



togetherforbetter

Board of County Commissioners

Clark County, Nevada

Michael Naft, Chair
William McCurdy II, Vice Chair
April Becker
Jim Gibson
Justin Jones
Marilyn K. Kirkpatrick
Tick Segerblom

The Board of County Commissioners of Clark County, Nevada met in recessed regular session in full conformity with law and bylaws of said Board at the regular place of meeting in Clark County, Nevada, on Wednesday, June 3, 2026:

CLARK COUNTY GOVERNMENT CENTER
COMMISSION CHAMBERS
500 S GRAND CENTRAL PKWY
LAS VEGAS, NEVADA 89106

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SEC. 1. OPENING CEREMONIES

CALL TO ORDER

The meeting was called to order at 9 a.m. by Chair Naft with the following members present:

Commissioners Present:

Michael Naft, Chair
William McCurdy II, Vice Chair
April Becker
Jim Gibson
Justin Jones
Marilyn K. Kirkpatrick
Tick Segerblom

Absent:

None

Also Present:

Robert Warhola, Deputy District Attorney
Jennifer Ammerman, Acting Director, Comprehensive Planning
Antonio Papazian, Deputy Director, Public Works
JaWaan Dodson, Manager, Development Review
Jewel Gooden, Deputy Clerk
Ruby Ochoa, Deputy Clerk

SEC. 2. PUBLIC FORUM

1. Public Comment

MICHAEL NAFT

Good morning. Welcome to the June 3 meeting of the Clark County Commission here in our zoning capacity. We're going to begin today's meeting with the first time set aside for public comment. Anyone wishing to speak on items that are on today's agenda can come forward at this time. I'll note that Items 4 through 11 are on routine action item and will not receive a separate hearing. Items 12 through 44 will be heard separately and you'll have an opportunity to speak on those items at that time. Anyone wishing to speak, please come forward. Seeing no one, I'll close the public hearing. Good morning.

SEC. 3. AGENDA

2. Approval of the Agenda After Considering Requests to Add, Hold, or Delete Items. (For possible action)

ACTION: APPROVED.

JENNIFER AMMERMAN

Good morning, Commissioners. Next item is the approval of the agenda after considering any additions or deletions of items. Staff has a following request:

Hold to the July 22, 2026, Zoning meeting:

- Item 12 WS-26-0113.

The above public hearing item is going to be opened as a public hearing and immediately recessed until the dates as previously stated. With this deletion, which is Item 12, the agenda stands ready for your approval.

MOTION

WILLIAM MCCURDY II

I move approval our agenda.

MICHAEL NAFT

Thank you. There's a motion for approval. Please cast your vote.

VOTE

VOTING AYE: Michael Naft, William McCurdy II, April Becker, Jim Gibson, Justin Jones, Marilyn K. Kirkpatrick, Tick Segerblom

VOTING NAY: None

ABSENT: None

ABSTAIN: None

MICHAEL NAFT

That motion passes.

3. Approval of minutes. (For possible action)

ACTION: APPROVED.

JENNIFER AMMERMAN

Third item on the agenda is the approval of the minutes. The minutes of the May 6, 2026, Zoning meeting are ready for approval.

MOTION

WILLIAM MCCURDY II

I move approval of our meeting minutes.

MICHAEL NAFT

There's a motion for approval, please cast your vote.

VOTE

VOTING AYE: Michael Naft, William McCurdy II, April Becker, Jim Gibson, Justin Jones, Marilyn K. Kirkpatrick, Tick Segerblom

VOTING NAY: None

ABSENT: None

ABSTAIN: None

MICHAEL NAFT
The motion passes.

SEC. 4. ROUTINE ACTION ITEMS 4 THROUGH 11

ACTION: APPROVED.

JENNIFER AMMERMAN

Next are the routine action items which consist of Items 4 through 11. These items may be considered together in one motion are subject to the conditions listed with each agenda item. Additionally, staff has the following requests:

- Item 5, AR-26-400033 for UC-22-0059, add the following public works condition until December 29, 2026, to complete off-site improvements or the application will expire unless extended with an approval of an extension of time.
- Item 8, WS-26-0220. Add Public Works conditions. Reconstruct driveways as commercial curb return driveways per uniform standard drawing 224 or provide a foot wide concrete sidewalk behind the existing driveways for compliance with the Americans with Disabilities Act (ADA). Applicant should close the most southerly driveway on Ellis Boulevard. Applicant is advised that the Nevada Department of Transportation (NDOT) concurrence may be required and delete the following Public Works condition. Applicant is advised that NDOT permits may be required. If there are no objections, the public hearing is now open and the routine action portion of the agenda stands ready for approval.

MOTION

WILLIAM MCCURDY II

With the changes read into the record, I move approval of our routine action items.

MICHAEL NAFT

Thank you. Please cast your vote.

VOTE

VOTING AYE: Michael Naft, William McCurdy II, April Becker, Jim Gibson, Justin Jones, Marilyn K. Kirkpatrick, Tick Segerblom

VOTING NAY: None

ABSENT: None

ABSTAIN: None

MICHAEL NAFT

Motion passes.

4. DR-26-0236-REFRIGERATION SUPPLIES DISTRIBUTOR:

DESIGN REVIEW for a proposed office/warehouse building on 1.91 acres in an IL (Industrial Light) Zone within the Airport Environs (AE-60) Overlay. Generally located south of Russell Road and east of Rogers Street within Paradise. MN/bb/kh (For possible action)

ACTION: APPROVED.

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance.
- Applicant is advised that certain uses are not permitted in the airport environs and certain other uses will require a special use permit; and 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

- Comply with approved drainage study;
- 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. 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.

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 #0203-2026

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

5. AR-26-400033 (UC-22-0059)-SIROONIAN, CHARLES B. & DEBORAH M.:
USE PERMITS THIRD APPLICATION FOR REVIEW for the following: 1) salvage yard; and 2) recycling center.
WAIVERS OF DEVELOPMENT STANDARDS for the following: 1) reduce the setback of a vehicle dismantling yard from a non-industrial use; 2) reduce the setback of a salvage yard from a non-industrial use; 3) reduce the setback of a recycling center from a non-industrial use; and 4) alternative paving.
DESIGN REVIEW for a salvage yard, recycling center, and vehicle dismantling yard on 17.0 acres in an IH (Industrial Heavy) Zone. Generally located north of Hammer Lane and west of Auto Street within the Sunrise Manor Planning Area. MK/rp/kh (For possible action)

ACTION: APPROVED.

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Remove the time limit.
- Applicant is advised a substantial change in circumstances or regulations may warrant denial or added conditions to an application for review; the County has adopted a rewrite to Title 30 effective January 1, 2024, 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 the application; and the applicant is solely responsible for ensuring compliance with all conditions and deadlines.

Public Works - Development Review

- Until December 29, 2026 to complete offsite improvements or the application will expire unless extended with approval of an extension of time;
- Compliance with previous conditions.

6. ET-26-400036 (NZC-23-0015)-SILVER YEARS SERIES 8, LLC & KRED INVESTMENTS, LLC:
ZONE CHANGE FIRST EXTENSION OF TIME to reclassify 2.0 acres from an RS5.2 (Residential Single-Family 5.2) Zone to an RM32 (Residential Multi-Family 32) Zone.
WAIVERS OF DEVELOPMENT STANDARDS for the following: 1) alternative street landscaping; 2) allow access to a local street; 3) allow modified driveway design standards; and 4) allow modified street standards.
DESIGN REVIEW for a proposed multi-family development. Generally located north of Tonopah Avenue and west of Walnut Road within Sunrise Manor (description on file). WM/md/kh (For possible action)

ACTION: APPROVED.

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Until April 19, 2028 to complete or the application will expire unless extended with approval of an extension of time;
- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance.
- Applicant is advised that 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; the County has adopted a rewrite to Title 30 effective January 1, 2024, 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; and the applicant is solely responsible for ensuring compliance with all conditions and deadlines.

Public Works - Development Review

- Compliance with previous conditions.

7. ET-26-400037 (ZC-23-0679)-LOVES TRAVEL STOPS & COUNTRY STORES INC:

USE PERMIT FIRST EXTENSION OF TIME for a truck stop.

WAIVER OF DEVELOPMENT STANDARDS to waive sidewalk and allow alternative street landscaping.

DESIGN REVIEWS for the following: 1) a truck stop; 2) alternative parking lot landscaping; and 3) finished grade on 25.01 acres in a CG (Commercial General) Zone. Generally located east of US 95 and north of Kidwell Hanger Road (alignment) within Cal-Nev-Ari (South County). MN/rr/kh (For possible action)

ACTION: APPROVED.

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Until December 20, 2027, to commence or the application will expire unless extended with approval of an extension of time.
- Applicant is advised 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; the County has adopted a rewrite to Title 30 effective January 1, 2024, 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; and the applicant is solely responsible for ensuring compliance with all conditions and deadlines.

Public Works - Development Review

- Compliance with previous conditions.

8. WS-26-0220-SINGH PETROLEUM CORP.:

AMENDED WAIVERS OF DEVELOPMENT STANDARDS for the following: 1) modify parking lot landscaping (no longer needed); 2) reduce buffering and screening; and 3) modify residential adjacency standards.

DESIGN REVIEW for a proposed retail and restaurant building with drive-thru within an existing commercial complex on 1.29 acres in a CG (Commercial General) Zone. Generally located east of Nellis Boulevard and north of Lake Mead Boulevard within Sunrise Manor. MK/lm/kh (For possible action)

ACTION: APPROVED.

CONDITIONS OF APPROVAL –

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

- Drainage study and compliance;
- Traffic study and compliance;
- Off-site improvement permit will be required;
- Reconstruct any unused driveways with full off-site improvements;
- Reconstruct driveways as commercial curb return driveways per Uniform Standard Drawings 224 or provide a 5 foot wide concrete sidewalk behind the existing driveways for compliance with the Americans with Disabilities Act (ADA);
- Applicant to close the most southerly driveway on Nellis Boulevard.
- Applicant is advised that Nevada Department of Transportation (NDOT) concurrence may be required.

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 #0538-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

9. WS-26-0231-32 ACRES, LLC:

WAIVERS OF DEVELOPMENT STANDARDS for the following: 1) modify residential adjacency standards; 2) reduce driveway approach distance; and 3) reduce driveway departure distance.

DESIGN REVIEW for a proposed shopping center on 3.97 acres in a CG (Commercial General) Zone. Generally located north of Ford Avenue and east of Durango Drive within Enterprise. JJ/bb/kh (For possible action)

ACTION: APPROVED.

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance;
- Enter into a standard development agreement prior to any permits in order to provide fair-share contribution toward public infrastructure necessary to provide service because of the lack of necessary public services in the area.
- 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.

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 #0524-2024 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

10. ZC-26-0230-DIAMOND WINDMILL, LLC:

ZONE CHANGE to reclassify a portion of 0.94 acres from a CP (Commercial Professional) Zone to a CG (Commercial General) Zone. Generally located south of Windmill Lane and west of Giles pie Street within Enterprise (description on file). MN/rk (For possible action)

ACTION: APPROVED.

CONDITIONS OF APPROVAL –

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 #0297-2023 to obtain your POC exhibit; that flow contributions exceeding CCWRD estimates may require another POC analysis.

11. ORD-26-900344: Conduct a public hearing on an ordinance to amend the official zoning map reclassifying certain properties as approved by the Board of County Commissioners on August 18, 2021, September 22, 2021 and March 18, 2026. (For possible action)

ACTION: ADOPTED (ORDINANCE 5387; EFFECTIVE JUNE 18, 2026).

SEC. 5. NON-ROUTINE ACTION ITEMS 12 THROUGH 44

12. WS-26-0113-TROPICANA LAND, LLC:

HOLDOVER WAIVER OF DEVELOPMENT STANDARDS for modified driveway geometrics.

DESIGN REVIEW for a resort hotel on a 26.11 acre portion of 35.11 acres in a CR (Commercial Resort) Zone within the Airport Environs (AE-60) Overlay. Generally located south of Tropicana Avenue and east of Las Vegas Boulevard South within Paradise. JG/nm/kh (For possible action)

ACTION: DELETED FROM THE AGENDA (HELD TO JULY 22, 2026, PER THE APPLICANT).

13. UC-26-0165-WHITING VEGAS:

HOLDOVER USE PERMIT for a school.

WAIVERS OF DEVELOPMENT STANDARDS for the following: 1) reduce buffering and screening; 2) modify residential adjacency standards; and 3) reduce driveway throat depth.

DESIGN REVIEW for a proposed school on 6.26 acres in an IL (Industrial Light) Zone. Generally located north of Vegas Valley Drive and east of Tree Line Drive within Sunrise Manor. TS/lm/kh (For possible action)

ACTION: DELETED FROM THE AGENDA (HELD NO DATE, PER THE APPLICANT. APPLICANT IS ADVISED THAT RE-NOTIFICATION FEES ARE REQUIRED PRIOR TO THIS ITEM BEING PLACED ON THE AGENDA).

JENNIFER AMMERMAN

Next is Item 13, UC-26-0165. Holdover use permit for a school. Waivers of development standards for the following: 1) reduce buffering and screening; 2) modify residential adjacency standards; and 3) reduce driveway throat depth. Design review for a proposed school on 6.26 acres in an IL (Industrial Light) Zone. Generally located north of Vegas Valley Drive and east of Tree Line Drive within Sunrise Manor.

MICHAEL NAFT

Good morning.

BOB GRONAUER

Good morning. Good morning, Mr. Chairman, Commissioners. My name is Bob Gronauer, 1980 Festival Plaza Drive. I'm here today representing Mater Academy. Some of you may know or may not know that Mater Academy is a Title I charter school. It's been located here in Southern Nevada over about the last 12 years. A matter of fact, over the last 12 years in this general vicinity, you have about three campuses of the four Mater Academy campuses. You have one which is known as Mater Academy on Bonanza. You have another one that's known as Mater Academy on East Las Vegas, which is also on East Bonanza and you also have one at Mater Academy on Mountain Vista. The reason why I picked those three is because that's located in this general vicinity, but more importantly, those three schools over the last academic year have been rated four or five stars.

And because of that success, one of the things that Mater has achieved with these Title I schools is they've closed the gap in academic achievement between the students with different ethnic and income groups. And because of that success and because the need for more of these Title I schools is the reason why I'm standing before you today with this application. So, the first thing I'd like to do is get your attention to the overhead and give you the location of this property.

Highlighted in yellow, this is about a six-acre piece of property that's vacant. This is located just along the northeast corner of Treeline Drive and to the south here is Vegas Valley Drive in this area. To give you a little bit more context of the location of this area, Hollywood is located over here further to the east and to the north up in this area is Sahara Avenue. So, in this general vicinity, as you can see, we do have some existing uses. Just to the north and to the east of us is an existing single family residential development. To the south down in this area, this is an RM-18. It's a triplex development and just across the street in this area is the Nevada NV Energy piece of property that you see. But more importantly, when you take a closer look at this piece of property, you will see that it's master planned business employment.

Business employment allows for industrial uses and then as I show you here, you also have the zoning on the property, which is IL for industrial uses. Now arguably, we believe that coming in with a charter school adjacent to residential is a less intense impact than coming in with industrial or commercial development because with the zoning alone on this piece of property, what is permitted, you could have auto equipment rental sales subject to conditional uses, you could have a maintenance repair shop, a vehicle body shop, you could have outdoor storage, or with the special use permit, you could have semi-truck parking or recycling center on this piece of property. Now, I think arguably, although those are industrial uses that you can have, I don't think those are probably the best type of uses adjacent to residential in this case here.

So next that I want to focus on is the site plan. We have a land use application that's before you and in your backup as you know, there are several applications that we have. The first thing I want to point out is

that we're coming in for a special use permit or the use permit for our public school, which is a charter school that we're applying for. As your staff has mentioned, their staff report, the school that we're proposing at this location is actually compatible and harmonious in the area. And so staff's actually recommending approval of the special use permit for the school. We do have waiver development standards as you can look in your backup here. There are several waiver development standards though that we are withdrawing without prejudice. Letters are number 1A and 1B we're going to withdraw without prejudice and then also 2C in your staff report, we're withdrawing without prejudice also.

So, it leaves us with about three other types of requests that we're asking for. So, one of the requests for waiver development standards is down in this area along Vegas Drive is a drainage channel. We cannot put some trees down in the corner just in the corner of this area, but the trees that we're not planting were actually putting back into the property. Your staff is actually recommending approval for that request. Also, staff is recommending approval up in this area in the southern portion of our ingress and egress of the two driveways. We do have a throat depth reduction because there's only egress coming out on the Tree Line. Staff is also recommending approval for that. The only application that staff is not recommending approval for is because we are designing our school and this is Tree Line and this is Vegas Valley Drive, we are building or proposing a drive circular drive that is located along the property in this area.

And what's important to note is number one is when you've built these type of charter schools throughout the valley and there are tens of these that are already constructed and existing throughout the valley, one of the most important things is in handling traffic circulation, you want to keep as much traffic as you can of cars queuing on the property instead of queuing out on the streets that you see with other schools and public schools throughout the valley. So, as we designed this, this is no different as we designed other schools. However, those previous applications were approved on your old code where we didn't have to come in with the waiver of development standard. The waiver development standard that I'm asking for today is because it's called a high activity area. Whenever you have parking or wherever you have a circular drive like what we're proposing, when you're proposing something that's a non-residential use adjacent to residential, you got to come in with the waiver of development standard.

Now, respectfully, and I argue this at the Sunrise Manor Town Board and they agreed with this argument, as all of you know in your own districts, when you have commercial or higher intense uses adjacent to residential, the question is rhetorically, how many times have neighbors who lived adjacent to that proposed use have asked for you to move those buildings as far away as possible? And that's what we're doing in this situation. Unfortunately, because your code changed over two years ago, we got to come in with that waiver development standard. So, the reason why I went through that explanation there is respectfully, this is how development is done and has been done in the past because us moving the school adjacent to these residential houses here, you probably have people in opposition. What I can tell you at the neighborhood meetings and Town [Advisory] Board (TAB) meetings and if anybody who came in opposition were not the people who are adjacent to us.

A matter of fact, and I'll go through on the design review, the proposal here, the building to the closest northern property is about 182 feet in the setback. In this area here, we're about 50 feet in a setback. We are also proposing intense 15 feet landscaping adjacent to the residential development. So respectfully, and I think logically, I think this is a great design and even though staff didn't support that waiver request, I think it makes sense and there's compelling justification to do so.

And I just want to show you some examples. This is the Mater Mountain Vista. In this area here, if you take a quick look, the same thing was designed in this area and what was designed, you have residential development adjacent to us, which is existing today. And I'm just going to only show you a couple other

ones. This is Mater at Bonanza, which also is designed with that circular drive as I'm showing you. And then I'm showing you this one is just located in the City of Las Vegas because what I'm showing you, not only does it happen in the county but throughout is when you have these charter schools and residential neighborhoods, these are all designed with the buildings to be moved further away from the residential setbacks that you see.

So next is what I want to do is go through the design review. And again, I'll go through here fairly quickly. This is Vegas Drive. Tree Line again is located here. Our ingress and egress is going to be only on Tree Line Drive. Actually, in this area here, you'll be coming into Tree Line Drive on the property on the northern side and you'll be coming around the loop here as I'm showing you. All egress will be coming out on the Tree Line in this area also. This is a K through 8 school. When we open, if this is approved, open enrollment for the first year is about 800 students with a maximum about a thousand students at full build out. The building is a two-story building at 35 feet. What's interesting about this is that although the building here sits about 58,000 square feet of two stories of 35 feet, we're actually about four to five feet lower than the northern grade that's existing on the homes here and four or five feet lower than the existing grade to the east that's located here.

One of the important things that I said about the design of the project, we have 148 cars that are proposed to be queuing on the property here. And I'll start talking about that in the traffic here in a second so I could zone in on a little bit or zoom in a little bit more on the traffic. So, we exceed the parking requirements onsite. We're required to provide 51 parking spaces where we're providing 59 and we do, as I said, with the exception of the landscaping in this corner, meet and exceed the landscaping requirements of what is being proposed, or excuse me, by code. This is the modern look of the building, as I said, up to 35 feet, which is no different than similar designs that you see with the other charter schools, especially with Mater Academy. Now, next to the last thing that I want to point out before I'm done with my presentation is the traffic circulation.

Traffic has been a big discussion throughout this application process. So, what I want to talk about, when we talk about traffic, I'm going to talk about three things. One, I'm going to talk about circulation and about Title I schools and the impact that they have. The second thing I'm going to talk about is if this application's approved, the improvements we're going to make in this area on off-site improvements that are going to be over about \$1.5 million that with this approval, this project to improve traffic in this area. And then third thing I'm going to talk about is a Sloan Bridge road connector that the county just approved that's actually going to help traffic in this area, but also is going to put a little bit more stress on this intersection of Tree Line and Vegas Valley. So, the first thing I want to talk about is traffic circulation.

As you can see located here along Tree Line, I already told you this is where ingress and egress is going to be located. About 70% of the traffic that's proposed for this school is going to be coming off Vegas Drive and coming in on Tree Line coming in. Leaving the site, 30% will be going up Tree Line, 70% is expected in our traffic study to come down to Vegas Valley Drive. What is unique about this, although you're going to have a thousand students, the Title I school, as you know, focuses on about a two-mile radius that they give preference to students who live in that area. What is different than other charter schools, you have a lot of kids and children that will be walking to school in this area. So that's going to cut down on the amount of traffic cars that are going to be queuing onsite or coming on the property.

But also what's important is we have at least a minimum of two buses and we have the ability to bring in more buses like we have with the other Mater Academies. So those two buses are going to take about 160 students away from traffic and cars. So, when you add that up along with people walking to school, you also have more participation in these type of schools for after school care. You have about 25% on the conservative side, which is much different than you have for other schools. And then you have 10%

for early participation also because of the demographics of what you're dealing with and people going to work and so on. So, my point is that although when you have pickup and drop off at these schools, at a school like this, this is not like your typical school. What this is you're going to have less traffic than what you will see because of those conditions that I mentioned. And then on top of that, we're going to be doing split bell times. So, you're going to have a certain time, two bell times in the morning for drop off and two in the afternoon for pickup.

My last thing I want to point out here with respect to the drop-off and pickups in the circulation here is the impact of this is only 180 days a year and the impact that you're going to have is about 20 to 30 minutes in the morning, 20 to 30 minutes in the afternoon, which is far less of a traffic impact than if I gave you those commercial uses or the industrial uses that I mentioned earlier. Now the second thing that I want to point out here, the reason why I think this approving this project is very important is I want to zoom in here on Tree Line and Vegas Valley Drive.

If you take a look at this area right here and you zoom in, you'll see that it's unimproved in this area. What you have today is about a 30-foot right-of-way or a little bit bigger than a 30-foot right-of-way. There are no detached sidewalks. These kids and families are walking on the streets or riding their bikes on the streets. There's no place to be safe in this area because this whole area on two sides are unimproved. If you approve this project, what we are required to do is do full street improvements of 60 feet. In that area, that means we're going on the area over here by NV Energy. We're going to put detached sidewalks, curb, gutter, full street improvements, which will be a better outlook from a public safety standpoint than what you have there today. Then in addition, as I mentioned earlier, this intersection, there is no signalized intersection in there today.

If you approve this project, we are required to put a full signalized intersection in there at our full participation. Because of that, of us putting those improvements in there, as I mentioned earlier, it's approximately about \$1.5 million of private money that would be put in there to fix a public safety issue in this area. If not, because as I mentioned earlier, you have the Sloan connector.

This is the third one on the traffic study or my traffic comments I want to point out. Just recently, this is Sloan here, this is location of our property and what's important about this is, and thank you to the county for adding this connecting road in here, the bridge over the wash. So now you're going to get the Sahara traffic coming down here onto Vegas Valley as they go to the other schools, which is located further and I'll show you here, this one here. This is the Sloan Connector. This is our property located here. So instead of traffic today coming down Tree Line or Hollywood to get to the two public schools that are located there, what you're going to do is you're going to now bring traffic down in to Vegas Valley and it's going to be a little bit more crowded or more traffic, which is good because that means now you're taking traffic away from Tree Line and traffic away from Hollywood to get to schools in this area.

Now, even if you don't approve this project, the county's going to have a concern here because now you're going to have Tree Line in Vegas Valley Drive where you're probably going to need a signalized intersection because now you're bringing more traffic in this area. So to sum everything up here, as I mentioned earlier on the traffic is when you take a look at this, approving a project like this that has a traffic issue today and us coming in to fix these issues at our cost, instead of having the county come in with a capital improvement project with 30% of prevailing wage on top of \$1.5 million is probably a significant savings to the county to have the developer come in and do the work on this. So finally, the last thing I want to point out to you is there are people here in the audience, they want to speak in support of the school.

I've gone through this process. We've had two neighborhood meetings. We've had a TAB meeting. The Sunrise Manor TAB meeting did recommend approval of the project. Neighbors are here, they're very passionate. Whenever you have churches and you have schools, it's very important for the parents and the constituents. They want to be heard. They want to make sure the kids go to these good schools. And as I started out, that's why I thought it was important for me to tell you who Mater Academy is and what they've done. And because of that, what we've done is we made sure we got petitions and people in support that are located in this area. Okay. Some of them live adjacent in this neighborhood, some of them live a little bit further out, but what we ended up doing is we got about a combined 669 petitions in support.

We got 359 petitions online and then for the physical petitions, we have about 310. Now mind you, as I said, because I want to be fair because I don't want to... I've been on both sides of these that are in arguments over 30 years of doing this, but I want to show you, yeah, there's some people that live way outside of the jurisdiction, but I want to be 100% transparent to you. But in this area, this is where these neighbors live and what they want, they want to have a school, their choice in their neighborhood and they're here, they're going to speak and then I'm going to be here and answer any other questions that you may have. But I want to thank you for allowing me the extended time to present the case.

MICHAEL NAFT

Thank you for the presentation. At this time, I will open the public comment period. Anyone wishing to be heard on the item before us, please come forward at this time.

DAVID AVILION

Good morning all. My name is—

MICHAEL NAFT

Yeah, I'm sorry. If you could just step closer to that microphone on your right. Yep.

DAVID AVILION

Good morning all. My name is Dave Avilion. David Avilion, 6479 First View Avenue, 89142. My brand such as it is, transparency, accountability, logic, and compassion, still working on the slogan, but if you cannot determine my angle through my presentation, I will share it at the end. I am a neighbor and this is that unimproved roadway from my vehicle. As you can see, if people were going to try to go around, they've got this unimproved road, but it's sidewalks, traffic I guess was handled. Therefore, I'm going to shift my— Mostly I want to be respectful of everybody's time and my parking. I'm not going to be spouting platitudes. I'm not a platypus.

At this time we need public school support more than ever. Charter schools take money away from public schools. The improved test scores are what they call a false equivalency because the public schools of the area are expected to support every student in the community. If these people were truly concerned about the community, they would work from the inside to improve Clark County School District (CCSD) instead of splitting and forming their own band. The CCSD School Board is elected. Charter school boards are appointed. No control over that. So, you're going to be hearing a lot of testimonials from people in the neighborhood, people who possibly work at the school, people whose children go to that school. I don't want to step on any toes, but let me say at this time public school support is more important than ever.

As far as traffic, any of those other things would be preferable. I think to people in the neighborhood as far as traffic goes, a repair place, a parking, or just let it go. Just don't leave it. And I would be wondering

where the money, these private dollars are going for the improvement. Thank you very much for your time. Everybody else.

MICHAEL NAFT

Thank you. Next speaker, please.

ABRAHAM CAMEJO

Good morning, Members of the Commission. My name is Abraham Camejo. For the record, last name C-A-M-E-J-O. I am a neighbor down the street. I live in this district. Many of you guys, get to work with you guys throughout the community events. I'm also on the advisory committee for the Nevada PTO. I also sit on many SOT boards. I'm also a former member of the Bond Oversight Committee for the school district. I'm very aware of what's going on with the master plan facility development and how the school district is closing down schools and that conversation's coming in October. These are the facts that is coming. My kids attend Mater Academy. They've been attending for many years now and there is a difference between the charter and the school district, and at the same time they're both public schools. I understand this is a whole debate on the public, on the funding and everything, but today at hand, we're discussing on getting this approved for our community.

As a longtime resident of east Las Vegas, we don't get all the improvements that we should like Summerlin or newer parts of Henderson does. I can tell you that having a new school being built in our community is a great thing because at the same time, the school district is having a conversation on closing down schools. Mater Academy has more than 5,000 parents or 5,000 students on a waiting list and it's for a reason. So, the charter district or the charter system, it is now considered the second-largest school district in Nevada. It's here to stay. It's not going nowhere. Parents want a choice and I advocate a lot for the school district and the facility master plan and all this as serving in many of my different capacities, but there is a reason why I personally choose to have all my six children attend Mater.

I want my oldest graduated from Mater and I sit on different boards on SOT. I know about the neighborhood. I know about the improvements that Commissioner Tick Segerblom has been able to do, bringing our police station, our fire station, the new park on Hollywood. These are great things that we're seeing in our community, but we also need more choices for our east Las Vegas families and Mater Academy is one of those choices. And at the end of the day, we need to continue to improve our community, continue to offer these options for all our parents so that way they can have these choices. It's all about choice. And as a parent, we want to have that choice where we can send our children. So, I thank you for your time.

MICHAEL NAFT

Thank you. Oh, guys, hold on a second. To keep our record clear, we don't allow clapping for any speakers. Okay? Thank you.

ABRAHAM CAMEJO

I'm going to leave this here.

MICHAEL NAFT

Next speaker, please. And if you'd like to form a line down the center, you're welcome to do that. Good morning.

SHEILA MOULTON

Good morning. My name is Sheila Moulton, M-O-U-L-T-O-N. I live on 5606 Creole Drive in Las Vegas, but I've lived on the east side since moving here from California in 1978. I spent 20 years in the Winterwood

area across from Wingert Elementary. I spent 22 years in the orchards, and I have always been about education. After serving for 12 years on CCSD, Board of Trustees in 2010, I was term limited and shortly thereafter, I was approached by representatives from Mater Academy. Didn't know them from Adam, met them at the Sunrise Library. They told me they wanted to put a charter school down on Mountain Vista and I listened and I said, "If you can do half of what you said you'd do, it would be a blessing to the Eastside area." I have attended the two public meetings that we've had and at those meetings, my conservative estimate is that 80% of those that attended those meetings were in support of this charter school.

Now let me address the two concerns that I heard at those meetings. Number one, traffic, been there, done that, lived across from Wingert for 20 years, but it was more important that my kids have a good school and I was a helicopter parent. So, in the traffic you've heard here today about Sloan, it's doing, it's coming, it'll be there, it'll be helpful. Also, you've heard about the adjustments that Mater is willing at a significant amount of money to make in order to make Tree Line really a good— It's been a horrible street for years. I still use it to visit my children. Mater will put in a stoplight, they'll make it two lanes. Vegas Valley is also being looked at for better transportation as we were told in these public meetings and many students, as you heard, will come via the bus or will walk.

Now, the other concern that they had was that schools are closing in the area. Right now, my understanding is that there is a solar farm there across from kitty corner from where this school will be, that that is being moved and that they are replacing with 320 units for the veterans. Now, perhaps they will have children, but my biggest concern is the 1,600 units there between Desert Inn and Vegas Valley. I don't really know, but I bet it's maybe a fourth already in place. These are two-to-four-bedroom homes and I'm certain that they have children. This is a K-8 through school and what really excites me is that we have two wonderful high schools in that area, Las Vegas High School. My son-in-law teaches there and ECTA, East Career and Technical Academy where my son teaches there, my son-in-law in Las Vegas, but they can move right up.

Oh, I'm almost done. Okay. I'm going to thank you, but I truly want to tell you that Mater does what it says it will do. And then if not a school, what? Oh, good timing.

MICHAEL NAFT

Thank you very much. Good morning.

JACOB REYES

Good morning, Members of the Board. Jacob Reyes, 3928 Edgemore Way, Las Vegas, Nevada. I'm also an east Las Vegas resident. I actually grew up. I played football for Las Vegas High School. I went to Votech High School at the time, I don't know if you guys remember that, but that's a different name now, SECTA, along with ECTA. Long story short, I used to ride my bicycle down Tree Line after football practice from Las Vegas High School since that was my home school. And I can't tell you ever since then how many car accidents I saw on Tree Line and Vegas Valley because I was going all the way down to Vegas Valley and Nellis or excuse me. Yeah, basically right there by Juniper Hills. Long story short, my kids are still— Or they're in Mater Academy right now and they couldn't be happier. This is an amazing school.

It's an amazing program. All I'm going to say is this school would be a fantastic investment in our kids' future as well as in the community's future to improve this particular section of Las Vegas, specifically of east Las Vegas. And it's just something that would positively influence the future of east Las Vegas. And I appreciate your time guys. Have a great day.

MICHAEL NAFT

Thank you. Good morning.

STEPHANIE CERVANTES

Hi, good morning. My name is Stephanie Cervantes and I'm here to speak in support of the proposed new campus. While I don't live within one mile of the proposed location, I do live within five miles and I've lived in Sunrise Manor since I was a child. I once love this area, but over time I have watched it change in ways that deeply concerned me as a parent and as a member of the community. Driving through Sunrise Manor, families are subject to liquor stores, smoke shops, and dispensaries among every other corner. My concern is that we're not seeing the same level of investment in high quality educational opportunities. And based on publicly available school and business listings, estimates suggests that Sunrise Manor has roughly 55 to 65 schools compared to approximately 100 plus liquor stores, smoke shops, dispensaries, and similar businesses combined across the area. Now, if you narrow that a little bit closer to the proposed site within the three-mile radius, there's an estimated 12 to 18 schools compared to 25 to 47 of those same type of businesses.

And I really want that to sink in for a moment. It's not about blaming the community or its leaders. It's about recognizing what children are growing up around and how high educational access compares to other types of development in the area. I know what strong education can do because my children attend a Mater Academy campus and I've seen firsthand what the difference makes. That's why I'm here because I believe the children in Sunrise Manor deserve more access to that same level of education, not less. And right now access is limited. Families in this area have to be selective in choosing schools and quality is not consistent across the community. The proposed campus is not just another school. It's an opportunity to shift that balance to give families more high quality options and to invest directly in the children who are already here and deserve better.

So, my question is simple. If we know this community has the students and we know it has a need, then why would we not bring more high quality education directly to where it's needed the most? I don't believe that Sunrise Manor needs less opportunity. I believe it needs more investment in its children. And with that being said, I do strongly support the approval of this campus for my children and for the children and the families of Sunrise Manor. Thank you for your time.

MICHAEL NAFT

Thank you.

DEANNA IVERSON

Hello, my name is Deanna Iverson. I live at 6942 East Charleston Boulevard. I have lived on the east side of Las Vegas for 27 years. I am speaking in favor of the school. I have been in education for 19 years. I've worked for CCSD and I now work for Mater Academy. I also want you to know that I have graduated four children from CCSD, one from ECTA, the school right there at that side, and three from Las Vegas Academy. I say that because I wanted a choice for my students or my own children. I graduated, right? I chose to have them go to magnet schools where they had great opportunities. Not that the other regular schools don't, but what I did like was the opportunity to have choice. I think as you have children and grandchildren, you like having choice and bringing Mater to the east side, giving our parents choice is really, really important to all of us. Nothing against CCSD, but everything having worked for them, it is a fabulous organization where children come first, and we would be remiss if we don't give our parents additional choice. Thank you.

MICHAEL NAFT

Thank you.

MARCUS HICKS

Marcus Hicks. My address is 5739 Mabel Road. I live pretty close to the site that's being proposed for this school. I have three children that are here in that back row, and we ride our bikes at the park right down the street. We just took a little drive past the site and my son said, "Is that where the new school's going to be?" And I said, "I hope so," you know? We started Mater Academy 2014. Sorry, I didn't expect to get emotional, but my kids are here. 2014, we started Mater Academy with about 250 kids in a small little church and we've grown into four schools. We have thousands of students. We're graduating at East, our high school.

We're graduating students with college degrees. We have a profound success and part of that is because of that afterschool and preschool program that we have. And so, we show up early for the kids and we stay late for the kids. And so, all the traffic concerns are irrelevant because our students stay in school. They don't go home at 2:30. Students stay. We offer them great programs to build character. We offer them sports. We offer them all the offerings that kids deserve, that many of these families and these communities, they just don't have the same access to it as they would in other communities. And so, as it's been stated already, we have thousands of people on the wait list and these are people who believe in school choice and they've made their choice and I hope the seven of you make the same choice and support Mater Academy. Thank you.

MICHAEL NAFT

Thank you.

RENEE FAIRLESS

Good morning, Chair, Commissioners. Renee Fairless, F-A-I-R-L-E-S-S. For the record, I'm the Executive Director, Lead Principal for Mater Academy. And we do currently have the four schools and 5,000 students on the wait list. And I think our success comes from the fact that when we come into the community, we come in as a community partner. We come in with the idea that the school should be the center of the community. There are wonderful schools already in existence there and none of those are scheduled to be closed. They are meeting their capacity just fine. And so, if you look at the growth that is taking place in that area, Hollywood is opening up all the way into Henderson. And so, to look at that growth, we do need more schools in that area and to be able to bring a high quality school where we will work with the traffic safety plans.

We've done this at all of our campuses, where we offset our bell time for the surrounding schools. I don't want a bunch of traffic lined up at my school no more than anybody else does. So, we offset the bell times because we're able to do that. We work with our board. When we come into the community, that's the main thing that I wanted to reiterate. We're not coming in as some different entity. We are part of the community. We are a public school, state funded public school and for those reasons. I was in the CCSD 28 years, this isn't a us versus them. This isn't all of us. Education is better when all of us work together and that's exactly what Mater Academy has done. I think that's why we're successful. I hope you give us the opportunity to continue to grow. Thank you.

MICHAEL NAFT

Thank you. Anyone else wishing to speak, please come forward. And if there is anyone else after this gentleman, please come forward into the aisle. Good morning.

ALEJANDRO ARAGON

Good morning. My name is Alejandro Aragon. I live on 2619 Joseph Cannon Drive, Las Vegas, Nevada. I'm not here neither for or neither against or whatever, but I walk around that community. I live right across the street from it. I walk every other day past that (inaudible) talking about. My thing is the construction

in that area takes a little bit longer. If they can fix that pathway get that pathway, then I'll be okay with breaking ground for that school. I do believe the school is a good school. Ms. Fairless, for the most part, when issues happen with the school, she's not afraid to address it with the parents. It is a good school. I hope it does break ground, maybe not right now, but fix the area around so that traffic won't happen and I'm okay with the school after that.

MICHAEL NAFT

Thank you.

DARYL TURNER

Good morning. My name is Daryl Turner. I'm a social science teacher for Mater Academy. I also coach girls flag football, middle school and high school level, and I also work in the dual enrollment instructor. I'm from east San Jose. It's very similar to east Las Vegas. And when moving here with my family, we decided where am I going to work? What community are we going to serve? And my wife, my son, and I decided that east Las Vegas is where we're going to serve because that's who we are. That is our community. When the first speaker showed the map, there was one way outlier bullet point that showed, I think that was me out by the Durango. That's what we currently rent. We're looking to buy and we want to place roots in Las Vegas. We want to flourish. We want to be part of the community from now and into the extended future.

Our son will be going to school next year for his first pre-K and we want him to have a spot, and not just for him, for everybody in our community to rise and elevate. Can I ask a question? Do we know on the Board how many students have been hit by a vehicle this year? 2025, 2026. Any rough estimates? It's a 400 plus. And so, one thing we can do is help improve that by mentioning on both sides, safety and traffic is going to be a situation that we want to alleviate. By putting in that light that would absolutely help one of the concerns that's not just for me and my community, but for everybody in Las Vegas to keep our children safe. Another thing I'd like to say is improvements drastically need to be happening on the east side and this is an outstanding opportunity to not only take public, but also private money to do so.

We do serve the community. We use perception data to understand exactly what our community needs and how to provide it for them. We do serve SPED (Special Education) communities. I have many SPED students that are in my classes and full immersion and also some of them are getting college credits as well. We make sure that we hit our stakeholders' desires, needs, and requirements, and as well as performing civic duty for the students in the community. I just want to like to leave you with this. The grass is not greener in other pastures. Grass is greener where you foster the soil. Let us garden and you will see the fruits of our labor. Thank you.

MICHAEL NAFT

Thank you. Anyone else wishing to speak on the item before us? Please come forward at this time. If not, Commissioner Segerblom.

TICK SEGERBLOM

Thank you. Bob, can you put up that site plan again? So, I know the staff was involved in this, but my understanding is over a couple years ago we changed our code so we wouldn't allow this kind of a parking arrangement next to the houses on the east side.

JENNIFER AMMERMAN

Right, that's correct. With our new Title 30, we have a whole section what we call residential adjacency standards and it does include higher activity.

TICK SEGERBLOM

And was there a reason why we changed it so that you wouldn't have cars parked?

JENNIFER AMMERMAN

Just because of the impact it could have to neighbors. Sometimes it's more impactful than even a building.

TICK SEGERBLOM

All right. Antonio, can they put in a stoplight there or is that something that we make the decision on?

ANTONIO PAPAIZIAN

Commissioner, if I may, I wrote down some notes as Bob was speaking. So, although education we know is important, it does create a traffic burden in the area. He mentioned that Tree Line will be constructed and it's a 60-foot right-of-way. Tree Line will be constructed only adjacent to their site, so they'll only be improving 30 feet of Tree Line. So, the west side of Tree Line will only have one lane as it exists today, which would be a burden to the school. According to his traffic study, if 70% are heading south, that's 105 vehicles stacking on Tree Line. And if a traffic signal is not warranted, 105 vehicles heading south will be stacked and trying to cross Vegas Valley or making a left on Vegas Valley will be very time-consuming. He's mentioned they're not paying for the traffic signal. The traffic study will only make them pay a portion of the traffic signal.

That would be some of the costs that they would have to share if it's warranted. So, if it's not warranted, a traffic signal would not be installed and they're not footing the bill for the whole traffic signal and they're not footing the bill for the west side of Tree Line to be constructed to handle the traffic.

TICK SEGERBLOM

And what about, there's an easement or a wash actually on the south side of the property. Who owns that?

ANTONIO PAPAIZIAN

I believe we have an easement over that portion. They technically own, they're the underlying fee holder, but we have an easement. We have a Vegas Valley project and we're trying to figure out the drainage in this area.

TICK SEGERBLOM

And I know the road there, where the two roads meet on the northeast side, it veers into Tree Line currently.

ANTONIO PAPAIZIAN

I'm sorry. Where are you at?

TICK SEGERBLOM

If you're going east on Vegas Valley, I mean west on Vegas Valley, when you get the Tree Line, the road narrows.

ANTONIO PAPAIZIAN

That is correct. It veers because of the channel. I believe when Public Works comes in with the project, it'll probably straighten everything out. But in the time being and when that project happens right now, it's just in design. We don't know when that project is happening and in the meantime, it will definitely be a traffic burden.

TICK SEGERBLOM

Thank you. And Bob, you mentioned that this would have a thousand students?

BOB GRONAUER

At maximum capacity in a couple years if it was open. Yes, sir.

TICK SEGERBLOM

And how many cars are in that circle?

BOB GRONAUER

It would be queuing is up to 148 cars, would be able to queue in there.

TICK SEGERBLOM

All right. And the property's a little over six acres?

BOB GRONAUER

6.28 acres. Yes, sir.

MOTION

TICK SEGERBLOM

Well, first I want to make it clear to everyone, this is not about Mater Academy. I've learned more about Mater Academy in this process and truthfully, what you do is fantastic. There's obviously a need and I think CCSD should reach out to you and try to copy what you do because (inaudible) It's fantastic how you're producing things. The key for me is trying to put a thousand students, shoehorn them into a six-acre parcel on a two lane road. Before we have the stoplights, we have any of this stuff. So, the truth is, the path around the thing violates the code. I would move that over. Putting that many cars into that road is going to be a nightmare. Putting in a traffic light, which you don't have there. It took me six years to put a traffic light up by ECTA. Traffic lights are not that simple to do.

So, I'm happy to move, to make this non-binding so we can come back and look at it. But truth is, I can't support a thousand-person school with all those cars and those buses in that small piece of property with those neighbors, all those cars sitting there smoking, having their exhaust fumes is just not acceptable to me. So, I apologize to the parents. I said, I support your schools. I would work with you and work with Bob to find a location in east Las Vegas because there's obviously a need and a desire for it, but this is not the place to put that kind of a school. So, with that, I would make a motion to deny this request without prejudice. If you want to come back with a smaller school or something else, I'd be happy to work with that.

BOB GRONAUER

There's one thing I want to make sure to clarify because for the record, if this is going the way I wish it wouldn't go is our traffic study, we are recommending for clarification that we would build the traffic signal in this area. So, we are making that recommendation. That's the only way it could be done. And then for clarification, although I want to make sure that we would do all these improvements before the school would ever open, the traffic signal and all that, we would accept that as a condition. But that's just for the record because I don't want you to think that I said something I need to clarify for the record. I appreciate that.

TICK SEGERBLOM

All right. Well, again, I'm happy to work with you and the school to see if we can come up with a better compromise, but at this point this is way too large for this location and so I would move to deny without prejudice.

MICHAEL NAFT

If there's no further discussion, there's a motion.

MARILYN K. KIRKPATRICK

May I ask the Commissioner?

TICK SEGERBLOM

Oh, my motions.

MARILYN K. KIRKPATRICK

No, I know what your motion is. Your motion is to deny. I get it. But could we really have a real discussion when the time is right to bring this back? My granddaughter goes to a charter school and they have this exact queuing system. I wish the Clark County School District had that same queuing system because there's no traffic that goes in and out. There are not kids walking everywhere. I use this system and I tell you what, I'm in the car line nine minutes in the morning and a half an hour in the afternoon and it moves very quickly when you have all those cars there. I just really hope that we can maybe really revisit this because I think that there's a lot of good things and I think that on the east side we've tried, I'm very engaged as you are in the schools that are over there and I would say, if it were me, I would say you have to put in this traffic light, not an option, right?

Tree Line, Vegas Valley is a problem, has been a problem for 50 years. So, I would say that. I would say there should be no microphones. But I mean, if you have that discussion, I represent kids on the east side too, who are looking for opportunity and different things. I'd love to work with you, but I think that unless you use the car line system, you don't know how it works. I wish every school in the valley did it because you would have less accidents. And I've said for the CCSD, I'm not approving another school unless it's a one way path and this is what this is. And maybe we need to look at our— I don't think this is what it was meant for on our residential things because this is self-contained. But Mr. Commissioner, just, can I work with you when you bring it back?

TICK SEGERBLOM

No, absolutely. And I said if it were a smaller school and we made sure all these improvements that are not on the plan were actually done and we could commit to a stoplight and things like that, there's obviously a need and the school is obviously doing something which we need in east Las Vegas, but this location, with this—a thousand students, the school district has 10 acres for an elementary school, 20 acres for a middle school and 40 acres for a high school. This is six acres for a middle school and an elementary school. It's just we're shoehorning something in there, but I'd be happy to work with everybody to see if we want to hold it. I'm happy to do that or deny without prejudice.

MICHAEL NAFT

So, it sounds like there was an offer made (inaudible).

BOB GRONAUER

Yeah. If I may, based on the discussion, because maybe this is better instead of making a decision that we hold this indefinitely and then what that means is we would have to come back, put it on an agenda. I believe if I'm not mistaken, might take six months or whatever. If it doesn't get on, it expires, but that

gives us the opportunity to have a conversation. But if we can't get anywhere, we don't come back for a date. I mean, that's what I was just talking to the client about.

TICK SEGERBLOM

So, can we hold it for?

MICHAEL NAFT

I think that's a good recommendation. Indefinitely, Ms. Ammerman give a maximum of six months, correct?

JENNIFER AMMERMAN

Correct. So, you just hold it, no date, and when they're ready, we'll put it back on, notify everybody.

TICK SEGERBLOM

All right. (Inaudible).

BOB GRONAUER

Yep. Yes.

TICK SEGERBLOM

All right. I'm happy to make a motion then to hold it indefinitely.

MICHAEL NAFT

There's a motion to hold the item indefinitely. Please cast your vote.

VOTE

VOTING AYE: Michael Naft, William McCurdy II, April Becker, Jim Gibson, Justin Jones, Marilyn K. Kirkpatrick, Tick Segerblom

VOTING NAY: None

ABSENT: None

ABSTAIN: None

MICHAEL NAFT

That motion passes. Thank you.

BOB GRONAUER

Thank you for your consideration.

14. UC-26-0217-CAMERON LAURA & JAMES:

USE PERMITS for the following: 1) allow additional household pets (dogs); and 2) allow a home occupation.

WAIVER OF DEVELOPMENT STANDARD for alternative driveway geometrics in conjunction with an existing single-family residence on 0.56 acres in an RS20 (Residential Single-Family 20) Zone. Generally located west of Radcliff Street and south of Robindale Road within Paradise. MN/rp/kh (For possible action)

ACTION: DENIED WITHOUT PREJUDICE.

JENNIFER AMMERMAN

Next item is Item 14 UC-26-0217. Use permits for the following, one, allow additional household pets, which are dogs, and two, allow a home occupation with waivers of development standard for alternative driveway geometrics in conjunction with an existing single family residence on 0.56 acres in an RS20 residential single family 20 zone generally located west of Radcliffe Street and south of Robindale Road in Paradise.

MICHAEL NAFT

I'm just going to give you a few minutes to collect your things and allow the room to change over a little bit. Good morning. We are now on Item 14. If you could just identify yourselves for the record.

JAMES CAMERON

Yeah. James Cameron, C-A-M-E-R-O-N, and that's 7751 Radcliffe Street, Las Vegas, Nevada, 89123.

MICHAEL NAFT

Thank you.

JAMES CAMERON

Good morning, Commissioner Chair, Board of Commissioners. Barks Vegas is a service disabled combat veteran-owned boutique dog care provider that delivers premium low impact service that prioritize quality of care over volume of customers. Barks Vegas offers a serene, secure and professional home away from home setting for dogs that also reflects the commitment to excellence and community responsibility. What we're requesting is use permits to allow 12 dogs operate a home occupation with outdoor activity and limited client visits on site, and to waive the commercial curb return driveway standard. As a reference, the property is outlined here in red.

Further, this is the perimeter, which then perimeter walls, they prevent the public from observing the dogs and ensuring that external public stimuli are not visible for the dogs in our care. This also ensures that dogs in our care do not get loose and they remain contained on property. Next, quickly on operations, this is an appointment based only. We don't take walk-ins. This would be new clients, drop off and pickup would be scheduled via online or phone app, and they would be separated in distance and time to ensure that there was no overlapping if somebody came late or somebody came a little bit early. The daily capacity would be 12 dogs, which would be split into two groups of six, and those six would be in the areas of two marked here on the layout. This would be for our large dogs and then three for our small, medium dogs.

And also there's internal pictures of what those areas look like. So again, the backyard hours would be from 7 to 7. 7 a.m. to 7 p.m. That would also go along with the client pickup and drop off times as well. Dogs would always be supervised. Waste would be collected immediately. There'll be no permanent signage. All dogs are spayed and neutered, must have vaccines and microchipped and this is our primary residence. So, one of the first things that we addressed during our planning phase was sound, and off to the left here is our sound calculator, which is all based off of academic and federally accepted physics, sound engineering, construction, and auditory standards.

So, this is where we get the numbers. Part of that calculation is distance. So, in room one, where our large dogs will be held, that is 51 feet to our north wall, where the small medium dogs will be held, that's 41 feet to the north wall, which that goes right into our calculation and applying basic physics and universally accepted principles. The calculations show that the sound of six dogs will not impact the nearest neighbors and is below the Clark County residential limit of 65 decibels. We also had a independent traffic survey conducted and that survey was conducted on the intersection of Robindale and Radcliffe for peak

hours of a.m. and p.m. times. Based on their findings, the independent third party traffic study found that 52 daily trips represents 5.57% daily traffic increase and maintains what the study calls an exceptional level of service with negligible impact on the surrounding roadway network.

The definition of negligible, per Merriam-Webster dictionary, is so small as to warrant little or no attention. As you can see on this diagram, this neighborhood community is a single road in and single road out. Radcliffe is a public street and it's a straight line in and straight line out, which avoids any clients from navigating throughout the neighborhood or on private roadways. It is approximately 313 feet from our 9 available parking spots on property to the intersection back out to Robindale. Did a odor evaluation as well and we used academically and federally accepted odor and quality assurance measurements and standards. Based on applying the EPA (Environmental Protection Agency) endorsed dispersion model, odor generated from waste would fall below human detection, which is 1.0 OU or odor unit.

As far as living space, this property has over 4,500 square feet. Our living space is 2,853 square feet, which is separate from the total dog daycare space of 1,227, square feet. And this does not include shared space such as the laundry room, the kitchen, and outdoor area. Drawing your attention to current permits that are issued with Clark County without the same approval process, Clark County already authorizes the exact outdoor presence Barks Vegas proposes. Any resident may keep six dogs under the unregulated pet fancier permit. The same six, Barks Vegas allows outdoors at any given time and two less than what breeders permit allow. The county currently maintains 91 active pet fancier permits and 56 active breeder permits, none requiring zoning review or Board approval. Six dogs outdoors is not a departure from residential norms. It is the established accepted standard that Clark County applies countywide and Barks Vegas falls squarely within it.

Also draw a comparison between what we propose, and in-home child daycare. Clark County currently has over 100 residential daycare facilities within without requiring traffic studies, noise mitigation analysis, adverse impacts findings. These existing home occupations generate the same traffic, characteristics, noise, and actually could be a little bit louder than what we're proposing. While dog care services are sometimes perceived as luxury, many Las Vegas residents rely on them as a practical necessity, whether to ensure their pet's welfare during extended work hours or to provide supervised care while traveling. A dog is a living being and deserves the proper care and that need should not be dismissed simply because the subject is an animal rather than a child. I have two examples here of in home daycares that are licensed and the comparison here is for lot size. So, this particular example is a 0.2 acre versus our 5.6 acre. Ours is zoned for RS20, which requires a minimum lot size of 20,000 square feet. This one is RS 5.2 and requires only 5,200 square feet as a minimum. This other one's even smaller.

This is 0.0814 versus our 5.6 and their lot size requirements are 3,300 square feet so it's much smaller. We are addressing a critical community service gap, a search of rover.com identified 223 active dog daycares and boarding providers residing in the residential zone neighborhoods of Las Vegas area. This potentially represents 223 unregulated operations that bypass local licensing, insurance requirements and safety oversight creating significant liability for pet owners and risk to animal welfare. In your packet, there's also a separate, right after that, of two voicemails. One voicemail that was left to us, unfortunately cut off after a minute, shows positive support for what we're doing and the one on the right, not so much. But I'll let you read that voicemail. Reading the second voicemail kind of makes it understand why the first person doesn't want to go on record of being supportive.

I would also say that we would add that Bark Vegas does not meet the definition of kennel, whether that's in Title 10 or Title 10. Title 10, the definition is a building structure or premise which household pets are kept for an indefinite period typically for compensation. None of our dogs would be indefinite. There's a start time and a contracted end time. Nothing is indefinite and considering the Title 10

definition, kennel means a place where at least 10 dogs of less than four months of age or maintained for boarding, training or breeding for sale, retail, or dealer. For the purpose of this section, spayed or neutered dogs, and I'm just going to skip all the rest, but spayed or neutered dogs must not be counted when determining the number of dogs being kept. All of our dogs are required to be spayed or neutered. So according to Title 10, those dogs wouldn't even count towards the number.

Both the staff report and advisory board relied on traffic as a central basis for their conclusions. Yet when we asked whether a traffic analysis was required for the application, we were told it was not. It is fundamentally unfair to recommend a denial on a metric the county never requested the applicant to address. We commissioned an independent study regardless and it concluded that our traffic increase maintains an exceptional level of service with negligible impact, directly answering the concern that drove the denial recommendation. Now, while we respect the community and their participation, their concerns of traffic, noise, and odor are the same as ones we've addressed in independent science and the record shows Barks Vegas will have no negative impact on any of them. To engage those concerns directly, we published a dedicated website. We emailed our neighbors and we mailed postcards to our neighbors inviting them to a community meeting where we could discuss their concerns in person.

And this was before the TAB hearing. And unfortunately, not one member of the community attended that meeting. Every step of ours has been taken with transparency at our own expense and in good faith. That is how we intend to operate as a neighbor.

Closing, using acceptable science methods in Clark County's own engineering data, we have met the burden of proof on all three waiver standards. We went further by conducting noise studies, independent traffic analysis, and odor modeling, none of which were required and each one concluded this operation will have no negative impact on the community. The opposition to this application is driven by bias, emotion, and subjective reaction, not by objective review of the facts before the Board. The science is not in dispute. The code comparisons are not in dispute. No opponent has submitted an acoustic study, a dispersion analysis, a traffic count to review our record. Opposition has been expressed as opinion and sentiment alone. The volume of traffic settlement unsupported by evidence should not supply the basis for the denial. The record holds scientific analysis in Clark County's own permitting precedent on one side and unsubstantiated opinion on the other.

The Board has the opportunity to decide this application as the process intends on the evidence and the impact, not on the sentiment of number of people making accusations that have not been proven. Approving Barks Vegas does not create a new problem. It gives Clark County a regulated, inspectable, taxable, and enforceable operation, which is precisely what the permitting process is designed to produce. The evidence provided supports an approval of this application and we are simply asking for the same opportunity Clark County extends to in home childcare providers. We respectfully request this Board grant the permit and associated waivers. Thank you. We appreciate the board's time and careful consideration.

MICHAEL NAFT

Thank you for your presentation, Mr. Cameron. I'll invite you to have a seat for now and go ahead and open up the public comment period. Just give them a moment to gather their things. Anyone here to speak on Item 14 can please come forward at this time. Please state your name for the record. Good morning.

THOMAS HURST

Good morning. My name is Thomas Hurst, H-U-R-S-T. I reside at 910 Ambrose Drive. Everyone drives by my house going to this kennel. I've lived in Las Vegas for 60 years and in this house for 35 years. I

obviously speak in opposition to this proposed commercial dog kennel in the middle of a residential neighborhood. Let me repeat what he said about the Title 30 definition of a kennel, a building structure premises on which household pets are kept typically for compensation. That's the essence of the definition. That's exactly what the Camerons want to do. Yet on RS20 properties, that's a prohibited use, importantly with no provision for waivers or conditions of any sort, prohibited use, period. So instead, now it's a home occupation with an increased number of household pets. There are only four Title 30 criteria that define a home occupation. In summary, no onsite clients, customers, or employees. They want that one waived. No deliveries. They want that one waived. No business use of outside yard or sheds. They want that one waived. And finally, it must primarily be a residence. Well, a 4,700 square foot home with one claimed bedroom, not to mention all of the interior and exterior modifications that have been made, to my mind is clearly a business. If you vote to allow this waiver of all of the substantial conditions of a home occupation, you might as well trash Title 30 going forward because you're creating a de facto spot zoning where a home occupation could be anything and everything.

Even if Barks Vegas were located on a property commercially zoned for kennels, it would have to be 500 feet from residence. Here, they want to put it in the middle of our neighborhood with adjacent neighbors on all sides. Let's be honest here, a kennel by any other name is a kennel and zoning exists for a reason. Nobody but nobody wants to live next to a commercial dog kennel with hoards of barking dogs and traffic in and out all day and all night long.

A kennel business belongs in a commercial zone not 50 feet from someone's bedroom window. Bottom line, this is a commercial kennel. It is a prohibited use. It is nonconforming. Please uphold our zoning protections by voting against this. Thank you very much.

MICHAEL NAFT

Thank you. Good morning.

ALICE MAYER

Good morning. Does this one work? Okay. My name is Alice Mayer and I live at 7793 Radcliff, directly adjacent across the street from the 7751. We share a property line in the street. I'm opposed to Barks Vegas. I know you've been fully briefed, so I'm going to be very, very short with this. Traffic and parking is one of our biggest concerns. On an average day, this is just an independent study that we did from our cameras. There's about 18 vehicles that pass through Radcliff and Conga, which is the corner that we're on.

And that's about 10 residents coming and going. About maybe three to five are service vehicles. The cameras predict an additional 30 vehicles per day, which is almost double our traffic. These additional vehicles will create a safety hazard for, that includes children, people who walk with and without their dogs. Traffic would not be limited to that public Radcliff Street because people, as we commonly observe, will loop around the private streets to get out instead of turn around.

If they do actually turn around, since we have — we have no barriers, we have no curbs, we have no sidewalks in our neighborhood. It's an old neighborhood. They will commonly just turn around right directly on our properties on our decorative rock. So, it's another safety hazard and people often park there as well. So, it hardly describes their statement that traffic flow will remain virtually unaffected. It just won't. My second point would be about noise. We all know that dogs bark. It's what they do. We occasionally take ours to the commercially zoned doggy district and their presence is detected immediately.

It's even before we go in and the sound is deafening and that's what we envision with 12 dogs a day. And even if our dogs in the neighborhood can't see the Barks Vegas dogs, they will certainly sense them. They will hear them and that is going to include barking in our own backyards and it's going to be a ripple effect through our neighborhood. The devices that they quote are minimally effective at best and their plan of using the existing site setbacks is really inaccurate, as we can hear dogs, one dog, two to three houses down. I don't know that they realize any of this because as they confirmed in the TAB, they do not live there.

So, they don't know the nuances of our neighborhood. To wrap it up, when we were looking at this house, I was a little hesitant. It's from 1979 and needed a lot of work inside. And my husband said, "You can change the inside of a house, but you can't change the location." And he was right. This is a really—it's a hidden gem and thank you. Please protect our community. Thank you.

MICHAEL NAFT

Thank you very much.

BENJAMIN TRANQUILLO

Good morning, Mr. Chair, Vice Chair and fellow Commissioners. My name is Benjamin Tranquillo. I live at 7760 Don Jose, same neighborhood. Just a few points that I wanted to make. I fully intend to respect your time this morning and I'm not going to run over in any way. First one being precedent. I've lived in Clark County for 40 years and have never found a community actually like I found when I moved into this house. It's actually kind of cool to experience this entire community coming together and the precedent of allowing commercial anything really to come into this neighborhood I think is kind of a floodgate that might crack or a dam that might crack that we unfortunately would have to deal with.

And I really just don't want to have more opportunity for other commercial endeavors to enter our community. One other topic is street degradation. We're actually, as the residents responsible for our streets, they're already in kind of disrepair, not terrible, but the individuals that would be attending Barks Vegas, I would assume just because of the way the neighborhood is set up and where my house is actually located, I watch quite a few of the cars come down, circle through the neighborhood and then exit back out the other side.

Actually right in front of my house is probably the worst part of that, which would be down at the bottom of Conga and Don Jose. So, I just want to avoid the degradation if at all possible. The last one is the governance component to this. I'm not sure who would regulate or control their oversight, which kind of unfortunately puts us in a position to kind of monitor that. And I just think that that's a point of conflict and contention that we just don't need in our neighborhood. I mean, we really don't.

We're a quiet community and want to stay somewhat of a quiet community. We want to preserve what that looks like. So, thank you again for all of your time and consideration.

MICHAEL NAFT

Thank you.

JOHN MOWBRAY

I will be the last speaker in opposition to UC-26-0217. My name is John Mowbray, 300 South 4th Street, Suite 1600. I've been a resident of Clark County for 75 years. I've been practicing law here as a second generation Nevadan for the last 50. I've had the pleasure of representing many clients in this district for the development of what has become a very robust area in the area. What I want to do is give—every

argument that the applicant made was addressed to the TAB, the Paradise TAB. And the TAB voted unanimously to deny this application.

For the record, we have 99 responses in opposition to this as indicated on this map. No matter how you cut it, Bark Vegas is a commercial scale dog care facility, never intended to be a low intensity home occupation. At the TAB meeting, the applicant was asked, "Do you reside in this residence?" Let me give you some history on that. They acquired this property back in November of 2025. Before that, they made an application to put this very same business model in a Smith's center on South Maryland Parkway, properly zoned for that.

That fell through for whatever reason. When the applicant gets back, ask him, "Show us your driver's license where you reside." It's in the southwest part of town. They've never spent a night in there. They bought this property. The cart is before the horse. They should have come back to this commission under resolution of intent and said, "We are considering buying this property to this dog care center." No, they bought it. The house was converted from a five-bedroom facility to one on the second floor. Make no doubt about it. This is a major commercial scale operation.

I'm going to close with just a little bit of the history of this neighborhood. This was developed on a piecemeal basis. All the roads in there with the exception of Radcliff are privately maintained streets. There is no curb, no gutter, no lights. Most of the systems are on septic tanks designed for rural residential use. There's a privately established drainage easement there to take the runoff orders out to Lake Mead, which is maintained by the property owner over whose property the easement lies. It just was never developed or evolved as a neighborhood that could handle the additional commercial burdens proposed by the applicant. 99 responses in opposition and I'll read to you for the record the staff's recommendation. No, I won't.

MICHAEL NAFT

Thank you very much. Anyone else here to speak on Item 14, please come forward at this time. Seeing no one, I will close the public hearing. Mr. and Mrs. Cameron, if there's anything that you want to respond to, I want to give you the right to do that. That would just be brief in your response only if there's something you feel you need to respond to.

JAMES CAMERON

I think I did forget to print off, so excuse me. See it. So, understanding the community's concern, we've actually shown the science behind our evidence of it. The sound, the traffic, we would direct our customers to pull into our driveway and then, they would be able to back out and then go right back up Radcliff up to Robindale. So not going around the additional neighborhood. In continuation with the sound, which is physics and science, per the assessor's parcel maps, our closest property is — the closest residential property next to us 149 feet away from us.

The decibel calculations we did was based on 41 foot and 51 foot. So, looking at the assessors at what they've addressed as far as the surrounding communities, that's 149, 157, 166, and 194 for the immediate west, north, south, and east. Again, the science just doesn't prove or doesn't validate that it would impose anything on the neighbors. Also, on top of that, getting into semantics, I guess, the definition of kennel. We don't meet the definition of kennel for either Title 10 or Title 30. And I hear commercial, but I also couldn't find a definition for what is commercial.

Now, we're asking for only six dogs to be outdoors at any given time. And the methodology behind that is we have a group of large dogs and a group of small to medium dogs. Those two can't play together and we know that. So if we've got the two groups outside would only be six dogs at any given time, which falls

under the same permit for pet fancier and it's two less than dog breeder, which for a dog breeder permit, that also satisfies a business permit for dog breeders to operate out of their residential home to sell dogs.

So that precedent has been made and we're not asking for anything more than what's already been available to other residents.

MICHAEL NAFT

Okay. Thank you very much. I'll invite you to take a seat and looks like there's some discussion. Anything to add for the record, Mr. Warhola?

ROBERT WARHOLA

Well, I disagree with his definition of kennel. Indefinite periods means anytime. It can mean one hour, it can mean three days. That's my interpretation of it. So, in my opinion, this falls within the definition of kennel and definitely it's a commercial use.

MOTION

MICHAEL NAFT

Okay. Thank you. You're welcome to supply that for the record. Mr. Warhola is counsel to the Board on these matters. So, for me, Mr. Cameron, while I appreciate that you have really gone out of your way — have a seat. Have a seat. You've really gone out of your way here to supply what you believe is strong data. You're coming to us for a use permit and it is the determination of county staff that that use permit is required for the type of use that you're asking for. So, I don't think you've done anything wrong. You've gone through the process.

You've asked for what's corrected and I—for what you're supposed to ask for to do what you want to do. And you've gone through a long process now, starting with a voluntary neighborhood meeting and all the way through the public hearings to this point. However, for me, this is fairly straightforward in that this is a special request, right? It's not something you're entitled to do. It is a use permit process and that use permit comes with some discretion. And for me, unfortunately, it's at the point where there isn't any support that I can see. There's opposition from the staff where we take guidance from.

And there is strong opposition from the neighborhood and opposition from the TAB that was unanimous. And so, for me to go against those three things is just too much, I think to be considered reasonable. So, I'm prepared to move forward denial of Item 14 without prejudice and I'll stop there and call for the vote.

JUSTIN JONES

Mr. Chair.

MICHAEL NAFT

Yes.

JUSTIN JONES

I just want to chime in also that just for future reference, not for this applicant but for all applicants, this is the kind of thing that would be best if you came and talked to us beforehand if you're going to make that kind of an investment in a residential neighborhood so that you know way ahead of time that it might not be a great idea.

MICHAEL NAFT

Okay. There's a motion. Please cast your vote.

VOTE

VOTING AYE: Michael Naft, William McCurdy II, April Becker, Jim Gibson, Justin Jones, Marilyn K. Kirkpatrick, Tick Segerblom
VOTING NAY: None
ABSENT: None
ABSTAIN: None

MICHAEL NAFT

That motion passes. Thank you very much for everyone's participation today.

Companion Items 15, 16, and 17.

15. VS-26-0223-COUNTY OF CLARK (AVIATION):

VACATE AND ABANDON easements of interest to Clark County located between Ullom Drive and Cameron Street, and Warm Springs Road and Eldorado Lane; and a portion of right-of-way being Mardon Avenue located between Ullom Drive and Cameron Street within Enterprise (description on file).
MN/lm/kh (For possible action)

ACTION: APPROVED (COMPANION ITEMS 16 AND 17).

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Provide an equestrian trail on the south side of the Mardon Avenue alignment per the Clark County Development Standards for Off-Street Trails, as amended;
- Satisfy utility companies' requirements.
- Applicant is advised within 4 years from the approval date the order of vacation must be recorded in the Office of the County Recorder 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; and the applicant is solely responsible for ensuring compliance with all conditions and deadlines.

Public Works - Development Review

- Drainage study and compliance;
- Applicant to construct a 5 foot asphalt path along Ullom Drive, Mardon Avenue and Cameron Street;
- Vacation to be recordable prior to building permit issuance or applicable map submittal;
- Revise legal description, if necessary, prior to recording.

Fire Prevention Bureau

- Provide a Fire Apparatus Access Road in accordance with Section 503 of the International Fire Code and Clark County Code Title 13, 13.04.090 Fire Service Features.
- The "pole" of each flag lot will have an all-weather paved surface that is a minimum of 20' wide, along the entire length of the "pole". This comes from amendment to the 2024 IFC Section 503.2.1.3.
- Please note that additional fire code requirements will apply once construction is proposed, such as meeting hydrant distance & home sprinkler requirements.

JENNIFER AMMERMAN

Next are Items 15 through 17 that our companion can be heard together.

- Item 15, VS-26-0223, Vacate and abandon easements of interest to Clark County located between Ullom Drive and Cameron Street, and Warm Springs Road and Eldorado Lane; and a portion of right-of-way being Mardon Avenue located between Ullom Drive and Cameron Street within Enterprise.
- Item 16, WS-26-0224, Waivers of development standards for the following: 1) reduce setback; 2) eliminate Neighborhood Protection (RNP) Overlay standards; 3) eliminate street landscaping; and 4) waive full off-site improvements. Design review for a single-family residential development on 6.80 acres in an RS20 (Residential Single-Family 20) Zone within the Neighborhood Protection (RNP) Overlay. Generally located east of Ullom Drive and south of Warm Springs Road within Enterprise.
- Item 17, TM-26-500059, Tentative map consisting of 13 single-family residential lots on 6.80 acres in an RS20 (Residential Single-Family 20) Zone within the Neighborhood Protection (RNP) Overlay. Generally located east of Ullom Drive and south of Warm Springs Road within Enterprise.

MICHAEL NAFT

Good morning.

JENNIFER LAZOVICH

Good morning. Jennifer Lazovich, 1980 Festival Plaza Drive here this morning on behalf of Pulte. The property is located here in yellow. It does sit just to the east of Ullom and Mardon Avenue in its condition if it was completely went —the street went through would bisect the site. The property is master planned for rural neighborhood and the proposed project complies with that. We are proposing to build a total of 13 lots on 6.8 acres, which would be 1.91 units to the acre. This is the site plan and I want to spend a minute talking about Mardon Avenue, which goes right here.

We do have a vacation on your agenda today and that would vacate Mardon from being able to go forward to the east with vehicles, but it would not or it would by condition, if you look at the vacation application. Bullet number one says, "Provide an equestrian trail on the south side of Mardon Avenue alignment per the Clark County development standards for off-street trails as amended." So even though we're vacating that for vehicles, we are still maintaining the ability for that to have a trail and it has been conditioned by staff for that trail.

In addition, we have a couple of other housekeeping matters and I'll start with, we would like to withdraw without prejudice waiver 3A, B, and C. Those were for street landscaping on the various streets. We are going to comply with code on that. So, waivers 3A, B, C are no longer part of this application. Waiver 4 A, B and C deal with having the rural street standards, so to speak. In other words, not putting in urban street standards in this area. So, we are asking to waive streetlight, sidewalk, curb gutter. Obviously, we will be doing the paving that is required, which brings us to the waivers at the beginning of the agenda, which is waivers 1A, B and C as well as waiver two.

We do have a certain housing single story model. So, let's go through a couple of these. We have some models that would include a two story and then, we have models that would include a single-story option. And with these models, we have one model that if we do not have — And I want to make sure I get this right, if we do not have —if a person chooses a one-story home and doesn't have the RV garage then we need a setback waiver. And so, what the beginnings of those waivers, waivers one and two essentially talk about is what we would need for that particular model.

And it just allows it if that model is selected and it's only for the front setback. And so, in the past, we have agreed to a condition that would read 10-foot front setback allowed on 50% of the lots. That way you know the same model is not going to go on 100% of the lots, but we get a little bit of flexibility if a future buyer selects that specific one-story model with that front setback variation. In terms of how the site will lay out, we have — this is Cimarron that runs along the east side and so the lots that sit along here will front onto Cimarron.

We have a private street that runs through here that connects to Mardon and then to Cimarron. So, we have some — Sorry, Cameron. My gosh, sorry about that. Thank you very much. Cameron to the east. So, we have some lots that'll front onto Cameron and then, this is a private street that goes through for these interior lots here. With that, I would be happy to pause my presentation. It sounds like we have some neighbors here and then, I will come back and answer any questions.

MICHAEL NAFT

Thank you very much. This is a public hearing. Anyone wishing to speak on Items 15 through 17, please come forward.

ANGELO CASSARO

Yes, good morning Commissioners. My name is Angelo Cassaro, C-A-S-S-A-R-O. And I live at 7470 Ullom Drive, which is — my property abuts the lot number three, over here. And I built my house 47 years ago and I've enjoyed 47 years of seeing horses go through that vacant property and all that stuff with the airport, own the property and then the BLM (Bureau of Land Management) and all that stuff like this. And I'm not here in opposition to this development. I believe a half acre lots is pretty conforming. I attended the TAB meeting and at the TAB meeting that the TAB made a motion to approve the subdivision.

They made a condition that the applicant agreed to that any of these homes, these proposed homes that abut to single story homes, that those homes on the new property would be single story as well. And I just make that point that that came out at the TAB meeting, the applicant approved and went along with that. And I just want to make that clear that the County Commissioners understand that that was part of the condition, that the TAB approved, made the condition and that the applicant in fact agreed to that. So that's my presentation. Thank you and go Knights go.

MICHAEL NAFT

Go Knights. Thank you very much. Anyone else here to speak on Items 15 through 17? Please come forward. Seeing no one, I will close the public hearing and invite the applicant to come back up.

JENNIFER LAZOVICH

Jennifer Lazovich. For the record, I'm actually standing in for my partner, Tony, who is out of town, so I wasn't at TAB. My apologies for not raising that during my presentation, but yes, Pulte could agree to a condition that — where there is an adjoining house that is single story — So, I think with the gentleman who just spoke, I believe he lives here and he'd be — There's not a street separating us, but adjoining to the property where there's a single story home, we would agree to place a single story home on our lot. If there's a street separating us, we'd like the flexibility, but for just a block wall adjoining, that would be fine.

MICHAEL NAFT

Excellent. We're on the same page then. Ms. Ammerman, I know you wouldn't want me to condition that necessarily that it be abutting lot three or would that be the best way to condition it?

JENNIFER AMMERMAN

If you want it just for that one lot or do you want on the whole perimeter?

MICHAEL NAFT

No, it would be for —

ANGELO CASSARO

It would also be for lot number two.

MICHAEL NAFT

Okay. Have a seat because public comment period is closed. It would be for lots two and three, but is there a better way you want that condition to read?

JENNIFER AMMERMAN

We could say lot two and three per the plan we have on file.

MICHAEL NAFT

As presented. Okay.

JENNIFER LAZOVICH

So, lot two and three will be single story. That'll be the added condition. Understood. Okay.

MOTION

MICHAEL NAFT

Great. So, my motion is for approval of Items 15 through 17 with waiver of development standards 3A, B and C being withdrawn. The additional condition that the setback waiver applied to no more than 50% of the lots and that lots two and three be single story.

JENNIFER LAZOVICH

We agree. Thank you.

MICHAEL NAFT

Thank you. Please cast your vote.

VOTE

VOTING AYE: Michael Naft, William McCurdy II, April Becker, Jim Gibson, Justin Jones, Marilyn K. Kirkpatrick, Tick Segerblom

VOTING NAY: None

ABSENT: None

ABSTAIN: None

MICHAEL NAFT

The motion passes.

JENNIFER LAZOVICH

Thank you.

16. WS-26-0224-COUNTY OF CLARK (AVIATION):

WAIVERS OF DEVELOPMENT STANDARDS for the following: 1) reduce setback; 2) eliminate Neighborhood Protection (RNP) Overlay standards; 3) eliminate street landscaping; and 4) waive full off-site improvements.

DESIGN REVIEW for a single-family residential development on 6.80 acres in an RS20 (Residential Single-Family 20) Zone within the Neighborhood Protection (RNP) Overlay. Generally located east of Ullom Drive and south of Warm Springs Road within Enterprise. MN/lm/kh (For possible action)

ACTION: APPROVED (COMPANION ITEMS 15 AND 17).

CONDITIONS OF APPROVAL –

Comprehensive Planning

- 10 foot front setback allowed for 50% of the lots;
- Single-story homes to be built on Lots 2 and 3;
- Provide an Equestrian Trail on the south side of the Mardon Avenue alignment per the Clark County Development Standards for Off-Street Trails, as amended;
- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance.
- Applicant is advised within 4 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 to construct a 5 foot asphalt path along Ullom Drive, Mardon Avenue and Cameron Street.

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; issuing a stand-alone noise disclosure statement to the purchaser or renter of each residential unit in the proposed development and to forward the completed and recorded noise disclosure statements to the Department of Aviation's Noise Office at landuse@lasairport.com is strongly encouraged; 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 residents wish to have their buildings purchased or soundproofed.

Fire Prevention Bureau

- Provide a Fire Apparatus Access Road in accordance with Section 503 of the International Fire Code and Clark County Code Title 13, 13.04.090 Fire Service Features.
- The "pole" of each flag lot will have an all-weather paved surface that is a minimum of 20 foot wide, along the entire length of the "pole". This comes from amendment to the 2024 IFC Section 503.2.1.3.
- Please note that additional fire code requirements will apply once construction is proposed, such as meeting hydrant distance & home sprinkler requirements.

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 #0523-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

WAIVER OF DEVELOPMENT STANDARDS #3 WAS WITHDRAWN.

17. TM-26-500059-COUNTY OF CLARK (AVIATION):

TENTATIVE MAP consisting of 13 single-family residential lots on 6.80 acres in an RS20 (Residential Single-Family 20) Zone within the Neighborhood Protection (RNP) Overlay. Generally located east of Ullom Drive and south of Warm Springs Road within Enterprise. MN/lm/kh (For possible action)

ACTION: APPROVED (COMPANION ITEMS 15 AND 16).

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Provide an equestrian trail on the south side of the Mardon Avenue alignment per the Clark County Development Standards for Off-Street Trails, as amended.
- Applicant is advised within 4 years from the approval date a final map for all, or a portion, of the property included in this application must be recorded or it will expire; an application for an extension of time may only be submitted if a portion of the property included under this application has been recorded; 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 there has been no substantial work towards completion; 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 to construct a 5-foot asphalt path along Ullom Drive, Mardon Avenue and Cameron Street.

Building Department – Addressing

- Approved street name list from the Combined Fire Communications Center shall be provided;
- All streets shall have approved street names and suffixes;
- The street suffixes shall be spelt out.

Department of Aviation

- Applicant is advised that issuing a stand-alone noise disclosure statement to the purchaser or renter of each residential unit in the proposed development and to forward the completed and recorded noise disclosure statements to the Department of Aviation's Noise Office at landuse@lasairport.com is strongly encouraged; 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 residents wish to have their buildings purchased or soundproofed.

Fire Prevention Bureau

- Provide a Fire Apparatus Access Road in accordance with Section 503 of the International Fire Code and Clark County Code Title 13, 13.04.090 Fire Service Features.
- The "pole" of each flag lot will have an all-weather paved surface that is a minimum of 20 foot wide, along the entire length of the "pole". This comes from amendment to the 2024 IFC Section 503.2.1.3.
- Please note that additional fire code requirements will apply once construction is proposed, such as meeting hydrant distance & home sprinkler requirements.

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 #0523-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

18. WS-26-0159-MARINO FAMILY TRUST & MARINO WILLIAM J & BARBARA B TRS:

WAIVERS OF DEVELOPMENT STANDARDS for the following: 1) reduce buffering and screening; 2) modify residential adjacency standards; and 3) modify commercial driveway standards.

DESIGN REVIEW for a site redesign for an existing restaurant within an existing shopping center on a 1.07 acre portion of 15.89 acres in a CG (Commercial General) Zone. Generally located north of Reno Avenue and west of Fort Apache Road within Spring Valley. JJ/lm/kh (For possible action)

ACTION: APPROVED.

CONDITIONS OF APPROVAL –

Comprehensive Planning

- 1 year review to commence and review drive-thru;

- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance.
- Applicant is advised the application will expire unless extended with approval of an extension of time within time limit specified above; 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; 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;
- Off-site improvement permit will be required.

Clark County Water Reclamation District (CCWRD)

- Applicant is advised that the property is already connected to the CCWRD sewer system; and if any existing plumbing fixtures are modified in the future, then additional capacity and connection fees will need to be addressed.

JENNIFER AMMERMAN

Next is Item 18 WS-26-0159. Waivers of development standards for the following: 1) reduce buffering and screening; 2) modify residential adjacency standards; and 3) modify commercial driveway standards. Design review for a site redesign for an existing restaurant within an existing shopping center on a 1.07 acre portion of 15.89 acres in a CG (Commercial General) Zone. Generally located north of Reno Avenue and west of Fort Apache Road within Spring Valley.

EDGAR CEPURITIS

Good morning. My name is Edgar Cepuritis, C-E-P-U-R-I-T-I-S. The head of new store development for Cafe Zupas at 460 West Universal Circle in Sandy, Utah. Appreciate your time this morning. We have opened a restaurant in February at Fort Apache and Tropicana, and are looking to pursue waivers for a driveway cut onto West Reno, in addition to the driveway cut, also waivers for some residential adjacency to the post mobile pickup window, as well as some buffering and landscape buffering on the west side of the property. Apologies for ... So, this parcel is a portion, a part of a shopping center that was originally zoned to include the apartment building to the west of the site.

As a condition of that retail zoning for that property, Fort Apache had hard medians put in and really limited access for traffic safety. At West Reno and Fort Apache, it's not a controlled signal and there are very limited portions where you can get into the shopping center. Really none that are controlled, not on West Tropicana or on West Reno. The original development did have a conditional approval or an approval for a driveway cut on West Reno, but when the property was rezoned for residential apartments to the west, that was never developed.

In the township meeting with Spring Valley Township, when we discussed these waivers, specifically the residential adjacency, while we're from the drive-thru— we call it a drive-thru lane since there's no mobile thru differentiation in Clark County, the distance between our parcel and the lot—or that drive thru lane and the lot line is 30 feet, but what we talked about in the Spring Valley Township was from the window to the building, it's closer to 175 to 180 feet.

So, the negative impact really would be— The impact would be pretty nonexistent in addition to the fact that with the mobile thru window, we don't have any audible ordering. The cars are never stopped. You place your order, given a time, you've already paid, you merely pull through, pick up—stop at the window and pick up your pre-ordered meal. In the event it's not done, we do have a couple of holding spaces where team members will bring it out to you and then, you'll move on. As far as the other waivers that we requested, we do have landscape buffering with the evergreens that meet the requirements for buffering.

What we don't have is an additional fence. There is an existing fence, a six-foot wrought iron fence that the apartment building has, which they also use. Advertising, they've got the advertising that they place on that fence, which really makes that wrought iron fence kind of a solid fence rather than a one that you can see through. And lastly, with the throat ... the tapering of the driveway cut that we're requesting. The 15-foot requirement tapers from the entry from about seven to eight feet to 15 feet at its widest part. So, we do meet it for a portion of it, but the waiver request is for really the taper at the entry.

We've worked with the Planning department and the Public Works department extensively to go through different variations that would be less impactful, less negative impact and really ended up with a one-way entry only access off of West Reno, really facilitating traffic into the site. I believe, and again, with the Spring Valley Township's proximity to the site and the experience of the site, we all agree that's in the interest of traffic to give another alternative to get in and out of that site. So, appreciate your consideration. Happy to answer any questions.

MICHAEL NAFT

Thank you very much. This is a public hearing. Anyone wishing to speak, please come forward at this time. Seeing no one, Commissioner Jones.

MOTION

JUSTIN JONES

Thank you, Mr. Chair. I appreciate you working with staff to try and make this better. It's difficult to make a mattress store into a restaurant. That said, because it is a pretty novel approach with what you're trying to accomplish here, my recommendation to put a one-year review. Hopefully everything works out, but if we find that in operation it's messier than we expect, then I think there's going to have to be some modifications.

EDGAR CEPURITIS

So, the one-year review on the drive-thru portion of it, not the driveway cut.

JUSTIN JONES

That work? Yeah.

EDGAR CEPURITIS

Okay.

JUSTIN JONES

That would be my motion then.

MICHAEL NAFT

There's a motion, please cast your vote.

VOTE

VOTING AYE: Michael Naft, William McCurdy II, April Becker, Jim Gibson, Justin Jones, Marilyn K. Kirkpatrick, Tick Segerblom
VOTING NAY: None
ABSENT: None
ABSTAIN: None

MICHAEL NAFT

There's a motion, please cast your vote. The motion passes. Thank you.

EDGAR CEPURITIS

Thank you very much. Appreciate your time.

19. WS-26-0205-CRDJ NV MANAGEMENT, LLC:

WAIVERS OF DEVELOPMENT STANDARDS for the following: 1) eliminate street landscaping; 2) increase retaining wall height; 3) waive full off-site improvements; and 4) allow a second driveway in conjunction with a proposed single-family residence on 1.98 acres in an RS20 (Residential Single-Family 20) Zone within the Neighborhood Protection (NPO) Overlay. Generally located north of Red Coach Avenue and west of Grand Canyon Drive within Lone Mountain. AB/ji/kh (For possible action)

ACTION: APPROVED.

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance, and payment of the tree fee-in-lieu is required for any required trees waived.
- 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

- Applicant to construct a 5 foot wide asphalt path along Grand Canyon Drive and Red Coach Avenue;
- Drainage study and compliance;
- Right-of-way dedication to include 30 feet for Red Coach Avenue, 40 feet for Grand Canyon Drive and associated spandrel;
- Said dedication must occur prior to issuance of building permits, concurrent with the recording of a subdivision map, OR within 30 calendar days from a request for dedication by the County;
- Execute a Restrictive Covenant Agreement (deed restrictions).
- Applicant is advised that non-standard improvements are not allowed within the right-of-way.

Clark County Water Reclamation District (CCWRD)

- Applicant is advised that CCWRD does not provide sanitary sewer service in this portion of the unincorporated county; and for any sanitary sewer needs, to contact the City of Las Vegas to see if the City has any gravity sanitary sewer lines located in the vicinity of the applicant's parcel.

JENNIFER AMMERMAN

Next is Item 19 WS-26-0205. Waivers of development standards for the following: 1) eliminate street landscaping; 2) increase retaining wall height; 3) waive full off-site improvements; and 4) allow a second driveway in conjunction with a proposed single-family residence on 1.98 acres in an RS20 (Residential Single-Family 20) Zone within the Neighborhood Protection (RNP) Overlay. Generally located north of Red Coach Avenue and west of Grand Canyon Drive within Lone Mountain.

MICHAEL NAFT

Good morning.

ROBERT FLAXA

Good afternoon. Robert Flaxa with GCW Engineering 1555 South Rainbow Boulevard. I'm here on behalf of the client, Paul DeHart. This is a project in question or for review right now. We're asking for a waiver of the improvement standards to the surrounding streets to waive curb gutter sidewalk and streetlights. We do understand that the county would like to have a five-foot sidewalk AC sidewalk adjacent to the right-of-way. We are in agreement with that. We do have a wall height waiver that we are asking for as well as some landscaping waivers. Here to answer any questions.

MICHAEL NAFT

Thank you. If that completes your presentation, I'll open the public comment period. Anyone wishing to speak on Item 19, please come forward. Seeing no one, Commissioner Becker.

MOTION

APRIL BECKER

Yes, this is a fairly large parcel. It's almost basically two acres. So, I don't have any issues with the waivers that you wanted to do as long as you are in agreement with the asphalt surrounding. And does anything need to be done to put that in the record otherwise? Okay. I would move for approval.

MICHAEL NAFT

Thank you. There's a motion for approval. Please cast your vote.

VOTE

VOTING AYE: Michael Naft, William McCurdy II, April Becker, Jim Gibson, Justin Jones, Marilyn K. Kirkpatrick, Tick Segerblom

VOTING NAY: None

ABSENT: None

ABSTAIN: None

MICHAEL NAFT

The motion passes. Have a good day.

20. WS-26-0222-A & A III, LLC:

WAIVER OF DEVELOPMENT STANDARDS to reduce back of curb radius in conjunction with a proposed single-family detached residential development on 5.64 acres in an RS2 (Residential Single-Family 2) Zone. Generally located north of Blue Diamond Road and west of Grand Canyon Drive within Enterprise. JJ/rr/kh (For possible action)

ACTION: APPROVED (COMPANION ITEMS 21 AND 22).

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Applicant is advised within 4 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;
- Applicant to coordinate with NDOT and Clark County - Public Works for off-site improvements along Blue Diamond Road.
- Applicant is advised that Nevada Department of Transportation (NDOT) permits may be required.

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 #0381-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

JENNIFER AMMERMAN

Next are Items 20 through 22 that are companion can be heard together.

- Item 20 WS-26-0222. Waiver of development standards to reduce back of curb radius in conjunction with a proposed single-family detached residential development on 5.64 acres in an RS2 (Residential Single-Family 2) Zone. Generally located north of Blue Diamond Road and west of Grand Canyon Drive within Enterprise.
- Item 21 PUD-26-0221. Planned unit development for a 47 lot single-family detached residential development with modified standards on 5.64 acres in an RS2 (Residential Single-Family 2) Zone. Generally located north of Blue Diamond Road and west of Grand Canyon Drive within Enterprise.
- Item 22 TM-26-500058. Tentative map consisting of 47 single-family residential lots and common lots on 5.64 acres in an RS2 (Residential Single-Family 2) Zone. Generally located north of Blue Diamond Road and west of Grand Canyon Drive within Enterprise.

WILLIAM MCCURDY II

Welcome.

LEXA GREEN

Good morning, Commissioners. It's Lexa Green, 1980 Festival Plaza Drive here on behalf of the applicant and developer who is Lennar. This application is a request for a single-family residential subdivision. The subject site is 5.6 acres. We're located just north of Blue Diamond Road west of South Grand Canyon and access will be from South Conquistador Street. The site's currently master planned compact neighborhood with the zoning designation of RS2.

Just to give you a little history on the site, it was approved in December of 2024 for a 47-lot single family residential subdivision as well as with the current land use and zoning designations. We're coming in with a similar plan to what was previously approved. We're maintaining the 47 lots. Again, similar plan with some modifications, but we do feel that this is a better plan than what was previously approved. We are providing larger backyards, so we'll have a minimum of 15-foot backyards for each lot.

We are coming in with reduced driveways where there'll be five feet. Code does permit in RS2, the 10-foot driveways, but to prevent people from or future residents from attempting to park in those driveways, we are reducing those. Additionally, we are continuing the trail system along Blue Diamond where it started to the east and we will have trees on both sides of our trail system as well as adding amenities in our open space. We're providing 12,842 square feet of open space where 9,400 square feet is required. So, we will be providing a playground area and structure for kids 5 to 12, different structures there for them to enjoy as well as some outdoor seating, shade cover and dog waste stations. So based on that, I thank you all for your time and consideration and I'm here to answer any questions you may have.

WILLIAM MCCURDY II

Thank you. This is a public hearing. Anyone wishing to come forward at this time? Seeing no one, we'll close the public hearing and turn over to Commissioner Jones.

MOTION

JUSTIN JONES

Thank you, Mr. Vice Chair. Can you just clarify, Ms. Lexa, the distance between the two driveways and that you're going to keep them together so that there's better street parking?

LEXA GREEN

That is correct. So, we will group the driveways together so that there is sufficient on street parking. As you can see here, they're grouped together here, here, which will allow sufficient space for on street parking for vehicles.

JUSTIN JONES

Very good. I appreciate the updates to the common elements. I think that's an improvement, so I'll move for approval of agenda Items 20 through 22.

WILLIAM MCCURDY II

There's a motion on the floor. Please cast your vote.

VOTE

VOTING AYE: William McCurdy II, April Becker, Jim Gibson, Justin Jones,
Marilyn K. Kirkpatrick, Tick Segerblom
VOTING NAY: None
ABSENT: Michael Naft
ABSTAIN: None

WILLIAM MCCURDY II

There's a motion on the floor. Please cast your vote. Motion is adopted. Thank you.

LEXA GREEN

Thank you, Commissioners. Have a great day.

21. PUD-26-0221-A & A III, LLC:

PLANNED UNIT DEVELOPMENT for a 47 lot single-family detached residential development with modified standards on 5.64 acres in an RS2 (Residential Single-Family 2) Zone. Generally located north of Blue Diamond Road and west of Grand Canyon Drive within Enterprise. JJ/rr/kh (For possible action)

ACTION: APPROVED (COMPANION ITEMS 20 AND 22).

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Expunge DR-25-0691;
- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance;
- Enter into a standard development agreement prior to any permits in order to provide fair-share contribution toward public infrastructure necessary to provide service because of the lack of necessary public services in the area.
- Applicant is advised within 4 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;
- Applicant to coordinate with NDOT and Clark County - Public Works for off-site improvements along Blue Diamond Road.
- Applicant is advised that Nevada Department of Transportation (NDOT) permits may be required.

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 #0381-2026

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

22. TM-26-500058-A & A III, LLC:

TENTATIVE MAP consisting of 47 single-family residential lots and common lots on 5.64 acres in an RS2 (Residential Single-Family 2) Zone. Generally located north of Blue Diamond Road and west of Grand Canyon Drive within Enterprise. JJ/rr/kh (For possible action)

ACTION: APPROVED (COMPANION ITEMS 20 AND 21).

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Expunge TM-25-500169.
- Applicant is advised within 4 years from the approval date a final map for all, or a portion, of the property included in this application must be recorded or it will expire; an application for an extension of time may only be submitted if a portion of the property included under this application has been recorded; 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 there has been no substantial work towards completion; 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;
- Applicant to coordinate with NDOT and Clark County - Public Works for off-site improvements along Blue Diamond Road.
- Applicant is advised that Nevada Department of Transportation (NDOT) permits may be required.

Building Department – Addressing

- Approved street name list from the Combined Fire Communications Center shall be provided;
- All street shall have approved street names and suffixes;
- Street suffixes shall be spelled out.

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 #0381-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

Companion Items 23, 24, 25, 26, and 27

23. PA-26-700007-PEACEFUL SUNDAYS TRUST & GRAHAM WILLIAM L JR & ONCHA TRS:

PLAN AMENDMENT to redesignate the existing land use category from Neighborhood Commercial (NC) to Compact Neighborhood (CN) on 2.05 acres. Generally located south of Blue Diamond Road and west of Cimarron Road within Enterprise. JJ/gc (For possible action)

ACTION: ADOPTED (RESOLUTION R-6-3-26-1; COMPANION ITEMS 24, 25, 26, AND 27).

CONDITIONS OF APPROVAL –

Fire Prevention Bureau

- Applicant is advised that when installing streets using "L" type curbs, a minimum of 37 feet wide is required, back of curb to back of curb; and that if using rolled curbs, minimum 39 feet widths are required, from back of curb to back of curb; and that streets with roll curbs must be a minimum of 39 feet back of curb to back of curb.

JENNIFER AMMERMAN

Next are Items 23 through 27, which can be heard together.

- [Item] 23 is PA-26-700007. Plan amendment to redesignate the existing land use category from Neighborhood Commercial (NC) to Compact Neighborhood (CN) on 2.05 acres. Generally located south of Blue Diamond Road and west of Cimarron Road within Enterprise.
- Item 24 ZC-26-0086. Zone change to reclassify 2.05 acres from an H-2 (General Highway Frontage) Zone to an RS3.3 (Residential Single-Family 3.3) Zone. Generally located south of Blue Diamond Road and west of Cimarron Road within Enterprise
- Item 25 VS-26-0087. Vacate and abandon easements of interest to Clark County located between Blue Diamond Road and Spruce Bay Avenue (alignment), and Durango Drive and Cimarron Road within Enterprise
- Item 26 WS-26-0088. Amended waivers of development standards for the following: 1) increase retaining wall height; 2) reduce back of curb radius (no longer needed); and 3) allow modified driveway design standards. Design review for a proposed single-family residential development on 2.05 acres in an RS3.3 (Residential Single-Family 3.3) Zone. Generally located south of Blue Diamond Road and west of Cimarron Road within Enterprise.
- Item 27 TM-26-500025. Tentative map consisting of 18 single-family residential lots on 2.05 acres in an RS3.3 (Residential Single-Family 3.3) Zone. Generally located south of Blue Diamond Road and west of Cimarron Road within Enterprise.

WILLIAM MCCURDY II

Welcome.

MARISSA FEHRMAN

Good morning, Members of the Commission. Marissa Fehrman, 1980 Festival Plaza Drive. Here this morning on behalf of the applicant. We are on just about two acres south of Blue Diamond in between Durango and Simran. The site is currently planned neighborhood commercial and zoned H2. There is single family residential to the east and south of the site zoned RS2. There is multifamily to the west that is zoned RM18. The applicant is proposing an 18-lot residential subdivision. The first component of this application is a plan amendment and zone change. Essentially, the applicant is requesting a plan amendment and a zone change from the existing commercial to single family residential, which is much more compatible with the surrounding area.

The proposed residential is far less intense than what's now allowed in the commercial area. Just to note, the few folks that came out to the neighborhood meeting were pleased to hear that it was going to be residential and not commercial on this parcel. Staff is recommending approval of both the plan amendment and zone change, which brings me now to the tentative map and design review. Again, we are proposing 18 lots, single family, two-story homes. Access will be off of Blue Diamond Road onto the private streets here. We'd also like to thank Public Works for working with us on a redesign. We can now withdraw waivers number two and 3A as it relates to lot 18. This project will put additional rooftops onto the market.

JUSTIN JONES

Just one sec. Our video isn't working. Can we have the booth but the— There we go. Thank you.

MARISSA FEHRMAN

Better. Okay. As I was saying, this project will put additional rooftops onto the market and allow for a tricky infill piece to be developed along the stretch of Blue Diamond. Lastly, the applicant would like to add a condition of approval to the application if I may read it into the record. "To allow for a four-foot tall retaining wall along the eastern boundary line and along the northern boundary line of lot one and along the southern boundary line of lot seven where three feet is allowed." With that, I will conclude my presentation and I'm happy to answer any questions.

WILLIAM MCCURDY II

Thank you. This is a public hearing. Anyone wishing to come forward at this time? Saying no one, we'll close the public hearing and turn it over to Commissioner Jones.

MOTION

JUSTIN JONES

Thank you, Vice Chair. I will go ahead and move for approval agenda Items 23 through 27 withdrawal of waivers 2 and 3A and the additional condition that was read in today.

WILLIAM MCCURDY II

We have a motion by Commissioner Jones. Please cast your vote.

VOTE

VOTING AYE:	William McCurdy II, April Becker, Jim Gibson, Justin Jones, Marilyn K. Kirkpatrick, Tick Segerblom
VOTING NAY:	None
ABSENT:	Michael Naft
ABSTAIN:	None

WILLIAM MCCURDY II

Motion is adopted.

24. ZC-26-0086-PEACEFUL SUNDAYS TRUST & GRAHAM WILLIAM L JR & ONCHA TRS:

ZONE CHANGE to reclassify 2.05 acres from an H-2 (General Highway Frontage) Zone to an RS3.3 (Residential Single-Family 3.3) Zone. Generally located south of Blue Diamond Road and west of Cimarron Road within Enterprise (description on file). JJ/gc (For possible action)

ACTION: APPROVED (COMPANION ITEMS 23, 25, 26, AND 27).

CONDITIONS OF APPROVAL –

Fire Prevention Bureau

- Applicant is advised that when installing streets using "L" type curbs, a minimum of 37 feet wide is required, back of curb to back of curb; and that if using rolled curbs, minimum 39 feet widths are required, from back of curb to back of curb; and that streets with roll curbs must be a minimum of 39 feet back of curb to back of curb.

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 #0323-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

25. VS-26-0087-PEACEFUL SUNDAYS TRUST & GRAHAM WILLIAM L JR & ONCHA TRS:

VACATE AND ABANDON easements of interest to Clark County located between Blue Diamond Road and Spruce Bay Avenue (alignment), and Durango Drive and Cimarron Road within Enterprise (description on file). JJ/md/kh (For possible action)

ACTION: APPROVED (COMPANION ITEMS 23, 24, 26, AND 27).

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Satisfy utility companies' requirements.
- Applicant is advised within 4 years from the approval date the order of vacation must be recorded in the Office of the County Recorder 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; and the applicant is solely responsible for ensuring compliance with all conditions and deadlines.

Public Works - Development Review

- Drainage study and compliance;
- Vacation to be recordable prior to building permit issuance or applicable map submittal;
- Revise legal description, if necessary, prior to recording.

Fire Prevention Bureau

- Applicant is advised that when installing streets using "L" type curbs, a minimum of 37 feet wide is required, back of curb to back of curb; and that if using rolled curbs, minimum 39 feet widths are required, from back of curb to back of curb; and that streets with roll curbs must be a minimum of 39 feet back of curb to back of curb.

26. WS-26-0088-PEACEFUL SUNDAYS TRUST & GRAHAM WILLIAM L JR & ONCHA TRS:

AMENDED WAIVERS OF DEVELOPMENT STANDARDS for the following: 1) increase retaining wall height; 2) reduce back of curb radius (no longer needed); and 3) allow modified driveway design standards.

DESIGN REVIEW for a proposed single-family residential development on 2.05 acres in an RS3.3 (Residential Single-Family 3.3) Zone. Generally located south of Blue Diamond Road and west of Cimarron Road within Enterprise. JJ/md/kh (For possible action)

ACTION: APPROVED (COMPANION ITEMS 23, 24, 25, AND 27).

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Retaining walls up to 4 foot high are also allowed along the northern boundary line of Lot 1 and the southern boundary line of Lot 7;

- Enter into a standard development agreement prior to any permits or subdivision mapping in order to provide fair-share contribution toward public infrastructure necessary to provide service because of the lack of necessary public services in the area;
- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance.
- Applicant is advised within 4 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 to coordinate with NDOT and Clark County - Public Works for off-site improvements along Blue Diamond Road.
- Applicant is advised that Nevada Department of Transportation (NDOT) permits may be required.

Fire Prevention Bureau

- Applicant is advised that when installing streets using "L" type curbs, a minimum of 37 feet wide is required, back of curb to back of curb; and that if using rolled curbs, minimum 39 feet widths are required, from back of curb to back of curb; and that streets with roll curbs must be a minimum of 39 feet back of curb to back of curb.

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 #0302-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

WAIVERS OF DEVELOPMENT STANDARDS #2 & #3A WERE WITHDRAWN.

27. TM-26-500025-PEACEFUL SUNDAYS TRUST & GRAHAM WILLIAM L JR & ONCHA TRS:

TENTATIVE MAP consisting of 18 single-family residential lots on 2.05 acres in an RS3.3 (Residential Single-Family 3.3) Zone. Generally located south of Blue Diamond Road and west of Cimarron Road within Enterprise. JJ/md/kh (For possible action)

ACTION: APPROVED (COMPANION ITEMS 23, 24, 25, AND 26).

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Applicant is advised within 4 years from the approval date a final map for all, or a portion, of the property included in this application must be recorded or it will expire; an application for an extension of time may only be submitted if a portion of the property included under this application has been recorded; 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 there

has been no substantial work towards completion; 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 to coordinate with NDOT and Clark County - Public Works for off-site improvements along Blue Diamond Road.
- Applicant is advised that Nevada Department of Transportation (NDOT) permits may be required.

Building Department – Addressing

- Approved street name list from the Combined Fire Communications Center shall be provided;
- The street suffixes shall be spelled out.

Fire Prevention Bureau

- Applicant is advised that when installing streets using "L" type curbs, a minimum of 37 feet wide is required, back of curb to back of curb; and that if using rolled curbs, minimum 39 feet widths are required, from back of curb to back of curb; and that streets with roll curbs must be a minimum of 39 feet back of curb to back of curb.

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 #0302-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

Companion Items 28, 29, 30, and 31

28. PA-26-700012-AVENDANO PROPERTY DEVELOPMENT, INC.:

PLAN AMENDMENT to redesignate the existing land use category from Mid-Intensity Suburban Neighborhood (MN) to Compact Neighborhood (CN) on 1.75 acres. Generally located east of Pecos Road and south of Alto Avenue within Sunrise Manor. WM/gc (For possible action)

ACTION: ADOPTED (RESOLUTION R-6-3-26-2; COMPANION ITEMS 29, 30, AND 31).

CONDITIONS OF APPROVAL –

Fire Prevention Bureau

- Provide a Fire Apparatus Access Road in accordance with Section 503 of the International Fire Code and Clark County Code Title 13, 13.04.090 Fire Service Features.
- Applicant is advised that fire/emergency access must comply with the Fire Code as amended; and to show on-site fire lane, turning radius, and turnarounds.

JENNIFER AMMERMAN

Next are Items 28 through 31, which can be heard together.

- [Item] 28 is PA-26-700012. Plan amendment to redesignate the existing land use category from Mid-Intensity Suburban Neighborhood (MN) to Compact Neighborhood (CN) on 1.75 acres. Generally located east of Pecos Road and south of Alto Avenue within Sunrise Manor.

- Item 29 ZC-26-0161. Zone change to reclassify 1.75 acres from an RS20 (Residential Single-Family 20) Zone to an RS2 (Residential Single-Family 2) Zone. Generally located east of Pecos Road and south of Alto Avenue within Sunrise Manor.
- Item 30 WS-26-0162. Waivers of development standards for the following: 1) eliminate open space; 2) increase retaining wall height; 3) increase fill (no longer needed); 4) allow an attached sidewalk to remain; and 5) eliminate driveway separation. Design review for a single-family attached residential development on 1.75 acres in an RS2 (Residential Single-Family 2) Zone within the Airport Environs (AE-65) Overlay. Generally located east of Pecos Road and south of Alto Avenue within Sunrise Manor.
- Item 31 TM-26-500045 Tentative map consisting of 24 single-family residential lots on 1.75 acres in an RS2 (Residential Single-Family 2) Zone within the Airport Environs (AE-65) Overlay. Generally located east of Pecos Road and south of Alto Avenue within Sunrise Manor.

WILLIAM MCCURDY II

Thank you. Welcome.

JACINA OPARANAKU

Good morning, Commissioners. My name is Jacina Oparanaku, O-P-A-R-A-N-A-K-U, and I'm a senior at Bishop Gorman High School. I have Milana Garza and Lexa Green here with me today. We're on behalf of the applicant and the developer. The application is request for town home development. The subject site is 1.75 acres located on the east side of Pecos and south of Alto, just south of the Las Vegas Boulevard near the Broadacres Marketplace. The site is currently master planned MN and zoned at RS 20.

LEXA GREEN

We are proposing a 24-lot attached product with access from the west on Pecos. We have a single private drive with the cul-de-sac bulb. We are proposing to maintain the attached sidewalks as they currently exist and run along both sides of Pecos. The density is 13.71 dwelling units per acre. The homes are two-story town homes, as you can see in the renderings here. Each will have a full car, single-car garage as well as a full 20-foot driveway for each unit.

With that, we are requesting a master plan amendment from the current mid-intensity suburban neighborhood to compact neighborhood as well as a zone change from the current RS20 to RS2. We thank staff for their support with those applications and recommendations of approval. We do feel that this is a great opportunity for an infill project to provide a different product in this area in an area that is existing and well established.

We do request that you all follow the planning commission's recommendation of approval for the other applications with some slight modifications to the shared driveways.

MILANA GARZA

Hello, my name is Milana Garza and I'm a senior at Coronado High School. We first want to thank Commissioner McCurdy II and his team for working with us on this project and working with the Commissioner as well as the Planning Commission. We plan on continuing to work with the Public Works on the details of the landscaping between the proposed shared driveways. We currently plan on doing two feet minimum combined of hardscape and/or ground cover and shrubbery provided between each of the proposed shared driveways.

LEXA GREEN

With that, we thank you all for your time and consideration. Again, in working with Public Works, we'll continue to work out the details. There might be some slight shifting of driveways that we can do to

accommodate the Commissioner's request that we provide some ground cover and landscaping between the shared driveways. So, we're happy to do that and we're here to answer any questions you may have.

MICHAEL NAFT

Thank you so much. This is a public hearing. Anyone wishing to speak, please come forward at this time. Seeing no one, I'll close the public hearing. Commissioner McCurdy II.

MOTION

WILLIAM MCCURDY II

Thank you, Mr. Chairman. This is a really good opportunity to meeting with the interns. They did a great job presenting today. I know we're going to work with Public Works to come up with the driveway geometrics. Appreciate the applicant's flexibility and willingness to provide some shrubs or something between the two driveways. And with that, I move for approval of Items 28 through 31.

MICHAEL NAFT

There's a motion for approval. Please cast your vote.

VOTE

VOTING AYE: Michael Naft, William McCurdy II, April Becker, Jim Gibson, Justin Jones, Marilyn K. Kirkpatrick, Tick Segerblom

VOTING NAY: None

ABSENT: None

ABSTAIN: None

MICHAEL NAFT

The motion passes. Go cougars.

LEXA GREEN

Thank you, Commissioners. Have a great day.

29. **WS-26-0162-AVENDANO PROPERTY DEVELOPMENT, INC.:**

WAIVERS OF DEVELOPMENT STANDARDS for the following: 1) eliminate open space; 2) increase retaining wall height; 3) increase fill (no longer needed); 4) allow an attached sidewalk to remain; and 5) eliminate driveway separation.

DESIGN REVIEW for a single-family attached residential development on 1.75 acres in an RS2 (Residential Single-Family 2) Zone within the Airport Environs (AE-65) Overlay. Generally located east of Pecos Road and south of Alto Avenue within Sunrise Manor. WM/mh/kh (For possible action)

ACTION: APPROVED (COMPANION ITEMS 28, 30, AND 31).

CONDITIONS OF APPROVAL –

Fire Prevention Bureau

- Provide a Fire Apparatus Access Road in accordance with Section 503 of the International Fire Code and Clark County Code Title 13, 13.04.090 Fire Service Features.
- Applicant is advised that fire/emergency access must comply with the Fire Code as amended; and to show on-site fire lane, turning radius, and turnarounds.

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 #0480-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

30. TM-26-500045-AVENDANO PROPERTY DEVELOPMENT, INC.:

TENTATIVE MAP consisting of 24 single-family residential lots on 1.75 acres in an RS2 (Residential Single-Family 2) Zone within the Airport Environs (AE-65) Overlay. Generally located east of Pecos Road and south of Alto Avenue within Sunrise Manor. WM/mh/kh (For possible action)

ACTION: APPROVED (COMPANION ITEMS 28, 29, AND 31).

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Coordinate with staff to provide shrubs between driveways;
- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance.
- Applicant is advised within 4 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

- Coordinate with Public Works for driveway geometrics;
- Drainage study and compliance;
- Traffic study and compliance;
- Off-site improvement permit will be required;
- Reconstruct any unused driveways with full off-site improvements.

Fire Prevention Bureau

- Provide a Fire Apparatus Access Road in accordance with Section 503 of the International Fire Code and Clark County Code Title 13, 13.04.090 Fire Service Features.
- Applicant is advised that fire/emergency access must comply with the Fire Code as amended; to show on-site fire lane, turning radius, and turnarounds.

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 #0480-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

31. TM-26-500045-AVENDANO PROPERTY DEVELOPMENT, INC.:

TENTATIVE MAP consisting of 24 single-family residential lots on 1.75 acres in an RS2 (Residential Single-Family 2) Zone within the Airport Environs (AE-65) Overlay. Generally located east of Pecos Road and south of Alto Avenue within Sunrise Manor. WM/mh/kh (For possible action)

ACTION: APPROVED COMPANION ITEMS 28, 29, AND 30).

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Applicant is advised within 4 years from the approval date a final map for all, or a portion, of the property included in this application must be recorded or it will expire; an application for an extension of time may only be submitted if a portion of the property included under this application has been recorded; 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 there has been no substantial work towards completion; and the applicant is solely responsible for ensuring compliance with all conditions and deadlines.

Public Works - Development Review

- Coordinate with Public Works for driveway geometrics;
- Drainage study and compliance;
- Traffic study and compliance;
- Off-site improvement permit will be required;
- Reconstruct any unused driveways with full off-site improvements.

Building Department – Addressing

- The street shown as Pecos Street on the vicinity map shall be shown as Pecos Road;
- Approved street name list from the Combined Fire Communications Center shall be provided;
- All streets shall have approved street names and suffixes.

Fire Prevention Bureau

- Provide a Fire Apparatus Access Road in accordance with Section 503 of the International Fire Code and Clark County Code Title 13, 13.04.090 Fire Service Features.
- Applicant is advised that fire/emergency access must comply with the Fire Code as amended; and to show on-site fire lane, turning radius, and turnarounds.

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 #0480-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

Companion Items 32, 33, and 34

32. ZC-26-0225-ERICKSON ELIZABETH & WILLIAM W. REVOCABLE TRUST & ERICKSON WILLIAM W. & ELIZABETH TRS:

ZONE CHANGE to reclassify 1.25 acres from an RS20 (Residential Single-Family 20) Zone to a CG (Commercial General) Zone. Generally located north of Martin Avenue and east of Fort Apache Road within Spring Valley (description on file). JJ/rk (For possible action)

ACTION: APPROVED (COMPANION ITEMS 33 AND 34).

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Reduction to Commercial Neighborhood (CN) zoning.

Fire Prevention Bureau

- Provide a Fire Apparatus Access Road in accordance with Section 503 of the International Fire Code and Clark County Code Title 13, 13.04.090 Fire Service Features.
- Applicant is advised to show on-site fire lane, turning radius, and turnarounds; that fire/emergency access must comply with the Fire Code as amended.

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 #0539-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

JENNIFER AMMERMAN

Next are Items 32 through 34, which can be heard together.

- Item 32 is ZC-26-0225. Zone change to reclassify 1.25 acres from an RS20 (Residential Single-Family 20) Zone to a CG (Commercial General) Zone. Generally located north of Martin Avenue and east of Fort Apache Road within Spring Valley
- Item 33 VS-26-0226. VACATE AND ABANDON easements of interest to Clark County located between Fort Apache Road and Quarterhorse Lane, and Sunset Road and Maule Avenue within Spring Valley
- Item 34, WS-26-0227. Waivers of development standards for the following: 1) modify residential adjacency standards; 2) allow an attached sidewalk; and 3) alternative driveway geometrics. Design review for a proposed personal services facility (fitness center) on 1.25 acres in a CG (Commercial General) Zone. Generally located north of Martin Avenue and east of Fort Apache Road within Spring Valley.

MICHAEL NAFT

Good morning.

OHENIO HERNANDEZ

Good morning. My name is Ohenio Hernandez. I am the architect for the CrossFit 702 project. I'm here with Mike, the owner of the project. Basically, you've described in a nutshell what this project is about, but I'm just going to go over some bullet points as to the simple demographics of this project. This project is located currently in a residential single family RS20 lot. The plan land use designation is neighborhood commercial. We had originally submitted an application for zoning change to CG on our previous TAB meeting.

It was suggested we go with the CN designation, which accepts all of the parameters for this design and it's simpler in terms of the level of commercial use. The fitness center is permitted under personal services as per Title 30. This site is approximately 1.25 acres. It naturally slopes from south to north. This is a undeveloped parcel with no existing structures. The building on the ground floor is 8,200 square feet. It has a 1,600 square foot mezzanine for a total square footage of 9,738 feet. The building height is 28 feet. Water, sanitary, and storms are readily available for this site.

This building is strategically positioned away from all the residential edges. It is surrounded by residential properties throughout its north, east, and just a small portion of the south. We are proposing a 15-foot landscape buffer throughout all the residential adjacencies. In addition to that, as per the sustainability incentives and strategies, we are also adding an additional 10% to that buffer to make it a 16-foot six proposed landscape buffer throughout.

In regards to trash collection, we are proposing a trash enclosure just north of the building. However, we have been in conversations with Republic Services and we have confirmation from them that they can provide totter collection for this particular site as part of their adjacent residential service. So, we are proposing to hold the trash enclosure area for future development in case we need it, but for now on the southwest corner of the building, we are proposing a small trash totter collection.

I'm going to briefly just show the perspective of the building. This is what the building would look like from the southeast corner and just to wrap up here real quick. In terms of Title 30, this building meets four-sided architecture, horizontal articulation and enhanced building entrances. There are three waiver standards that we are requesting here. One is for roll up doors. The second one is for a detached sidewalk and a third for the entry curb with all of these waivers were approved by the town board on a recent meeting. I'm going to pass the mic on to the owner, Mike Miller, to talk about the CrossFit business and operation. Thank you.

MICHAEL MILLER

Thank you, Commissioners. My name is Michael Miller, M-I-L-L-E-R. My address is 8921 Seal Cove Street, 89178. Just to get ahead of maybe any misconceptions, we did have some concerns about this at the town advisory board. We're not like a lifetime fitness. We're not like a Planet Fitness to where we're going to have upwards of a thousand people coming through our facility in any given day. We're what you would call a micro gym. We're just over 200 members throughout our business right now. Obviously, the goal would be to continue growing that, but we do kind of have a self-imposed cap of somewhere between 320 to 350 members. If we decided to continue growing from that point, we would go ahead and look at a second location somewhere else in the valley. That would just get to the point to where based on our building size and what we offer for services, which is all coach led, group led classes. We don't want to diminish that service. So, it's no situation where we'd be going to a thousand members and everyone around us would be frustrated with all the neighbors and people coming through there. Also, at the end of the street on Martin, we are at the end of a cul-de-sac. So, at the end of that cul-de-sac, although we are residential adjacent on three sides, there is no ingress or egress to those communities. So, the only opportunity would be for emergency vehicles come through there. So, there shouldn't be any traffic impact on any of the neighboring communities. So hopefully that will appease the neighbors as well. We also try to be very cognizant of the neighbors, which is why we went ahead and placed that in the southwest corner to be as far away as possible from the neighbors. We tried to be very strategic in the waivers that we asked for.

To touch on the roll up doors, that's simply for ingress and egress purposes. Sometimes our classes are around 20 people large. We do run outside sometimes. Obviously, the goal is to stay on our property. That's why we have 1.25 acres, but that will help with the ingress and egress. And if we have to move any kind of heavy equipment in through those doors, that would be the purpose of those roll-up doors. As far as the attached sidewalk goes, currently the entire cul-de-sac on both sides of the street have attached sidewalks. We are the only portion. It's the only undeveloped portion that doesn't have any sidewalks there. So that's why we went ahead and requested the waiver to keep the attached sidewalk as opposed to going with the detached sidewalk that's typically recommended.

And then the third thing is the, excuse me, driveway width. I know this was a concern at the TAB as well. We're currently at 32 feet, which does meet the minimum requirements. Public Works recommended 35. We did actually try to move that around. The reason why we stay with 32 is we have that landscape buffer on the east side, which is the majority of where our residential adjacency happens. And for us to extend that to 35 feet, we can't move our building over anymore to the west based on setbacks. We would have to cut into the landscape buffer, which we had talked about doing and we were willing to sacrifice that, but then that was going to cut into our sustainability points that we were trying to hit a certain number for our checklist.

So, we didn't really want to put us under that mark because we didn't find anywhere to gain that point back for the additional landscape buffer. So that's why you see that request on there for the driveway width. However, the fire truck can pull up on the street there since our building is within, I don't know the exact code, but we're well within the distance that a fire truck needs to be able to access the entire building, so that shouldn't be a concern. And that driveway still does allow for emergency vehicles to come through with several feet of clearance on each side. That's all I have for you guys. Thank you.

MICHAEL NAFT

Thank you. If that completes your presentation, I'll open the public hearing on Items 32 through 34. Anyone wishing to speak, please come forward. Seeing no one, Commissioner Jones.

MOTION

JUSTIN JONES

Thank you, Mr. Chair. Antonio, can you chime in on the driveway width? I know I talked to the applicant about potentially modifying that landscape buffer. I understand the sustainability points, but I'm a little bit more concerned about access into the driveway for fire.

ANTONIO PAPAIZIAN

Thank you, Commissioner. It's the minimum standard. They meet 32 feet. I think there's probably a disconnect. It's 32 feet from lip to lip. That's how we measure it. So, when we say 35 feet, it's the face of curb to face the curb and that's how they're measuring it. So, we get three feet less than what the typical standard is, but because it's at the end of a cul-de-sac and I believe the minimum fire requirement is 24 feet, they still meet the intent and because there's no left outs, helps us and become safe.

JUSTIN JONES

Okay. All right. Very good. Then with that, I will move for approval of agenda Items 32 through 35.

MICHAEL NAFT

Thank you. Please cast your vote.

JENNIFER AMMERMAN

34.

JUSTIN JONES

What? 34? Sorry.

JENNIFER AMMERMAN

And can I ask if for the zone change, do you want to reduce the CN?

JUSTIN JONES

Oh, yeah, sorry. That was one thing. The other thing that we talked about. CG, I don't think that for this use you need CG, you only need CN.

MICHAEL MILLER

That's correct. We're absolutely amenable to CN as well.

JUSTIN JONES

Yes. All right. So, with that modification.

MICHAEL NAFT

There's a motion. Please cast your vote.

VOTE

VOTING AYE: Michael Naft, William McCurdy II, April Becker, Jim Gibson, Justin Jones, Marilyn K. Kirkpatrick, Tick Segerblom

VOTING NAY: None

ABSENT: None

ABSTAIN: None

MICHAEL NAFT

Motion passes. Thank you.

SPEAKER X

Thank you.

33. VS-26-0226-ERICKSON ELIZABETH & WILLIAM W. REVOCABLE TRUST & ERICKSON WILLIAM W. & ELIZABETH TRS:

VACATE AND ABANDON easements of interest to Clark County located between Fort Apache Road and Quarterhorse Lane, and Sunset Road and Maule Avenue within Spring Valley (description on file). JJ/lm/kh (For possible action)

ACTION: APPROVED (COMPANION ITEMS 32 AND 34)

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Satisfy utility companies' requirements.
- Applicant is advised within 2 years from the approval date the order of vacation must be recorded in the Office of the County Recorder 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; and the applicant is solely responsible for ensuring compliance with all conditions and deadlines.

Public Works - Development Review

- Drainage study and compliance;
- Right-of-way dedication to include 30 feet and a portion of a cul-de-sac for Martin Avenue;

- Vacation to be recordable prior to building permit issuance or applicable map submittal;
- Revise legal description, if necessary, prior to recording.

Fire Prevention Bureau

- Provide a Fire Apparatus Access Road in accordance with Section 503 of the International Fire Code and Clark County Code Title 13, 13.04.090 Fire Service Features.
- Applicant is advised to show on-site fire lane, turning radius, and turnarounds; that fire/emergency access must comply with the Fire Code as amended.

34. WS-26-0227-ERICKSON ELIZABETH & WILLIAM W REVOCABLE TRUST & ERICKSON WILLIAM W & ELIZABETH TRS:

WAIVERS OF DEVELOPMENT STANDARDS for the following: 1) modify residential adjacency standards; 2) allow an attached sidewalk; and 3) alternative driveway geometrics.

DESIGN REVIEW for a proposed personal services facility (fitness center) on 1.25 acres in a CG (Commercial General) Zone. Generally located north of Martin Avenue and east of Fort Apache Road within Spring Valley. JJ/lm/kh (For possible action)

ACTION: APPROVED (COMPANION ITEMS 32 AND 33).

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Provide a wrought iron fence and access gate along the north curb area to reduce vehicle access to the northern portion of the site;
- Enter into a standard development agreement prior to any permits in order to provide fair-share contribution toward public infrastructure necessary to provide service because of the lack of necessary public services in the area;
- 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;
- Right-of-way dedication to include 30 feet and a portion of a cul-de-sac for Martin Avenue.

Fire Prevention Bureau

- Provide a Fire Apparatus Access Road in accordance with Section 503 of the International Fire Code and Clark County Code Title 13, 13.04.090 Fire Service Features.
- Applicant is advised that fire/emergency access must comply with the Fire Code as amended; and to show on-site fire lane, turning radius, and turnarounds.

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 #0539-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

Companion Items 35, 36, and 37

35. ZC-26-0233-BLUD, LLC:

ZONE CHANGE to reclassify 2.69 acres from an H-2 (General Highway Frontage) Zone to an IP (Industrial Park) Zone. Generally located north of Blue Diamond Road and west of Kens Court within Enterprise (description on file). JJ/rk (For possible action)

ACTION: APPROVED (COMPANION ITEMS 36 AND 37).

CONDITIONS OF APPROVAL –

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 and reference POC Tracking #0541-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis

JENNIFER AMMERMAN

Next are Items 35 through 37.

- Item 35 is ZC-26-0233. Zone change to reclassify 2.69 acres from an H-2 (General Highway Frontage) Zone to an IP (Industrial Park) Zone. Generally located north of Blue Diamond Road and west of Kens Court within Enterprise.
- Item 36 VS-26-0234. Vacate and abandon easements of interest to Clark County located between Ford Avenue and Blue Diamond Road and between Jones Boulevard and Lindell Road; a portion of a right-of-way being Kens Court located between Ford Avenue and Blue Diamond Road; and a portion of right-of-way being La Costa Canyon Court located between Jones Boulevard and Lindell Road within Enterprise.
- Item 37 WS-26-0235. Waivers of development standards for the following: 1) increase building height; 2) reduce street landscaping; 3) increase retaining wall height; and 4) allow modified driveway geometrics. Design review for the expansion of a food processing, warehouse, and distribution center on 42.33 acres in an IP (Industrial Park) Zone. Generally located north of Blue Diamond Road and east of Jones Boulevard within Enterprise.

MICHAEL NAFT

Good morning.

JENNIFER LAZOVICH

Good morning. Jennifer Lazovich, 1980 Festival Plaza Drive here this morning on behalf of Ken's Foods. Ken's Foods has been located right off of Blue Diamond and essentially where Jones is along where the airport is for a number of years. Part of this application is really a cleanup. The entire area is master

planned for business employment, but we have some pieces within there that have the holdover zoning of H2, so part of the application is to change all of that to IP.

Ken's would be eventually expanding their operation. Everything that's in this beige color right now is existing. The red are the areas where they would be expanding. Along with that expansion, we are requesting a couple of waivers, one of which is a waiver for height. A majority of our building is 48 feet in height. However, there is a component that is 83 feet in height and on the inside of the building, if you were to take a tour of it, there's a pretty elaborate retrieval system within how they manufacture and process their products. So that's the reason for the increased height that would be kind of in the middle of the building.

In addition, we are cleaning up some things and have some other waivers for some offsite improvements and the throat depths as you come in here off of La Costa. We have a vacation as you come in off of Ken's Court, which really just feeds into our property when it's all said and done. From a jobs perspective, we expect that the construction of this expansion would provide between 200 to 250 jobs in our what I'll call phase one of our operations once complete, that's an additional 10 jobs, but we have future expansion, which we think could bring employment of between 75 to 100. After consideration of this entire application, Enterprise TAB did recommend approval of all of it, including the waivers. We didn't have any opposition. I'd be happy to answer any questions.

MICHAEL NAFT

Thank you very much. This is a public hearing. Anyone wishing to speak, please come forward at this time. Seeing no one, I'll close the public hearing. Commissioner Jones.

MOTION

JUSTIN JONES

Thank you, Mr. Chair. Sitting on the LVGEA board, we talk a lot about attracting new businesses to town, but also about expanding existing businesses. Ken's has been a great partner in this community for a long time and I think it's pretty exciting to see their interest in expanding operations here. I do understand Staff's concerns with the building height, but I think that it is justified in this case and will be a limited footprint for the height for that one area to allow for the machinery. So, with that, I'll go ahead and move for approval again Items 35 through 37.

MICHAEL NAFT

Thank you. There's a motion for approval. Please cast your vote.

VOTE

VOTING AYE: Michael Naft, William McCurdy II, April Becker, Jim Gibson, Justin Jones, Marilyn K. Kirkpatrick, Tick Segerblom

VOTING NAY: None

ABSENT: None

ABSTAIN: None

MICHAEL NAFT

A motion passes. Thank you.

36. VS-26-0234-KEN'S FOODS, LLC:

VACATE AND ABANDON easements of interest to Clark County located between Ford Avenue and Blue Diamond Road and between Jones Boulevard and Lindell Road; a portion of a right-of-way being Kens Court located between Ford Avenue and Blue Diamond Road; and a portion of right-of-way being La Costa Canyon Court located between Jones Boulevard and Lindell Road within Enterprise (description on file). JJ/rr/kh (For possible action)

ACTION: APPROVED (COMPANION ITEMS 35 AND 37).

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Satisfy utility companies' requirements.
- Applicant is advised within 2 years from the approval date the order of vacation must be recorded in the Office of the County Recorder 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; and the applicant is solely responsible for ensuring compliance with all conditions and deadlines.

Public Works - Development Review

- Drainage study and compliance;
- 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;
- Coordinate with Traffic Management to return any County assets to Public Works;
- Grant all necessary easements;
- Applicant to provide a cross access agreement within the existing commercial subdivision;
- Kens Court to be a private street;
- Vacation to be recordable prior to building permit issuance or applicable map submittal;
- Revise legal description, if necessary, prior to recording.

Building Department – Addressing

- Per the justification letter, the public right-of-way Kens Court will either become a private right-of-way or a private driveway. If Kens Court becomes a private right-of-way, any Kens Court addresses shall remain addressed off Kens Court; if Kens Court becomes a private driveway, address changes shall be required at final map recordation for 8918 Kens Court, 8925 Kens Court, and 8945 Kens Court.

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.

37. WS-26-0235-KEN'S FOODS, LLC:

WAIVERS OF DEVELOPMENT STANDARDS for the following: 1) increase building height; 2) reduce street landscaping; 3) increase retaining wall height; and 4) allow modified driveway geometrics.

DESIGN REVIEW for the expansion of a food processing, warehouse, and distribution center on 42.33 acres in an IP (Industrial Park) Zone. Generally located north of Blue Diamond Road and east of Jones Boulevard within Enterprise. JJ/rr/kh (For possible action)

ACTION: APPROVED (COMPANION ITEMS 35 AND 36).

CONDITIONS OF APPROVAL –

Comprehensive Planning

- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance.
- Enter into a standard development agreement prior to any permits in order to provide fair-share contribution toward public infrastructure necessary to provide service because of the lack of necessary public services in the area.
- 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;
- Reconstruct any unused driveways with 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;
- Coordinate with Traffic Management to return any County assets to Public Works.
- Applicant is advised that Nevada Department of Transportation (NDOT) permits may be required.

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 and reference POC Tracking #0541-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

SEC. 6. INTRODUCTION OF ORDINANCES

38. ORD-26-900100: Introduce an ordinance to consider adoption of a Development Agreement with Tripp Family Investments, LLC for a commercial development (restaurants with drive-thrus) on 1.21 acres, generally located south of Blue Diamond Road and west of Cameron Street within Enterprise. JJ/rp (For possible action)

ACTION: INTRODUCED AND SET FOR PUBLIC HEARING ON WEDNESDAY, JUNE 17, 2026, AT 9 A.M.

JENNIFER AMMERMAN

Next are Items 38 through 44, which are ordinances for introduction.

- Item 38 is ORD-26-900100. Introduce an ordinance to consider adoption of a Development Agreement with Tripp Family Investments, LLC for a commercial development (restaurants with drive-thrus) on 1.21 acres, generally located south of Blue Diamond Road and west of Cameron Street within Enterprise.
- Item 39 ORD-26-900138. Introduce an ordinance to consider adoption of a Development Agreement with Main and Main Commerce Center LLC for a warehouse and distribution complex on 19.32 acres, generally located south of Sunset Road and west of Rainbow Boulevard within Spring Valley.
- Item 40 ORD-26-900142. Introduce an ordinance to consider adoption of a Development Agreement with A & A III LLC for a single-family residential development on 2.47 acres, generally located north of Mesa Verde Lane and west of Hauck Street within Enterprise.
- Item 41 ORD-26900-174. Introduce an ordinance to consider adoption of a Development Agreement with RICHMOND AMERICAN HOMES OF NEVADA INC for a single-family residential development on 19.19 acres, generally located north of Meranto Avenue and east of Tenaya Way within Enterprise.
- Item 42 ORD-26-900228. Introduce an ordinance to consider adoption of a Development Agreement with TOLL SOUTH LV LLC for a single-family residential development on 2.48 acres, generally located east of Edmond Street and north of Silverado Ranch Boulevard within Enterprise.
- Item 44 ORD-26-900393. Introduce an ordinance to amend the official zoning map reclassifying certain properties as approved by the Board of County Commissioners on May 17, 2023, and April 8, 2026.

MICHAEL NAFT

Thank you. We'll set the public hearing for June 17, 2026.

JENNIFER AMMERMAN

Correct.

39. ORD-26-900138: Introduce an ordinance to consider adoption of a Development Agreement with Main and Main Commerce Center LLC for a warehouse and distribution complex on 19.32 acres, generally located south of Sunset Road and west of Rainbow Boulevard within Spring Valley. MN/jl (For possible action)

ACTION: INTRODUCED AND SET FOR PUBLIC HEARING ON WEDNESDAY, JUNE 17, 2026, AT 9 A.M.

40. ORD-26-900142: Introduce an ordinance to consider adoption of a Development Agreement with A & A III LLC for a single-family residential development on 2.47 acres, generally located north of Mesa Verde Lane and west of Hauck Street within Enterprise. MN/ji (For possible action)

ACTION: INTRODUCED AND SET FOR PUBLIC HEARING ON WEDNESDAY, JUNE 17, 2026, AT 9 A.M.

41. ORD-26-900174: Introduce an ordinance to consider adoption of a Development Agreement with RICHMOND AMERICAN HOMES OF NEVADA INC for a single-family residential development on 19.19 acres, generally located north of Meranto Avenue and east of Tenaya Way within Enterprise. JJ/ji (For possible action)

ACTION: INTRODUCED AND SET FOR PUBLIC HEARING ON WEDNESDAY, JUNE 17, 2026, AT 9 A.M.

42. ORD-26-900228: Introduce an ordinance to consider adoption of a Development Agreement with TOLL SOUTH LV LLC for a single-family residential development on 2.48 acres, generally located east of Edmond Street and north of Silverado Ranch Boulevard within Enterprise. JJ/ji (For possible action)

ACTION: INTRODUCED AND SET FOR PUBLIC HEARING ON WEDNESDAY, JUNE 17, 2026, AT 9 A.M.

43. ORD-26-900317: Introduce an ordinance to amend Title 30 regulations as previously directed by the Board of County Commissioners (Board) and to bring regulations in alignment with the Nevada Revised Statutes for Legal Nonconforming Lots, Residential Multi-Family 18 (RM18) Standards, Cannabis, Special Event, Light Manufacturing, a correction to the Accessible Space and Access Design requirement and make corrections and clarifications as appropriate, and providing for other matters properly related thereto. (For possible action)

ACTION: INTRODUCED AND SET FOR PUBLIC HEARING ON WEDNESDAY, JUNE 17, 2026, AT 9 A.M.

44. ORD-26-900393: Introduce an ordinance to amend the official zoning map reclassifying certain properties as approved by the Board of County Commissioners on May 17, 2023 and April 8, 2026. (For possible action)

ACTION: INTRODUCED AND SET FOR PUBLIC HEARING ON WEDNESDAY, JUNE 17, 2026, AT 9 A.M.

PUBLIC COMMENTS

MICHAEL NAFT

This is the final time set aside for public comment. Anyone wishing to speak, please come forward at this time. Good morning.

MARGARET ANN COLEMAN

Yes, good morning or good afternoon. My name is Margaret Ann Coleman and I've been placed here today concerning patience and endurance for over 44 years for all lump sum credit and due. I'm still there to see recovery trustee concerning my estate due from the injury on the job. I still have my court order under non-compliance placed in contempt of court order A204984 for a final settlement that was stolen by the Board of Commissioners that has given control to Brad Shiskey Airborne BNB running my estate home 1316 Wizard and giving you also the control as the Board of Commissioners to override and overthrow me concerning moving and reclaiming and exchanging to the Inglenstein complex from the Starwood. That whereas I have been recognized being the owner of 1316 Wizard whereas I can take control.

You have taken my opportunities. You have denied me privileges, ownership, and now my citizenship I'm considered as an immigrant and that is a default of the state of Nevada being a winner in the court system to be a receiver and a recovery trustee of A204984, that is a court order that you should have recognized I am credit for payment. I used it in getting you into your position and to put me into your position and represent and be a mother representing and supporting her family.

I have gotten no response from you, no calls and you're taking my opportunity to have an attorney just because I pled the fifth once, but I have not received the opportunity to have an attorney here in the

state of Nevada and that is another default whereas my Miranda rights have not been read. I've been locked up for 60 days and not under no usage of it, but under comprehension of saying I'm trespassing on my own property and that is against the law. I have proven myself with a grant deed non-acceptance. I wish you'd pay attention and give me the respect to be placed on the agenda to return back to my proper ownership of my home that has been high income.

MICHAEL NAFT

Thank you, Ms. Coleman. Seeing no one else for public comment. I'll adjourn today's meeting and the Board will enter into closed door session.

END PUBLIC COMMENTS

There being no further business to come before the Board at this time, at the hour of 11:17 a.m., the meeting was adjourned.

PLEASE NOTE: THE COUNTY CLERK KEEPS THE OFFICIAL RECORD OF ALL PROCEEDINGS OF THE COUNTY COMMISSION, THE CCWRD BOARD OF TRUSTEES, THE UMC HOSPITAL BOARD OF TRUSTEES, THE CLARK COUNTY LIQUOR AND GAMING LICENSING BOARD, AND THE CLARK COUNTY REDEVELOPMENT AGENCY. TO OBTAIN A COMPLETE AND ACCURATE RECORD OF ALL PROCEEDINGS, ANY PHOTOGRAPH, MAP, CHART, OR ANY OTHER DOCUMENT USED IN ANY PRESENTATION TO THE BOARD/TRUSTEES, REQUESTS SHOULD BE SUBMITTED TO THE COUNTY CLERK.

TO REFERENCE AGENDA ITEM ATTACHMENTS ONLINE: REFER TO THE MEETING LINK BELOW, SELECT THE ITEM (FILE # COLUMN), AND CLICK THE LINK FOR THE DESIRED ATTACHMENT.

[ONLINE MEETING LINK](#)

APPROVED: /s/ Michael Naft
MICHAEL NAFT, CHAIR

ATTEST: /s/ Lynn Marie Goya
LYNN MARIE GOYA, CLARK COUNTY CLERK