

WAREHOUSE COMPLEX
(TITLE 30)

LINDELL RD/SUNSET RD

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

ZC-22-0435-HD SUNSET DECATUR, LLC:

ZONE CHANGE to reclassify 4.6 acres from an R-E (Rural Estates Residential) (AE-60 and AE-65) Zone to an M-D (Designed Manufacturing) (AE-60 and AE-65) Zone.

WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** reduce street landscaping; **2)** allow modified CMA Design Overlay District Standards; and **3)** allow modified driveway design standards.

DESIGN REVIEWS for the following: **1)** warehouse buildings; **2)** alternative parking lot landscaping; and **3)** finished grade in the CMA Design Overlay District.

Generally located on the north side of Sunset Road, 1,200 feet east of Lindell Road within Spring Valley (description on file). MN/md/syp (For possible action)

RELATED INFORMATION:

APN:

163-36-801-025; 163-36-801-026

WAIVERS OF DEVELOPMENT STANDARDS:

1. Reduce portions of street landscaping (Sunset Road) where street landscaping is required per Table 30.64-2 and Figure 30.64-17.
2. Allow building facades greater than 100 feet in length where not permitted per Section 30.48.650.
3. Reduce throat depth to 51 feet where a minimum depth of 75 feet is required per Uniform Standard Drawing 222.1 (a 32% reduction).

DESIGN REVIEWS:

1. Warehouse buildings.
2. Alternative parking lot landscaping.
3. Increase finished grade to 48 inches where a maximum of 36 inches is the standard per Section 30.32.040 (a 33% increase).

LAND USE PLAN:

SPRING VALLEY - BUSINESS EMPLOYMENT

BACKGROUND:

Project Description

General Summary

- Site Address: N/A
- Site Acreage: 4.6
- Project Type: Warehouse complex
- Number of Stories: 2
- Building Height (feet): 35 (Building A)/27 (Buildings B1 and B2)/27 (Buildings C1 and C2)/27 (Buildings D1 and D2)
- Square Feet: 24,200 (Building A)/4,550 (Building B1)/4,550 (Building B2)/12,500 (Building C1)/12,500 (Building C2)/9,700 (Building D1)/9,100 (Building D2)
- Parking Required/Provided: 118/128

Site Plan

This request is for a conforming zone change to reclassify 4.6 acres from an R-E zone to an M-D zone to permit a warehouse complex consisting of 7 buildings with incidental office uses. Buildings A through B2 are located on the eastern half of the site while Buildings C1 through D2 are located on the western half of the site. Below is a table reflecting the building setbacks from the north, south, east, and west property lines of the site:

Building Setbacks from Property Lines (in feet)				
Building:	Property Line			
	North	East	South	West
A	99	117	20	372
B1	0	101	210	422
B2	0	206	210	318
C1	195	301	20	132
C2	0	309	196	125
D1	125	543	25	0
D2	0	543	130	0

Trash enclosures and loading spaces are provided throughout the interior of the site. Future cross-access to the undeveloped adjacent parcel to the east is provided at the northeast corner of the site. All buildings within the project site are connected via a network of pedestrian walkways connecting to the detached sidewalk along Sunset Road. The proposed development requires 118 parking spaces where 128 parking spaces are provided. Access to the project site is provided via 2 commercial driveways adjacent to Sunset Road. A waiver is required to reduce the throat depth to a minimum of 51 feet for the commercial driveway located at the southwest corner of the site. A throat depth of 65 feet is provided, where 75 feet is required, for the commercial driveway located at the southeast corner of the site along Sunset Road. A 5 foot wide detached sidewalk is provided adjacent to Sunset Road. An increase to finished grade is also part of this request, with the largest increase occurring in the area of Building B2, located on the eastern half of the project site immediately to the northwest of Building A.

Landscaping

The plans depict a 15 foot wide landscape area along Sunset Road featuring a 5 foot wide detached sidewalk. Twenty-four inch box trees, planted 30 feet on center are located within the street landscape area, including shrubs and groundcover. A waiver is required to reduce portions of the street landscaping at the southwest and southeast corners of the site, adjacent to Sunset Road. A utility pad is provided at the southwest corner of the site, with 5 feet of landscaping located behind the pad consisting of shrubs and groundcover. A second utility pad is provided at the southwest corner of the site. No street landscaping is provided behind or in front of this utility pad; however, medium trees will be planted to the side of, and adjacent to, the pad. In lieu of providing the required amount of landscape finger islands within the interior of the site, additional trees have been distributed throughout the interior of the development. The development requires a total of 32 trees within the interior of the parking lot. The site has been designed to include 18 additional trees that will be distributed throughout the interior of the site.

Elevations

The plans depict the following building heights, as measured to the top of the parapet wall: 1) Building A – 35 feet; and 2) Buildings B1 through D-2 – 27 feet. A waiver of development standards is required to allow a building façade greater than 100 feet in length for the west side of Building D, the north side of Building C2, and the east and west sides of Building A. Building A consists of concrete tilt-up panels, standing seam metal wall cladding, and an aluminum storefront window system with overhead metal canopies. Buildings B1 through D2 consists of standing seam metal wall cladding, and an aluminum storefront window system with overhead metal canopies. The buildings will be painted with neutral, earth tone colors consisting of brown and gray.

Floor Plans

The floor plans for each building consist of shell space that will be reconfigured based upon the needs of the individual tenants. Below is a table reflecting the area of Buildings A through D2:

Building Area	Square Feet
Building A – Warehouse with incidental office	24,200
Building B1 – Warehouse with incidental office	4,550
Building B2 – Warehouse with incidental office	4,550
Building C1 – Warehouse with incidental office	12,500
Building C2 – Warehouse with incidental office	12,500
Building D1 – Warehouse with incidental office	9,700
Building D2 – Warehouse with incidental office	9,100
Total Building Area	77,100

Signage

Signage is not a part of this request.

Applicant’s Justification

The applicant states the subject property is currently zoned Rural Estates (R-E) and requires a zone change to Designed Manufacturing (M-D) for the proposed uses. M-D is a conforming use under the Business Employment (BE) Master Planned land use in the Spring Valley Plan Area.

The M-D use is compatible with the surrounding neighborhood. The buildings will comprise of space for future manufacturing, industrial, warehouse, processing, and wholesale uses, including accessory/incidental office, sales, and services. It is understood that Light Manufacturing will only occur inside the proposed buildings as described in the M-D Zoning District Table 30.44 (Global Use Table). The tenants are not yet contracted or known to the Owner. All tenant spaces will be completed under separate permits. A design review for alternative parking lot landscaping is requested regarding several terminating landscape finger islands that do not meet the Title 30 criteria. Multiple landscape areas have been added to off-set this requirement, including planting additional trees beyond the required amount. According to the applicant, due to the existing topography that includes drainage easements, the site layout, and size of the project, an increase to the finished grade is needed to exceed 36 inches. The throat depth for the west driveway on Sunset Road is 51 feet when 75 feet is required. The throat depth is reduced due to a loading area for a roll-up door on Building D, and 2 ADA parking stalls for that building. These 2 parking stalls are only 1.5 percent of the 128 total provided stalls and is expected to be utilized primarily for visitors that require ADA parking. The amount of traffic generated by this area is anticipated to be minor in comparison to the generated traffic throughout the site. The loading area is to be used as the drive-up access to the roll-up door for the tenant occupying the south half of Building D, and traffic in and out of that roll-up door is expected to be minimal. The proposed east driveway on Sunset Road currently is proposing 65 feet of throat depth when 75 feet is required. The throat depth is reduced due to the start of a row of parking stalls. This row of parking stalls has only 8 stalls and accounts for only 6.25 percent of the 128 total provided stalls on the site. As these parking stalls are the farthest away from any main entrance of any of the tenant spaces, it is not anticipated that these stalls will be used frequently as customers and clientele of the tenants will initially drive past these stalls in search of parking that is more convenient to the tenant they are visiting.

Prior Land Use Requests

Application Number	Request	Action	Date
VS-1525-02	Vacated government patent easements - recorded	Approved by PC	December 2002

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Business Employment	M-D	Transportation facility, vehicle maintenance facility, & parking lot (taxi cabs)
South	Business Employment	M-D	RTC maintenance facility & overflow parking lot
East	Business Employment	R-E	Undeveloped
West	Neighborhood Commercial	R-E	Drainage channel

Related Applications

Application Number	Request
VS-22-0436	A request to vacate a portion of right-of-way being Sunset Road and patent easements is a companion item on this agenda.

STANDARDS FOR APPROVAL:

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

Analysis

Current Planning

Zone Change

This is a request for a conforming zone change and staff finds the application is compatible with, and appropriate for, both the project site and the surrounding area. The parcels immediately to the north and south are zoned M-D while the parcel to the east is zoned R-E with a planned land use of Business Employment. The Business Employment category provides for concentrated areas of employment and ancillary commercial uses, such as office, distribution centers, warehouse/flex space, technology, and light industrial uses. Furthermore, the requested zone change complies with the Master Plan by protecting the viability of industrial and employment areas within Spring Valley. Staff finds the request should have minimal to no impact on the surrounding area and land uses; therefore, recommends approval of the zone change.

Waivers of Development Standards

According to Title 30, the applicant shall have the burden of proof to establish that the proposed request is appropriate for its existing location by showing that the uses of the area adjacent to the property included in the waiver of development standards request will not be affected in a substantially adverse manner. The intent and purpose of a waiver of development standards is to modify a development standard where the provision of an alternative standard, or other factors which mitigate the impact of the relaxed standard, may justify an alternative.

Waiver of Development Standards #2 and Design Review #1

The intent of the CMA Design Overlay District is to encourage and promote a high quality level of development that produces a stable environment in harmony with existing and future development and protects the use and enjoyment of neighboring properties. Varying roof lines and contrasting colors have been utilized to break-up the mass on portions of the buildings. The proposed buildings are complementary to the existing buildings to the north and south of the project site.

Staff cannot support the request for the uninterrupted building facades greater than 100 feet in length. Variations to the parapet wall height and/or pop-out columns could potentially break-up the building facades. This request is a self-imposed burden; therefore, staff cannot support waiver of development standards #2 and design review #1.

Waiver of Development Standards #1 and Design Review #2

Staff finds the proposed alternative parking lot landscaping, including the distribution of the trees and landscape finger islands complies with the Master Plan by encouraging screened parking areas and extensive landscaping. The proposed development requires a total of 32 trees within the interior of the parking lot. The site has been designed to include an additional 18 trees (50 total trees) that will be distributed throughout the interior of the development. The proposed landscaping will reduce the “heat island” effect and improve the aesthetics of the project site and the surrounding area. Staff finds that the request to permit alternative parking lot landscaping within the interior of the site is reasonable. The additional trees will provide shade and improve the overall aesthetics of the development; therefore, staff recommends approval.

The reduction to street landscaping, located at the southwest portion of the project site, measures 319 square feet in area. The reduced street landscape area, located at the southeast portion of the site, measures 544 square feet in area. Eighteen trees are provided along Sunset Road where 18 trees are required. Furthermore, 18 additional trees have been provided within the interior of the parking lot. Staff typically does not support reductions to the street landscape area; however, staff finds the proposed reduction should not have a negative or detrimental impact on the surrounding area. Therefore, staff can support this request.

Public Works - Development Review

Waiver of Development Standard #3

Staff has no objection to the reduction of the throat depth for both driveways on Sunset Road. However, staff's support for the western driveway is contingent upon the trash enclosure area for Building D either being removed from the site or being relocated farther north, so that any impact from the area will only affect on-site traffic.

Design Review #3

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

Department of Aviation

The development will penetrate the 100:1 notification airspace surface for Harry Reid International Airport. Therefore, as required by 14 CFR Part 77, and Section 30.48.120 of the Clark County Unified Development Code, the Federal Aviation Administration (FAA) must be notified of the proposed construction or alteration.

A portion of the property lies within the AE-65 (65 - 70 DNL) noise contour for Harry Reid International Airport and is subject to continuing aircraft noise and over-flights. Future demand for air travel and airport operations is expected to increase significantly. Clark County intends to continue to upgrade Harry Reid International Airport facilities to meet future air traffic demand.

Staff Recommendation

Approval of the zone change, waivers of development standards #1 and #3, and design reviews #2 and #3; denial of waiver of development standards #2 and design review #1.

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:

Current Planning

If approved:

- No Resolution of Intent and staff to prepare an ordinance to adopt the zoning;
- Certificate of Occupancy and/or business license shall not be issued without final zoning inspection.
- Applicant is advised that the installation and use of cooling systems that consumptively use water will be prohibited; the County is currently rewriting Title 30 and future land use applications, including applications for extensions of time, will be reviewed for conformance with the regulations in place at the time of application; a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time; the extension of time may be denied if the project has not commenced or there has been no substantial work towards completion within the time specified; and that the waivers of development standards and design reviews must commence within 2 years of approval date or they will expire.

Public Works - Development Review

- Comply with approved drainage study PW22-11583;
- Traffic study and compliance;
- Full off-site improvements;
- Right-of-way dedication to include 55 feet to the back of curb for Sunset Road;
- 30 days to submit a Separate Document to the Map Team for the required right-of-way dedications and any corresponding easements for any collector street or larger;
- 90 days to record required right-of-way dedications and any corresponding easements for any collector street or larger;
- 30 days to coordinate with Public Works - Design Division and to dedicate any necessary right-of-way and easements for the Sunset Road improvement project;
- Remove or relocate the trash enclosure from the south side of Building D to a location farther north on the site.
- Applicant is advised that the installation of detached sidewalks will require the vacation of excess right-of-way or the dedication to back of curb and granting necessary easements for utilities, pedestrian access, streetlights, and traffic control.

Department of Aviation

- Applicant is required to file a valid FAA Form 7460-1, "Notice of Proposed Construction or Alteration" with the FAA, in accordance with 14 CFR Part 77, or submit to the

Director of Aviation a "Property Owner's Shielding Determination Statement" and request written concurrence from the Department of Aviation;

- If applicant does not obtain written concurrence to a "Property Owner's Shielding Determination Statement," then applicant must also receive either a Permit from the Director of Aviation or a Variance from the Airport Hazard Areas Board of Adjustment (AHABA) prior to construction as required by Section 30.48 Part B of the Clark County Unified Development Code; Applicant is advised that many factors may be considered before the issuance of a permit or variance, including, but not limited to, lighting, glare, graphics, etc.;
- No building permits should be issued until applicant provides evidence that a "Determination of No Hazard to Air Navigation" has been issued by the FAA or a "Property Owner's Shielding Determination Statement" has been issued by the Department of Aviation;
- Incorporate exterior to interior noise level reduction into the building construction as required by Code for use.
- Applicant is advised that the FAA's determination is advisory in nature and does not guarantee that a Director's Permit or an AHABA Variance will be approved; that FAA's airspace determinations (the outcome of filing the FAA Form 7460-1) are dependent on petitions by any interested party and the height that will not present a hazard as determined by the FAA may change based on these comments; that the FAA's airspace determinations include expiration dates; that separate airspace determinations will be needed for construction cranes or other temporary equipment; that the Federal Aviation Administration will no longer approve remedial noise mitigation measures for incompatible development impacted by aircraft operations, which was constructed after October 1, 1998; and that funds will not be available in the future should the owners wish to have their buildings purchased or soundproofed.

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 #0100-2022 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

TAB/CAC: Spring Valley - approval of the zone change, waivers of development standards #1 and #3 and design reviews #2 and #3; denial of waiver of development standards #2 and design review #1.

APPROVALS:

PROTESTS:

APPLICANT: HD SUNSET DECATUR, LLC

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