC-24-0387;
- Work with the Las Vegas Metropolitan Police Department for the installation of security cameras and surveillance operation;
- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance.
- Applicant is advised 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; and the applicant is solely responsible for ensuring compliance with all conditions and deadlines.

**Public Works - Development Review**

- Drainage study and compliance;
- Traffic study and compliance.
- Applicant is advised that off-site improvement permits may be required.

**Fire Prevention Bureau**

- 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 completed for this project; to email [sewerlocation@cleanwaterteam.com](mailto:sewerlocation@cleanwaterteam.com) and reference POC Tracking #0174-2024 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

**TAB/CAC:** Sunrise Manor - approval (minimum 25 EV parking stalls).

**APPROVALS:**

**PROTESTS:**

**APPLICANT:** MITCH OGRON

**CONTACT:** LEBENE AIDAM-OHENE, BROWN, BROWN, & PREMSRIRUT, 520 S. FOURTH STREET #200, LAS VEGAS, NV 89101