

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

WS-25-0616-SLOAN 20, LLC:

HOLDOVER WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** eliminate buffering and screening; **2)** alternative pedestrian walkway design; **3)** reduce throat depth; **4)** waive full off-site improvements; and **5)** waive street dedication.

DESIGN REVIEW for a proposed office/warehouse and outdoor storage development on 17.31 acres in an IL (Industrial Light) Zone.

Generally located west of Interstate 15 and south of Sloan Road within the South County planning area. JJ/hw/cv (For possible action)

RELATED INFORMATION:

APN:

191-30-201-004

WAIVERS OF DEVELOPMENT STANDARDS:

1. Eliminate the required landscape buffer adjacent to a freeway where a minimum 15 foot wide landscape buffer is required per Section 30.04.02C.
2. Allow pedestrian walkways to cross loading dock areas where not permitted per Section 30.04.04I.
3. Reduce driveway throat depth to 26 feet where a minimum of 100 feet is required per Uniform Standard Drawing 222.1 and Section 30.04.08C (a 74% reduction).
4. Eliminate full off-site improvements (curb, gutter, detached sidewalk, streetlights, and partial paving) where required per Section 30.04.08C.
5. Waive local street dedication (Garza Street) where required per Section 30.04.08D.

LAND USE PLAN:

SOUTH COUNTY - BUSINESS EMPLOYMENT

BACKGROUND:

Project Description

General Summary

- Site Acreage: 17.31
- Project Type: Office/Warehouse and outside storage
- Number of Stories: 1
- Building Height (feet): 41
- Square Feet: 291,151 (total)/227,331 (Building 1)/27,155 (Building 2)/36,318 (Building 3)/347 (fire pump house)/17,987 (outside storage)
- Parking Required/Provided: 138/189
- Sustainability Required/Provided: 7/8

Site Plans

The plans depict a triangular-shaped parcel located along the west side of Interstate 15, approximately 3,620 feet south of Sloan Road within the Sloan area. The site will be developed with 3 new office/warehouse structures totaling 291,151 square feet. The first building (Building 1) will be in the northwest portion of the site and will run from north to south. Building 1 will represent most of the building area at 227,331 square feet and will be set back 23 feet from the north property line, 167 feet from the west property line, and 78 feet from the southwest property line. Building 2 will be 27,155 square feet and located in the southern portion of the site. The building will be set back 50 feet to the south of Building 1, 45 feet from the western property line, and 53 feet from the southwest property line. Building 3 will be in the northeast corner of the site and will contain 36,318 square feet. Building 3 will be set back 31 feet from the southwest property line, 39 feet from the north property line, and 170 feet to the east of Building 1. A 17,987 square foot outdoor storage area is shown on the southernmost portion of the site surrounded by an 8 foot high decorative wall.

Parking is primarily contained within smaller, 5 to 10 space parking courts that are located on the east and west sides of Building 1, the west side of Building 3, and the east side of Building 2, which correspond to the entrance areas for the individual suites of each building. Additional parking is provided in 10 to 12 intervals along the western property line along with additional parking areas to the south of all 3 buildings. A total of 138 parking spaces is required with 189 parking spaces distributed across the site. Additionally, 3 groups of loading docks are located on the west side of Building 1 facing the west property line. Two groups of loading docks are located on the east side of Building 1, and 1 group of loading docks is located on the south side. One group of loading docks is located on the east side of Building 2, and 1 group of loading docks is located on the west side of Building 3. The loading dock areas will contain a mix of sloped and at grade docks.

Access to the site will be provided by the proposed 60-foot-wide unnamed street located at the north end of the site. This street will begin to the northeast of the site at the south end of Arville Street at the southeast corner of APN 191-19-801-004. The street will then extend south 335 feet to provide access to APN 191-30-501-001 and then snake south through APN 191-30-101-005 for approximately 1,400 feet to reach the subject site. The street then terminates in a cul-de-sac in the northwest corner of the site. All parcels the proposed street crosses are either owned by the Bureau of Land Management or the applicant and will cross under the proposed Brightline maintenance railroad line. Due to this proposed unnamed street, the applicant is requesting the existing Garza Street alignment that runs along the western edge of the property not be dedicated at the required 30 feet for a local street. The proposed street will provide access to the proposed project through two, 40 foot wide driveways located in the northwest and northeast corners of the site. These drive aisles surround Building 1, run along the south of Building 2 and along the west of Building 3.

A leach field is shown in the northeast portion of the site. A water tank, pump house, and well head will be located on the south side of the site. Trash enclosures are shown to be located at the entrance of each parking court, near the entrance to each suite.

Four billboard signs exist along the eastern property, adjacent to I-15. An access easement for the billboards and utilities is located along the northern and eastern property lines.

Landscaping

A 12 to 20-foot landscape strip is provided along the entire frontage of the site. The street landscaping strip contains a staggered row of Velvet Mesquite (*Prosopis Veluntia*) trees with the trees spaced every 15 feet to 30 feet. Overall, a total of 28 trees are required along the street with 32 trees being provided.

Parking lot landscaping is shown throughout the parking area, particularly within the parking courts. Within the parking courts, terminal landscaping finger islands are provided at the end of each row of 3 to 5 spaces with a tree placed within each finger island. At the north and south ends of the parking courts, a 6 foot wide landscaping strip is provided with 3 trees provided within the strips. Outside of the parking courts, terminal and finger landscape islands are provided every 2 to 6 spaces with a tree within each finger island. Along the western property line, terminal and finger landscaping islands are provided every 10 to 12 spaces with an 8 foot wide landscaping strip provided to the west of the parking spaces. A tree is provided within each finger island, and 2 trees are provided within the landscaping strip for each row of spaces. Parking lot landscaping generally consists of Willow Acacia (*Acacia Salicina*) trees. A total of 122 parking lot trees are required with 143 trees being provided.

An 8 foot high decorative wall is located along Interstate 15, however, the required 15 feet of landscaping consisting of a double row of evergreen trees each row planted offset every 10 feet is not provided immediately adjacent to the wall as required by Code.

Elevations

All buildings are 40.5 feet tall with a flat roof behind varied parapet walls. The exterior consists of tilt-up concrete walls painted in gray tones, decorative awnings painted with a copper tone, faux windows, and aluminum storefront windows and doors at the entrances. Roll-up doors are located at grade as well as in the loading docks. The loading docks and roll-up doors are generally screened from the surrounding rights-of-way by large walls or are set interior to the site.

Floor Plans

Building 1 is 227,331 square feet with 11 proposed suites consisting of nine, 21,400 square foot office/warehouse shell suites, along with 14,955 square foot and a 18,756 square foot office/warehouse shell suite. Building 2 is 27,155 square feet with 2 proposed suites consisting of one, 16,603 square foot office/warehouse shell suite and another 10,498 square foot shell suite. Building 3 is 36,318 square feet with 2 proposed suites consisting of one, 18,750 square foot office/warehouse shell suite and another 17,484 square foot shell suite. Each accessory office is in a corner of each of the warehouse shell suites and consists of 1,040 square feet with an open office space, 2 offices, a reception area, and restroom.

Applicant's Justification

The proposed development will comply with Title 30 regulations regarding building height, design, parking, and landscaping, and is generally harmonious with the surrounding area. The

request to eliminate the landscaping strip along Interstate 15 is justified as there is an existing billboard access easement along the frontage that prohibits the placement of landscaping. Additionally, the reduction in throat depth, off-sites, and street dedication is justified as the surrounding area is relatively undeveloped and there will be little traffic to the site.

Prior Land Use Requests

Application Number	Request	Action	Date
ET-24-400081 (ZC-22-0302)	First extension of time for a distribution center and office/warehouse complex	Approved by BCC	August 2024
ZC-22-0302	Reclassified the site from R-U and H-2 to M-D zoning for a distribution center and office/warehouse complex	Approved by BCC	August 2022
WS-1061-01	Increase the height of 4 off-premises billboard signs	Approved by PC	October 2001

Surrounding Land Use

	Planned Land Use Category	Zoning District (Overlay)	Existing Land Use
North & West	Business Employment	RS80	Undeveloped
South & East	Open Lands, Public Use, & Entertainment Mixed-Use	H-2 & RS80	Interstate 15 & undeveloped

Related Applications

Application Number	Request
ZC-25-0615	A zone change from IP to IL 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

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 reviewing waivers for screening and buffering for properties adjacent to a freeway is to ensure the reduction, or the elimination of this buffer, is properly mitigated and will not negatively impact the surrounding area or safety. In this case, the area surrounding the subject site is primarily planned for industrial uses and is in a semi-rural part of the County. Additionally, there are several billboards on the property along the Interstate 15 frontage. Staff finds reducing the screening and buffering along the freeway frontage to an 8 foot wall should not cause any undue burdens since many of the landscaped parking areas abut the 30 foot wide billboard and utility access easement. Staff also finds the existing billboards on-site already draw more attention to the site than proposed uses on site would. Finally, staff finds the design of the site will keep most movement within the interior of the site with roll-up doors generally sited away from the freeway. For these reasons, staff can support this request.

Waiver of Development Standards #2

On-site pedestrian walkways are necessary for the safe movement of pedestrians from the street and parking lot and into the various buildings on-site. The crossing of such walkways across loading zones and dock areas could reduce the safety provided by such walkways. With that said, staff finds, in this case, the location of the proposed development is in a semi-rural area where there would be little to no pedestrians accessing the site from the street. Additionally, the design of the parking area with parking courts in front of the office entrances means there will be few pedestrians crossing the parking lot by way of the loading dock areas. Finally, staff finds the nature of the buildings being suites for individual users will also limit the number of pedestrians between the office areas. As a result, staff finds the location and design of the site limits the numbers of overall users of the pedestrian walkways, so the crossing of the loading docks areas by pedestrians is limited. For these reasons, staff can 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, the development as proposed provides for an office/warehouse and outdoor storage complex that is compatible with the surrounding development and contributes to an area that is in relative transition towards more industrial uses. In addition, the exterior of the building is attractive and would be an enhancement to the area. Furthermore, landscaping provided within the interior of the site should help to provide the necessary shading and reduce the heat caused by large swaths of pavement, while considering the constraints of such a use. The building is sited to screen the unsightly portions of the use from the nearby freeway, and the scale of the building is like other industrial buildings in the area. Additionally, staff finds the channeling of traffic from Arville Street through another proposed industrial project, and across Brightline right-of-way at an agreeable point, will be a benefit to both the existing and future industrial developments in the area, and will limit traffic impacts in the future. Overall, staff finds that both the use and design of the site should be an enhancement to the area, and accounts, as much as possible, for any negative impacts to the surrounding area. Finally, staff finds the proposed

development will support Master Plan Policy 5.5.3, which encourage the development of compatible industrial development in designated areas and areas that limit impact on less intense uses. For these reasons, staff can support this request.

Public Works - Development Review

Waiver of Development Standards #3

Staff has concerns with the reduction in the throat depth for the commercial driveways. Drivers entering the site will face immediate conflicts with truck traffic waiting for passenger vehicles trying to exit parking stalls, causing potential stacking in the right-of-way, which may lead to collisions. Therefore, staff cannot support this request.

Waiver of Development Standards #4

Staff cannot support this request to not install full off-site improvements when there are existing full improvements on the north side of the site. Additionally, future plans with full off-site improvements to be installed have been proposed to fully develop the area. Furthermore, full width paving, curb, and gutter allows for better traffic flow and drainage control, and sidewalks on public streets provide safer pathways for pedestrians.

Waiver of Development Standards #5

Staff believes it is important to maintain all street alignments for better flow of traffic; therefore, staff cannot support the request to not dedicated Garza Street and the spandrels. Garza Street is necessary for this development or future developments in the immediate area. Additionally, the adjacent parcel to the southwest of the site has dedicated right-of-way for Garza Street.

Staff Recommendation

Approval of waivers of development standards #1, #2, and the design review; denial of waivers of development Standards #3 through #5.

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 waiver of development standards and design review portion of ZC-22-0302;
- 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;
- Traffic study and compliance;
- Right-of-way dedication to include the north 30 feet, 30 feet for Garza Street and associated spandrel;
- Execute a Restrictive Covenant Agreement (deed restrictions);
- Provide paved legal access;
- Applicant shall coordinate with Public Works - Development Review to apply for Bureau of Land Management (BLM) right-of-way grants.

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 and reference POC Tracking #0149-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

TAB/CAC:

APPROVALS: 8 cards

PROTESTS: 1 card

COUNTY COMMISSION ACTION: October 22, 2025 – HELD – To 11/19/25 – per the applicant.

COUNTY COMMISSION ACTION: November 19, 2025 – HELD – To 12/03/25 – per the applicant.

APPLICANT: DC PETERSEN PROFESSIONAL CONSULTANTS, LLC

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