

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

UC-25-0716-KHACHIKYAN MESROP:

HOLDOVER USE PERMIT for a vehicle paint and body shop.

DESIGN REVIEW for a proposed vehicle paint and body shop and accessory structure on 2.12 acres in a CG (Commercial General) Zone within the Airport Environs (AE-60) Overlay.

Generally located west of Jones Boulevard and north of Oquendo Road within Spring Valley.
MN/dd/cv (For possible action)

RELATED INFORMATION:

APN:

163-35-501-040

LAND USE PLAN:

SPRING VALLEY - NEIGHBORHOOD COMMERCIAL

BACKGROUND:

Project Description

General Summary

- Site Address: 5985 Jones Boulevard
- Site Acreage: 2.12
- Project Type: Vehicle paint and body shop
- Number of Stories: 2 (proposed vehicle paint and body shop)/1 (proposed accessory storage building)
- Building Height (feet): 35 (proposed vehicle paint and body shop)/25 (proposed accessory storage building)
- Square Feet: 22,000 (proposed vehicle paint and body shop)/5,000 (proposed accessory storage building)
- Parking Required/Provided: 52/52
- Sustainability Required/Provided: 7/7.5

Site Plan

The site plan depicts a proposed vehicle paint and body shop located on the east half of the subject parcel. Access to the site is provided from Jones Boulevard via a single 39 foot wide driveway located on the northeast corner of the property. The proposed vehicle paint and body shop is set back 25 feet from the east property line (Jones Boulevard) and 25 feet from the south property line (Oquendo Road). Parking is located along the northern portion of the site, the south property line, and east of the proposed accessory storage building. The main entrance to the vehicle paint and body shop is on the north side of the building. Per Title 30, a use permit is required for a vehicle paint and body shop in the CG (Commercial General) zone. A use permit

is also required for a vehicle paint and body shop within 200 feet of areas subject to residential adjacency, and in this case the vehicle paint and body shop is 153 feet from the residential development to the west.

The plans also depict a proposed accessory storage building located in the southwest corner of the site. The accessory storage building is set back 20 feet from the west property line, 41 feet from the southern property line (Oquendo Road), and 88.5 feet west of the proposed vehicle paint and body shop.

An 8 foot high decorative CMU screen wall is also proposed along the north, west, and south property lines. There is also an 8 foot high CMU wall with a pivot gate that is oriented east to west and secures the area between the buildings. The first loading zone and trash enclosure are both centrally located on the site adjacent to the pivot gate. The second loading zone is located immediately to the southeast of the accessory storage building.

Landscaping

Detached sidewalks and street landscaping will be provided along Jones Boulevard and Oquendo Road. The street landscaping consists of large trees, shrubs, and groundcover. The west property line will feature the required buffering and screening per Section 30.04.02C which includes a 15 foot wide landscape strip, an 8 foot high decorative wall, and a double-row of evergreen trees spaced 20 feet on center. The north property line also features a 10 foot wide landscape strip containing large trees, shrubs, and groundcover. Lastly, the required amount of landscape finger islands and landscaping are provided throughout the parking area.

Elevations

The elevations for the proposed vehicle paint and body shop building depict a maximum height of 37 feet with a variable roofline. Each of the four building faces will be constructed of tilt-up concrete panels featuring decorative metal panels, window and door awnings, and storefront glass. There are also roll-up doors on the west facing elevation of the vehicle paint and body shop building that face west toward the accessory storage building.

The elevations for the proposed accessory storage building includes split-face CMU block with a maximum height of 25 feet. Each of the four building faces will be feature the same decorative elements as the vehicle paint and body shop building. There are roll-up doors on this building as well, however these are located on the east face of the building and face the vehicle paint and body shop building to the east.

Floor Plans

The floor plan for the first floor of the vehicle paint and body shop depicts multiple parking areas for vehicles awaiting service, along with 6 vehicle lift areas, 2 paint booths, office spaces, restrooms and 2 breakrooms. There are also 2 roll-up doors located on the west facing elevation of the building. The second floor plan for the vehicle paint and body shop depicts additional office spaces and restrooms. The proposed vehicle paint and body shop building has an overall area of 22,000 square feet.

The floor plan for the accessory storage building does not depict any interior rooms or structures, although there are 2 roll-up doors located on the east face of the building. The proposed accessory storage building has an overall area of 5,000 square feet.

Applicant’s Justification

The applicant currently operates an existing vehicle paint and body shop and wants to use this site as their new permanent location. Additionally, the applicant states that the proposed vehicle paint and body shop will be a lower intensity use than other uses that would be allowed within Neighborhood Commercial planned land use areas. The hours of operation will be limited and will be a compatible use to the area. Additionally, only 2 roll-up doors are present on the main building where vehicle paint and body shops usually have 5 or more. The applicant also notes that workers will service the vehicles within the interior of the building. The proposed site design complies with code by providing detached sidewalks, street and parking lot landscaping, and four-sided architecture. Finally, the applicant states that even though they are less than the required 200 feet from a residential use, they are buffered by the required landscaping and an accessory storage building.

Surrounding Land Use

	Planned Land Use Category	Zoning District (Overlay)	Existing Land Use
North & East	Neighborhood Commercial	RS20 (AE-60)	Undeveloped
South	Public Use	RS20 (AE-60)	Undeveloped
West	Ranch Estate Neighborhood (up to 2 du/ac)	RS20 (AE-60)	Single-family residential

Related Applications

Application Number	Request
ZC-25-0715	A zone change from RS20 to CG is a companion item on this agenda.
VS-25-0717	A vacation and abandonment of patent easements 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 properties to the north and south are currently undeveloped, and neither property is master planned for residential uses. Additionally, staff finds the existing residential property to the west is physically buffered from any potential disturbances by the installation of the required buffering and screening set forth in Title 30, in addition to the accessory building that was purposefully placed between the vehicle paint and body shop and the residence to the west. Staff also notes that with the Master Plan category of Neighborhood Commercial, the site could be used for a more intense use with the approval of a conforming zone change to CG, such as a shopping center or restaurant. Additionally, all of the business activity is planned to be conducted indoors, and the building was designed to be as far east as possible. Staff finds that this use should have a minimal impact to the surrounding properties, and 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.

Staff finds that each of the proposed buildings feature multiple decorative elements on each elevation and that the parking area and site proposed more landscaping than is required by Title 30. Furthermore, there are also no roll-up doors facing any residential districts that are not buffered by a building. Finally, staff notes that no waivers of development standards were required for this application, reflecting the site's compliance with the design standards set forth in Title 30. The site features all of the street, parking lot, and buffer landscaping required per code, as well as detached sidewalks and four-sided architecture. For these reasons, staff can support this request.

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 30.02.26B.3(ii) of the Clark County Unified Development Code, the Federal Aviation Administration (FAA) must be notified of the proposed construction or alteration.

Staff Recommendation

Approval.

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

- 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

- **Construction of off-site improvements to commence by January 1, 2028;**
- Drainage study and compliance;
- Traffic study and compliance;
- Full off-site improvements;
- Right-of-way dedication to include 25 feet to the back of curb for Oquendo Road and associated spandrel;
- The installation of detached sidewalks will require the recordation of this vacation of excess right-of-way and granting necessary easements for utilities, pedestrian access, streetlights, and traffic control devices.

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 30.02.26B 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. The Determination of No Hazard must not be expired.
- 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; and 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

- Applicant is advised that permits may be required for this facility and to contact Fire Prevention for further information at (702) 455-7316; that fire protection may be required for this facility and to contact Fire Prevention for further information at (702) 455-7316.

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 #0191-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

TAB/CAC: Spring Valley - denial.

APPROVALS: 1 card, 1 letter

PROTESTS: 17 cards, 3 cards

COUNTY COMMISSION ACTION: November 19, 2025 – HELD – To 12/17/25 – per the applicant.

COUNTY COMMISSION ACTION: December 17, 2025 – HELD – To 02/18/26 – per the applicant.

APPLICANT: VIGEN KHACHIKYAN

CONTACT: LORA DREJA, BROWN, BROWN, & PREMSRIRUT, 520 S. FOURTH STREET, LAS VEGAS, NV 89101