

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

**DR-25-0630-KHW 625, LLC & MARRIOTT CORP LEASE:**

**HOLDOVER DESIGN REVIEW** for a proposed parking garage on 3.83 acres in a PF (Public Facility) Zone within the Airport Environs (AE-60 & AE-65) Overlay.

Generally located south of Kitty Hawk Way and west of Paradise Road within Paradise.  
JG/jud/kh (For possible action)

---

RELATED INFORMATION:

**APN:**

162-27-301-009

**LAND USE PLAN:**

WINCHESTER/PARADISE - PUBLIC USE

**BACKGROUND:**

**Project Description**

General Summary

- Site Address: 625 Kitty Hawk Way
- Site Acreage: 3.83
- Project Type: Parking garage
- Number of Stories: 6
- Building Height (feet): 83
- Parking Provided: 2,278
- Sustainability Required/Provided: 7/6.5

Site Plan

The site is located west of the Harry Reid International Airport T1 departures ramp and south of Four Corners Road and Kitty Hawk Way (both private roads). The existing building on the site will be demolished to allow the construction of a proposed parking garage, which includes a wash area on the north side of the structure, an office and lounge area, and an operations office on the east side of the structure. The vehicle wash will only be used for the fleet shuttles, so it is an accessory use to the primary use of the parking garage. The proposed building is oriented in a north/south direction. Access to the site is via Marriott Road, a private drive on the east side of the parcel. Two ingress gates and two egress gates are provided along the east side of the garage.

The proposed parking garage consists of the following parking stalls: 2,213 standard, 19 EV installed, 12 EV capable, 8 van accessible, 25 standard accessible, and 4 bicycle charging spaces. Separate charging spaces for the fleet vehicles are provided. The drive aisles consist of two-way drive aisles at 90 degrees and have a minimum width of 24 feet. The setbacks are as follows: 6

feet from the east property line, 15 feet from the west property line, 10 feet 5 inches from the south property line, and 8 feet 3 inches from the north property line.

#### Landscaping

The plan shows 3 large and 3 medium evergreen trees along the northeast and northwest corners of the parking structure. Additionally, the plan shows shrubs along all property lines. A minimum 5 foot wide walkway is provided along the north, east, and south sides of the parking garage.

#### Elevations

The proposed partially enclosed structure consists of white concrete walls with a metal staircases. Solar panels are proposed over most of the top level of the parking garage, Level 6. The walkway will be shaded by a metal canopy located on the ground floor on the east side of the parking garage adjacent to Marriott Road. A metal accent panel will run vertically along the northern portion of the east side of the building, adjacent to the northern access gates. The proposed parking garage is shielded (no opening of any kind) on the western side of the structure as well as the ground floor along the north side of the building where the shuttle wash is located. The east elevation shows windows for the lounge and offices.

#### Floor Plan

The plan depicts a shuttle wash area consisting of 5,608 square feet that is only available to the fleet shuttles operating from the parking garage. A 5 space shuttle parking area is located on the ground floor along the east side of the parking garage. There are 4 EV shuttle stations toward the south end of the ground floor of the parking garage. Additionally, a 2,754 square foot office/lounge area and an 868 square foot operations office south of the office/lounge area are located on the ground floor along the east side of the garage. There is also a 1,100 square foot electrical room to the west of the shuttle wash.

#### Applicant's Justification

The applicant states the proposed design provides smooth flow of traffic to mitigate congestion. The building provides a large number of parking spaces at the airport without the adverse visual impact of large expanses of an exposed outdoor parking lot. Also, the proposed parking garage is shielded on the western side of the structure due to the existence of the fuel tank farm on the property to the west. Furthermore, the applicant states the proposed parking garage will enhance the visual impact compared to the existing structure and it will respond to transportation and access demands of Harry Reid International Airport.

#### **Prior Land Use Requests**

<b>Application Number</b>	<b>Request</b>	<b>Action</b>	<b>Date</b>
PC-10-73	Plan Check to construct and maintain a 28,800 square foot food service kitchen	Approved by BCC	July 1973

### **Surrounding Land Use**

	<b>Planned Land Use Category</b>	<b>Zoning District (Overlay)</b>	<b>Existing Land Use</b>
North, South & East	Public Use	PF (AE-60 & AE-65)	Harry Reid International Airport parking & transit areas
West	Public Use	PF (AE-60 & AE-65)	Harry Reid International Airport fuel tank farm

### **STANDARDS FOR APPROVAL:**

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

### **Analysis**

#### **Comprehensive Planning**

##### Design Review

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

Staff recognizes the intent of the proposed development is to provide additional parking in proximity to the Harry Reid International Airport. The parking garage will be serviced by a network of private roads owned and operated by the Department of Aviation with gated access to the parking garage. The vehicle queue line is proposed on-site off Marriott Road. The proposed request complies with Master Plan Policy 1.4.4 and Winchester/Paradise Policy WP-3.1, which encourage in-fill and redevelopment of existing sites which are compatible in scale and features to the surrounding area. Therefore, staff can support this design review request.

#### **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.

Airspace surface penetration does not include the additional height of construction cranes, which will add to the airspace penetration.

The property lies partially within the AE-65 (65 - 70 DNL) noise contour for Harry Reid International Airport and is subject to continuing aircraft noise and over-flights. Future demand for air travel and airport operations is expected to increase significantly. Clark County Department of Aviation (DOA) intends to continue to upgrade Harry Reid International Airport facilities to meet future air traffic demand.

The rooftop solar panels are in very close proximity to airport runways. Glint/glare from lighting and reflective surfaces can create a hazard for aircraft pilots.

Due to the location of the project, completely surrounded by DOA owned land, wayfinding is necessary to ensure traffic and emergency response efficiency on private Airport roads.

This location is entirely serviced by private airport owned roads and certain utilities. Increased traffic congestion is a concern for Airport users and emergency responders to the airport fuel farm fire department connections (FDCs) located at Kitty Hawk Way and Four Corners Rd., and they must not be delayed by traffic related to this development.

Due to the proximity of this development proposal to Harry Reid International Airport's east side fuel farm, which is less than one hundred feet away, this project design presents numerous safety and security concerns, additionally the parking garage will provide an elevated, direct line of sight to large aviation jet fuel tanks and other secure operational areas of the airport.

### **Staff Recommendation**

Approval.

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

### **PRELIMINARY STAFF CONDITIONS:**

#### **Comprehensive Planning**

- 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 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.

#### **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 and comply with all requirements of any and all determinations, or submit to the Director of Aviation a "Property Owner's Shielding Determination Statement" and request written concurrence from the Department of Aviation (DOA).

- 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 shall be issued until applicant provides evidence that an unexpired "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 DOA;
- 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.
- All cranes and temporary equipment will require separate FAA airspace determinations that provide "Determinations of No Hazard to Air Navigation" and a finding of no significant impact on aircraft activity at Harry Reid International Airport (Airport). A Crane/Temporary Equipment plan that includes the separate FAA airspace determinations must be submitted and approved by the DOA ([airspace@lasairport.com](mailto:airspace@lasairport.com)) prior to the issuance of building permits.
- Incorporate exterior to interior noise level reduction into the building construction as required by Code for use.
- Applicant is advised 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 funds will not be available in the future should the owners wish to have their buildings purchased or soundproofed.
- Applicant must submit a plan to the DOA ([airspace@lasairport.com](mailto:airspace@lasairport.com)) for review and approval addressing lighting, solar panels, illuminated signage, and reflective surfaces with potential to impact aviation safety. The plan must include a reflectivity (glare) analysis demonstrating that no significant impact on aircraft activity will occur at Airport. All exterior lighting must be dimmable or otherwise adjustable, with the capability to implement modifications if requested by the DOA or the airlines. Building permits shall not be issued until the DOA Airspace Manager has approved the plan, which may include additional conditions necessary to mitigate glare or reflection hazards to aviation.
- Applicant must prepare a proposed Wayfinding / Signage plan for the DOA's review and approval ([landuse@lasairport.com](mailto:landuse@lasairport.com)), before building permits can be issued. Applicant must coordinate with and comply with all requirements of Public Works regarding proposed signage within public rights-of-way. The Wayfinding / Signage plan shall show the location of all proposed signage located on public and private Airport roads, sign sizes, sign panels, structures, and denote any power requirements for illumination. The purpose of the plan is to ensure that signage facilitates safe and efficient traffic circulation, prevents driver confusion, and maintains clear routing for emergency responders accessing Airport facilities, including the east side fuel farm.

- Applicant must provide a traffic study (including, but not limited to, Traffic Demand Estimates, Queuing Analysis, 3-Point Turn evaluation, Traffic Mitigation measures, and Traffic Impact Analysis) prepared by a Nevada Registered Engineer with appropriate experience in traffic engineering for the DOA's review and approval, prior to the issuance of building permits (landuse@lasairport.com). Applicant must comply with the recommendations of the traffic study and with any additional requirements imposed by the DOA to mitigate project-generated impacts. Based on the traffic study, the DOA may require Applicant to enter into a cost sharing agreement for the maintenance of private Airport roadways to account for added traffic generated by the project.
- Prior to the issuance of building permits, applicant must demonstrate that emergency response times to the east side Airport fuel farm Fire Department Connections (FDC) are not degraded by project-generated traffic.
- Drainage study and compliance. Submit for DOA review (landuse@lasairport.com) and approval, prior to the issuance of building permits.
- Applicant must establish its own independent connections to public utilities necessary for the project at its sole cost. This includes metered connections to public water and sewer. Any utility alignment(s) across Airport property must be submitted to and approved in writing by DOA (landuse@lasairport.com). At DOA's discretion, the necessary easement(s) may be granted, which shall not be unreasonably withheld.
- Applicant must prepare and submit for DOA (landuse@lasairport.com) review and approval prior to the issuance of building permits, a barrier plan for the western perimeter of APN 162-27-301-009. Applicant must construct the approved barrier (e.g., wall, boulders, bollards) which must include a vehicle crash mitigation rail designed to withstand a Department of Defense K-rating of K12 (15,000-pound vehicle at 50 miles per hour). This requirement is necessary to provide crash protection for the adjacent Airport fuel farm and to mitigate risks to critical aviation infrastructure due to increased traffic generated by the project.
- Applicant must erect 6 foot high decorative fencing around the remainder of the parcel, excluding the above-mentioned barrier and ingress/egress points, to prevent free access of those on foot onto Airport roadways and walking paths and maintain secure boundaries adjacent to fuel farm and Airport operational areas.
- Applicant must revise the building plan to enclose the northern section of the garage to match the western portion of the garage to prevent line of sight to the airfield.
- Applicant must construct solid wall(s) along the western and northern perimeters of the parking garage roof level to eliminate any physical view of the existing aviation fuel tanks and the airfield, subject to FAA airspace determinations that provide "Determinations of No Hazard to Air Navigation" and DOA approval of design. This is required to enhance safety and security by reducing visibility and targeting risks to critical fuel storage and airfield operations. DOA (landuse@lasairport.com) will consider alternative screening methods if they achieve equivalent levels of safety and security mitigation.
- Applicant must preserve existing fire access to the Airport's east side fuel farm.
- Due to the enhanced traffic created by the project and proximity of the project to secure Airport areas, Applicant shall provide 24/7 onsite security patrols or other security measures approved by DOA Security. Applicant must provide to the DOA Security team

(landuse@lasairport.com) direct phone numbers for security and onsite property management.

- Applicant is advised that the project site is a private parcel and will not receive Airport-based emergency services. Emergency response will be provided by the appropriate municipal emergency service providers with jurisdiction. Applicant is responsible for ensuring that site access, circulation, and security measures are designed to accommodate timely response by those providers.
- Due to the close proximity of the project to secure Airport areas and Airport operations, Applicant must work with the DOA Security team (landuse@lasairport.com) to develop, review, and approve a safety and security plan prior to the issuance of building permits, as it pertains to Airport security to include: camera placement, camera type, camera fields of view, procedures for Airport access to video footage in the event of an emergency, safety, or security incidents, and video preservation, storage and retention protocols.
- Prior to the issuance of building permits, applicant must provide a construction plan (landuse@lasairport.com) demonstrating they are able to construct the project on its property (including the temporary laydown area) without encroaching onto Airport property.
- Design review as a public hearing for signage and lighting plan will be required, which may require additional Determinations of No Hazards, Permits from the Director of Aviation or Variances from the AHABA, and/or reflectivity (or glint and glare) analysis.
- Applicant must obtain and comply with all permits, approvals, and authorizations required for the project's commercial uses, whether issued by the DOA or other applicable regulatory authorities, prior to commencing such operations.

#### **Fire Prevention Bureau**

- **Does not appear to meet fire code access requirements. Applicant is advised that fire/emergency access must comply with the Fire Code as amended.**

**TAB/CAC:**

**APPROVALS:**

**PROTESTS:**

**COUNTY COMMISSION ACTION:** October 8, 2025 – HELD – To 11/05/25 – per the applicant.

**APPLICANT:** KHW 625, LLC

**CONTACT:** MARK MULHALL, KAEMPFER CROWELL, 1980 FESTIVAL PLAZA DRIVE, SUITE 650, LAS VEGAS, NV 89135