

07/02/25 BCC AGENDA SHEET

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

**DR-25-0372-DIAMOND MOHAWK CCA, LLC:**

**DESIGN REVIEW** for a proposed vehicle rental and sales facility on 4.06 acres in an IP (Industrial Park) Zone within the Airport Environs (AE-65) Overlay.

Generally located east of Mohawk Street and north of Post Road within Spring Valley.  
MN/bb/kh (For possible action)

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RELATED INFORMATION:

**APN:**

163-36-701-036

**LAND USE PLAN:**

SPRING VALLEY - BUSINESS EMPLOYMENT

**BACKGROUND:**

**Project Description**

General Summary

- Site Address: N/A
- Site Acreage: 4.06
- Project Type: Vehicle rental facility
- Number of Stories: 1
- Building Height (feet): 32
- Square Feet: 10,730 (building)/1,824 (fuel canopy)
- Parking Required/Provided: 23/26
- Sustainability Required/Provided: 7/6.5

**History & Site Plan**

The site was previously approved via ZC-23-0614 for a large office warehouse building that is no longer being requested. The proposed plan depicts a much smaller building for use as a truck rental facility. The site is located on the east side of Mohawk Street, approximately 300 feet north of Post Road. The plans show a 10,730 square foot vehicle rental building is being proposed with the building centrally located on the west half of the site. The site plan also shows that a 7 bay loading area will be located on the north and south sides of the building. Additionally, vehicle rental truck parking is shown on the north, south, and east sides of the building. An accessory fuel storage and service island with canopy cover is shown northeast of the building 25 feet south of the north property line. A 12,000 gallon diesel tank is shown adjacent to the fuel canopy. Access to the site is provided by 2 commercial driveways that are 32 feet wide. The southern driveway is in the southwestern corner of the site, while the northern driveway will be at the northwest corner of the property. A 30 foot to 60 foot one-way drive aisle

entrance at the southwest corner of the site is shown which wraps around the building connecting to the northwest driveway at Mohawk Street. An entry gate is located 118 feet east of Mohawk Street at the southwest corner of the building. The exit gate is at the northwest corner of the building, 104 feet east of Mohawk Street. A north-south, 24 foot drive aisle connects the 2 driveways in front of the building with customer and employee parking on both sides. Additional truck parking is provided along the northern and southern property lines. The site has 24 standard parking spaces, 2 accessible parking spaces, and 71 truck/trailer parking spaces.

### Landscaping

The plans show that street, parking lot, and perimeter landscaping is provided throughout the subject site. Along Mohawk Street, a 15 foot to 30 foot wide landscaping area has been provided, with this strip consisting of a 5 foot landscaping strip adjacent to Mohawk Street with a 5 foot detached sidewalk followed by over 5 feet of additional landscaping. The landscaping between the sidewalk and parking spaces is over 20 feet in width. Within this street landscaping strip, 11 Shoestring Acacia in 2 staggered rows are provided, where 11 trees are required. The trees are generally spaced 20 feet apart. Within the parking lot, landscaping has been provided in various landscape islands. The landscape islands and planters contain 13 Mesquite and Shoestring Acacia trees on the west side of the building. The 11 trees along the southern property line are spaced approximately 30 feet on center and located within a 15 foot wide planter strip. An 8 foot decorative wall is provided along the full extent of the southern and eastern property lines. Although the prior design review for a warehouse will be expunged as a result of this request, the applicant's current plan includes landscaping and screen walls that were previously required as a condition of approval. Chain-link fencing is provided adjacent to the entry and exit gates, and along the northern property line.

### Elevations

The elevations show that the proposed building will be 32 feet tall to the highest parapet. The exterior will mostly be composed of painted vertical seam metal panels on all 4 facades. The panels will be painted varying shades of grey with the colors varying between panel levels and roof articulations to break-up the facades. The roof is generally flat with a pitched portion at 12:1 at the east half of the building. Additionally, textured metal panels are provided at regular intervals on all 4 facades to facilitate architectural enhancements. Access to the building is provided by 1 aluminum commercial window-doors systems located on the western façade. Additional access is provided by painted metal doors on the eastern, southern, and northern facades. Seven metal roll-up doors are provided on the northern and southern façades. A canopy is over the west entrance and southwest corner windows of the building. A larger 20 foot high canopy extends from the south and east sides of the building for additional shade. A 20 foot high detached fuel canopy is located at the northeast corner of the building.

### Floor Plans

The plans depict a 10,730 square foot truck rental building. The plans show 2,737 square feet of office space, parts room, locker room, employee breakroom, and rental counter spaces located on the west side of the building. The remainder of the building is an open floor plan for the 7 truck bays and a small equipment room. The detached fuel canopy is 1,824 square feet in area at the northeast side of the main building.

### Applicant's Justification

The applicant is proposing to construct a truck rental building on 4.06 acres with associated parking and accessory fueling. The vehicle rental facility will operate from 6:00 a.m. to 11:00 p.m. Monday to Friday, and 7:00 a.m. to 5:00 p.m. on Saturday. The south drive aisle will be used as an entry to the truck rental parking and fueling area through a rolling gate that is set back 118 feet from Mohawk Street. The north drive aisle will be used for exiting trucks through a rolling gate that is 104 feet from Mohawk Street. Four bicycle parking spaces are provided adjacent to the building entrance. An 8 foot decorative block wall is located along the south property line and east property line.

### **Prior Land Use Requests**

<b>Application Number</b>	<b>Request</b>	<b>Action</b>	<b>Date</b>
VS-23-0615	Vacated and abandoned a portion of Mohawk Street for detached sidewalks	Approved by BCC	December 2023
ZC-23-0614	Zone change from R-E to M-D for an office/warehouse facility	Approved by BCC	December 2023
VS-1049-07	Vacated and abandoned patent easements and a portion of Sobb Avenue for future development - recorded	Approved by PC	November 2007
UC-1568-96	Overhead 230/138/12 kV power transmission lines	Approved by BCC	November 1996

### **Surrounding Land Use**

	<b>Planned Land Use Category</b>	<b>Zoning District (Overlay)</b>	<b>Existing Land Use</b>
North	Neighborhood Commercial & Business Employment	IP (AE-65)	Office/warehouse complexes
South	Neighborhood Commercial	RS20 (AE-65)	Undeveloped
East	Business Employment	IP & IL (AE-65)	Drainage Channel, office/warehouse, & outside storage
West	Business Employment	RS20 (AE-65 & NPO-RNP)	Undeveloped

### **Related Applications**

<b>Application Number</b>	<b>Request</b>
VS-25-0373	A request to vacate 5 feet of Mohawk Street right-of-way and 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**

#### 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.

The proposed truck rental facility with associated accessory fuel storage and fuel canopy is consistent with the future land uses to the north, south, and east. The truck facilities are blocked from Mohawk Street views by the building and landscaping. The south and east sides of the property are screened by an 8 foot decorative wall. The site is designed to control access to the truck parking spaces and fuel facilities. The entry and exit driveways require trucks to exit the site at the northwest corner of the property with closest access to I-215 and I-15 by way of Mohawk Street, Patrick Lane, and Decatur Boulevard. Mohawk Street south of this property is not a finished paved road. Master Plan Policy 1.4.5 supports development transitions to mitigate the impacts of higher intensity uses proposed adjacent to future residential uses. Master Plan Policy 1.5.2 and Policy SV-1.1 encourages compatible in-fill development for transitioning from higher intensity uses. The truck rental facility includes indoor work bays and a fueling station located northeast of the building. The fueling station and fuel storage is located more than 240 feet from Mohawk Street, and approximately 290 feet from the residential property on the west side of Mohawk Street. The applicant states that 6.5 sustainability points are possible at this property, including additional landscape trees, water efficient planting, cool roof, building orientation, shade structures, 11 foot floor height, low emissivity glass, and shaded ADA ramps. Therefore, staff can support the design review.

#### **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.

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.

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**

- Expunge the design review portion of ZC-23-0614;
- 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;
- Full off-site improvements;
- The installation of detached sidewalks will require the 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;
- 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 and 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.

**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](mailto:sewerlocation@cleanwaterteam.com) and reference POC Tracking #0198-2025 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

**TAB/CAC:** Spring Valley - approval (hours from 6:00 a.m. to 10:00 p.m.).

**APPROVALS:**

**PROTESTS:**

**APPLICANT:** RYAN SINICKI

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