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| NOTES | <p>This map is for assessment use only and does NOT represent a survey.</p> <p>No liability is assumed for the accuracy of the data delineated herein. Information on roads and other non-assessed parcels may be obtained from the Road Document Listing in the Assessor's Office.</p> <p>This map is compiled from official records, including surveys and deeds, but only contains the information required for assessment. See the recorded documents for more detailed legal information.</p> | MAP LEGEND | ASSESSOR'S PARCELS - CLARK CO., NV. Michele W. Shafe - Assessor | | BOOK T20S R60E | SEC. 26 | MAP S 2 NE 4 | 138-26-6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 15%; border-bottom: 1px solid black;">—</td> <td style="width: 35%;">PARCEL BOUNDARY</td> <td style="width: 15%; border-bottom: 1px solid green;">□</td> <td style="width: 15%;">CONDOMINIUM UNIT</td> <td style="width: 20%; color: green;">001</td> <td>ROAD ID NUMBER</td> </tr> <tr> <td style="border-bottom: 1px solid red;">—</td> <td>SUB BOUNDARY</td> <td style="border-bottom: 1px solid orange;">□</td> <td>AIR SPACE PCL</td> <td style="color: red;">001</td> <td>PARCEL NUMBER</td> </tr> <tr> <td style="border-bottom: 1px solid blue;">—</td> <td>PM/LD BOUNDARY</td> <td style="border-bottom: 1px solid grey;">□</td> <td>RIGHT OF WAY PCL</td> <td style="color: red;">1.00</td> <td>ACREAGE</td> </tr> <tr> <td style="border-bottom: 1px dashed black;">—</td> <td>ROAD EASEMENT</td> <td style="border-bottom: 1px solid brown;">□</td> <td>SUB-SURFACE PCL</td> <td style="color: red;">202</td> <td>PARCEL SUB/SEQ NUMBER</td> </tr> <tr> <td style="border-bottom: 1px dashed black;">—</td> <td>HISTORIC LOT LINE</td> <td></td> <td></td> <td style="color: blue;">PB 24-45</td> <td>PLAT RECORDING NUMBER</td> </tr> <tr> <td style="border-bottom: 1px dashed green;">—</td> <td>MATCH / LEADER LINE</td> <td></td> <td></td> <td style="color: blue;">5</td> <td>BLOCK NUMBER</td> </tr> <tr> <td style="border-bottom: 1px dashed red;">—</td> <td>HISTORIC SUB BOUNDARY</td> <td></td> <td></td> <td style="color: blue;">5</td> <td>LOT NUMBER</td> </tr> <tr> <td style="border-bottom: 1px dashed blue;">—</td> <td>HISTORIC PM/LD BOUNDARY</td> <td></td> <td></td> <td style="color: blue;">GL5</td> <td>GOV. LOT NUMBER</td> </tr> <tr> <td style="border-bottom: 1px dashed purple;">—</td> <td>SECTION LINE</td> <td></td> <td></td> <td></td> <td></td> </tr> </table> | — | PARCEL BOUNDARY | □ | CONDOMINIUM UNIT | 001 | ROAD ID NUMBER | — | SUB BOUNDARY | □ | AIR SPACE PCL | 001 | PARCEL NUMBER | — | PM/LD BOUNDARY | □ | RIGHT OF WAY PCL | 1.00 | ACREAGE | — | ROAD EASEMENT | □ | SUB-SURFACE PCL | 202 | PARCEL SUB/SEQ NUMBER | — | HISTORIC LOT LINE | | | PB 24-45 | PLAT RECORDING NUMBER | — | MATCH / LEADER LINE | | | 5 | BLOCK NUMBER | — | HISTORIC SUB BOUNDARY | | | 5 | LOT NUMBER | — | HISTORIC PM/LD BOUNDARY | | | GL5 | GOV. LOT NUMBER | — | SECTION LINE | | | | | <table style="width: 100%; border-collapse: collapse; font-size: 0.8em;"> <tr><td>126</td><td>125</td><td>124</td><td>123</td></tr> <tr><td>137</td><td>138</td><td>139</td><td>140</td></tr> <tr><td>164</td><td>163</td><td>162</td><td>161</td></tr> </table> | 126 | 125 | 124 | 123 | 137 | 138 | 139 | 140 | 164 | 163 | 162 | 161 | <table style="width: 100%; border-collapse: collapse; font-size: 0.8em;"> <tr><td>6</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1</td></tr> <tr><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td></tr> <tr><td>18</td><td>17</td><td>16</td><td>15</td><td>14</td><td>13</td></tr> <tr><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td></tr> <tr><td>30</td><td>29</td><td>28</td><td>27</td><td>26</td><td>25</td></tr> <tr><td>31</td><td>32</td><td>33</td><td>34</td><td>35</td><td>36</td></tr> </table> | 6 | 5 | 4 | 3 | 2 | 1 | 7 | 8 | 9 | 10 | 11 | 12 | 18 | 17 | 16 | 15 | 14 | 13 | 19 | 20 | 21 | 22 | 23 | 24 | 30 | 29 | 28 | 27 | 26 | 25 | 31 | 32 | 33 | 34 | 35 | 36 | <table style="width: 100%; border-collapse: collapse; font-size: 0.8em;"> <tr><td>8</td><td>4</td><td>8</td><td>4</td></tr> <tr><td>5</td><td>1</td><td>5</td><td>1</td></tr> <tr><td>6</td><td>2</td><td>6</td><td>2</td></tr> <tr><td>7</td><td>3</td><td>7</td><td>3</td></tr> <tr><td>8</td><td>4</td><td>8</td><td>4</td></tr> <tr><td>5</td><td>1</td><td>5</td><td>1</td></tr> </table> | 8 | 4 | 8 | 4 | 5 | 1 | 5 | 1 | 6 | 2 | 6 | 2 | 7 | 3 | 7 | 3 | 8 | 4 | 8 | 4 | 5 | 1 | 5 |
| — | PARCEL BOUNDARY | □ | CONDOMINIUM UNIT | 001 | ROAD ID NUMBER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| — | SUB BOUNDARY | □ | AIR SPACE PCL | 001 | PARCEL NUMBER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| — | PM/LD BOUNDARY | □ | RIGHT OF WAY PCL | 1.00 | ACREAGE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| — | ROAD EASEMENT | □ | SUB-SURFACE PCL | 202 | PARCEL SUB/SEQ NUMBER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| — | HISTORIC LOT LINE | | | PB 24-45 | PLAT RECORDING NUMBER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| — | MATCH / LEADER LINE | | | 5 | BLOCK NUMBER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| — | HISTORIC SUB BOUNDARY | | | 5 | LOT NUMBER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| — | HISTORIC PM/LD BOUNDARY | | | GL5 | GOV. LOT NUMBER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| — | SECTION LINE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 126 | 125 | 124 | 123 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 137 | 138 | 139 | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 164 | 163 | 162 | 161 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 5 | 4 | 3 | 2 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 8 | 9 | 10 | 11 | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | 17 | 16 | 15 | 14 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | 20 | 21 | 22 | 23 | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 | 29 | 28 | 27 | 26 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 | 32 | 33 | 34 | 35 | 36 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 4 | 8 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 1 | 5 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 2 | 6 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 3 | 7 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 4 | 8 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 1 | 5 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Not To Scale | Rev: 01/05/2011 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

APN 138-26-621

PB 54-34

VINING CONDO

PTYPE (POLYGON TYPE)
 CH = CONDO HOME (BOUNDARY)
 CU = CONDO UNIT
 AR = AIR PARCEL
 NP = NORMAL (STANDARD) PARCEL

| PCL | UNIT | BLDG | FL | PTYPE | MISC |
|-----|------|------|----|-------|------|
| 000 | | | | CH | |
| 103 | 1 | | | CU | |