

12/17/25 BCC AGENDA SHEET

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

WS-25-0760-LAS VEGAS WIGWAM GILES, LLC:

WAIVER OF DEVELOPMENT STANDARDS for reduced departure distance.

DESIGN REVIEW for modifications to a previously approved hotel on 4.72 acres in a CG (Commercial General) Zone.

Generally located east of Las Vegas Boulevard South and south of Wigwam Avenue within Enterprise. MN/hw/cv (For possible action)

RELATED INFORMATION:

APN:

177-16-301-001

WAIVER OF DEVELOPMENT STANDARDS:

Reduce the departure distance from the intersection of the future Las Vegas Boulevard South right-of-way line and Wigwam Avenue to the driveway along Wigwam Avenue to 146 feet where 190 feet is required per Uniform Standard Drawing 222.1 (a 23% reduction).

LAND USE PLAN:

ENTERPRISE - ENTERTAINMENT MIXED-USE

BACKGROUND:

Project Description

General Summary

- Site Address: 8540 Las Vegas Boulevard South
- Site Acreage: 4.72
- Project Type: Proposed hotel complex
- Number of Rooms: 145 (Phase 1)/153 (Phase 2)
- Number of Stories: 5 (hotels)/4 (parking garage)
- Building Height (feet): 77 (hotels)/61 (parking garage)
- Square Feet: 26,493 (Building A - Phase 1)/18,199 (Building B - Phase 2)/23,684 (Parking Garage - Phase 2)
- Parking Required/Provided: 112/102 (Phase 1)/214/223 (Phase 2) - parking demand study
- Sustainability Required/Provided: 7/7

History & Request

The site was previously approved for a two-phase hotel complex with various waivers of development standards for building height, street landscaping, non-standard improvements in the right-of-way, and reduce driveway departure distance in May 2025 through WS-25-0237. As part of the various technical studies that are prepared when developing a site, the applicant was asked

to move the Wigwam Avenue driveway curb cut approximately 42 feet to the west of its previously approved location to match the location of the existing driveway across Wigwam Avenue to reduce potential traffic conflicts. As a result, the departure distance was reduced to 146 feet to the future right-of-way line for Las Vegas Boulevard South necessitating a new waiver of development standards. In addition, the applicant is also requesting a new design review as various changes to the plans are being made to accommodate the relocated driveway along with minor design changes. These changes include the following:

- Reducing the unit count for Phase 1 to 145 units.
- Eliminating the previously approved bar on the 5th floor in the Phase 1 building and replacing with units.
- Increasing the number of parking spaces provided in Phase 1 to 102 spaces.
- Minor elevation changes due to the loss of the 5th floor bar.
- Reducing the overall area of the Phase 1 building to 99,261 square feet from 100,698 square feet.
- Moving loading spaces in Phase 1 to the southern portion of the site.
- Moving ADA and EV space location in Phase 1 to central portion of the site.
- Rearranging of the Phase 1 parking lot to accommodate a larger throat depth.
- Increasing the area of the pool in Phase 1 to 810 square feet from 678 square feet.

Site Plan

The previously approved 2 building hotel development is located on the east side of Las Vegas Boulevard South and the south side of Wigwam Avenue. The development is proposed to be completed in 2 phases with each phase corresponding with a particular building on the site.

Phase 1

The first phase of the hotel development will consist mainly of the construction of the western hotel building and a parking lot. The first phase hotel building will be located in the western portion of the site and will be set back 10 feet from Wigwam Avenue to the north, 14 feet from the future right-of-way line of Las Vegas Boulevard South to the west, 43 feet from the south property line, and 324 feet from the east property line. The building is C-shaped and will have a 26,493 square foot footprint with an overall area of 99,261 square feet. The building will have a main north-south portion with wings that extend eastward at the northern and southern portions of the building. To the east of the hotel building will be a parking lot that will be located within the northern and eastern halves of the site. An area for future development will be located directly to the east of the southern arm of the hotel building.

To the west of the hotel building, will be an outdoor amenities plaza with an 810 square foot pool that will be enclosed with a 6 foot tall decorative CMU block wall. A covered pick-up and drop-off area will be located between the 2 wings of the building to the east of the central portion of the building. Access to the building will be provided by 3 commercial driveways located along bordering streets. A 39 foot wide driveway will be located in southwest corner of the site along Las Vegas Boulevard South; another 39 foot wide driveway will be located centrally along the Wigwam Avenue frontage with a reduced departure distance to the future right-of-way line of Las Vegas Boulevard South of 146 feet; and a 35 foot wide driveway will be located in the southeast corner of the site along Giles Street. The Giles Street driveway and the Las Vegas Boulevard South driveway will be directly accessed by a 24 foot wide drive aisle. Parking will

be provided in a lot located mostly between the Giles Street driveway and Wigwam Avenue with the parking lot serviced by 2 main drive aisles that connect the driveways to each other. A total of 112 parking spaces are required for this phase with 102 parking spaces provided. The applicant has provided a Parking Demand Study indicating the provided parking will be sufficient for the use. Loading spaces are now provided directly to the east of the southern arm of the building.

Overall, as part of this design review request, the driveway along Wigwam Avenue will be moved approximately 42 feet west of the previously approved location. As a result of this change, the ADA spaces that were previously located along Wigwam Avenue have now been moved to the row of spaces to the north of the future development area. The east side of the Wigwam Avenue driveway has now been extended to allow a larger throat depth. This extension allowed for the EV spaces to be moved into a row of spaces on the east side of the extension, which also allowed for an increase in provided parking from 101 spaces to 102 spaces. Additionally, all loading spaces have been moved to the east of the southern arm of the hotel building within the area dedicated to future development and will be accessed from the southern drive aisle. The area of the proposed Phase 1 pool was also increased from 678 square feet up to 810 square feet.

Phase 2

The second phase of the site will consist of the construction of a second hotel building and a parking garage structure mostly in the central and eastern portions of the site. The western portion of the site containing the first hotel building will remain and no modifications are proposed. Additionally, the location of the proposed driveways will also remain and not be modified between phases. The second phase hotel building will be in the eastern half of the site and primarily located where the parking lot for the first phase was located. The second phase hotel building will have a footprint of 18,199 square feet and an overall area of 90,684 square feet. The second phase hotel building will be set back 10 feet from Wigwam Avenue to the north, 10 feet from Giles Street to the east, 48 feet from the south property line, and 140 feet from the first phase hotel building at their closest point. The second phase hotel building is L-shaped with a main north-south central portion and a wing that extends westward in the north portion of the building. An enclosed amenities plaza is located to the west of the southern portion of the building and contains a 678 square foot pool.

The second phase building will replace the parking lot used for Phase 1 with the loss of the parking lot being made-up by the addition of a 4-story parking garage located in the south-central portion of the site directly between the southern edges of the hotel buildings. The parking garage will have a footprint 23,684 square feet and will be set back 10 feet from the south property, 5 feet from the first phase hotel building to the east, 24 feet from the closest point to the second phase hotel building to the east, and 61 feet from the closest point to the second phase hotel building to the north. The parking garage will contain all the parking spaces provided on site in the second phase with 223 parking spaces provided and 214 parking spaces required for both hotels. The parking garage will be accessed from all 3 driveways.

Landscaping

Phase 1 (Previously approved via WS-25-0237)

Landscaping within the first phase of development will consist primarily of street landscaping and parking lot landscaping. Along Las Vegas Boulevard South, a 40 foot wide landscaping area is being provided consisting of a 5 foot landscaping area along the street followed by a 10 foot sidewalk followed by a 25 foot wide landscaping area. This landscaping area will consist of a staggered row of trees in the large landscaping area. The 9 large trees provided along Las Vegas Boulevard South consist of an alternating assortment of Indian Rosewood (*Dalbergia Sissoo*) and Live Oak (*Quercus Virginiana*) trees every 20 feet on center where 7 large trees are required. These trees and landscaping area, however, will not count toward the street landscaping requirement, as these trees are located within the future right-of-way of Las Vegas Boulevard South and will be completely removed once the improvements are expanded to the full right-of-way width leaving no landscaping along Las Vegas Boulevard South. To accommodate the potential loss of this landscaping area, the applicant is providing an 11 foot wide landscaping on-site behind the future right-of-way line of Las Vegas Boulevard South. This landscaping strip will consist of a single row of 9 Shoestring Acacia (*Acacia Stenophylla*) spaced every 30 feet on center.

Along Wigwam Avenue and Giles Street, a 15 foot wide landscaping area is being provided consisting of a 5 foot landscaping area along the street followed by a 5 foot sidewalk followed by a 5 foot wide landscaping area. This landscaping area will consist of 2 staggered rows of trees on each side of the sidewalk where not constrained by sight visibility zones. The 18 large trees provided along Wigwam Avenue consist of an alternating assortment of Shoestring Acacia (*Acacia Stenophylla*), Indian Rosewood (*Dalbergia Sissoo*), and Live Oak (*Quercus Virginiana*) trees every 30 feet on center where 15 large trees are required. To the west of the Wigwam Avenue driveway, however, the trees will not be provided in the back landscape area due to their potential proximity to the proposed Phase 1 hotel building. The 11 large trees provided along Giles Street consist of an alternating assortment of Shoestring Acacia (*Acacia Stenophylla*) and Live Oak (*Quercus Virginiana*) trees every 30 feet on center where 7 large trees are required.

Within the parking lot area, a mix of Red Push Pistache (*Pistacia* x 'Red Push') and Shoestring Acacia trees within landscape finger islands every 4 to 6 spaces throughout the parking lot a total of 27 parking lot trees are required where 30 parking lot trees have been provided.

Phase 2 (Previously approved via WS-25-0237)

With the second phase and the loss of the parking lot, all parking lot landscaping has been removed except for 4 trees that were previously planted directly east of the Phase 1 hotel building. With that said, 2 additional parking lot trees will be provided to the west of the Phase 2 hotel building entrance adjacent to 2 ADA spaces. Along Wigwam Avenue, a total of 9 trees from the first phase will remain with 4 trees located east of the Wigwam Avenue driveway and 5 trees located west of the Wigwam Avenue driveway. To compensate for this loss, a landscape area located to the west of the north wing of the Phase 2 hotel building will be provided consisting of 9 Thornless Palo Verde (*Parkinsonia* sp.), Shoestring Acacia, and Indian Rosewood trees. This would leave the Wigwam Avenue frontage with a total of 18 large trees between the new and existing landscaping.

Along Giles Street, all existing landscaping will remain except for the 3 southernmost trees within the landscape area north of the driveway. This will leave the Giles Street frontage with a total of 8 large trees where 7 large trees are provided.

Elevations

The buildings provided for both phases will have a common architectural theme between the building and will be 77 foot tall to the tallest part of the building. The buildings are divided into 5 floors reaching 67 feet high with the additional 10 feet being added parapet height. The exterior consists primarily of neutral colored stucco panels and decorative cement accents. The main structure is white with grey and neon green colored panels. The roofline of the building consists of EIFS cornices and metal coping. The overall roof itself is a flat style roof; however, the roofline is broken-up by several pop-outs, building line changes, and roofline elevation changes. The exterior will have significant fenestration on all facades except the south facades which will have less windows in general. Entries to the buildings will be provided on the east and west facades with aluminum window-door systems. Both buildings have several shading structures on the building facades created through pop-out, architectural articulations, and awning structures. Finally, the proposed parking garage is shown to reach a maximum height of 61 feet and will be constructed of concrete with decorative metal panels to hide the interior of the structures on all facades.

As part of this design review request, some elevation changes were made. In particular, the removal of a bar and lounge space on the 5th floor of the Phase 1 building resulted in this area becoming used for additional room units. As a result, the previously large aluminum storefront windows on the north and west facades have now been replaced with a continuation of the façade below consisting of white EIFS panels and smaller rooms windows. Additionally, more fiber cement siding panels have been provided on all facades of both buildings.

Floor Plans

The interior spaces of both buildings will be similar with some difference in the common spaces. The first floor of the first phase building will consist of a few guestrooms with a lobby, breakfast space, meeting areas, a lounge/restaurant, an elevator vestibule area, various support rooms (laundry and office), outdoor amenities area with a pool, and ballrooms located in the central portion of the building and in the wings of the building. The first floor of the second phase building will consist of a few guestrooms with a lobby, breakfast space, meeting areas, a lounge, an elevator vestibule area, outdoor amenities area with a pool, and various support rooms (laundry and office) located in the central portion of the building and in the wing of the building. The second through fourth floors of both buildings contain guestrooms with a storage and vending areas provided. The floor plans show that there will be 4 types of guestrooms provided. They will all be studios with either a king or queen beds with ADA accessible versions of each floor plan. The guestrooms will contain a central space which contains the beds, a sitting area, and desk. A bathroom with a toilet, sink, and tub shower are also provided. Phase 1 will contain 145 guestrooms and the second phase will contain 153 guestrooms.

As part of this design review request, the floor plans for Phase 1 have been revised. The bar and lounge on the 5th floor has been removed and replaced with more units. With that said, there has

been an overall decrease in units from 146 guestrooms to 145 guestrooms and a reduction in the overall square footage of the Phase 1 building from 100,698 square feet to 99,261 square feet.

Applicant's Justification

The changes to the site and driveway location are the result of the request by Clark County Public Work and to accommodate left turn egress traffic on Wigwam Avenue from the site. Additionally, the moved driveway will still have a departure distance 213 feet to the current alignment of Las Vegas Boulevard South. Due to this move, the ADA, loading, and EV space location had to be moved as the previous locations conflicted with the new location of the driveway. The design changes to the floor plan and elevation are the result of issues with possible functionality and viability.

Prior Land Use Requests

Application Number	Request	Action	Date
TM-25-500059	1 lot commercial subdivision map	Approved by BCC	May 2025
WS-25-0237	Two-phase hotel complex	Approved by BCC	May 2025
VS-25-0236	Vacated right-of-way and pedestrian access easements - recorded	Approved by BCC	May 2025
UC-0383-02	Design review for a shopping center - expired	Approved by PC	September 2002
ZC-0657-00	Reclassified 5 acres from H-1 to C-2 zoning for a shopping center	Approved by BCC	June 2000

Surrounding Land Use

	Planned Land Use Category	Zoning District (Overlay)	Existing Land Use
North	Entertainment Mixed-Use	CR & CG	Retail building & undeveloped
South	Entertainment Mixed-Use	CR	Tavern & undeveloped
East	Neighborhood Commercial	CR	Undeveloped
West	Entertainment Mixed-Use	CR	Hotel condominium

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

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.

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 finds the proposed changes to the site are relatively minor as the changes have not significantly changed the footprint or use of the proposed structures on the property. The changes have also not changed the character of the site with proposed landscaping and amenities remaining essentially the same as the previously approved plans. The proposed changes to the site have improved the parking situation for Phase 1 and the location of the ADA and EV spaces is more convenient. The loading spaces being located along the southern drive aisle should also help improve the circulation of the site and keep passenger cars and delivery vehicles separate from each other. Overall, the proposed changes maintain the intent and design character of the originally approved project and the changes should not represent an increased burden on the surrounding area. For these reasons, staff can support this request.

Public Works – Development Review

Staff has no objection to reduce the departure distance from what was previously approved. The site was redesigned to align the commercial driveway along Wigwam Avenue with the existing driveway across the street, thereby restricting left-turn movements from this site.

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

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

- 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;
- Full off-site improvements;
- Right-of-way dedication to include 35 feet to the back of curb for Wigwam Avenue, 25 feet to the back of curb for Giles Street and associated spandrels;
- Right-of-way dedication for Las Vegas Boulevard South per Record of Survey file 241 page 20;
- Execute a License and Maintenance Agreement for any non-standard improvements within the right-of-way;
- The installation of detached sidewalks will require dedication to back of curb, the vacation of excess right-of-way and granting necessary easements for utilities, pedestrian access, streetlights, and traffic control devices.

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 and reference POC Tracking

#0253-2026 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

TAB/CAC: Enterprise - approval.

APPROVALS:

PROTESTS:

APPLICANT: LAS VEGAS WIGWAM GILES, LLC

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