

05/21/25 BCC AGENDA SHEET

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

WS-25-0237-LAS VEGAS WIGWAM GILES, LLC:

WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** increase building height; **2)** eliminate street landscaping; **3)** allow non-standard improvements; and **4)** reduce departure distance.

DESIGN REVIEW for a proposed hotel on 4.72 acres in a CG (Commercial General) Zone.

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

RELATED INFORMATION:

APN:

177-16-301-001

WAIVERS OF DEVELOPMENT STANDARDS:

1. Increase the height of the hotel building to 77 feet where 50 feet is the maximum height permitted by Section 30.02.14B (a 44% increase).
2. Eliminate street landscaping along Las Vegas Boulevard South where a minimum 15 foot wide landscape area consisting of 2 landscape strips, 5 feet wide on each side of a 5 foot wide sidewalk is required per Section 30.04.01D.
3. Allow non-standard improvements (sidewalk and landscaping) within the future right-of-way of Las Vegas Boulevard South where such improvements are not permitted per Section 30.04.08C.
4. Reduce the departure distance from the Wigwam Avenue and Giles Street intersection to the driveway along Giles Street to 181 feet where 190 feet is required per Uniform Standard Drawing 222.1 (a 5% 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
- Number of Rooms: 146 (Phase 1)/153 (Phase 2)
- Number of Stories: 5 (hotels)/4 (parking garage)
- Building Height (feet): 77 (hotels)/61 (parking garage)

- Square Feet: 26,186 (Building A - Phase 1)/18,199 (Building B - Phase 2)/23,684 (Parking Garage - Phase 2)
- Parking Required/Provided: 119/101 (Phase 1)/216/223 (Phase 2)
- Sustainability Required/Provided: 7 / 7

Site Plan

The proposed 2 building hotel development is located on the east side of Las Vegas Boulevard South and the south side of Wigwam Avenue on a 4.72 acre site. 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, 22 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 26,186 square foot footprint with an overall area of 100,698 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 a 678 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 bordering street. 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; 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 the Wigwam Avenue with the parking lot services by 2 main drive aisles that connect the driveways to each other. A total of 119 parking spaces are required for this phase with 101 parking spaces provided. The applicant has provided a Parking Demand Study indicating the provided parking will be sufficient for the use.

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 the 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 loss of the parking lot will be 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 216 parking spaces required for both hotels. The parking garage will be accessed from all 3 driveways.

Landscaping

Phase 1

Landscaping within the first phase of development will consist primarily of street landscaping and parking lot landscaping. Along Las Vegas Boulevard South, a 45 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 30 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.

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

With the second phase and the loss of the parking lot, all parking lot landscaping has been removed except for 5 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 10 trees from the first phase will remain with 3 trees located east of the Wigwam Avenue driveway and 7 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 6 Shoestring Acacia and Indian Rosewood trees. This would leave the Wigwam Avenue frontage with a total of 16 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.

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 is also provided. Phase 1 will contain 146 guestrooms and the second phase will contain 153 guestrooms.

Applicant's Justification

This project is located along Las Vegas Boulevard South where many adjacent structures are already at comparable heights to the proposed structure. Since the intent of this project is to

provide a mid-rise hotel option with structured parking, the buildings on-site should not significantly add to the suburban sprawl or large parking lot of a typical low-rise project. Due to the current alignment of Las Vegas Boulevard South, this location is 45 feet from the proposed property line. As a result, landscaping is proposed within the future right-of-way area with the required number of trees and landscape material to mitigate any negative results of this waiver. The throat depth for the other 2 curb cuts is 25 feet and 464 feet respectively. The combined throat depth of all 3 curb cuts will be 495 feet where only 75 feet is required. Also, Giles Street is only a 60 foot right-of-way, so the intent of the Code is being met. Since the future right-of-way area of Las Vegas Boulevard South in this area has a very low probability of ever being utilized at full right-of-way width, the use of the future right-of-way area to provide landscaping and a detached sidewalk to enhance the streetscape is justified. If a detached sidewalk and 15 feet of landscaping at the future right-of-way line were to be provided, pedestrians would not be incentivized to use it as it is 45 feet from the current street frontage.

Prior Land Use Requests

Application Number	Request	Action	Date
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

Related Applications

Application Number	Request
TM-25-500059	A tentative map for a 1 lot commercial subdivision is a companion item on this agenda.
VS-25-0236	A request to vacate and abandon a driveway easement and a portion of right-of-way along Wigwam Avenue is a companion item on this agenda.

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.

Waiver of Development Standards #1

The purpose of reviewing an increase in building height is to assure the proposed larger building will not be out of place for the area and that the buildings are appropriately sited to reduce any impacts on the surrounding area. The surrounding area is primarily zoned for CR (Commercial Resort), which has no maximum height for similar hotel buildings. Given this zoning, the several undeveloped parcels surrounding the subject site with this zoning it would not be out of place to expect similarly sized or larger buildings to be in the surrounding area in the future. Additionally, there are already similarly size buildings across Las Vegas Boulevard South and further to the north along Las Vegas Boulevard South. The hotel buildings will be sited as far away from existing residential uses as possible and the location of the buildings on the site should create an over massing of the structures on the site. For these reasons, staff can support this request.

Waiver of Development Standards #2

The purpose of street landscaping is to allow for complete streetscapes that aid in the reduction of the heat island effect, and which promote pedestrian oriented developments. While staff can appreciate street landscaping along Las Vegas Boulevard South is being provided within the future right-of-way area, the issue with this landscaping is it could eventually be removed to make way for a wider Las Vegas Boulevard South. The result of the removal of this landscaping in this case would mean no landscaping would be provided along this right-of-way. In fact, the widening of Las Vegas Boulevard South would result in the wall enclosing the pool and outdoor amenity area would be right along the right-of-way. Not only would this not be conducive the enjoyment of that area by guests but would create an uninviting pedestrian realm along the street. Given the importance of Las Vegas Boulevard South and the general trend of promoting accommodating and comfortable pedestrian spaces along this right-of-way, staff cannot support the loss of landscaping along Las Vegas Boulevard South. As a result, staff cannot support this request.

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.

Overall, the proposed design of both hotel buildings is contemporary and attractive and should blend into the surrounding area, while also serving as an adequate buffer between the higher intensity uses along Las Vegas Boulevard South and the single-family homes to the east of the site. In addition, the design of the site proposes enough parking spaces for the potential demand and the street landscaping proposed on 2 of the 3 frontages should alleviate any heat island effects caused by the new pavement on site, as well as to serve as a point of continuity in the overall complex and a noise and visual buffer to surrounding uses. Additionally, the site is also designed to push the buildings to the exterior of the site, placing the unsightly uses, like parking and loading areas, into the interior. The site is also designed with several on-site amenities, like restaurants, lounges, and pool that should help to contribute to the entertainment and touristic nature of the Las Vegas Boulevard South corridor. With that said, staff, however, is concerned about the street landscaping along Las Vegas Boulevard South. The landscaping along this frontage should be the strongest since this frontage is the most important to the site and surrounding area. The loss of all landscaping along the Las Vegas Boulevard South frontage would be detrimental to the site and the surrounding area and would not promote the pedestrian use of the frontage. For these reasons, staff is unable to support this request.

Public Works - Development Review

Waiver of Development Standards #3

The applicant is required to grant an easement to Clark County for a proportionate share of a 200 foot wide right-of-way on Las Vegas Boulevard South according to Title 30 and the Clark County Transportation Element. Until the Las Vegas Boulevard improvements occur, staff has no objection to the proposed non-standard improvements within the easement/future right-of-way.

Waiver of Development Standards #4

Staff has no objection to the reduction in departure distance for the Giles Street commercial driveway. The applicant placed the driveway as far south as the site will allow.

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 of waivers of development standards #1, #3, and #4; denial of waiver of development standards #2 and the design review.

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

If approved:

- Certificate of Occupancy and/or business license shall not be issued without approval of a Certificate of Compliance, and payment of the tree fee-in-lieu is required for any required trees waived.
- Applicant is advised within 4 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; non-transient stays within the hotel buildings will require additional land use; 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;
- 30 days to submit a Separate Document to the Map Team for the required right-of-way dedications and any corresponding easements for any collector street or larger;
- 90 days to record required right-of-way dedications and any corresponding easements for any collector street or larger;
- All other right-of-way and easement dedications to record with the subdivision map;
- 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.
- 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 is advised that fire/emergency access must comply with the Fire Code as amended.

Southern Nevada Health District (SNHD) - Engineering

- Applicant is advised to contact the SNHD Environmental Health Division, Public Accommodations Plan Review Program at pa@snhd.org or (702) 759-1633 to obtain approval for the construction or remodeling of a public accommodation facility; and to submit construction plans with all schedules to pa@snhd.org at least 30 days prior to beginning construction.

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 #0448-2024 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

TAB/CAC: Enterprise - denial.

APPROVALS:

PROTESTS:

APPLICANT: WIGWAM GILES, LLC

CONTACT: ETHOS | THREE ARCHITECTURE, 8985 S. EASTERN AVENUE, SUITE 220, LAS VEGAS, NV 89123