

RACETRACK/RECREATIONAL FACILITY
(TITLE 30)

LAS VEGAS BLVD S/SLOAN RD
(SLOAN)

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

UC-22-0334-SLOAN VENTURES 90, LLC:

USE PERMITS for the following: **1)** an existing recreational facility with associated retail sales, restaurants, and lounge with on-premises consumption of alcohol; **2)** an existing racetrack; and **3)** an existing vehicle maintenance facility.

WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** landscaping and screening; **2)** increased building height; **3)** parking lot landscaping; **4)** off-site improvements (curbs, gutters, sidewalks, streetlights, and pavement); **5)** reduce setbacks; **6)** permit a roof sign; **7)** increase the number of freestanding signs permitted on the property; **8)** increase the height of a freestanding sign; **9)** permit an animated sign (video message unit) where not permitted; **10)** reduce the separation between freestanding signs; **11)** permit freestanding signs consisting of temporary materials (banners); **12)** permit non-standard improvements within the right-of-way; **13)** permit non-standard improvements within the future right-of-way; **14)** reduce parking; and **15)** reduce throat depth.

DESIGN REVIEWS for the following: **1)** an existing recreational facility and racetrack; **2)** comprehensive sign plan including wall, freestanding, animated (video unit), and monument signs; **3)** finished grade; and **4)** other associated buildings and structures on 89.6 acres in an R-U (Rural Open Land), an M-1 (Light Manufacturing), and an H-2 (General Highway Frontage) Zone.

Generally located on the east side of Las Vegas Boulevard South and the north and south sides of Sloan Road (alignment) within Sloan. JJ/hw/syp (For possible action)

RELATED INFORMATION:

APN:

191-19-801-003; 191-20-201-004; 191-20-301-001

WAIVERS OF DEVELOPMENT STANDARDS:

1.
 - a. Allow alternative landscaping materials along the street frontage (Las Vegas Boulevard South) where required per Table 30.64-2, Figure 30.64-17, and Figure 30.64-18.
 - b. Eliminate landscaping adjacent to a less intensive use (single family residential development) where a 5.5 foot wide landscape strip with 1 large 24 inch box Evergreen tree per 30 feet is required per Figure 30.64-11.
 - c. Permit a 4 foot high non-decorative fence (wire fence) within the required zoning district setbacks along a street where a maximum 3 foot high decorative fence is permitted (a 33.3% increase).

2. Increase building height to 38 feet where 35 feet is the standard in an H-2 Zone (an 8.6% increase).
3.
 - a. Permit alternative parking lot landscaping where landscaping per Figure 30.64-14 is required.
 - b. Eliminate landscape island fingers where required per Figure 30.64-14.
4. Eliminate off-site improvements (curbs, gutters, sidewalks, streetlights, and paving) where required per Section 30.52.
5. Reduce the front setback from the future right-of-way line along Las Vegas Boulevard South to zero feet where a minimum of 10 feet is required per Table 30.40-7 and Section 30.56.040 (a 100% reduction).
6. Permit a roof sign where one is not permitted by Section 30.72.040.
7. Permit 18 freestanding signs and 1 monument sign where a maximum of 2 freestanding and/or monument signs are permitted (an 850% increase).
8. Increase the height of a freestanding sign to 100 feet where 35 feet is the standard (a 186% increase).
9. Permit a 400 square foot animated sign (video message unit) where not permitted per Table 30.72-1.
10. Reduce the separation between freestanding signs to a minimum of 7 feet where a 300 foot separation is the standard (a 98% reduction).
11. Permit freestanding signs consisting of temporary materials (banners) attached to light poles on a permanent basis.
12. Permit non-standard improvements (landscaping, fencing, gates, structures, parking, and signage) within the right-of-way (Las Vegas Boulevard South) where otherwise not permitted.
13. Permit non-standard improvements (landscaping, fencing, gates, structures, parking, and signage) within the future right-of-way (Las Vegas Boulevard South) where otherwise not permitted.
14. Reduce the number of required parking spaces to 22 spaces where 140 spaces are required per Table 30.60-1 (an 84% reduction).
15. Reduce driveway throat depth to zero feet where 70 feet is required per Uniform Standard Drawing 222.1.

LAND USE PLAN:

SOUTH COUNTY (SLOAN) - ENTERTAINMENT MIXED-USE

BACKGROUND:

Project Description

General Summary

- Site Address: 14200 Las Vegas Boulevard South
- Site Acreage: 89.6
- Project Type: Recreational facility/racetrack
- Number of Stories: 1 & 2
- Building Height (feet): 38 (maximum)
- Square Feet: 63,278

- Parking Required/Provided: 140/158

History & Request

This request is to re-establish the applicable land use applications for a private recreational facility that is visible from I-15 where customers can drive expensive, exotic sports cars around a racetrack. This use was previously established with UC-0155-15, which was approved by the Board of County Commissioners (BCC) on May 6, 2015 and was again approved by the BCC through an application review, AR-0077-17 (UC-0155-15). The application; however, expired as no follow-up application review was filed as required by AR-0077-17 (UC-0155-15). As a result, the applicants are looking to have this application approved in order to re-establish the previous land use applications and approve proposed modifications to the facility. This application is a project of regional significance.

Site Plan

Access to the site is from 3 driveways from Las Vegas Boulevard South located on the northwestern portion of the site. The plans indicate the driveway approaches will be paved from the existing pavement on Las Vegas Boulevard South to the site and a right turn line will be added to the center driveway. No additional off-site improvements are depicted on the plans. The plans depict the existing main building with a proposed addition along with existing and proposed shade structures and 3 proposed buildings. The parking area for the facility located on the northwest corner of the site is within an H-2 zoning district. The start/finish line of the racetrack is also located on the northwest corner of the site and the racetrack circulates through the remainder of the property. The plans depict 4 new structures designated as the main building with new shop building, wash and storage building, off-road building, and go-kart pitlane. The existing and proposed garages and maintenance facilities will be used for maintenance on the vehicles associated with the facility and will not be open to the general public. The driveway throat depths have been noted as “zero feet” as the current location of driveway is within the future right-of- way.

Landscaping

The plans depict landscaping consisting of trees, shrubs, and groundcover located on the northwestern portion of the site within the parking area and along Las Vegas Boulevard South. No additional landscaping is proposed with this request. A 5 foot high wrought iron fence is depicted along the east side of the parking area to prevent unauthorized access to the facility. A 4 foot high wire fence is located around the perimeter of the site, which includes the Las Vegas Boulevard South frontage, to prevent trespassing.

Elevations

The existing main building with new shop addition consists of 2 stories with a maximum height of 38 feet. The front of the main building faces west toward Las Vegas Boulevard South and I-15. On the second floor facing east is a viewing terrace with a galvanized steel railing system that overlooks the racetrack. The new storage and wash building is 1 story with a maximum height of 24 feet. The west and east sides of the building each contain 6 aluminum roll-up doors with the south elevation containing an aluminum wrapped canopy. The new off-road building is 1 story with a maximum height of 24 feet. The front of the building faces south with glass storefront windows. The south exterior contains a covered viewing terrace and entrance to

amenities indoors. The north elevation contains an aluminum wrapped canopy. The exterior walls for all buildings are a combination of aluminum and glass storefronts, stucco, and decorative metal. The color scheme for the building includes red and yellow colors which are vivid hues. Other structures on the property include carports and a go-kart pitlane which are constructed out of steel frames and corrugated metal roofs that are approximately 10 feet high. Additional structures include concrete walls at various locations around the racetrack and barriers along the curves of the racetrack. These barriers consist of stacked automobile tires.

Floor Plan

The main building with the new shop addition is 2 stories with a total area of 41,303 square feet. The first floor consists of a reception area, offices, retail sales area, café and lounge, restrooms, storage areas, and meeting rooms. The second floor consists of a lounge, the viewing terrace, and a multi-purpose room. The new shop addition consists of a locker room, restrooms, an office, storage space, and vehicle maintenance space.

The new off-road building is 1 story with a total area of 9,600 square feet. The building floor space contains a lounge, changing rooms, briefing room, an office, restrooms, and a vehicle maintenance area.

The new storage and wash building is 1 story with a total area of 12,375 square feet with an 1,875 square feet carport. The floor space includes a wash bay and storage areas for cars as well as tires and parts.

Signage

The original sign plans depict a roof sign on the west side of the main building facing 1-15 and Las Vegas Boulevard South. This sign has an area of approximately 662 square feet. The sign consists of 6.7 foot high capital letters that will read "Speed:Vegas." These letters will be internally illuminated with back lighting. The request includes 7,300 square feet of wall sign area which includes the western elevations of the main building, the garage, and a water tank. The plans depict various signs on each of these structures in conjunction with vivid color schemes which make the water tank and the west elevations of the buildings attention gaining devices; therefore, the entire surface of these walls are being calculated as wall sign area.

The original sign plans depict a total of 18 freestanding signs and 1 monument sign. The monument sign is located adjacent to the northern driveway to the site. The sign provides directional information which is larger than permitted by Code for a directional sign; therefore, it is considered as a monument sign. The plans depict 6 light poles with banners attached, located in the area adjacent to the southern 2 driveways.

The original sign plans also depict 10 freestanding signs that spell out the name of the facility along Las Vegas Boulevard South. These signs will have a minimum 7 foot separation from each other. Each sign will consist of a capital letter that when put together spells out "Speed: Vegas". The 2 remaining freestanding signs consist of a project identification sign and a pylon sign. The pylon sign is 100 feet in height and will include a video message unit. The video message unit will be the only animated sign requested for the project.

The table below describes the existing signs:

Type of Sign	Total Sign Area (sq. ft.)	Allowed per Title 30 (sq. ft.)	Percent Increase	Total # of Signs
*Freestanding	2,682	4,277	N/A	18
Monument	50	70	N/A	1
**Wall	7,300	2,978	145	7
Roof Sign	662	0	N/A	1
Overall Total	10,694	7,325	N/A	27

*The pylon sign also contains animation.

* * Per tenant

The details for the animated sign are listed below:

Type of Sign	Total Sign Area (sq. ft.)	Allowed per Title 30 (sq. ft.)	Percent Increase	Total # of Signs
Animated	400	0	400	1

Note: Only electronic message units are allowed in this zoning district.

Applicant's Justification

The applicant indicates that the recreational facility is an appropriate use for this area which is designated for Entertainment Mixed-Use development in the Land Use Plan. The overall height and roof sign are typical for tourist uses in Clark County. The continuous façade of the structures will not be a noticeable feature of the property as viewed from the public right-of-way. They further indicate that such a use would be a unique experience for visitors to Clark County and would aid in the diversification and revitalization of the economy in the area. The applicant also states that most parts of the proposed project have already been approved by the BCC and are currently existing.

The sign program is entirely consistent with signs elsewhere on Las Vegas Boulevard South and similar commercial and tourist areas. The applicant also states that all the described signs are currently existing and were previously approved, and with this site serving as a gateway into the Las Vegas Valley, the signs in their present state of disuse are more of an eyesore than if they would be in operation.

Prior Land Use Requests

Application Number	Request	Action	Date
UC-0155-15 (AR-0077-17)	Review of a racetrack, recreational facility, and vehicle maintenance facility - expired	Approved by BCC	July 2017
DR-0062-16	Review of fabric membrane structures (tents) in conjunction with a recreational facility and racetrack	Approved by BCC	March 2016
VS-0386-15	Vacated and abandoned a portion of Haven Street-recorded	Approved by PC	August 2015
VS-0384-15	Vacated and abandoned a portion of Speck Drive, Valley View Boulevard, and Astrology Avenue-recorded	Approved by PC	August 2015

Prior Land Use Requests

Application Number	Request	Action	Date
UC-0155-15	Racetrack, recreational facility, and vehicle maintenance facility with waivers	Approved by BCC	May 2015
UC-0416-09	Rock crushing and temporary construction storage site - expired	Approved by PC	August 2009

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Entertainment Mixed-Use	H-2 & R-U	Undeveloped & open lot storage
South	Public Use; Entertainment Mixed-Use; Open Lands; & City of Henderson	H-2, R-U, & N/A	Undeveloped & batch plant
East	Entertainment Mixed-Use; Open Lands; & City of Henderson	R-U & N/A	Undeveloped
West	Business Employment; Entertainment Mixed-Use; & Open Lands	R-U, C-1, H-2, M-1, & M-D	Undeveloped & manufacturing

STANDARDS FOR APPROVAL:

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

Analysis**Current Planning**Use Permits

A use permit is a discretionary land use application that is considered on a case by case basis in consideration of Title 30 and the Master Plan. One of several criteria the applicant must establish is that the use is appropriate at the proposed location and demonstrate the use shall not result in a substantial or undue adverse effect on adjacent properties.

This site is in the South County Planning Area and designated for Entertainment Mixed-Use development by the Master Plan. The proposed use complies with policies 5.1.3 and 5.1.5 of the Master Plan which encourages the continuing emphasis of tourism-based industries within the County, while also reinvesting and revitalizing commercial areas that are no longer in use. The proposed use complies with the portion of Policy SO-4.1 which encourages compatible economic development which supports Sloan's role as a gateway to the Las Vegas Valley. Based on these goals and policies, staff finds the uses are appropriate for the area and supports the use permits.

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 #1

The proposed landscaping does not comply with policies within the Master Plan, particularly Policy SO-4.1. This policy encourages development to be aesthetically pleasing and compatible with the role of Sloan as a gateway into the Las Vegas Valley and due to its location near the I-15 corridor. As a result, this policy encourages certain uses to be screened and buffered in accordance with Title 30. This policy also encourages certain steps to be taken with development in this area to beautify properties and create an appropriate entrance to the Las Vegas Valley. Since this has been achieved with xeriscape and rockscapes, staff can support waiver of development standards #1a, but staff cannot support waiver of development standard #1b and #1c as these waivers do not contribute to an aesthetically pleasing area and Sloan's role as a gateway.

Wavier of Development Standards #2

The proposed increase in building height is less than 10%. The increase in building height will allow for a unique building design with a curved roof rather than a flat roof or the typical pitched roof. The structure and use are on a large site in an area with little existing development. Staff finds that the increase in building height will not be noticeable and will not have a negative impact on the area. Therefore, staff can support this request.

Wavier of Development Standards #3

Per Policy SO-4.1, Sloan's location at the southern entrance to the Las Vegas Valley and along the I-15 corridor, make Sloan a gateway to Las Vegas and; therefore, attention to the physical and visual appeal of properties along the I-15 corridor should be strongly considered. The landscaping design for the parking lot appears to incorporate native and desert tolerate trees and shrubs that help to blend the site into the surround landscape and do enhance the visual appeal of the area along I-15 and within the greater desert landscape. With that said, the use of landscape island fingers within a parking lot is to help better integrate parking lots into the urban fabric, but more practically to help reduce the urban heat island effect. Given the rising temperatures of the area, the types of plants being used in the landscaping design, and the additional heat that would also be created by the racetrack use, the lack of landscape island fingers would not positively impact the site and may create further issues regarding heat and the heat island effect. Therefore, staff can support waiver of development standards #3a, but is unable to support waiver of development standards #3b.

Waiver of Development Standards #5

Las Vegas Boulevard South within the greater Las Vegas area plays a vital role within the economy of Clark County and thus the protection of the right-of-way and its surroundings, now and in the future is an important consideration for development. The requested setback to zero feet from the future right-of-way raises concerns for safety, as the placement of a permanent structure that close to a right-of-way may have impacts on sight lines and places people and structures closer to potential accidents and harm. In addition, varying setbacks can have the effect of creating a more interesting visual for the street frontage but given the scale of the

buildings and the lack of surrounding development, staff does not find that this would be the case. Overall, staff finds the requested setback reduction to be excessive, would not contribute to a more visually appealing streetscape, and may have safety implications. Therefore, staff cannot support this request.

Waivers of Development Standards #6 through #11 (Signs)

This site is located within the I-15 Corridor. Policy SO-4.1 encourages the preservation and enhancement of the scenic, historic, natural, cultural, recreational, and archaeological resources along the I-15 corridor and to encourage aesthetics and visual impacts caused by any type of proposed development to enhance the I-15 corridor near Sloan Road as the southern gateway to the Las Vegas Valley. Staff finds the signage proposed for this site conflicts with this policy. The design, number, and color scheme of the signs do not preserve or enhance the scenic, historic, natural, or cultural resources in this area. A 100 foot high pylon sign with a 400 square foot video message unit will become a visually dominant feature in this area given the topography of the area. Staff finds there are alternatives to the design of the freestanding signs which would reduce the number of signs, increase the sign separations, and reduce the visual dominance on the area. Therefore, staff does not support these requests.

Waiver of Development Standard #14

Given the site's location and the importance that uses surrounding Las Vegas Boulevard South have on the local economy, care should be taken to account for both current and future conditions regarding not only use and visual appearance, but also the practical aspects of accommodating people and their cars on these sites. The design of the project properly accounts for the needed parking on the site given the current conditions; however, given the location of the future right-of-way/property line significant amounts of parking could be lost in the future. Staff finds that should this change in the property occur, a significant amount of needed parking spaces would be lost and the requested 84% reduction in the required parking for this instance is excessive given the possibility for other parking lot designs that may limit such a reduction. Therefore, staff cannot support this request.

Design Reviews #1, #2, & #4

Staff finds the design of the project does not comply with the portion of Policy SO-4.1 of the Master Plan which encourages compatible architecture, landscaping, and signage along I-15 in Sloan, which is to act as the gateway into the Las Vegas Valley. As was previously mentioned, the design of the sign program on the site in terms of spacing, number, size, and sign type would ultimately create a dominating visual effect that does not enhance the area, especially when possible alternatives exist. The physical design of several of the existing and proposed building is modern and could be appealing, but the use of a wire fence around the perimeter of the site does not encourage an appealing architectural concept. The project's lack of fully improved street frontages also does not improve the area's appearance. Finally, the design of the site lacks any forethought regarding the future right-of-way with several buildings near the future right-of-way and most of the parking lot, landscaping, and signage in the future right-of-way itself. Special care should be taken to enhance this area visually and to consider how development may impact future developments and improvements. Staff finds that the design of the project does not totally enhance the visual and architectural appearance of the area and lacks forethought for possible future developments. Therefore, staff does not support these requests.

Public Works - Development Review

Waiver of Development Standards #4

Historical events have demonstrated how important off-site improvements are for drainage control. Additionally, full width paving allows for better traffic flow. Therefore, staff cannot support the waiver of development standards for full off-site improvements.

Waivers of Development Standards #12 & #13

Based on current plans, there are no non-standard improvements in the right-of-way. The applicant would like the option to install non-standard improvements in the right-of-way in the future: If non-standard improvements are placed in the right-of-way, the applicant will be responsible for maintenance and up-keep of said improvements; the County will not maintain any (landscaping, xeriscape, planting, fences, gates, existing structures, existing and proposed parking structures and existing and proposed parking stalls) placed in the right-of-way. Staff can support waivers of development standards #12 and #13 but the applicant must execute and sign a License and Maintenance Agreement for any non-standard improvements within the right-of-way.

Waiver of Development Standards #15

Staff cannot support the waiver of throat depth for all driveways on Las Vegas Boulevard South. When Las Vegas Boulevard South is fully improved, there will not be adequate room for proper vehicle movement, causing potential stacking in the right-of-way.

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 Henderson Executive 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.

Staff Recommendation

Approval of the use permits, waivers of development standards #1a, #2, #3a, #12 and #13, and design review #3; denial of waivers of development standards #1b, #1c, #3b, #4 through #11, #14 and #15, and design reviews #1, #2, and #4.

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:

- 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 and application for review; 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 this application must commence within 2 years of approval date or it will expire.

Public Works - Development Review

- Drainage study and compliance;
- Drainage study must demonstrate that the proposed grade elevation differences outside that allowed by Section 30.32.040(a)(9) are needed to mitigate drainage through the site;
- Grant roadway easements for Las Vegas Boulevard South to accommodate a proportionate share of a 200 foot wide right-of-way;
- Owner acknowledges that the proposed non-standard improvements (buildings, structures, and improvements) are within a portion of the area planned for a 200 foot wide right-of-way per Title 30 and the Clark County Transportation Element;
- Future applications, whether individually or cumulatively (including this application), that are demonstrated to have a sufficient traffic impact upon Las Vegas Boulevard South may require the owner, or its successors, to dedicate its proportionate share of all or portions of the planned right-of-way for Las Vegas Boulevard South adjacent to its property according to the requirements of the Clark County Transportation Element and Title 30;
- Owners or its successors shall remove any non-standard improvements (buildings, structures, and improvements) related to this application or any future applications within the planned right-of-way at its own expense, in the event dedication of the planned right-of-way is required;
- Applicant to execute and sign a License and Maintenance Agreement for any non-standard improvements within the right-of-way;
- Execute a Restrictive Covenant Agreement (deed restrictions);
- 5 years to review for waiver of development standards #4.
- Applicant is advised that approval of this application will not prevent Public Works from requiring an alternate design to meet Clark County Code, Title 30, or previous land use approvals.

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;
- 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.
- Applicant is advised that the 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; and that separate airspace determinations will be needed for construction cranes or other temporary equipment.

Fire Prevention Bureau

- No comment.

Clark County Water Reclamation District (CCWRD)

- Applicant is advised that the CCWRD is unable to verify sewer capacity based on this zoning application; and may find instruction for submitting a Point of Connection (POC) request on the CCWRD's website; and that a CCWRD approved POC must be included when submitting civil improvement plans.

TAB/CAC:

APPROVALS:

PROTESTS:

APPLICANT: LAS VEGAS MOTORSPORTS PARK, LLC

CONTACT: CASSANDRA WORRELL, 520 S. FOURTH STREET, LAS VEGAS, NV 89101