

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

UC-25-0125-TROPICANA LAND, LLC:

USE PERMITS for the following: **1)** recreational or entertainment facility; **2)** live entertainment; **3)** avocational/vocational training facility; **4)** office; **5)** outdoor dining, drinking, and cooking; **6)** outdoor market; and **7)** mobile food vendor.

WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** eliminate and reduce street landscaping; **2)** reduce electric vehicle charging spaces; **3)** reduce loading spaces; **4)** allow off-site temporary construction activities; and **5)** modify driveway geometrics.

DESIGN REVIEW for a recreational or entertainment facility (Ballpark) on 35.11 acres in a CR (Commercial Resort) Zone within the Airport Environs (AE-60) Overlay.

Generally located on the north side of Reno Avenue and the east side of Las Vegas Boulevard South within Paradise. JG/nm/syp (For possible action)

RELATED INFORMATION:

APN:

162-28-112-001

WAIVERS OF DEVELOPMENT STANDARDS:

1.
 - a. Eliminate street landscaping along a portion of Tropicana Avenue where a 10 foot wide landscape strip is required behind an attached sidewalk per Section 30.04.01D.
 - b. Eliminate street landscaping along a portion of Las Vegas Boulevard South where a 10 foot wide landscape strip is required behind an attached sidewalk per Section 30.04.01D.
 - c. Reduce the width of a street landscape strip along a portion of Las Vegas Boulevard South to 5 feet where a 10 foot wide landscape strip is required per Section 30.04.01D (a 50% reduction).
 - d. Reduce the width of a street landscape strip along a portion of Reno Avenue to 3 feet where a 5 foot wide landscape strip is required on each side of a detached sidewalk per Section 30.04.01D (a 40% reduction).
2.
 - a. Eliminate electric vehicle (EV)-capable charging spaces where 1,913 spaces are required per Table 30.04-5.
 - b. Reduce the number of electric vehicle (EV)-installed charging spaces to 75 spaces where 230 spaces are required per Table 30.04-5 (a 68% reduction).
3. Reduce the number of loading spaces to 3 spaces where 39 spaces are required per Table 30.04-7 (a 93% reduction).
4. Allow temporary construction activities to occur off-site where only on-site temporary construction activities are allowed per Section 30.03.01E.

5.
 - a. Reduce the throat depth for the central driveway on Reno Avenue to 74 feet where 150 feet is required per Uniform Standard Drawing 222.1 (a 51% reduction).
 - b. Reduce the throat depth for the western driveway on Reno Avenue to 107 feet where 150 feet is required per Uniform Standard Drawing 222.1 (a 29% reduction).
 - c. Reduce the throat depth for a driveway on Tropicana Avenue to 88 feet where 150 feet is required per Uniform Standard Drawing 222.1 (a 41% reduction).
 - d. Reduce the departure distance for a driveway on Las Vegas Boulevard South to 131 feet where 190 feet is required per Uniform Standard Drawing 222.1 (a 31% reduction).
 - e. Increase the curb return radius for the central driveway on Reno Avenue to 45 feet where 35 feet is the maximum allowed per Uniform Standard Drawings 222.1 and 225 (a 29% increase).
 - f. Increase the curb return radius for the western driveway on Reno Avenue to 40 feet where 35 feet is the maximum allowed per Uniform Standard Drawings 222.1 and 225 (a 14% increase).
 - g. Increase the width of a driveway on Tropicana Avenue to 57 feet where 40 feet is the maximum allowed per Uniform Standard Drawing 222.1 (a 43% increase).
 - h. Allow sidewalks to not return to the back of curb at driveways and spandrels of street intersections where not permitted.

LAND USE PLAN:

WINCHESTER/PARADISE - ENTERTAINMENT MIXED-USE

BACKGROUND:

Project Description

General Summary

- Site Address: N/A
- Site Acreage: 35.11
- Project Type: Recreational facility (“The Ballpark”)
- Number of Stories: 6 (ballpark)/9 (parking garage)
- Building Height (feet): 290/320 (ballpark structure/top of antennas)/150 (parking garage)
- Square Feet: 955,100 (ballpark)/1,500,000 (parking garage)
- Parking Required/Provided: 7,650/2,470 (per the provided parking demand study)
- Sustainability Required/Provided: 7/3

History & Request

In October 2024, the Tropicana Las Vegas Casino Resort hotel was demolished to accommodate a stadium (herein referred to as “The Ballpark”) and a new resort hotel. While the application for re-establishing the resort hotel is still pending completion of the Application Pre-Review, this request is for “The Ballpark”, which will be established prior to the resort hotel.

Site Plan

The site plan depicts a 35.11-acre site, located on the south side of Tropicana Avenue, the east side of Las Vegas Boulevard South, and the north side of Reno Avenue. The proposed Ballpark

will be centrally located within the site, covering approximately 9.0 acres. The dome-shaped ballpark will be approximately 190 and 120 feet from the north and east property lines, respectively.

A multi-level parking garage is located on the southeast side of the ballpark, 37 feet and 34 feet from the south and east property lines, respectively. The plan also depicts a central utility plant and a service yard along the east property line, east of the ballpark. The central plant, service yard, parking garage, shared driveways, loading spaces, and other open areas will utilize approximately 11.37 acres of the site and will act as shared spaces for the future resort hotel and the proposed ballpark. The remainder of the site (approximately 14.74 acres) will be further developed as a new resort hotel that will be designed to complement and integrate with the design of the ballpark. This area may also be used for construction activities related to “The Ballpark” which is the subject of waiver of development standards #4.

Five driveways are depicted on the plan to access the ballpark with 3 additional driveways that will be improved with the future resort hotel. Three driveways will be located along Reno Avenue with the eastern driveway for fire access only, 2 future driveways will be established along Las Vegas Boulevard South with the development of the resort hotel, and 3 driveways will be installed along Tropicana Avenue with the western driveway for the future development of the resort hotel and the eastern driveway for fire access only. The primary means of vehicular access to the ballpark is from Reno Avenue to the south via the western driveway, which will align with Giles Street. The site is also accessible for pedestrian traffic from all the perimeter streets as well as the existing pedestrian bridges over Tropicana Avenue and Las Vegas Boulevard South. The northwest portion of the site will be ultimately designed as a plaza to create a coordinated entrance area in front of the ballpark and the future resort hotel.

2,370 parking spaces are designated for the ballpark and are proposed within the multi-level parking garage. Also, there will be 75 EV-installed charging spaces within the various floors of the parking garage.

Landscaping

Landscaping and sidewalks are proposed along all the streets. Along Tropicana Avenue, attached sidewalks and minimum 10 foot wide street landscape strips behind the sidewalk are provided, except where there is a dedicated bus turnout or a right-turn deceleration lane, for which 5 feet of landscaping is shown behind the sidewalk. Also, no landscaping is provided between the intersection of Tropicana Avenue and Las Vegas Boulevard South and the pedestrian bridge over Tropicana Avenue, which is the subject of waiver of development standards #1a.

Along Las Vegas Boulevard South, sidewalks and landscaping have been depicted within the right-of-way. Along the majority of the street frontage, 10 foot wide landscape strips are provided on site, or where there is a right-turn deceleration lane, a 5 foot wide landscape strip is provided. The plan also depicts a reduction of landscape width to 5 feet at some locations where there is no exemption allowed in the code, which is the subject of waiver of development standards #1c. Additionally, no landscaping is provided between the intersection of Tropicana Avenue and Las Vegas Boulevard South and the pedestrian bridge over Las Vegas Boulevard South, which is the subject of waiver of development standards #1b.

Lastly, along Reno Avenue, detached sidewalks and landscaping on both sides of the sidewalk have been provided. Along the majority of street frontage, 2 minimum 5 foot wide landscape strips are shown on both sides of the sidewalk, except near the main vehicular access driveway where a 3 foot wide landscape strip is provided between the back of curb and sidewalk due to an area designated for satellite trucks, which is the subject of waiver of development standards #1d.

The number and size of the proposed trees and shrubs will be in compliance with Title 30 requirements. There is an easement along Reno Avenue which prevents the applicant from planting any trees within the landscape strip between the back of curb and the sidewalk.

Elevations

The elevations for the ballpark depict a 290 foot high dome-shaped structure with an additional 30 feet in height for lightning protection and antennas. Dark gray CMU walls, concrete columns, and metal louvers are shown at the Field Level extending up to the Main Concourse Level, which are designed to enclose the lower levels of the structure. The dome starts at the Main Concourse Level, and features silver metal panels, aluminum framed curtain walls, ETFE system, and large glazing surfaces that mainly face northwest to capture the view of The Strip.

The plans also depict a 150 foot tall concrete parking garage. An on-site pedestrian bridge is shown over an internal driveway located on the west side of the garage, which extends from the fourth level of the garage structure and leads to a staircase to provide pedestrian access to and from Reno Avenue.

Floor Plans

The plans depict a 955,100 square foot ballpark with a round shape footprint. The total capacity of the ballpark is 33,000 occupants with 30,000 fixed seats, including seats within suites, and additional areas to accommodate 3,000 standing-room-only occupants. The standing-room-only areas are spread throughout all levels of the stadium.

The ballpark will consist of the following levels: Field Level, Lower Suite Level, Main Concourse Level, Upper Suite Level, Upper Concourse Level, and Upper Deck Level. The Field Level is where the playing field is located for a total footprint of approximately 371,200 square feet. This level also includes premium club and premium suites. Other amenities include food and beverage options, ticketing, team facilities, retail stores, and broadcast and press facilities. These areas are all located around the playing field for a total area of approximately 250,100 square feet, where the playing field is approximately 121,100 square feet.

All other levels include retail stores, food and beverage options, ticketing, team facilities, and broadcast and press facilities. The areas for those levels are as following: Lower Suite Level 230,000 square feet, Main Concourse Level 185,000 square feet, Upper Suite Level 115,000 square feet, Upper Concourse Level 125,000 square feet, and Upper Deck Level 50,000 square feet.

The parking garage consists of 9 levels above and 2 levels below grade and will provide 2,470 standard parking spaces. In addition to parking, portions of some of the levels are designed to have retail, office, or storage uses totaling 120,088 square feet.

Applicant's Justification

The applicant is stating that they are proposing to develop a multi-purpose, enclosed ballpark with a capacity of 33,000 for the relocation of the Athletics' baseball team to Southern Nevada along with shared facilities and improvements such as a parking garage, central plant, and common roadways. In addition to the Ballpark, the site will also host various entertainment and community events.

The applicant is seeking special use permit approval for the operation of a recreational or entertainment facility and live entertainment in order to allow recreational uses and live entertainment in outdoor areas within the site as well as for approval to operate these uses separately from the resort hotel. The applicant states the site is appropriate for these uses since it is located within the Resort Corridor, other stadiums have been developed within or adjacent to the resort corridor, it is located on major arterials and near larger interchanges, it is located near mass transit stations, and it is conveniently located within an area easily served by additional lodging opportunities within close proximity. The other proposed uses are complementary to the Ballpark and entertainment offerings, and are compatible with the project design, the zoning district, and the Resort Corridor.

While the applicant is requesting a reduction in throat depth in some locations, they will implement game/event day planning traffic management with staff at each driveway location and right-of-way directing traffic. Also, the reduction of the distance between the southern driveway on Las Vegas Boulevard South and the intersection of Las Vegas Boulevard South and Reno Avenue is due to an existing transmission pole which prohibits the installation of a right turn lane. Also, the increase of the driveway curb return radius on various locations is to allow additional area for the entering and exiting movement of specialty vehicles, such as larger limos, buses, and tractor-trailers at these driveway locations. Additionally, the request to increase the driveway width along Tropicana Avenue will allow for the continued use of the dual left turn lanes from Tropicana Avenue as well as accommodate traffic growth associated with construction of the resort hotel component of the parcel in the future. The applicant is also requesting to not reattach the sidewalk at the driveway radii and spandrel on both sides of Reno Avenue driveway. This will discourage pedestrians from crossing the driveway due to the driveway layout and vehicular circulation requirements.

The applicant states based on the unique characteristics of "The Ballpark", a significantly lower number of loading spaces are expected to be needed for operations than the 39 spaces required by Title 30, and the reduction of loading docks for developments along Las Vegas Boulevard South is very common. Many developments, including "The Ballpark" parcel, can utilize a dock master system that coordinates deliveries. This system is more efficient and helps prevent and reduce trucks from stacking up into the public right-of-way. The applicant also believes installing 75 EV parking spaces will be more than adequate to meet parking demands.

The applicant is providing a minimum of a 10 wide landscape area along Las Vegas Boulevard South except when located between the 2 driveway locations where it will reduce to 5 feet. However, the site is providing the appropriate number of trees and shrubs to meet Title 30. All

the required trees and shrubs will reside in the 5 foot wide landscape zone as the remaining 5 feet is in the integrated resort area.

Also, out of an abundance of caution, the applicant is requesting a waiver for off-site temporary construction activities in support of the construction of “The Ballpark” to account for a future mapping action creating multiple legal parcels.

The project is required to provide 7,500 parking spaces for the recreational facility use and an additional 150 parking spaces for the standalone office use, totaling 7,650 required parking spaces where 2,470 standard parking spaces are provided. In support of the parking reduction, the applicant has submitted a parking demand study prepared by the engineering firm “Kimley-Horn and Associates”. The report states that event attendees of the baseball stadium development will have numerous travel options to attend an event other than driving and parking a personal/rental vehicle. These options include the following: Transportation Network Company (TNC) vehicle (Uber/Lyft), Taxi, RTC transit, Shuttle busses, Limos, Vegas Loop (The Boring Company), and walking. The 2,470 spaces are anticipated to satisfy the expected parking demands of the project due to: 1) attendees’ increased utilization of taxi, TNC, and other transportation modes; 2) the integrated nature of the ballpark and the office space; and 3) the ease and accessibility of off-site event parking. In addition to the provided 2,470 on-site parking spaces, off-site employee parking and off-site event parking is to be provided within the surrounding Resort Corridor area. Additionally, the project is located across the street from the MGM Grand Monorail Station. Lastly, 30 compact parking spaces are also provided within the parking garage. As the developer plans to provide/coordinate a dedicated TNC drop-off/pick-up lot as well as dedicated locations for shuttle pick-up/drop-off, taxi queueing, and limo/VIP pick-up/drop-off to encourage the use of alternative travel modes, 2,470 parking spaces provided on-site is recommended for the proposed development and anticipated to serve the needs of the property.

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

Use Permits

A special use permit is considered on a case by case basis in consideration of the standards for approval. Additionally, the use shall not result in a substantial or undue adverse effect on adjacent properties, character of the neighborhood, traffic conditions, parking, public improvements, public sites or right-of-way, or other matters affecting the public health, safety, and general welfare; and will be adequately served by public improvements, facilities, and services, and will not impose an undue burden.

Staff finds that the proposed recreational facility is appropriate for this location since the existing property is located within the Resort Corridor, zoned CR, and designated as Entertainment Mixed-Use in the Master Plan. This project will create employment opportunities and contribute to the Las Vegas economy. The scale and intensity of the proposed facility at this location is appropriate and compatible with the existing uses in the area. The project is functionally well designed and aesthetically integrated with the surrounding development and land uses through the site design, landscaping, and pedestrian connectivity. “The Ballpark” will ultimately tie into the future resort hotel for a cohesive development. However, while the resort hotel is still under review by staff, “The Ballpark” will independently function as a tourist attraction and will be easily served by other lodging opportunities available in the close proximity since it is located on The Strip.

The Resort Corridor is a high intensity economic center that is intended for tourist-oriented uses. Staff finds the request also complies with Winchester/Paradise Master Plan Policy 1.1, which encourages a diversity of land uses along major corridors such as Las Vegas Boulevard South at densities that support pedestrian activity and transit use. Additionally, the proposed ballpark complies with Entertainment Mixed-Use expectations, which encourage tourist-focused districts and amenity-rich public spaces and pedestrian amenities to encourage walking along major corridors.

The other proposed uses are complementary uses to the ballpark and are consistent with the other uses in the area. T-Mobile Arena and Allegiant Stadium were approved in May 2013 and January 2014, respectively with similar complementary uses. Therefore, staff can support these requests.

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.

Waiver of Development Standards #1

The majority of the street frontage landscaping is designed to Title 30 standards. However, along portions of Las Vegas Boulevard South and Tropicana Avenue at the northwest corner of the

site, the street landscaping is requested to be eliminated due to the existing pedestrian bridges over the rights-of-way. Staff appreciates the physical limitation and supports waivers of development standards #1a and #1b.

Also, along a portion of Las Vegas Boulevard South, the width of the on-site street landscaping is depicted as 5 feet, which necessitates a waiver. Considering that there will be an additional 8 foot wide landscape strip within the right-of-way, staff finds that in this case, the combination of on-site and off-site landscaping provides the same benefit as what code requires, and therefore supports waiver of development standards #1c.

Lastly, due to the area designated for satellite trucks along Reno Avenue, the width of the landscape strip between the curb and sidewalk is requested to be reduced to 3 feet. Staff can support waiver of development standards #1d since the landscape strip behind the sidewalk is 12 feet wide and the combination of the street landscape width on both sides of the sidewalk in this location exceeds the Code requirement.

Overall, staff finds that the provided landscaping reduces the urban heat island, complements the site, and is consistent with other properties in the area.

Waivers of Development Standards #2 & #3

The project is required to provide 7,500 parking spaces for the recreational facility use and an additional 150 parking spaces for the standalone office use, totaling 7,650 required parking spaces where 2,470 standard parking spaces are provided. In support of the parking reduction, the applicant has submitted a parking demand study prepared by a traffic engineering firm. Staff finds the methodology and findings of the parking analysis are sound and acceptable and provides for an acceptable alternative to the relaxed standard.

The provided 75 EV-installed charging spaces is 3% of the “provided” parking spaces, where the code requires EV charging spaces to be calculated based on the “required” parking spaces. Based on the parking demand study that states the provided 2,470 parking spaces serve the need of the project, staff finds that the 75 provided EV-installed charging spaces meet the intent of the Code; therefore, staff supports waiver of development standards #2b.

Also, by eliminating the EV-capable charging spaces and reducing the number of loading spaces, staff does not anticipate any adverse impacts on the surrounding properties given the fact that the site is consistent with the other properties in the vicinity. Staff supports waivers of development standards #2a and #3.

Waiver of Development Standards #4

Staff can support this request since it is out of an abundance of caution, in case the parcel is subdivided, which may lead to the construction activities for “The Ballpark” occurring on a parcel other than the parcel on which the ballpark will be constructed. Approval of this waiver will allow the storage of the construction material on any portion of the parcel in the future while the ballpark is under construction.

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 site design and development parameters are established and dependent on consideration of the use permit and waiver requests, thereby requiring contingent consideration of the design review. As with the use permits, staff finds the design review request is appropriate for this location since the existing property is large, zoned CR, and located within the Resort Corridor. Staff finds the design is harmonious and compatible with the other developments nearby, and the design and other architectural and aesthetic features enhance the characteristics of the area.

Overall, the proposed elevations, requested heights, landscaping, and provided parking spaces are similar to other requests previously approved for similar uses, and also to properties nearby. The ballpark and parking will functionally and visually integrate into a cohesive development. Based on the proposed massing and architectural elements of the overall development, staff does not anticipate any adverse impacts to the immediate area and can support the design of the proposed structures.

Public Works - Development Review

Waiver of Development Standards #5

Staff needs the technical studies to further address the circulation concerns that may be caused by the reduction in throat depth, back of curb radii, driveway width, departure distance, and allowing the sidewalk to not attach at the back of curb radius.

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.

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 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 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. 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 applicant.

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

- 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, 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; 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 - Design Division and submit separate document if required, for dedication of any necessary right-of-way and easements for the Las Vegas Boulevard South improvement project;
- 90 days to record said separate document for the Las Vegas Boulevard South improvement project;
- 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.

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;
- 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 Department of Aviation prior to the issuance of building or grading permits;

- Koval Lane, Reno Avenue, and Mandalay Bay Road to all remain no-parking streets;
- Event Management Plan shall include CCDOA's property located off Reno Avenue (Quail Air Center) and Koval Lane (Atlantic Aviation), and CCDOA'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 or as otherwise agreed to in writing by the applicant and Clark County Department of Aviation;
- CCDOA to be provided the draft Event Management Plan for review and comment for high, medium, and lower capacity events.
- 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.

Fire Prevention Bureau

- Provide a Fire Apparatus Access Road in accordance with Section 503 of the International Fire Code and Clark County Code Title 13, 13.04.090 Fire Service Features;
- Applicant to show fire hydrant locations on-site and within 750 feet.

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 #0455-2024 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

TAB/CAC: Paradise - approval.

APPROVALS:

PROTESTS:

APPLICANT: ATHLETICS STADCO, LLC

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