

COMMERCIAL COMPLEX  
(TITLE 30)

**UPDATE**  
BADURA AVE/BUFFALO DR

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

**NZC-21-0166-SRISURO CHOTCHAI & SUTHANYA & ROJANASATHIT SOMKIETR  
& CHINDA:**

**ZONE CHANGE** to reclassify 5.0 acres from an R-E (Rural Estates Residential) (AE-60) Zone to a C-2 (General Commercial) (AE-60) Zone.

**USE PERMITS** for the following: **1)** reduce the separation from a convenience store to a residential (multiple family) use; **2)** reduce the setback from a gasoline station (fuel canopy) to a residential (multiple family) use; and **3)** reduce the setback from a vehicle wash (automobile) to a residential (multiple family) use.

**WAIVERS OF DEVELOPMENT STANDARDS** for the following: **1)** allow modified driveway design standards; and **2)** allow alternative driveway geometrics.

**DESIGN REVIEWS** for the following: **1)** restaurant buildings with drive-thru lanes; **2)** retail buildings; **3)** tavern; **4)** convenience store; **5)** vehicle wash; **6)** gasoline station; **7)** vehicle maintenance (smog check); **8)** alternative parking lot landscaping; and **9)** finished grade in the CMA Design Overlay District.

Generally located on the west side of Buffalo Drive and the north side of Badura Avenue within Spring Valley (description on file). MN/md/jd (For possible action)

---

RELATED INFORMATION:

**APN:**

176-04-701-008

**USE PERMITS:**

1. Reduce the separation from a convenience store to a residential (multiple family) use to 165 feet where a minimum of 200 feet is required per Table 30.44-1 (a 17.5% reduction).
2. Reduce the setback from a gasoline station (fuel canopy) to a residential (multiple family) use to 135 feet where a minimum of 200 feet is required per Table 30.44-1 (a 32.5% reduction).
3. Reduce the setback from a vehicle wash to a residential (multiple family) use to 133 feet where a minimum of 200 feet is required per Table 30.44-1 (a 33.5% reduction).

**WAIVERS OF DEVELOPMENT STANDARDS:**

1. a. Reduce throat depth to 9 feet where a minimum of 100 feet is required (Badura Avenue) per Uniform Standard Drawing 222.1 (a 91% reduction).
- b. Reduce throat depth to 16 feet where a minimum of 100 feet is required (Buffalo Drive) per Uniform Standard Drawing 222.1 (an 84% reduction).

- c. Reduce throat depth to 22 feet where a minimum of 100 feet is required (Maule Avenue) per Uniform Standard Drawing 222.1 (a 68% reduction).
  2.
    - a. Reduce the driveway departure distance (driveway off-set) from Maule Avenue for a driveway along Buffalo Drive to 99 feet where a departure distance of 190 feet is required per Uniform Standard Drawing 222.1 (a 47.9% reduction).
    - b. Reduce the driveway departure distance (driveway off-set) from Buffalo Drive for a driveway along Badura Avenue to 181 feet where a departure distance of 190 feet is required per Uniform Standard Drawing 222.1 (a 4.8% reduction).

#### **DESIGN REVIEWS:**

1. Restaurant buildings with drive-thru lanes.
2. Retail buildings.
3. Tavern.
4. Convenience store.
5. Vehicle wash (automobile).
6. Gasoline station (fuel canopy).
7. Vehicle maintenance (smog check).
8. Alternative parking lot landscaping.
9. Increase finished grade to 60 inches where a maximum of 18 inches is the standard per Section 30.32.040 (a 234% increase).

#### **LAND USE PLAN:**

SPRING VALLEY - BUSINESS AND DESIGN/RESEARCH PARK

#### **BACKGROUND:**

##### **Project Description**

##### **General Summary**

- Site Address: N/A
- Site Acreage: 5
- Project Type: Commercial complex
- Number of Stories: 1
- Building Height (feet): 25 (retail 1/tavern)/23 (retail 2 and 3)/23 (retail 4)/26 (convenience store and vehicle wash)/ 23 (fuel canopy)
- Square Feet: 9,200 (retail 1)/5,300 (tavern)/2,600 (retail 2)/4,300 (retail 3)/4,800 (retail 4)/4,000 (convenience store)/1,300 (vehicle wash)/4,280 (fuel canopy)
- Parking Required/Provided: 158/162

##### **Neighborhood Meeting Summary**

This request is for a nonconforming zone change to reclassify 5 acres from an R-E zone to a C-2 zone to permit a commercial development with 2 restaurants with drive-thru lanes, retail buildings, tavern, convenience store, vehicle wash (automobile), and a gasoline station (fuel canopy). The applicant conducted a neighborhood meeting on February 16, 2021, as required by the nonconforming zone boundary amendment process. The required meeting notices were mailed to the neighboring property owners within 1,500 feet of the project site. Four people

attended the meeting expressing concerns with the existing Buffalo Drive and Badura Avenue intersection. The attendees did not offer any objections to the proposed development.

### Site Plans

The plans depict a proposed development consisting of 2 restaurants and retail buildings with drive-thru lanes (retail 2 and retail 3), 2 retail buildings (Retail 1 and Retail 4), a tavern, convenience store with vehicle wash (automobile), and a gasoline station (fueling canopy). The first restaurant building (Retail 3) is located at the northeast corner of the site, and the second restaurant building (Retail 2), is centrally located within the site with a setback of 43 feet from the east property line adjacent to Buffalo Drive. Both restaurants feature a single, 12 foot wide drive-thru lane. The drive-thru for Retail 3 is located along the east portion of the building and circulates around the north and west sides of the restaurant. The drive-thru lane for Retail 2 features a dual drive-thru lane, measuring 12 feet in width for each lane transitioning into a single, 12 foot wide aisle circulating around the south and east sides of the building. A retail building (Retail 1) and a tavern are located on the western portion of the project site. Retail 4 is located at the northwest corner of the site, along Maule Avenue. The convenience store with vehicle wash, and the gasoline station (fuel canopy) are located at the southwest and southeast corners of the project site, respectively. A smog check station is located immediately south of the vehicle wash. All smog testing equipment will be stored within an enclosed building. A use permit is necessary to reduce the separation between the convenience store, vehicle wash, and gasoline station from the multiple family development to the south, across Badura Avenue. A design review is requested to permit an increase in fill at the northeast corner of the convenience store, the north portion of Retail 1, and Retail 2. Below is a table reflecting the building setbacks from the north, south, east, and west property lines of the site.

<b>Building Setback from Property Lines (in feet)</b>				
Building:	Property Line			
	North	East	South	West
Tavern and Retail 1	145	228	228.5	6
Retail 2 (Drive-thru restaurant)	319.5	43	241	183
Retail 3 (Drive-thru restaurant)	31	41	528	175
Retail 4	15.5	236	528	6
Convenience store and vehicle wash	434	150	63	72.5
Gasoline station (fuel canopy)	421	50	65	196

Access to the development is granted via a single commercial driveway along Maule Avenue, 2 commercial driveways along Buffalo Drive, and 1 commercial driveway along Badura Avenue. The proposed throat depth of the driveways necessitates a waiver of development standards request. A second waiver is requested for the departure distances from the intersection of Maule Avenue and Buffalo Drive, and Badura Avenue and Buffalo Drive. Future cross-access is provided at the southwest corner of the proposed development. The commercial buildings are interconnected through a series of 5 foot wide pedestrian walkways. Additionally, 5 foot wide

pedestrian walkways connect the commercial buildings to the attached sidewalk along Maule Avenue and the detached sidewalks along Buffalo Drive and Badura Avenue. The proposed development requires 158 parking spaces where 162 spaces are provided.

### Landscaping

The plans depict a 15 foot wide landscape area, including a 5 foot wide detached sidewalk, located along Buffalo Drive. A 10 foot wide intense landscape buffer, including a 5 foot wide attached sidewalk, is located at the northeast corner of the site, adjacent to the drive-thru lane located along Maule Avenue. A 6 foot wide landscape area, including a 5 foot wide attached sidewalk, is located at the northwest corner of the project site. A 15 foot wide landscape area, including a 5 foot wide detached sidewalk, is located adjacent to Badura Avenue. A design review to permit alternative parking lot landscaping in lieu of the required number of landscape finger islands is required. Twenty-seven trees are required within the interior of the parking lot where 40 large canopy trees have been provided and, as part of this review, diamond planters are proposed within the parking lot. The diamond planters are located along the east side of Retail 1 and the tavern, and within the central and northern portion of the project site.

### Elevations

The plans depict 2 proposed retail and restaurant buildings (Retail 2 and Retail 3) with a maximum height of 23 feet to the top of the parapet wall. Varying rooflines have been incorporated into the design of the buildings. The restaurant buildings feature a stucco exterior, an aluminum storefront window system, with a decorative metal trellis located above the entrance to each building. The plans for Retail 4 depict a maximum height of 23 feet to the top of the parapet wall. Varying rooflines have been incorporated into the design of the buildings. The building features a stucco exterior, an aluminum storefront window system, with a decorative metal trellis located above the entrance to the building. The plans for Retail 1 and the tavern depict a maximum height of 25 feet to the top of the parapet wall. Varying rooflines have been incorporated into the design of the buildings. The retail building features a stucco exterior, an aluminum storefront window system, with a decorative metal trellis located at the north and south entrances to the building.

The fuel canopy has a maximum height of 23 feet to the top of the parapet wall. The canopy will consist of a stucco exterior and will be painted with neutral, earth tone colors matching the proposed buildings within the commercial complex.

The plans depict a proposed convenience store and vehicle wash with a height ranging from 23 feet to 26 feet to the top of the parapet wall. Varying rooflines have been incorporated into the overall design of the building. The building consists of a stucco exterior with an aluminum storefront window system. The bay door to the vehicle wash is located along the east side of the building, oriented towards Buffalo Drive. The bay door will be screened by the fuel canopy and street landscaping along Buffalo Drive. An overhead door for the smog check equipment is located on the south side of the building, facing towards Badura Avenue. The street landscaping will screen the overhead door from the public right-of-way. The parapet roof system on all building elevations will screen the rooftop mounted equipment from public view. All building elevations will be painted with neutral, earth tone colors and include wall sconce lighting.

### Floor Plans

Below is a table reflecting the building area for each structure:

<b>Floor Area for Proposed Uses</b>		
<b>Building:</b>	<b>Uses</b>	<b>Area (Square Feet)</b>
Retail 1	Retail	9,200
Tavern	On-premises consumption of alcohol	5,300
Retail 2	Retail and restaurant with drive-thru	2,600
Retail 3	Retail and restaurant with drive-thru	4,300
Retail 4	Retail	4,800
Convenience Store	Retail	4,000
Vehicle Wash	Vehicle wash for automobiles	1,300
Gasoline Station	Fuel canopy	4,280

The plans depict an open shell space for the retail buildings, restaurants, tavern, convenience store, and vehicle wash, with the final interior layouts to be determined by the future tenants.

### Signage

Signage is not a part of this request.

### Applicant's Justification

The convenience store, vehicle wash, and gasoline station are separated by Badura Avenue, which will be a minimum of 70 feet wide at full construction. Due to the limited lot size, the departure distance for the driveway located along Buffalo Drive must be reduced. The driveway entrance is right-in and right-out access, and traffic is less severe compared to a full driveway entrance with left and right in and out. Due to the limited lot size, the driveway entrance located at the southeast portion of the site, along Badura Avenue, has been pushed all the way to the west property line. The driveway entrance on Buffalo Drive will be able to meet the established requirements by providing the 148 feet of throat depth. The 2 driveway entrances for the gasoline station require the throat depth reduction due to the configuration and access requirement of the gas pump. The entrance on Maule Avenue also requires a throat depth reduction. The total overall throat depth dimension added together is 197 feet, which is about double the size of the required throat depth as single access of 100 feet. Therefore, the proposed design meets the intent of the throat depth requirement. Alternative parking lot landscaping is requested as the interior of the parking lot is required to have 27 trees. The landscape plan depicts 40 large canopy trees in the interior parking lot area, and 48 trees along the perimeter of the site. An intense landscape buffer with 2 rows of trees, 20 feet on center are provided to screen the drive-thru area where the drive-thru area is facing Buffalo Drive. The proposed development will be an enhancement and an asset to the area and bring the area into a more contemporary style of urban architecture. The retail development is compatible with the surrounding neighborhood and will provide an environment of stable and desirable character consistent with the County's policies and regulations. An increase in finished grade is also requested due to the topographical conditions of the project site. The primary areas for the increase in fill will occur at the northeast corner of the convenience store and along the north portions of Retail Building 1 and Retail Building 2 (drive-thru restaurant).

### Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Business and Design/Research Park	R-4	Multiple family residential (currently under construction)
South	Business and Design/Research Park	R-4	Multiple family residential
East	Business and Design/Research Park	C-2	Undeveloped
West	Business and Design/Research Park	R-E	Undeveloped

This site and the adjacent areas to the south and west are located within the Public Facilities Needs Assessment (PFNA) area.

### STANDARDS FOR APPROVAL:

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

### Analysis

#### Current Planning

##### Zone Change

The applicant shall provide Compelling Justification that approval of the nonconforming zoning boundary amendment is appropriate. A Compelling Justification means the satisfaction of the following criteria as listed below:

- 1. A change in law, policies, trends, or facts after the adoption, readoption or amendment of the land use plan that have substantially changed the character or condition of the area, or the circumstances surrounding the property, which makes the proposed nonconforming zone boundary amendment appropriate.*

The applicant states that over the years, the surrounding area's land use has been changed from the original land use plan. The north and south sides of this parcel are all converted to high-density multiple family use, which requires a higher level of commercial services. Due to the location of the project on Buffalo Drive, which is a major arterial street connecting to the freeway with on and off-ramp, the commercial development will serve the community well with gas station, convenience store, and some drive-thru fast food services. An office and research campus has been constructed on the north side of the CC 215 and Buffalo Drive interchange, and the retail components will fit this location with better use of land and positive impact to the community.

To the east of the project site, across Buffalo Drive, are 3 undeveloped C-2 zoned parcels totaling 61.8 acres with a planned land use of Commercial General. To the north of the project site, across Maule Avenue, is a multiple family development currently under construction with R-4 zoning and a planned land use of Business and Design/Research Park. To the south of the project site, across Badura Avenue, is an existing multiple family development zoned R-4 with a planned land use of Business and Design/Research Park. Immediately to the west of the proposed development is an undeveloped parcel, consisting of 5 acres, with R-E zoning and a

planned land use of Business and Design/Research Park. The proposed development fronts on an arterial street, Buffalo Drive, with secondary access from a collector street, Badura Avenue. Staff finds the existing land uses to the north, south, east, and west of the project site are compatible and similar to the intensity of uses proposed with the commercial development. Based on the character of the surrounding area, staff finds the proposed zoning is consistent and compatible with the surrounding area.

2. *The density and intensity of the uses allowed by the nonconforming zoning is compatible with the existing and planned land uses in the surrounding area.*

The applicant indicates the density and intensity of the uses by the amendment is compatible with the existing land use in the surrounding area. All buildings are single story with contemporary retail design with appropriate scale and finishes.

To the east of the project site, across Buffalo Drive, are 3 undeveloped C-2 zoned parcels totaling 61.8 acres with a planned land use of Commercial General. To the north of the project site, across Maule Avenue, is an R-4 zoned multiple family development with a density of 21.8 dwelling units per acre with a planned land use of Business and Design/Research Park. To the south of the proposed development, across Badura Avenue, is an R-4 zoned multiple family development with a density of 21.1 dwelling units per acre with a planned land use of Business and Design/Research Park. A U-V zoned, mixed-used development, consisting of 23 dwelling units per acre, with a planned land use of Business and Design/Research Park is located 340 feet to the southwest of the project site. Approximately 380 feet to the west of the proposed development is an existing R-3 multiple family development with a density of 17.9 dwelling units per acre with a planned land use of Business and Design/Research Park. Staff finds the density and intensity of the uses allowed by the nonconforming zone boundary amendment are compatible with the existing and planned land uses in the surrounding area.

3. *There will not be a substantial adverse effect on public facilities and services, such as roads, access, schools, parks, fire and police facilities, and stormwater and drainage facilities, as a result of the uses allowed by the nonconforming zoning.*

The applicant indicates there will not be a substantial adverse effect on public facilities and services, such as road, access, schools, parks, and fire and police facilities, and stormwater and drainage facilities, as a result of the proposed retail uses.

There has been no indication from service providers that this request will have a substantial adverse effect on public facilities and services. Various Clark County service departments have reviewed the development proposal based on the information submitted by the applicant, and based on the comments received from those service providers, the project is not anticipated to have additional impacts on the surrounding infrastructure beyond what would have been anticipated for a commercial development.

4. *The proposed nonconforming zoning conforms to other applicable adopted plans, goals, and policies.*

The applicant states the proposed development complies with multiple goals and policies from the Clark County Comprehensive Master Plan. Future cross-access is provided at the southwest corner of the project site, to the adjacent undeveloped parcel to the west. Commercial driveways are provided along Badura Avenue (collector street) and Buffalo Drive (arterial street). Furthermore, the proposed development includes design variations to building mass, including different elevations, roof forms, and surface planes by stair-stepping building height, breaking-up the mass (mass refers to height, bulk, and scale of a building) and shifting building placement.

The site complies with Urban Land Use Policy 10 of the Comprehensive Master Plan, which encourages, in part, site designs that are compatible with adjacent land uses and off-site circulation patterns. The request complies with Urban Land Use Policy 66 that encourages commercial development to provide access points on arterial and collector streets and not on local neighborhood streets. The proposed site design complies with Urban Land Use Policy 67, which encourages, in part, ensuring that commercial developments are complementary with abutting uses through site planning and building design. Furthermore, the proposed site conforms to Urban Land Use Policy 74 that encourages, commercial developments to provide and maintain perimeter and interior parking lot trees for shade and visual relief, while maintaining view corridors to storefront areas.

## **Summary**

### **Zone Change**

Several undeveloped parcels, with a planned land use of Commercial General totaling 68.1 acres, are located immediately to the east of the project site across Buffalo Drive. Immediately to the north and south of the project site, across Maule Avenue and Badura Avenue respectively, are multiple family developments with R-4 zoning. The reclassification of this site to a C-2 zone would allow the proposed commercial development within a zoning district that is compatible with existing and planned land uses in the area. Land Use Goal 2 of the Comprehensive Master Plan encourages projects to provide opportunities for a mix of uses such as commercial, entertainment, and multiple family residential within close proximity to each other. Staff finds the C-2 zoning for the project site provides an appropriate mix of uses that are consistent and compatible with the surrounding areas and will serve the surrounding multiple family developments that are within walking distance to the commercial development. The proposed uses are compatible with the existing planned land uses in the area; therefore, staff recommends approval of the zone change.

### **Use Permits**

A use permit is a discretionary land use application that is considered on a case by case basis in consideration of Title 30 and the Comprehensive Master Plan. One of several criteria the applicant must establish is that the use is appropriate at the proposed location and demonstrate the use shall not result in a substantial or undue adverse effect on adjacent properties. The multiple family development located on the south side of Badura Avenue, is set back 22 feet from the north property line adjacent to the public right-of-way, providing additional separation from the proposed commercial uses. Furthermore, the existing and proposed 15 foot wide street landscape areas along the north and south sides of Badura Avenue, respectively, should provide additional mitigation to the separation reduction between the commercial uses and multiple



family development. Staff finds the reduced separation from the commercial uses should have minimal to no impact on the multiple family development; therefore, recommends approval.

#### Waivers of Development Standards

According to Title 30, the applicant shall have the burden of proof to establish that the proposed request is appropriate for its existing location by showing that the uses of the area adjacent to the property included in the waiver of development standards request will not be affected in a substantially adverse manner. The intent and purpose of a waiver of development standards is to modify a development standard where the provision of an alternative standard, or other factors which mitigate the impact of the relaxed standard, may justify an alternative.

#### Design Reviews #1 through #7

The design of the proposed commercial buildings feature variations in building height contributing to breaking-up the mass of the structures. Staff finds the commercial buildings comply with Urban Specific Policy 19 of the Comprehensive Master Plan, which encourages varying building heights and breaking-up the mass of the buildings. The proposed landscaping also complies with Urban Specific Policy 73, which encourages perimeter and interior parking lot trees for shade and visual relief. Commercial Policy 65 encourages commercial development design that will provide opportunities for cross-access with adjoining sites to reduce or limit points of ingress and egress on arterial or collector streets to reduce on-site and off-site traffic congestion and hazards. Cross-access has been provided to the adjacent parcel at the southwest corner of the project site. Commercial Policy 66 states development should provide access points on arterial and collectors and not on local neighborhood streets. Commercial driveways are proposed along Buffalo Drive, an arterial street, and Maule Avenue, a collector street. Height, color, and material variations have been incorporated into the design of the buildings providing for visual relief. The design of the commercial complex complies with multiple goals and policies of the Comprehensive Master Plan; therefore, staff recommends approval.

#### Design Review #8

Staff finds the proposed alternative parking lot landscaping, including the distribution of the trees and landscape finger islands, is appropriate for the project site and complies with Commercial Policy 73 that encourages providing and maintaining perimeter and interior parking lot trees for shade relief, while maintaining view corridors to storefront areas. The commercial development requires 27 trees for the interior of the parking lot where 40 large canopy trees have been distributed throughout the interior of the project site. Staff finds the additional proposed landscaping will reduce the “heat island” effect, and improve the aesthetics of the project site and the surrounding area; therefore, recommends approval.

### **Public Works - Development Review**

#### Waiver of Development Standards #1

Staff has no objection to the reduction in the throat depths for the commercial driveways. To help improve the traffic circulation, the applicant is providing 4 commercial driveways to access the site that should see equal use, with most of them having a significant distance on the ingress sides to allow vehicles to exit the right-of-way without conflict.

#### Waiver of Development Standards #2a

Staff has no objection to the reduction in the departure distance for the northernmost Buffalo Drive commercial driveway. The increase in the throat depth for the driveway will help prevent the vehicles from stacking into the right-of-way by allowing them to exit without any immediate conflicts.

#### Waiver of Development Standards #2b

Staff has no objection to the reduced distance from the intersection to the commercial driveway on Badura Avenue. The applicant placed the driveway as far west as the site's frontage will allow.

#### Design Review #9

This design review represents the maximum grade difference within the boundary of this application. This information is based on preliminary data to set the worst case scenario. Staff will continue to evaluate the site through the technical studies required for this application. Approval of this application will not prevent staff from requiring an alternate design to meet Clark County Code, Title 30, or previous land use approval.

#### **Staff Recommendation**

Approval. This item has been forwarded to the Board of County Commissioners for final action.

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

**PLANNING COMMISSION ACTION:** June 1, 2021 – APPROVED – Vote: Unanimous

#### **Current Planning**

- Resolution of Intent to complete in 3 years;
- 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 final zoning inspection.
- Applicant is advised that the County is currently rewriting Title 30 and future land use applications, including applications for extensions of time, will be reviewed for conformance with the regulations in place at the time of application; a new application for a nonconforming zone boundary amendment may be required in the event the building program and/or conditions of the subject application are proposed to be modified in the future; a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time; and that 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.

#### **Public Works - Development Review**

- Drainage study and compliance;
- Drainage study must demonstrate that the proposed grade elevation differences outside that allowed by Section 30.32.040(a)(9) are needed to mitigate drainage through the site;

- Traffic study and compliance;
- Full off-site improvements;
- Right-of-way dedication to include 45 feet to 50 feet to the back of curb for Buffalo Drive plus the right-of-way necessary for a dedicated right turn lane from Buffalo Drive to Badura Avenue, 35 feet to 40 feet to the back of curb for Badura Avenue, 30 feet for Maule Avenue, and associated spandrels;
- Coordinate with Public Works - Design Division for the Maule/Badura Connection improvement project;
- Dedicate any right-of-way and easements necessary for the Maule/Badura Connection improvement project;
- Coordinate with Public Works - Traffic Management Division for the Traffic Signal installation and improvements.
- Applicant is advised that the installation of detached sidewalks will require dedication to back of curb and granting necessary easements for utilities, pedestrian access, streetlights, and traffic control; and that that approval of this application will not prevent Public Works from requiring an alternate design to meet Clark County Code, Title 30, or previous land use approvals.

**Clark County Water Reclamation District (CCWRD)**

- Applicant is advised that a Point of Connection (POC) request has been initiated for this project; to email [sewerlocation@cleanwaterteam.com](mailto:sewerlocation@cleanwaterteam.com) and reference POC Tracking #00168-2021 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require a new POC analysis.

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

**APPROVALS:** 1 card

**PROTESTS:** 1 card

**APPLICANT:** CHOTCHAI SRISURO

**CONTACT:** YIHONG LIU + ASSOCIATES, LTD., 1669 W. HORIZON RIDGE PARKWAY, SUITE 120, HENDERSON, NV 89012