

04/08/26 BCC AGENDA SHEET

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

WS-26-0113-TROPICANA LAND, LLC:

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)

RELATED INFORMATION:

APN:

162-28-112-002; 162-28-112-003

WAIVER OF DEVELOPMENT STANDARDS:

1. a. Reduce throat depth for the northern driveway on Las Vegas Boulevard South to 95 feet where 150 feet is required per Uniform Standard Drawing 222.1 (a 37% reduction).
- b. Reduce throat depth for the southern driveway on Las Vegas Boulevard South to 78 feet where 150 feet is required per Uniform Standard Drawing 222.1 (a 48% reduction).
- c. Reduce throat depth for the driveway on Tropicana Avenue to 27 feet where 150 feet is required per Uniform Standard Drawing 222.1 (an 82% reduction).

LAND USE PLAN:

WINCHESTER/PARADISE - ENTERTAINMENT MIXED-USE

BACKGROUND:

Project Description

General Summary

- Site Address: N/A
- Site Acreage: 35.11
- Project Type: Resort hotel
- Number of Stories: Up to 6 (podium and resort base)/24 (hotel tower)
- Building Height (feet): Up to 350
- Square Feet: 2,869,000
- Parking Provided: 2,360
- Sustainability Provided: 3

History & Request

In October 2024, the Tropicana Las Vegas Casino Resort was demolished to allow redevelopment of the site with The Ballpark and a new resort hotel. Prior to that, in May 2024, the Board of County Commissioners approved a two-year extension of the resort hotel business licenses, with up to two additional six-month extensions, to maintain the existing business licenses during the temporary closure, demolition, and reconstruction of the resort hotel.

In April 2025, the Board of County Commissioners approved UC-25-0125 for development of a The Ballpark and a multi-level parking garage on a portion of the 35.11-acre site, along with associated use permits and waivers of development standards. The remainder of the site is proposed to be developed with a resort hotel, which is the subject of the current application.

Additional applications related to The Ballpark were approved. In November 2025, revised plans were approved via ADR-25-900931 for modifications to the ballpark, including minor design changes and an increase in the number of parking spaces within the parking garage to 3,200 spaces, consisting of 2,500 spaces allocated to The Ballpark and 700 spaces designated for the resort hotel. In January 2026, WS-25-0799 was approved to modify the required number of installed EV charging spaces associated with The Ballpark.

Site Plan

The 35.11 acre site is located on the south side of Tropicana Avenue, the east side of Las Vegas Boulevard South, and the north side of Reno Avenue. The previously approved ballpark is centrally located on APN 162-28-112-002 and occupies approximately 9.0 acres. The previously approved multi-level parking garage is located southeast of the Ballpark on APN 162-28-112-003. The plan also depicts a previously approved central utility plant and service yard along the east property line of APN 162-28-112-003, east of The Ballpark. The central utility plant, service yard, parking garage, shared driveways, loading areas, and other open areas collectively occupy approximately 11.37 acres of APN 162-28-112-003 and will function as shared facilities serving both the proposed resort hotel and the previously approved ballpark. The remaining portion of the parcel, approximately 14.74 acres, is proposed to be developed with a new resort hotel with the current application.

The plans show the proposed resort hotel primarily located on the western half of the site, consisting of a podium and hotel base that house commercial uses such as retail, entertainment, dining, the northwest parking garage, a casino; a hotel tower, and a theater. The hotel tower is situated southwest of the ballpark, and the theater is located at the southwest corner of the site. A surface-level parking area is shown in the northeast corner of the site, which is planned to eventually be developed with another hotel tower.

The site will be accessed via driveways from Reno Avenue, Las Vegas Boulevard South, and Tropicana Avenue, most of which were approved with prior applications. This application proposes one new egress-only driveway along the western portion of Reno Avenue, two new driveways (one ingress/egress and one egress-only) along Las Vegas Boulevard South, and one new ingress/egress driveway along the western portion of Tropicana Avenue. Pedestrian access will be provided from all perimeter streets, as well as from the existing pedestrian bridges over

Tropicana Avenue and Las Vegas Boulevard South. The northwest portion of the site is designed as a plaza to create a coordinated entrance area for the proposed resort hotel.

A total of 2,360 parking spaces are proposed to serve the resort hotel, including 1,660 spaces located within the northwest garage, and the surface-level parking area, and 700 spaces designated for the resort hotel within the southeast parking garage.

Landscaping

Street landscaping was previously approved with the prior land use applications for the entire site. Minor modifications are proposed to the previously approved plans to accommodate updates to the site layout; however, the revised design remains consistent with the previously approved landscape design concept. No landscaping is depicted within the surface-level parking area.

Elevations

Plans show that the podium and resort base, which consists of commercial uses including the retail, entertainment, and dining spaces, the casino, and the parking garage, will range from 1 to 6 stories in height, with staggered floor levels throughout the structure, reaching up to 118 feet in height. One additional parking level is provided below grade. The exterior materials primarily consist of glass window assemblies, EIFS panels with metal finish, metal panel systems, and bronze metal accents. The lower levels incorporate glass storefront systems, metal framing, and faux landscape walls, with concrete backing, with a contemporary color palette of neutral tones including beige, tan, gray, and metallic finishes.

The proposed theater will reach approximately 131 feet in height. The building is architecturally expressed with bold, angular massing with a large-scale LED façade integrated into the primary elevation facing Las Vegas Boulevard South.

The proposed hotel tower will reach approximately 350 feet in height. The tower façade primarily consists of a glass window assembly system with a vertically articulated EIFS and metal panel exterior. The design features a textured, patterned façade with alternating vertical elements and a light neutral color palette, including beige, soft gray, and metallic tones, creating a modern high-rise appearance consistent with contemporary resort architecture.

Floor Plans

The plans depict a multi-level integrated resort hotel.

Level P-1 consists primarily of below-grade parking, including valet and public parking, and provides a connection to the southeast parking garage.

Level G and Level 0.5 include a combination of public parking, back-of-house areas, and building service components, with limited retail, entertainment, and dining uses at Level G.

Level 01 functions as the primary activity level and includes the casino floor, retail and dining spaces, plaza areas, and the main concourse connecting to adjacent uses.

Level 1.5 is dedicated primarily to back-of-house and service functions.

Levels 02 and 03 continue the retail, dining, and entertainment uses, with Level 03 also incorporating rooftop amenities and the resort pool deck.

The hotel tower consists of 24 levels and is configured with a curved footprint. The tower floors are primarily composed of guest rooms arranged along double-loaded corridors with a central core containing elevators, stairs, and service areas. The hotel tower includes 1,800 guest rooms, with typical guest room floors designed in a repetitive layout.

Applicant's Justification

The applicant states that the integrated resort (IR) is a vertically integrated entertainment complex designed to seamlessly connect with the adjacent professional sports venue. The project will be developed in four primary phases. Phase 1 focuses on core infrastructure and initial activations required in advance of opening day of the 2028 Major League Baseball season, including the ballpark, shared central utility plant, southeast parking garage, shared access, and shared retail, entertainment, and dining (RED). Phase 2 includes additional RED, the primary hotel tower, and a public plaza. Phase 3 introduces the theater. Phase 4 includes future IR components, including a second hotel tower (approximately 1,200 keys), which is not part of this application. Parking will also be installed in phases to support the various IR components, ensuring scalable parking availability as the resort develops.

The site is located within the Las Vegas Boulevard Gaming Corridor and the Gaming Enterprise District, planned for Entertainment Mixed-Use and zoned Commercial Resort, which allows for intense resort, gaming, and tourist-oriented development. The site is surrounded by similar large-scale resorts and is proximate to major arterials, key interchanges, mass transit stations, and existing pedestrian bridges, making it highly suitable for the proposed development. The resort hotel will include a range of accessory and incidental commercial uses supporting the mixed-use entertainment complex, including retail; outdoor dining, drinking, and cooking; outdoor market; mobile food vendor; catering; personal services; massage; dayclub/nightclub; recreational or entertainment facility; live entertainment; office; medical office; wedding chapel; temporary office; and temporary batch plant, and the design incorporates outdoor recreation and entertainment components to accommodate large-scale events consistent with the entertainment-driven character of the corridor.

The proposed IR is designed to operate efficiently with 2,360 dedicated parking spaces, representing a 30% reduction from Title 30 requirements. However, the resort will have access to additional shared garage capacity on non-event days at The Ballpark, providing sufficient onsite parking for typical daily operations, as supported by a parking demand study prepared by Kimley-Horn.

Due to the site's constrained footprint and integration with the circular ballpark layout, the applicant requests waivers for driveway throat depths. The applicant indicates that the proposed configurations maintain adequate vehicle queuing, turning movements, and acceptable levels of service, as demonstrated by the traffic impact analysis. The waivers are also intended to support future Las Vegas Boulevard South widening projects and long-term infrastructure compatibility while maintaining public safety and operational standards.

Prior Land Use Requests

Application Number	Request	Action	Date
WS-25-0799	Waiver to reduce EV-installed charging spaces in conjunction with The Ballpark	Approved by BCC	January 2026
ADR-25-900931	Administrative design review for revised plans for UC-25-0125	Approved by ZA	November 2025
UC-25-0125	Use permits, waivers, and design reviews for a recreational/entertainment facility (The Ballpark)	Approved by BCC	April 2025

Surrounding Land Use

	Planned Land Use Category	Zoning District (Overlay)	Existing Land Use
North	Entertainment Mixed-Use	CR (AE-60)	MGM Grand Resort Hotel
South	Entertainment Mixed-Use; Corridor Mixed-Use; & Public Use	CR (AE-60)	Parking lot, multi-family residential, & place of worship
East	Entertainment Mixed-Use	CR (AE-60) & CG (AE-60)	OYO Hotel and Casino & a timeshare motel
West	Entertainment Mixed-Use	CR (AE-60)	Excalibur Resort Hotel

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

Waivers 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.

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 subject site is zoned Commercial Resort (CR) within the Entertainment Mixed-Use land use category and is located within the Las Vegas Boulevard Gaming Corridor, surrounded by large-scale resort hotels and entertainment destinations. The proposed resort hotel, including the

podium, theater, and hotel tower, is consistent in scale, intensity, and architectural expression with other developments along Las Vegas Boulevard South. The podium and resort base incorporate staggered massing, varying building heights, and articulated façades that reduce visual bulk and provide pedestrian-scale interest along the street frontages. The integration of retail, entertainment, and dining uses at the lower levels promotes an active streetscape consistent with the character of the Resort Corridor. The hotel tower's vertically articulated façade, contemporary materials, and textured patterning contribute to a modern high-rise aesthetic that complements nearby resort developments. The proposed theater design is consistent with the entertainment-driven character of the corridor and reinforces the integrated resort concept while maintaining visual compatibility with the surrounding high-intensity commercial uses.

The overall site design reflects a coordinated, master-planned development that functionally integrates with the previously approved ballpark. Pedestrian circulation is enhanced through perimeter access, connections to existing pedestrian bridges, and the proposed plaza area at the northwest portion of the site, creating a cohesive entrance experience for both the resort hotel and the adjacent ballpark.

Additionally, a parking demand study indicates that on a typical non-event day, the total on-site parking supply, including the spaces within the southeast garage, is sufficient to serve the daily operations of the proposed resort hotel. Lastly, although no landscaping is depicted within the surface-level parking area, staff recognizes that this parking area is intended to be interim in nature, as a future hotel tower is planned in that location.

Overall, staff finds that the proposed elevations, building heights, architectural design, massing, and site layout are harmonious and compatible with surrounding resort developments. The project enhances the visual character and energy of the Las Vegas Boulevard South corridor, and staff does not anticipate adverse aesthetic or compatibility impacts to the immediate area. Lastly, certain accessory and ancillary uses proposed in conjunction with the resort hotel were approved under prior applications, some of them are allowed under Title 30, while others are customary and incidental to the operation of a resort hotel. Staff can support the request.

Public Works - Development Review

Waiver of Development Standards #1a

Staff has no objection to the reduced throat depth for the northern commercial driveway on Las Vegas Boulevard. The reduction will not impact vehicles in the right-of-way as the commercial driveway is egress only.

Waiver of Development Standards #1b

Staff has no objection to the reduced throat depth for the southern commercial driveway on Las Vegas Boulevard. Although the throat depth does not comply with the minimum standard, the theater parking garage opposite the commercial driveway is ingress only, which provides more room for vehicles to queue onsite without the potential for conflicts.

Waiver of Development Standards #1c

Staff has no objection to the reduced throat depth for the commercial driveway on Tropicana Avenue. Although the throat depth does not comply with the minimum standard, staff finds that there are multiple ingress and egress areas for the parking garage opposite the commercial driveway, providing safe onsite circulation, reducing conflicts normally caused by the reduction.

Department of Aviation

The development will penetrate the 100:1 notification airspace surface for Harry Reid International Airport (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.

More importantly, the development will penetrate the Part 77 airspace surface (Airport Airspace Overlay District), as defined by Section 30.02.26B.2(i) of the Clark County Unified Development Code. Therefore, as required by Section 30.06.03D.7(iv) of the Clark County Unified Development Code, final action CANNOT occur until the FAA has issued an airspace Determination of No Hazard and the Department of Aviation has reviewed the determination. Note that section 30.06.03D.7(iv) requires that the FAA Determination of No Hazard shall be submitted two weeks prior to final approval for any proposed structure that intrudes into the Airport Airspace Overlay District [see chapter 30.02.26B].

Part 77 airspace surface penetration does not include the additional height of construction cranes, which will add to the airspace penetration.

The Resort Hotel proposal is in very close proximity to the Airport runways and helicopter flight paths. Glint/glare from lighting and reflective surfaces can create a hazard for pilots.

Due to the proximity of this development proposal to the Airport runways and jet fuel tanks, this project design presents numerous safety and security concerns, including, but not limited to providing an elevated, direct line of sight to the large aviation jet fuel tanks and other secure operational areas of the Airport.

The Ballpark and Integrated Resort Traffic Impact Analysis Report (Traffic Report) is expected to contain an Event Management Plan that addresses high, medium, and lower capacity events to be held at the ballpark. Clark County Department of Aviation (CCDOA) owns property along the roadway network (and in proximity to the roadway network) proposed to be utilized for access to the ballpark in the Traffic Report. CCDOA requests additional conditions specific to the Traffic Report and Event Management Plan as previously discussed with the representatives of the proposal and conditioned on UC-25-0125.

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

- Design Review for the future hotel building;
- Prior to the issuance of building and grading permits, or subdivision mapping, mitigate the impacts of the project including, but not limited to, issues identified by the technical reports and studies, and issues identified by the Board of County Commissioners or commit to mitigating the impacts of the project by entering into a Development Agreement with Clark County;
- Allow the following permits prior to the adoption of the Development Agreement: all grading, including excavation and underground utilities, construction below grade level and structural first lift with initial foundation work, as depicted on exhibit titled “Permit Package A” on file;
- Applicant to provide a phased landscape plan for staff review and approval, in order to coordinate phased landscape inspections;
- Prior to the issuance of building and grading permits, enter into a Performance Agreement with Clark County which includes a Decommissioning Plan specifying the actions to be taken by the Developer or County in the event construction of the project is stopped or abandoned;
- Bond or other form of financial security or other agreement, acceptable to Clark County shall be provided with the Performance Agreement as security of the full and complete fulfillment of the decommissioning actions identified in the Decommissioning Plan;
- 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;
- Traffic study and compliance;
- Full off-site improvements;
- If required by the Regional Transportation Commission (RTC), dedicate and construct right-of-way for bus turnout including passenger loading/shelter areas in accordance with RTC standards;
- 30 days to coordinate with Public Works - Construction Management Division and submit separate document if required, for dedication of any necessary right-of-way and easements for the Las Vegas Boulevard improvement project;
- 30 days to coordinate with Public Works - Construction Management Division and submit separate document if required, for dedication of any necessary right-of-way and easements for the Tropicana Avenue improvement project;

- 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;
- Any reconstruction of pedestrian bridges, elevator or escalators shall be coordinated with Public Works;
- Maintain the required width of all public access walkway segments so that a minimum Level of Service "C" is achieved under peak pedestrian volumes;
- Maintenance costs associated with the elevators, escalators, and pedestrian bridges at the intersection of Las Vegas Boulevard South and Tropicana Avenue and/or construction of improvements to pedestrian bridges, escalators and elevators directly connected to the Tropicana parcel to be addressed in the Development Agreement;
- Allow the following permits prior to approval of off-site permits: all demolition, grading, including underground utilities, dewatering, foundation, and structural first level with foundation;
- Bollards to be installed along Reno Avenue from Las Vegas Boulevard to Giles Street including spandrels or the functional equivalent as approved by Public Works;
- Coordinate with Public Works to return any County assets that are removed;
- 1 year review of driveways along Las Vegas Boulevard and Tropicana Avenue.

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 (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 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 DOA. 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.
- All cranes and temporary equipment will require separate FAA airspace determinations that provide "Determinations of No Hazard to Air Navigation." A Crane/Temporary Equipment plan that includes the separate FAA airspace determinations must be submitted and approved by the DOA (airspace@lasairport.com) prior to the issuance of building permits.

- Applicant must submit a plan to the DOA (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 the Harry Reid International Airport (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.
- Eastward facing portions of the buildings shall not include open-air balconies.
- Eastward facing windows must include glass break detectors which integrate into the access control and alarm monitoring system, which is continuously monitored by the security control room.
- Without first obtaining prior written approval for each instance, from all required agencies to include, but not limited to: FAA, DOA, Fire Dept., etc., rooftop activities shall not include disruptive/special effect bright lights (standard lighting will be addressed with the Glint/Glare plan referenced above), lasers, pyrotechnics, drone activity, firearm usage, or any other potential activities that could endanger or disrupt aircraft activity.
- Koval Lane, Reno Avenue, and Mandalay Bay Road to all remain no-parking streets.
- Event Management Plan shall include DOA's property located off Reno Avenue (Quail Air Center) and Koval Lane (Atlantic Aviation), and DOA's property along Mandalay Bay Road, Haven Street, and Four Seasons Drive (parcels 162-28-302-001, 162-28-301-029, 162-28-401-019 portion, 162-28-401-002 and 162-28-401-004) for the ballpark to provide security at these locations to prevent unauthorized parking during events.
- DOA to be provided with the draft Event Management Plan for review and comment for high, medium, and lower capacity events (landuse@lasairport.com).

TAB/CAC: Paradise - approval.

APPROVALS:

PROTESTS:

APPLICANT: TROPICANA LAND, LLC

CONTACT: HOLLAND & HART LLP, 5470 KIETZKE LANE #100, RENO, NV 89511