

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

**UC-25-0761-MAVERIK, INC.:**

**HOLDOVER USE PERMIT** for a vehicle wash facility.

**WAIVER OF DEVELOPMENT STANDARDS** for modified residential adjacency standards.

**DESIGN REVIEW** for a vehicle wash facility on 3.7 acres in a CG (Commercial General) Zone within the Airport Environs (AE-60) Overlay.

Generally located south of Russell Road and west of Jones Boulevard within Spring Valley.  
MN/sd/cv (For possible action)

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RELATED INFORMATION:

**APN:**

163-35-501-065

**WAIVER OF DEVELOPMENT STANDARDS:**

Reduce the separation for a proposed vehicle wash to 57 feet where a minimum of 200 feet is required per Section 30.04.06 E (a 72% reduction).

**LAND USE PLAN:**

SPRING VALLEY - NEIGHBORHOOD COMMERCIAL

**BACKGROUND:**

**Project Description**

General Summary

- Site Address: N/A
- Site Acreage: 3.7
- Project Type: Vehicle wash
- Building Height (feet): 29
- Square Feet: 3,672
- Parking Required/Provided: 3/3
- Sustainability Required/Provided: 7/7

**Site Plan & History**

The plans depict an existing single story convenience store and gasoline station located on the eastern portion of the site that was approved in 2017. A vehicle wash facility is proposed on the western portion of the parcel with cross access to the existing convenience store and gas station. **The vehicle wash tunnel is centrally located on the site.** Payment kiosks are provided within the stacking lanes for point-of-sale transactions prior to vehicles entering the wash tunnel. Customers will enter the drive-thru lanes from the southwestern portion of the parcel and drive counterclockwise to the north and then west into the vehicle wash tunnel, which is parallel to

Russell Road. The vehicle wash will include a conveyor belt or motorized track that routes vehicles through the tunnel. Customers will exit the vehicle wash tunnel facing west and turn south into an area dedicated to 20 vacuum stations. This area also includes 3 employee parking stalls, a trash enclosure, 2 vacuum equipment enclosures, and landscaping. The closest part of the vehicle wash to the adjacent residential planned parcel to the southwest is the entrance to the pay station lanes, which are approximately 57 feet away. Also, a vacuum equipment enclosure is 131 feet away from the same parcel.

### Landscaping

The plans show street landscaping with large trees spaced every 30 feet along Russell Road. The applicant will be preserving 5 existing trees and will provide 4 additional new trees along Russell Road. On-site landscaping consists of trees and shrubs is shown along the drive aisles. Buffering and screening is not required for those parcels adjacent to the west, east and south. There is an adjacent residential property to the southwest, but buffering and screening is not required since the shared property line is only a corner.

### Elevations

The proposed vehicle wash building will be a maximum of 29 feet high and will incorporate green metal roofing and split face and honed CMU walls in neutral tones, smooth finished walls in both neutral and yellow colors, and wall mounted awnings. The vehicle wash entrance and exit will have overhead metal roll up doors facing east and west. The vacuum and pay station canopies are up to 11 feet in height with a green arched metal roof and columns.

### Floor Plans

Th plans depict a vehicle wash facility with a wash tunnel with electric room, equipment room, employee lounge, and restroom. The overall size of the vehicle wash building is 3,672 square feet.

### Applicant's Justification

The applicant states the vehicle wash will include a conveyor belt or motorized track that routes vehicles through the wash tunnel. Quick Quack has the capacity to run up to 155 cars an hour and a membership program that utilizes license plate readers allows the gates to open automatically, reducing wait time in the pay station lanes.

### **Prior Land Use Requests**

<b>Application Number</b>	<b>Request</b>	<b>Action</b>	<b>Date</b>
VS-0325-17	Vacation and abandonment of easements and right-of-way	Approved by PC	June 2017
UC-0143-17	Use permit, waivers of development standards, and a design review for a convenience store, gasoline station, and comprehensive sign package	Approved by BCC	April 2017
TM-0086-12	1 lot commercial subdivision	Approved by PC	November 2012
VS-0569-12	Vacation and abandonment of easements and right-of-way	Approved by PC	November 2012

### **Prior Land Use Requests**

<b>Application Number</b>	<b>Request</b>	<b>Action</b>	<b>Date</b>
UC-0110-11	Use permit, waivers of development standards, and design reviews for a convenience store, service station, and signage - expired	Approved by BCC	May 2011
ZC-1187-07	Zone change from R-E to C-1	Approved by BCC	November 2007

### **Surrounding Land Use**

	<b>Planned Land Use Category</b>	<b>Zoning District (Overlay)</b>	<b>Existing Land Use</b>
North	Low-Intensity Suburban Neighborhood (up to 8 du/ac) & Neighborhood Commercial	RS10 & CG (AE-60)	Single-family residential & shopping center
South	Neighborhood Commercial	RS20 & CG (AE-60)	Undeveloped
East	Neighborhood Commercial	CG (AE-60)	Convenience store, gas station, & vehicle wash
West	Neighborhood Commercial	RS20 (AE-60)	Undeveloped

### **STANDARDS FOR APPROVAL:**

The applicant shall demonstrate that the proposed request is consistent with the Master Plan and is in compliance with Title 30.

### **Analysis**

#### **Comprehensive Planning**

##### Use Permit

A special use permit is considered on a case by case basis in consideration of the standards for approval. Additionally, the use shall not result in a substantial or undue adverse effect on adjacent properties, character of the neighborhood, traffic conditions, parking, public improvements, public sites or right-of-way, or other matters affecting the public health, safety, and general welfare; and will be adequately served by public improvements, facilities, and services, and will not impose an undue burden.

##### Waiver of Development Standards

The applicant shall have the burden of proof to establish that the proposed request is appropriate for its proposed location by showing the following: 1) the use(s) of the area adjacent to the subject property will not be affected in a substantially adverse manner; 2) the proposal will not materially affect the health and safety of persons residing in, working in, or visiting the immediate vicinity, and will not be materially detrimental to the public welfare; and 3) the proposal will be adequately served by, and will not create an undue burden on, any public improvements, facilities, or services.

##### Use Permit & Waiver of Development Standards

The vehicle wash is allowed in the Commercial General (CG) zone without a special use permit if the 200 foot separation is provided from any residential development. The 200 foot separation

for a vehicle wash is to mitigate certain potential impacts, such as noise and pollution. The visual and audible impacts of the vehicle wash may have significant impacts on the adjacent residential property. The vehicle wash tunnel building is located outside the 200 foot separation, however, the proposed pay station queuing lanes, and vacuum equipment and stations are located within the 200 foot separation. The site can be redesigned so the proposed vehicle wash meets all code standards. Based on the above findings, staff cannot support this request.

#### Design Review

Development of the subject property is reviewed to determine if 1) it is compatible with adjacent development and is harmonious and compatible with development in the area; 2) the elevations, design characteristics and others architectural and aesthetic features are not unsightly or undesirable in appearance; and 3) site access and circulation do not negatively impact adjacent roadways or neighborhood traffic.

The proposed vehicle wash facility and related structures meet the non-residential design standards of Title 30, including the sustainability requirements. The parking area and pedestrian walkways will facilitate safe vehicular and pedestrian navigation. However, staff cannot support this request due to the negative impacts on the adjacent residential use.

#### **Department of Aviation**

The development will penetrate the 100:1 notification airspace surface for Harry Reid International Airport. Therefore, as required by 14 CFR Part 77, and Section 30.02.26B.3(ii) of the Clark County Unified Development Code, the Federal Aviation Administration (FAA) must be notified of the proposed construction or alteration.

#### **Staff Recommendation**

Denial.

If this request is approved, the Board and/or Commission finds that the application is consistent with the standards and purpose enumerated in the Master Plan, Title 30, and/or the Nevada Revised Statutes.

#### **PRELIMINARY STAFF CONDITIONS:**

##### **Comprehensive Planning**

If approved:

- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance.
- Applicant is advised within 2 years from the approval date the application must commence or the application will expire unless extended with approval of an extension of time; a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time; the extension of time may be denied if the project has not commenced or there has been no substantial work towards completion within the time specified; changes to the approved project will require a new land use application; and the applicant is solely responsible for ensuring compliance with all conditions and deadlines.

**Public Works - Development Review**

- Drainage study and compliance;
- Traffic study and compliance.

**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](mailto:sewerlocation@cleanwaterteam.com) and reference POC Tracking #0247-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

**TAB/CAC:** Spring Valley - approval.

**APPROVALS:** 3 cards

**PROTESTS:** 1 card

**PLANNING COMMISSION ACTION:** December 16, 2025 – HELD – To 01/20/26 – per the applicant.

**APPLICANT:** QUICK QUACK CAR WASH

**CONTACT:** BARGHAUSEN CONSULTING ENGINEER'S, INC., 18215 72ND AVENUE SOUTH, KENT, WA 98032