

03/19/25 BCC AGENDA SHEET

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

UC-25-0075-NEVADA ROYAL HOLDING, LLC:

USE PERMIT for vehicle maintenance and repair.

WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** modified residential adjacency standards; **2)** allow attached sidewalk; and **3)** reduce throat depth.

DESIGN REVIEW for a vehicle maintenance and repair facility on a portion of 1.76 acres in a CG (Commercial General) Zone and a CP (Commercial Professional) Zone.

Generally located on the east side of Sorrel Street, 150 feet north of Laredo Street within Spring Valley. JJ/jud/kh (For possible action)

RELATED INFORMATION:

APN:

163-11-103-016; 163-11-103-020; 163-11-103-021 ptn

WAIVERS OF DEVELOPMENT STANDARDS:

1. Reduce the rear setback to 10 feet where 30 feet is required per Section 30.04.06G (a 67% reduction).
2. Allow an existing attached sidewalk to remain where a detached sidewalk is required per Section 30.04.08C.
3. Reduce the throat depth for a driveway to 11 feet where 25 feet is required per Uniform Standard Drawing 222.1 (a 56% reduction).

LAND USE PLAN:

SPRING VALLEY - CORRIDOR MIXED-USE

SPRING VALLEY - RANCH ESTATE NEIGHBORHOOD (UP TO 2 DU/AC)

BACKGROUND:

Project Description

General Summary

- Site Address: 2560 Sorrel Street
- Site Acreage: 1.76 (portion)
- Project Type: Vehicle maintenance and repair
- Number of Stories: 1
- Building Height (feet): 24
- Square Feet: 6,187
- Parking Required/Provided: 41/66
- Sustainability Required/Provided: 7/8

Site Plan

The site consists of 3 parcels along Sorrel Street between Sahara Avenue and Laredo Street that have cross access and shared parking. The northern parcel has an existing tire sales facility, and the southern parcel has an existing office building. The proposed vehicle maintenance and repair building is on the middle parcel. Access to the site is from existing driveways along Sahara Avenue and along Sorrel Street. A total of 66 parking spaces, which are located on the west side of the commercial center, are provided for the overall site where 41 parking spaces are required. One EV capable parking space and one EV capable bicycle space are provided along the west and north side of the building respectively.

The southeast corner of the proposed building is 15 feet from the shared lot line (rear line) with the residential property to the southeast. However, most of the building is set back 10 feet from the rear property line. This application includes a use permit to allow a vehicle maintenance and repair facility located 10 feet from an area subject to residential adjacency standards where a minimum of 200 feet is required. The rear setback is required to meet the RS20 NPO-RNP setbacks along any shared lot lines. Therefore, a waiver of development standards is included in this application since the required rear setback for RS20 NPO-RNP is 30 feet.

Vehicles will be stored inside the building or within the proposed parking lot on the west side of the building. No repair work will be conducted outside the building. The trash enclosure is proposed along the west side of the building. The off-site improvements are built along all street frontages with existing attached sidewalks. The existing driveway along Sorrel Street will have a reduced throat depth of 11 feet.

Landscaping

The plan shows a 12 foot wide landscape area along Sorrel Street. Due to the location of the roll-up doors, the 4 parking spaces adjacent to the building do not have landscape islands. However, 3 trees are proposed along the northern side of the building, which will provide shade for other paved surfaces. On the southeast corner of the parcel, adjacent to the single-family residence, the plans depict a large evergreen tree. A 41 foot long portion of the east property line shows a 6 foot high decorative screen that will be raised to 8 feet in height.

Elevations

The east and west elevations show roofline variations. The building facades also depict stucco canopies over the storefront glazing window and door system. The color scheme consists of tan, dark brown, and clay brown. Three roll-up overhead doors are provided on the west side of the building for access to the 3 service bays.

Floor Plans

The plan depicts a 6,187 square foot building with an office, customer areas, and 3 service bays.

Applicant's Justification

The proposed hours of operations are Monday to Saturday 7:00 a.m. to 6:00 p.m. The new building is designed with modern architectural features. While the overhead doors face the street, the site is only 137 feet deep, and the building cannot be situated any differently. There is an existing sidewalk along Sorrel Street, so reconstructing this frontage, which is smaller than 150

feet in length, will not be efficient. The request to reduce the driveway throat depth is necessary since it provides access to the office building to the south and lines up with the existing drive aisle for the office building. Also, there is not enough room to extend the throat depth. Finally, the applicant indicates that the reduced rear setback is being mitigated by increasing the wall height and adding a tree in the southeast corner of the site.

Prior Land Use Requests

Application Number	Request	Action	Date
ADR-23-900012	Tire shop renovation	Approved by ZA	March 2023
ET-20-400134 (UC-18-0340)	First extension of time - expired	Approved by PC	December 2020
UC-18-0340	Use permit and design review for a vehicle sales facility - expired	Approved by PC	June 2018
ZC-283-85	Reclassified to C-2 and C-P for a commercial center	Approved by BCC	January 1986

Surrounding Land Use

	Planned Land Use Category	Zoning District (Overlay)	Existing Land Use
North	City of Las Vegas	C-2	Commercial development
South	Ranch Estate Neighborhood (2 du/ac)	RS20 (NPO-RNP)	Single family-residential
East	Ranch Estate Neighborhood (2 du/ac) & Corridor Mixed-Use	RS20 (NPO-RNP) & CG	Single family-residential & vehicle repair facility
West	Neighborhood Commercial (NC)	CP & CG	Office complex

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.

A tire sales and installation facility exists on the northern portion of the overall site. Additionally, the parcel to the northeast of the site was approved in 2023 as a vehicle repair facility and vehicle sales facility. Staff typically does not support a setback reduction of this

nature, however, the service bay doors face Sorrel Street to the west, which will not create an undue adverse effect on residential properties in the area. Staff can support the 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.

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.

Waiver of Development Standards #1 & Design Review

The residential property to the east has a large garage, which is adjacent to the proposed vehicle maintenance and repair. The actual residence is set back approximately 80 feet farther east. There is a decorative screen wall, 8 feet in height, between this use and the home on the east side of the property. Even though the required 30 foot setback is not met, the applicant has provided the required buffering and screening along the shared property line to mitigate the impact of the proposed use. Most of the east property line is adjacent to an existing vehicle repair facility and the proposed building is set back 10 feet from the property line. The overhead doors will not impact the surrounding area, considering that the automotive use on the northern parcel has overhead doors facing Sorrel Street. Staff is not aware of any complaints related to the vehicle repair or sales on neighboring site. Staff could support these requests, however since Public Works is not supporting waiver of development standards #2, staff cannot support the design review.

Public Works - Development Review

Waiver of Development Standards #2

Staff cannot support the request to not install detached sidewalks along Sorrel Street. Detached sidewalks along streets provide a safer pathway for pedestrians by increasing the distance from traffic and with the redevelopment, staff finds that it is imperative to provide the detached sidewalks.

Waiver of Development Standards #3

Staff has no objection to the reduction in throat depth for the Sorrel Street commercial driveway. The reduction is to allow for the existing cross access with the site to the south and providing safe onsite circulation, reducing the conflict normally caused by the reduction.

Staff Recommendation

Approval of use permit and waivers of development standards #1 and #3; denial of waiver of development standards #2 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;
- Traffic study and compliance.
- Applicant is advised that off-site improvement permits may be required.

Fire Prevention Bureau

- Applicant is advised that fire/emergency access must comply with the Fire Code as amended; and 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 #0062-2025 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

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

APPROVALS:

PROTESTS:

APPLICANT: JERRY MICELI ARCHITECT

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