

25-0081 [SUP1, SUP2, SUP3, SDR1, AND TMP1]

City of Las Vegas

AGENDA MEMO - COMMUNITY DEVELOPMENT

PLANNING COMMISSION MEETING DATE: APRIL 8, 2025

DEPARTMENT: COMMUNITY DEVELOPMENT

ITEM DESCRIPTION: APPLICANT: SCHULMAN DEVELOPMENT - OWNER: UNION
PACIFIC RAILROAD COMPANY

**** STAFF RECOMMENDATION(S) ****

CASE NUMBER	RECOMMENDATION	REQUIRED FOR APPROVAL
25-0081-SUP1	Staff recommends APPROVAL, subject to conditions:	25-0081-SDR1
25-0081-SUP2	Staff recommends APPROVAL, subject to conditions:	25-0081-SUP1 25-0081-SDR1
25-0081-SUP3	Staff recommends APPROVAL, subject to conditions:	25-0081-SUP1 25-0081-SDR1
25-0081-SDR1	Staff recommends APPROVAL, subject to conditions:	25-0081-SUP1
25-0081-TMP1	Staff recommends APPROVAL, subject to conditions:	25-0081-SUP1 25-0081-SDR1

**** NOTIFICATION ****

NEIGHBORHOOD ASSOCIATIONS NOTIFIED 26

NOTICES MAILED 195

PROTESTS 0

APPROVALS 0

Submitted after final agenda
Items 54a-54e

JN

**** CONDITIONS ****

25-0081-SUP1 CONDITIONS

Planning

1. Approval of and conformance to the Conditions of Approval for Special Use Permits (24-0081-SUP2 and 24-0081-SUP3) and Site Development Plan Review (24-0081-SDR1) shall be required, if approved.
2. This approval shall be void two years from the date of final approval, unless exercised pursuant to the provisions of LVMC Title 19.16. An Extension of Time may be filed for consideration by the City of Las Vegas.
3. All necessary building permits shall be obtained and final inspections shall be completed in compliance with Title 19 and all codes as required by the Building and Safety Division.
4. These Conditions of Approval shall be affixed to the cover sheet of any plan set submitted for building permit, as well as submitted as part of any business license application.
5. Prior to or at the time of submittal for any building permit, the applicant shall provide written verification by the FAA and/or the Clark County Department of Aviation of the following:
 - a. 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 Clark County Director of Aviation a "Property Owner's Shielding Determination Statement" and request written concurrence from the Clark County Department of Aviation.
 - b. No Building Permit or other construction permit shall be issued for any structure greater than 35 feet above the surface of land that, based upon the FAA's 7460 airspace determination (the outcome of filing the FAA Form 74601) would (a) constitute a hazard to air navigation, (b) would result in an increase to minimum flight altitudes during any phase of flight (unless approved by the Department of Aviation), or (c) would otherwise be determined to pose a significant adverse impact on airport or aircraft operations.
 - c. Applicant is advised that FAA's airspace determinations 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.

d. Applicant is advised that the FAA's airspace determinations include expiration dates and that the separate airspace determinations will be needed for construction cranes or other temporary equipment.

6. All City Code requirements and design standards of all City departments must be satisfied, except as modified herein.

25-0081-SUP2 CONDITIONS

Planning

1. Conformance to all Minimum Requirements under LVMC Title 19.12 for a Valet Parking use.
2. Approval of and conformance to the Conditions of Approval for Special Use Permits (24-0081-SUP1 and 24-0081-SUP3) and Site Development Plan Review (24-0081-SDR1) shall be required, if approved.
3. This approval shall be void two years from the date of final approval, unless exercised pursuant to the provisions of LVMC Title 19.16. An Extension of Time may be filed for consideration by the City of Las Vegas.
4. All necessary building permits shall be obtained and final inspections shall be completed in compliance with Title 19 and all codes as required by the Building and Safety Division.
5. These Conditions of Approval shall be affixed to the cover sheet of any plan set submitted for building permit, as well as submitted as part of any business license application.
6. All City Code requirements and design standards of all City departments must be satisfied, except as modified herein.

25-0081-SUP3 CONDITIONS

Planning

1. Prior approval of Special Use Permit (23-0661-SUP1) is hereby expunged.
2. Conformance to all Minimum Requirements under LVMC Title 19.12 for an Alcohol, On-Premise Full use.

25-0081 [SUP1, SUP2, SUP3, SDR1, AND TMP1]

Conditions Page Three

April 8, 2025 - Planning Commission Meeting

3. Approval of and conformance to the Conditions of Approval for Special Use Permits (24-0081-SUP1 and 24-0081-SUP2) and Site Development Plan Review (24-0081-SDR1) shall be required, if approved.
4. This approval shall be void two years from the date of final approval, unless exercised pursuant to the provisions of LVMC Title 19.16. An Extension of Time may be filed for consideration by the City of Las Vegas.
5. All necessary building permits shall be obtained and final inspections shall be completed in compliance with Title 19 and all codes as required by the Building and Safety Division.
6. These Conditions of Approval shall be affixed to the cover sheet of any plan set submitted for building permit, as well as submitted as part of any business license application.
7. Approval of this Special Use Permit does not constitute approval of a liquor license.
8. This business shall operate in conformance to Chapter 6.50 of the City of Las Vegas Municipal Code.
9. All City Code requirements and design standards of all City departments must be satisfied, except as modified herein.

25-0081-SDR1 CONDITIONS

Planning

1. Prior approvals of Special Use Permit (23-0661-SUP2) and Site Development Plan Review (23-0661-SUP1) are hereby expunged.
2. Approval of and conformance to the Conditions of Approval for Special Use Permits (24-0081-SUP1, 24-0081-SUP2, and 24-0081-SUP3) shall be required, if approved.
3. Conformance to the Conditions of Approval for 23-0661-VAC1 shall be required, except as amended herein.
4. This approval shall be void two years from the date of final approval, unless exercised pursuant to the provisions of LVMC Title 19.16. An Extension of Time may be filed for consideration by the City of Las Vegas.

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Conditions Page Four

April 8, 2025 - Planning Commission Meeting

5. All development shall be in conformance with the landscape plan, date stamped 02/27/25, and the site plan and building elevations, date stamped 03/12/25 except as amended by conditions herein.
6. A Waiver of Title 19 Appendix F Interim Downtown Las Vegas Development Standards is hereby approved, to allow architectural details to not be carried on all sides of a building on the hotel building, parking garage, and pool building where such is required.
7. A Waiver of Title 19 Appendix F Interim Downtown Las Vegas Development Standards is hereby approved, to allow extensions of more than 10 feet of blank, expressionless walls on the hotel building, parking garage, and pool building where such is not allowed.
8. A Waiver of Title 19 Appendix F Interim Downtown Las Vegas Development Standards is hereby approved, to allow service areas and loading docks located along the Grand Central Parkway frontage and oriented towards public view where such is not allowed.
9. A Waiver of Title 19 Appendix F Interim Downtown Las Vegas Development Standards is hereby approved, to allow parking lots facing a public street [Grand Central Parkway] without an ornamental screen incorporated where such is required.
10. A Waiver from Title 19 Appendix F Interim Downtown Las Vegas Development Standards is hereby approved, to allow no amenity zone on Iron Horse Court.
11. A Waiver from Title 19 Appendix F Interim Downtown Las Vegas Development Standards is hereby approved, to allow a six-foot wrought iron fence in front and corner side yard where a maximum of five feet with two-foot solid base is allowed.
12. A Waiver from Title 19 Appendix F Interim Downtown Las Vegas Development Standards is hereby approved, to allow a 59 percent building façade alignment on Charleston Boulevard where 70 percent is the minimum required, with the private courtyard contributing the maximum 50 percent allowed to count towards this building façade alignment.
13. A Waiver from Title 19 Appendix F Interim Downtown Las Vegas Development Standards is hereby approved, to allow a 41 percent building façade alignment on Grand Central Parkway where 70 percent is the minimum required.
14. A Waiver from Title 19 Appendix F Interim Downtown Las Vegas Development Standards is also requested, to allow a 13 percent building façade alignment on Iron Horse Court where 70 percent is the minimum required.

Conditions Page Five

April 8, 2025 - Planning Commission Meeting

15. All necessary building permits shall be obtained and final inspections shall be completed in compliance with Title 19 and all codes as required by the Building and Safety Division.
16. These Conditions of Approval shall be affixed to the cover sheet of any plan set submitted for building permit.
17. The applicant shall coordinate with the City Surveyor and other city staff to determine the most appropriate mapping action necessary to consolidate the existing lots. The mapping action shall be completed and recorded prior to the issuance of any building permits.
18. All utility or mechanical equipment shall comply with the provisions of the Interim Downtown Las Vegas Development Standards, unless approved by a separate Waiver.
19. Trash enclosures shall be provided in conformance with the provisions of Title 19.08.040.E.
20. A technical landscape plan, signed and sealed by a Registered Architect, Landscape Architect, Residential Designer or Civil Engineer, must be submitted prior to or at the same time application is made for a building permit. A permanent underground sprinkler system is required, which shall be permanently maintained in a satisfactory manner; the landscape plan shall include irrigation specifications. Installed landscaping shall not impede visibility of any traffic control device. The technical landscape plan shall include the following changes from the conceptual landscape plan:
 - Replace the *Lingustrum* species with a tree species included on the Southern Nevada Regional Planning Coalition list.
21. A Master Sign Plan shall be submitted for approval by the City of Las Vegas prior to the issuance of a Certificate of Occupancy for any building on the site and prior to the issuance of any sign permits.
22. A Comprehensive Construction Staging Plan shall be submitted to the Department of Community Development for review and approval prior to the issuance of any building permits. The Construction Staging Plan shall include the following information: Design and location of construction trailer(s); design and location of construction fencing; all proposed temporary construction signage; location of materials staging area; and the location and design of parking for all construction workers.

Conditions Page Six

April 8, 2025 - Planning Commission Meeting

23. Prior to or at the time of submittal for any building permit, the applicant shall provide written verification by the Federal Aviation Administration (FAA), the Clark County Department of Aviation, or both, of the following:
 - a. Applicant is required to file a valid FAA Form 7460-1, "Notice of Proposed Construction or Alteration" with the FAA.
 - b. Applicant is advised 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. Applicant is advised that the FAA's airspace determinations include expiration dates and that separate airspace determinations will be needed for construction cranes or other temporary equipment.
 - c. No building permits should be issued until the applicant provides evidence that a "Determination of No Hazard to Air Navigation" has been issued by the FAA.
 - d. No structure greater than 35 feet in height shall be permitted to be erected or altered that would constitute a hazard to air navigation, or would result in an increase to minimum flight altitudes during any phase of flight, or would otherwise be determined to pose a significant adverse impact on airport or aircraft operations
24. Prospective buyers shall be informed that views may be obscured by future adjacent development and this information shall be included in project CC & R's.
25. All City Code requirements and design standards of all City Departments must be satisfied, except as modified herein.

Public Works

26. Per condition #2 of 23-0661-VAC1, prior to and concurrent with the recordation of a Final Map for this site, a Petition of Vacation, such as 23-0661-VAC1, shall be recorded to eliminate the right-of-way in conflict with this proposed site.
27. In accordance with code requirements of Title 13.56 and Section 2.2 of the City's Vision Zero Action Plan, remove all substandard offsite improvements and unused driveway cuts, if any, and replace with new improvements meeting Public Right-of-Way Accessibility Guidelines (PROWAG) to the satisfaction of the City Engineer concurrent with development of this site. Grant Pedestrian Access Easement(s) if necessary to comply with this requirement. All existing paving damaged or removed by this development shall be restored at its original location, width and depth concurrent with development of this site.

Conditions Page Seven

April 8, 2025 - Planning Commission Meeting

28. Coordinate sewer connection at a size, depth, and location acceptable to the Sanitary Sewer Engineering Section of the Department of Public Works.
29. Coordinate with the Environmental Compliance & Enforcement staff of the Department of Public Works to locate any required grease interceptor and sand/oil interceptors in acceptable locations prior to submittal of sewer-related plans. Comply with the recommendations and requirements of the Environmental Compliance & Enforcement staff prior to issuance of permits. The team may be contacted at 702-229-6594 or emailed at ece@lasvegasnevada.gov.
30. Contact the City Engineer's Office at 702-229-6272 to coordinate the development of this project with the Charleston Underpass Project - Grand Central Parkway to Commerce Street project (MWA936) and any other public improvement projects adjacent to this site. [The Developer shall construct a retaining wall along the Charleston Boulevard right-of-way, to facilitate the future elimination of the slope paving, including a dedicated right-turn lane if required in the approved Traffic Impact Analysis, to meet the approval of the City Engineer and City Traffic Engineer respectively, and the Nevada Department of Transportation \(NDOT\). In addition, the Owner shall coordinate the provision of a Temporary Construction Easement overlying a portion of the eastern parking lot and landscape area \(excluding the fire lane pathway\) as part of the future construction of the Charleston Underpass Project.](#) In addition, there are three (3) gas lines operated by Kinder Morgan currently attached to the Union Pacific Railroad bridge that will need to be relocated. The Owner shall coordinate and grant the provision of an appropriate easement so to allow these gas lines to be placed underground to connect into the existing gas facilities as part of the future construction of the Charleston Underpass Project, unless an alternative arrangement is approved by the Department of Public Works. Comply with the recommendations of the City Engineer.
31. Obtain an Occupancy Permit from the Nevada Department of Transportation (NDOT) for all improvements in the Charleston Boulevard and Grand Central Parkway public right-of-way adjacent to this site prior to constructing any improvements within NDOT jurisdiction.
32. Landscape and maintain all unimproved right-of-way adjacent to this site. All landscaping and private improvements installed with this project shall be situated and maintained so as to not create sight visibility obstructions for vehicular traffic at all development access drives and abutting street intersections.

33. A Traffic Impact Analysis must be submitted to and approved by the Department of Public Works prior to the issuance of any building or grading permits, submittal of any construction drawings or the recordation of a Map subdividing this site, whichever may occur first. The Traffic Impact Analysis shall also include a section addressing Standard Drawings #234.1 #234.2 and #234.3, in accordance with Section 2.2 of the City's Vision Zero Action Plan, to determine additional right-of-way requirements for bus turnouts adjacent to this site, if any; dedicate all areas recommended by the approved Traffic Impact Analysis. All additional rights of way required by Standard Drawing #201.1 for exclusive right turn lanes and dual left turn lanes shall be dedicated prior to or concurrent with the commencement of on site development activities unless specifically noted as not required in the approved Traffic Impact Analysis. The Traffic Impact Analysis shall also include a pedestrian circulation/access plan, in accordance with Section 2.2 of the City's Vision Zero Action Plan, to identify nearby pedestrian attractors and recommend measures to accommodate pedestrians, such as but not limited to pedestrian access, crosswalk, pedestrian activated flashers and temporary sidewalks. Comply with the recommendations of the approved Traffic Impact Analysis prior to occupancy of the site. Phased compliance will be allowed if recommended by the approved Traffic Impact Analysis. No recommendation of the approved Traffic Impact Analysis, nor compliance therewith, shall be deemed to modify or eliminate any condition of approval imposed by the Planning Commission or the City Council on the development of this site. The Traffic Impact Analysis required for 25-0081-TMP1 may be used to satisfy this condition.
34. Queues for the overall operation of this site shall not extend into the public right-of-way. The driveway off of Grand Central Parkway shall be for deliveries only and shall be signed accordingly, unless otherwise allowed in the required Traffic Impact Analysis.
35. A Drainage Plan and Technical Drainage Study must be submitted to and approved by the Department of Public Works prior to the issuance of any building or grading permits or submittal of any construction drawings, whichever may occur first. Provide and improve all drainageways recommended in the approved drainage plan/study. The developer of this site shall be responsible to construct such neighborhood or local drainage facility improvements as are recommended by the City of Las Vegas Neighborhood Drainage Studies and approved Drainage Plan/Study concurrent with development of this site. The Drainage Plan and Technical Drainage Study required for 25-0081-TMP1 may be used to satisfy this condition.

Fire & Rescue

36. Applicant shall submit a Fire & Life Safety Report for this project. This report shall include, but not limited to, fire command center, fire sprinkler system, fire alarm system with voice evacuation, standpipe system with fire pump, secondary water storage tank, smoke control/smoke removal systems, firefighter radio system, emergency backup power, etc... This report shall be submitted and approved prior to approval of the civil plans.
37. Applicant shall provide alternate means and methods request (AMMR) for lack of fire access around the structure. This AMMR shall be submitted and approved prior to approval of the civil plans.
38. A fully operational fire protection system, including fire apparatus roads, fire hydrants and water supply, shall be installed and shall be functioning prior to construction of any combustible structures.

25-0081-TMP1 CONDITIONS

Planning

1. Prior approval of Tentative Map (24-0511-TMP1) is hereby expunged.
2. Approval of the Tentative Map shall be for no more than four (4) years. If a Final Map is not recorded on all or a portion of the area embraced by the Tentative Map within four (4) years of the approval of the Tentative Map, this action is void.
3. Approval of Special Use Permits (24-0081-SUP1, 24-0081-SUP2, and 24-0081-SUP3) and Site Development Plan Review (24-0081-SDR1) shall be required, if approved.
4. Street names must be provided in accordance with the City's Street Naming Regulations.
5. All landscaping shall be in conformance with the landscape plan date stamped 02/13/25 except as amended by conditions herein.
6. The Final Map shall contain a note granting perpetual common access and parking across the entire subdivision.
7. All development is subject to the conditions of City Departments and State Subdivision Statutes.

Conditions Page Ten
April 8, 2025 - Planning Commission Meeting

Public Works

8. Per condition #2 of 23-0661-VAC1, prior to and concurrent with the recordation of a Final Map for this site, a Petition of Vacation, such as 23-0661-VAC1, shall be recorded to eliminate the right-of-way in conflict with this proposed site.
9. Per conditions #6 of 23-0661-VAC1, reserve a minimum 20' Public Sewer Easement over the existing sewer line. Alternatively, provide a relocation plan acceptable to the City of Las Vegas Public Works Sanitary Sewer Engineering.
10. Dedicate a right turn lane on Charleston Boulevard adjacent to this site in conformance with the Traffic Impact Analysis required by 25-0081-SDR1.
11. All Homeowner's Association common lot elements and any private improvements in the public right-of-way authorized by an Encroachment License Agreement shall be the maintenance responsibility of the Homeowner's Association. If the Homeowner's Association fails to perform any private maintenance obligation, then the individual property owners within the subdivision shall be jointly and severally liable for any and all City expenses that may be incurred to perform any private maintenance obligations.
12. Per Title 19.16.060.W.1, provide a note on the Final Map that states "All parcels created through this map shall have perpetual unobstructed access to all driveways servicing the overall subdivision unless incompatible uses can be demonstrated to the satisfaction of the City Engineer."
13. Per Title 19.16.060.W.2, sewer service for this commercial subdivision shall be shown in accordance with one of the following three alternatives, and the appropriate note shall appear on the face of the Tentative Map and recorded Final Map.
 - a) A public sewer, with a minimum pipe diameter of eight inches, located within dedicated public sewer easement which are a minimum of twenty feet wide.
 - b) On-site sewers area a common element privately owned and maintained per the Conditions, Covenants, and Restrictions (CC&Rs) of this commercial subdivision.
 - c) On-site sewers are common element privately owned and maintained per the joint Use Agreement of this commercial subdivision.
14. Per Title 19.16.060.W.3, provide a note on the Final Map that states "all subdivided parcels comprising this Subdivision shall provide perpetual inter-site common drainage rights across all existing and future parcel limits."

15. A Traffic Impact Analysis must be submitted to and approved by the Department of Public Works prior to the issuance of any building or grading permits, submittal of any construction drawings or the recordation of a Map subdividing this site, whichever may occur first. Comply with the recommendations of the approved Traffic Impact Analysis prior to occupancy of the site. The Traffic Impact Analysis shall include a pedestrian circulation/access plan to identify nearby pedestrian attractors and recommend measures to accommodate pedestrians, such as but not limited to pedestrian access, crosswalk, pedestrian activated flashers and temporary sidewalks. The Traffic Impact Analysis shall also include a section addressing Standard Drawings #234.1 #234.2 and #234.3 to determine additional right-of-way requirements for bus turnouts adjacent to this site, if any; dedicate all areas recommended by the approved Traffic Impact Analysis. All additional rights of way required by Standard Drawing #201.1 for exclusive right turn lanes and dual left turn lanes shall be dedicated prior to or concurrent with the commencement of on site development activities unless specifically noted as not required in the approved Traffic Impact Analysis. Phased compliance will be allowed if recommended by the approved Traffic Impact Analysis. No recommendation of the approved Traffic Impact Analysis, nor compliance therewith, shall be deemed to modify or eliminate any condition of approval imposed by the Planning Commission or the City Council on the development of this site. The Traffic Impact Analysis required for 25-0081-SDR1 may be used to satisfy this condition.
16. A Drainage Plan and Technical Drainage Study must be submitted to and approved by the Department of Public Works prior to the issuance of any building or grading permits or submittal of any construction drawings, whichever may occur first. Provide and improve all drainageways recommended in the approved drainage plan/study. The developer of this site shall be responsible to construct such neighborhood or local drainage facility improvements as are recommended by the City of Las Vegas Neighborhood Drainage Studies and approved Drainage Plan/Study concurrent with development of this site. The Drainage Plan and Technical Drainage Study required for 25-0081-SDR1 may be used to satisfy this condition.
17. As per Unified Development Code (UDC) 19.16.060.G, all requirements must be complied with or such future compliance must be guaranteed by an approved performance security method in accordance with UDC sections 19.02.130.

Conditions Page Twelve

April 8, 2025 - Planning Commission Meeting

18. The approval of all Public Works related improvements shown on this Tentative Map is in concept only. Specific design and construction details relating to size, type and/or alignment of improvements, including but not limited to street, sewer and drainage improvements, shall be resolved prior to approval of the construction plans by the City. No deviations from adopted City Standards shall be allowed unless specific written approval for such is received from the City Engineer prior to the recordation of a Final Map or the approval of subdivision-related construction plans, whichever may occur first. Approval of this Tentative Map does not constitute approval of any deviations. If such approval cannot be obtained, a revised Tentative Map must be submitted showing elimination of such deviations.

Fire & Rescue

19. A fully operational fire protection system, including fire apparatus roads, fire hydrants and water supply, shall be installed and shall be functioning prior to construction of any combustible structures.

**** STAFF REPORT ****

PROJECT DESCRIPTION

The applicant is requesting to develop an 18-story, 254-room hotel development with waivers of Appendix F Interim Downtown Las Vegas Development Standards on 5.90 acres at the northeast corner of Charleston Boulevard and Grand Central Parkway.

ISSUES

- The subject site is within the Downtown Las Vegas Area of the 2050 Master Plan, the Civic and Business District (Area 1) of the Vision 2045 Downtown Las Vegas Master Plan, and the PD (Planned Development) zoning district.
- As this approval would create contradicting entitlement approvals, Conditions of Approval were added to expunge the previously approved Site Development Plan Review (23-0661-SDR1), Tentative Map (24-0511-TMP1), and Special Use Permits (23-0661-SUP1 and SUP2).
 - A previously approved Vacation (23-0661-VAC1) is not expunged by this application as it is unaffected by this proposal.
- The proposed 250-foot-tall development exceeds the 200-foot height restriction for the Airport Overlay District and can only be approved through a Special Use Permit (25-0081-SUP1) in accordance with Title 19.10.080.H. Staff supports this request.
- Valet Parking is conditionally allowed in conjunction with a business by which employees park the vehicles of patrons or visitors in an area set aside for that purpose. Exceeding 20 percent of the total number of parking spaces required for the use, however, can only be approved through a Special Use Permit (25-0081-SUP2). Staff supports this request.
- An Alcohol, On-Premise Full use is permitted in the PD (Planned Development) zoning district with the approval of a Special Use Permit (25-0081-SUP3). Staff supports this request.
- Based on the design of the proposed development several Waivers of the Appendix F Interim Downtown Las Vegas Development Standards are requested, as detailed in the following analysis and a table at the end of this report.

ANALYSIS

The subject site is in the Downtown Las Vegas area of the 2050 City of Las Vegas Master Plan and is subject to Title 19 and Appendix F Interim Downtown Las Vegas Development Standards for Area 1 of the Downtown Las Vegas Overlay. On December 6, 2017, the City Council adopted the City's Vision 2045 Downtown Las Vegas Master Plan, which established the vision and goals for 12 Downtown Districts. This includes the subject site, which is located within the Civic and Business District. The Civic and Business District maintains a relatively strong civic center as it is home to various government facilities, businesses, and professional offices. New opportunities to add density to the area and promote compact transit-oriented development are encouraged. The proposed hotel, health club, and medical office uses are consistent with the long-range goals for the Civic and Business District.

Phased over time, each of these twelve Districts will be administered by a distinct set of standards to be adopted as either Form-Based Zoning Districts or Special Area Plans following the completion of a context-based plan for land use and development. In the interim, development standards are currently governed by Appendix F, Interim Downtown Las Vegas Development Standards and Title 19. Any deviation from the development standards found in Appendix F requires a Waiver with the associated Site Development Plan Review.

The applicant is requesting to develop an 18-story, 254-room hotel development with a commercial health club, restaurants, a business lounge and private club, a spa, and a medical office space. The first story is a mix of hotel operations and convention space with commercial restaurants and six sports courts for the health club. The second store is the spa and gym for the health club. The third story has the medical office, three more rooftop courts, and a rooftop lobby. Floors four through 16 are hotel units, with units ranging from 503 square-feet to 2,400 square-feet. The 17th floor serves as a mechanical and utility floor. The rooftop 18th floor features amenities like a restaurant, outdoor dining patio, and pool deck.

Hotels are an encouraged land use in the Civic and Business District as stated in the Vision 2045 Downtown Master Plan. The subject site is separated from adjacent industrial land uses by rights-of-way exceeding 100 feet, both Charleston Boulevard and the Union Pacific Rail Road tracks. The proposed development can be conducted in a harmonious manner with the surrounding land uses as depicted due to the separation from adjacent properties zoned for industrial uses and the railroad tracks.

This hotel development is consistent with the objectives for the Civic and Business District as outlined in the Vision 2045 Downtown Las Vegas Master Plan and with the Transit-Oriented Development objectives in the 2050 City of Las Vegas Master Plan by adding amenities and commercial buildout along major transit corridors, Charleston Boulevard and Grand Central Parkway.

The subject site is within the PD (Planned Development) zoning district. In accordance with Appendix F Interim Downtown Las Vegas Development Standards, in the PD zoning district the Health Club, Restaurant, and hotel uses are each permitted by-right. Alcohol-related uses and Valet Parking are allowed through the approval of Special Use Permits.

Special Use Permit - Airport Overlay

Title 19.10 requires any new construction on a parcel located within the Airport Overlay District to be approved by the Planning Commission if such construction or alteration exceeds any of the following height standards:

1. Two hundred feet above the ground level at its site;
2. The plane of an imaginary surface extending outward and upward at a slope of 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of any airport subject to the provisions of this subchapter;
3. For highways, railroads, and other traverse ways for mobile objects; if construction or alteration is of greater height than the standards set forth in Paragraphs (1) or (2) above, after their height has been adjusted upward for the appropriate traverse way as follows: a. For interstate highways: 17 feet; b. For any other public roadways: 15 feet; c. For any private road: 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater; d. For any railroad: 23 feet; e. For a waterway or any other unspecified traverse way: the height of the highest mobile object that would normally use the traverse way.
4. Any construction or alteration that would be in an instrument approach area and available information indicates the height might exceed any FAA obstruction standard. In addition, Federal Aviation Regulations (14 CFR, Part 77) and City of Las Vegas (CLV) Code (Section 19.10.080) require that the Federal Aviation Administration (FAA) be notified before the construction or alteration of any building or structure that will exceed a slope of 100:1 for a distance of 20,000 feet from the nearest point of any airport runway or for any structure greater than 200 feet in height. Such notification allows the FAA to determine what impact, if any, the proposed development will have upon aircraft operations, and allows the FAA to determine whether the development should be obstruction marked or lighted.

The proposed development would exceed the 100:1 notification requirement or is greater than 200 feet in height for the North Las Vegas Airport (VGT). Therefore, as required by 14 CFR Part 77, the FAA must be notified of the proposed construction or alteration. At the request of the Clark County Department of Aviation, Conditions of Approval have been included to ensure compliance with the Federal Aviation Regulations.

Staff Report Page Four
April 8, 2025 - Planning Commission Meeting

The applicant has submitted a request for a Special Use Permit in accordance with Title 19.12 due to the height of the proposed project exceeding the 200-foot height limitation placed on the site by the Federal Aviation Regulations. Staff finds that the proposed development is capable of complying with the Federal Aviation Regulations and therefore is recommending approval of this request.

Special Use Permit - Valet Parking

Valet Parking is defined as “A service provided in conjunction with a business or other establishment by which employees (or others acting on behalf of the establishment) park the vehicles of patrons or visitors in an area set aside for that purpose.” The proposed hotel use meets this definition with 44 percent of the 390 parking stalls utilized for parking utilizing valet service. The proposed valet parking use would be provided in conjunction with the hotel use as an accessory use. The Minimum Conditional Use Regulations for this use include:

1. A maximum of 20 percent of the number of parking spaces required by this Title for the principal use(s) on the site may be used for valet parking. Additional spaces may be used for valet parking only if there is an overall surplus of parking spaces provided on the site.

The proposed valet parking use would use 44 percent of the 390 parking spaces provided for the site. A Special Use Permit is requested to deviate from this Regulation 1, with the deviation exceeding the conditionally allowed maximum by 24%.

2. The applicant must submit to the Department, for administrative review and approval, a site development plan showing where valet spaces will be located and demonstrating that the area and methodology for valet parking will be physically designed to prevent queuing in the right-of-way unless a permit to allow use of the right-of-way has been approved pursuant to LVMC Chapter 11.53.

A Valet Parking exhibit was provided with a site development plan showing where valet spaces and queueing will be located. Ten queueing spaces are provided on-site in the valet queueing zone accessed off of the Iron Horse Court cul-de-sac.

3. The applicant must provide written assurance that the valet parking will be operated to conform with the hours of operation that are proposed and approved for the use.

This Valet Parking Use will have its hours regulated through Business Licensing to ensure that the valet parking will be operated to conform to the hours of operation that are proposed and approved for the use.

Staff Report Page Five
April 8, 2025 - Planning Commission Meeting

The proposed valet parking use would be provided in conjunction with the hotel use as an accessory use. Staff recommends approval of the requested Special Use Permit.

Special Use Permit - Alcohol, On-Premise Full

The Alcohol, On-Premise Full use is defined as “An establishment licensed to sell alcoholic beverages, not limited to the sale of beer, wine and coolers, for consumption on the premises where the same are sold.” The proposed restaurant use meets this definition with the sale of alcohol beverages on-premises. The Alcohol, On-Premise Full use is permitted in the PD (Planned Development) zoning district with the approval of a Special Use Permit. The Minimum Special Use Permit Regulations for this use include:

1. Pursuant to its general authority to regulate the sale of alcoholic beverages, the City Council declares that the public health, safety and general welfare of the City are best promoted and protected by generally requiring a minimum distance separation between an Alcohol, On-Premise Beer/Wine establishment and certain other uses that should be protected from the impacts associated with that establishment. Therefore, except as otherwise provided in these Regulations, no Alcohol, On-Premise Beer/Wine establishment may be located within 400 feet of any of the following uses: (a) Church/house of worship; (b.) School; (c.) Individual care center licensed for more than 12 children; or (d.) City park.

The proposed use meets this distance separation requirement.

2. The distance separation requirement set forth in Regulation 1 does not apply to the following: (a.) An establishment which has a non-restricted gaming license in connection with a hotel having 200 or more guest rooms on or before July 1, 1992, or in connection with a resort hotel having in excess of 200 guest rooms after July 1, 1992. (b.) Any Alcohol, On-Premise Beer/Wine use located on property within the Pedestrian Mall, as defined in LVMC Chapter 11.68; the Downtown Entertainment Overlay District, as described in LVMC 19.10.120; or the 18b Arts District, as described in Appendix F to this Title. The Special Use Permit approval may include conditions designed to mitigate any impacts related to distance separation.

The proposed use meets the distance separation requirement in Regulation 1.

The proposed Alcohol, On-Premise Full use is greater than 400 feet from any protected use as stipulated above. The surrounding properties are zoned for more intense commercial and industrial land uses and the proposed use is compatible with the surrounding land uses and allowable future land uses.

Staff Report Page Six
April 8, 2025 - Planning Commission Meeting

Design Elements

The proposed development contains the primary building in the western portion of the site, a parking garage in the eastern portion, and an outdoor courtyard in the center of the site with several smaller structures within, including an outdoor bar and a pool restroom building. The building elevations depict the hotel being 250 feet tall, the parking garage being 70 feet tall, and the pool building being 15 feet tall. The detached cabana patio covers are also depicted as 15 feet tall.

The building elevations depict an exterior that is predominantly concrete. Exposed concrete and imposing provide bold architectural features with “sandstone” tan and “white snow” coloration. The parking garage is primarily concrete with a vertical steel louver screen cladding the open-air parking area. The pool building will be located on the southern end of the site with a 10-foot setback from the Charleston Boulevard right-of-way. A grass wall Jakob trellis atop concrete masonry unit construction is the primary exterior finish for this restroom building.

In Downtown, building exteriors with more than 10 feet of blank, expressionless walls at the street level are prohibited. A Waiver from Title 19 Appendix F Interim Downtown Las Vegas Development Standards is requested to allow greater than 10 feet of blank, expressionless walls on the hotel building, parking garage, and pool building where such is not allowed.

The Appendix F Interim Downtown Las Vegas Development Standards architectural regulations require that architectural details shall be carried on all sides of a building. The eastern elevation, which will be visible from the downtown core, lacks the architectural detail that is depicted on the other sides of the building. It is mostly blank walls with some architectural form and proposed signage. Similarly, the pool building lacks architectural details on the east elevation, which faces away from the pool area towards on-site surface parking. A Waiver from Title 19 Appendix F Interim Downtown Las Vegas Development Standards is requested to allow architectural details to not be carried on all sides of the building on the hotel building and pool building where such is required.

Any proposed signage must be separately permitted, and a condition was added for the super graphic signage to require a Master Sign Plan. A Condition of Approval has been added to require a Master Sign Plan to be submitted for approval by the City of Las Vegas prior to the issuance of a Certificate of Occupancy for any building on the site and prior to the issuance of any sign permits.

Staff Report Page Seven
April 8, 2025 - Planning Commission Meeting

The site has been reconfigured from the previous Site Development Plan Review (23-0661-SDR1) to have back-of-house operations, trash collection, and deliveries on a driveway off Grand Central Parkway. This reconfiguration is in conflict with the Title 19 Appendix F Interim Downtown Development Standards requirement that, "Service areas and loading docks shall not be located at frontage lines. All auto-related facilities (working bays, storage, trash enclosures, etc.) shall orient away and be screened from public view." A Waiver from Title 19 Appendix F Interim Downtown Las Vegas Development Standards is requested to allow a service area and loading dock located at the frontage line along Grand Central Parkway, where such is not allowed.

The parking located off of the service area access is further in conflict with the Title 19 Appendix F Interim Downtown Las Vegas Development Standard that "when parking lots face public streets, an ornamental screen and landscaping shall be incorporated". Only a 10-foot landscaped setback and a steel fence are provided. As such, a Waiver from Title 19 Appendix F Interim Downtown Las Vegas Development Standards is requested to allow a parking lot to face a public street without an ornamental screen where such is required.

A combination of wrought-iron fencing and block walls are proposed surrounding the site. The wrought-iron fence proposed along Grand Central Parkway does not meet the City standards for a front yard wall. A Waiver from Title 19 Appendix F Interim Downtown Las Vegas Development Standards is requested to allow a six-foot wrought iron fence in front and corner side yard where a maximum of five feet with a two-foot solid base is allowed. For the perimeter block wall, a footnote is included in the architectural plans for the block wall elevation to have at least 20% contrasting materials. The perimeter wall is shown as eight feet tall which is allowed to surround the remainder of the site.

Along Grand Central Parkway, a Waiver from Title 19 Appendix F Interim Downtown Las Vegas Development Standards is requested to allow a 16-foot front yard setback where the maximum allowed is five feet in the Area 1 Downtown Las Vegas Overlay. Along Charleston Boulevard, a Waiver from Title 19 Appendix F Interim Downtown Las Vegas Development Standards is requested to allow an 11-foot corner side yard setback where the maximum allowed is five feet in the Area 1 Downtown Las Vegas Overlay.

Due to the excessive setbacks, a Waiver is requested along each street frontage to not meet the minimum 70 percent build-out along those streets. A Waiver from Title 19 Appendix F Interim Downtown Las Vegas Development Standards is requested, to allow a 59 percent building façade alignment on Charleston Boulevard where 70 percent is the minimum required, with the private courtyard contributing the maximum 50 percent allowed to count towards this building façade alignment. A Waiver from Title 19 Appendix F Interim Downtown Las Vegas Development Standards is also requested, to allow 41 and 13 percent building façade alignments on Grand Central Parkway and Iron Horse Court, respectively, where 70 percent is the minimum required.

Staff Report Page Eight
April 8, 2025 - Planning Commission Meeting

Those proposed Waivers will create a more suburban front yard condition along Grand Central Parkway and Charleston Boulevard than strict adherence to Interim Downtown Las Vegas Development Standards. Grand Central Parkway is a large right-of-way and a deeper setback is appropriate to buffer the building from the negative effects of traffic. The significant grade change along Charleston Boulevard at this site justifies the proposed deeper setback from the south property line. Also, due to the Charleston Underpass Project, the required amenity zone standards may not be feasible. A Condition of Approval has been added to require coordination with the Department of Public Works for the final streetscape design at this location.

A Waiver from Title 19 Appendix F Interim Downtown Las Vegas Development Standards is requested to allow no amenity zone and a six-foot wide sidewalk on Iron Horse Court. Iron Horse Court is a minor street and a dead-end, so the reduced streetscape will not compromise the walkability around the subject site. Landscaping which would have gone into the amenity zone is provided elsewhere throughout the site and within the yard setback areas for passive enjoyment. Further, the building and landscaping proposed south of the sidewalk along Iron Horse Court will provide better shading than an amenity zone would have due to the solar orientation.

The site plan complies with Title 19 requirements for landscape buffer and parking lot landscaping. There are landscaped areas provided throughout the site and around the parking lot with ample landscape materials. Under Appendix F Interim Downtown Las Vegas Development Standards, landscape buffers are not required, but where they are a part of the site design a minimum of one 24-inch box tree every twenty feet is required. The landscape plan depicts compliant landscaping in those buffers. The landscaping is abundant and meets the 2050 City of Las Vegas Master Plan objectives for increased drought-tolerant landscaping downtown. A Condition of Approval has been added to revise the landscape plan by replacing the *Lingustrum* species with a tree species included on the Southern Nevada Regional Planning Coalition list, due to low drought tolerance, low environmental tolerance, and reduced longevity.

The aggregate floor area reserved for commercial uses exceeds the minimum combined floor area of 25,000 feet for a "Shopping Center" use in accordance with Title 19.12, and the parking requirement for the various commercial uses, including restaurants, health club, spa, medical office, and lounges requiring one stall for every 250 square feet. The courtyard, convention space, and hotel back of house, are exempt from this requirement.

Projects located within the Downtown Las Vegas Overlay (Area 1) are not subject to the automatic application of parking requirements, due to the availability of other transportation modes, and staff is able to support the proposed parking count. Cumulatively the proposed land uses would require 895 parking stalls in another part of the city. The proposed development provides 564 parking spaces counting tandem stalls, and 390 if tandem stalls are not counted.

Staff Report Page Nine
April 8, 2025 - Planning Commission Meeting

For comparison, the form-based code used in other downtown neighborhoods, projects are evaluated based on a weighted parking requirement, which reduces the parking requirement to a range of 269 (30%) to 537 (60%) parking stalls. The provided parking including tandem stalls exceeds the maximum supported by the Form-Based Code.

Surrounding development has largely been built in an auto-oriented character, with larger setbacks and single-use development, with predominately commercial and civic uses. As the proposed Waivers are largely the result of proposing a less urban site design oriented inwards through site design, staff is able to support the Waivers to the Appendix F Interim Downtown Las Vegas Development Standards due to the surrounding context and site limitations.

The proposed Site Development Plan Review and accompanying Waivers can be conducted in a harmonious and compatible way with surrounding land uses. Therefore, staff recommends approval of all the land use entitlement project requests. The proposed development will be additive to the surrounding district and is in support of the City's Master Plan objectives.

FINDINGS (25-0068-SUP1) - AIRPORT OVERLAY

In order to approve a Special Use Permit application, per Title 19.16.110(L) the Planning Commission and City Council must affirm the following:

1. **The proposed land use can be conducted in a manner that is harmonious and compatible with existing surrounding land uses, and with future surrounding land uses as projected by the General Plan.**

Although it exceeds the 200-foot height restriction of the Airport Overlay District, the proposed 250-foot tall buildings are capable of complying with Federal Aviation Administration Regulations. The subject site is located within relative proximity to Interstates 95 and 15, and the Las Vegas Strip, major corridors that support high-rise structures.

2. **The subject site is physically suitable for the type and intensity of land use proposed.**

The subject site is physically suitable for the height of the proposed development subject to the requirements of the Federal Aviation Administration regarding airspace hazards, ensuring the protection of the public health, safety, and welfare.

3. **Street or highway facilities providing access to the property are or will be adequate in size to meet the requirements of the proposed use.**

Vehicular access to the site is provided from Grand Central Parkway or Iron Horse Court. Grand Central Parkway is a 140-foot wide Primary Arterial and Charleston Boulevard is a 165-foot wide Major Collector. Grand Central Parkway and Charleston Boulevard are subject to the Master Plan of Streets and Highways. Iron Horse Court is a 60-foot-wide Local Street. All three streets are subject to Title 13 regulations. These streets are adequate to provide for the traffic of the proposed development.

4. **Approval of the Special Use Permit at the site in question will not be inconsistent with or compromise the public health, safety, and welfare or the overall objectives of the General Plan.**

The project, if approved, will be subject to the requirements of the Federal Aviation Administration regarding airspace hazards, ensuring the protection of public health, safety, and general welfare.

5. **The use meets all of the applicable conditions per Title 19.12.**

There are no specific use related to a building exceeding the height limitations of the Airport Overlay District. For buildings and structures that exceed the specific height limitation for the subject parcel, a Special Use Permit is required.

FINDINGS (25-0068-SUP2) - VALET PARKING

In order to approve a Special Use Permit application, per Title 19.16.110(L) the Planning Commission and City Council must affirm the following:

1. **The proposed land use can be conducted in a manner that is harmonious and compatible with existing surrounding land uses, and with future surrounding land uses as projected by the General Plan.**

The proposed Valet Parking use can be conducted in a harmonious and compatible manner with the surrounding land uses.

2. **The subject site is physically suitable for the type and intensity of land use proposed.**

The subject site is physically suitable for the type and intensity of the proposed use.

3. **Street or highway facilities providing access to the property are or will be adequate in size to meet the requirements of the proposed use.**

Vehicular access to the site is provided from Grand Central Parkway or Iron Horse Court. Grand Central Parkway is a 140-foot wide Primary Arterial and Charleston Boulevard is a 165-foot wide Major Collector. Grand Central Parkway and Charleston Boulevard are subject to the Master Plan of Streets and Highways. Iron Horse Court is a 60-foot-wide Local Street. All three streets are subject to Title 13 regulations. These streets are adequate to provide for the traffic of the proposed development.

4. **Approval of the Special Use Permit at the site in question will not be inconsistent with or compromise the public health, safety, and welfare or the overall objectives of the General Plan.**

The requested use can be conducted in a manner consistent with the public health and welfare objectives of the 2050 Master Plan as the use will be subject to licensing and enforcement thus ensuring that the public health, safety, and welfare will be supported.

5. **The use meets all of the applicable conditions per Title 19.12.**

The proposed Valet Parking use meets all applicable conditions as set forth in Title 19.12.

FINDINGS (25-0068-SUP3) - ALCOHOL, ON-PREMISE FULL

In order to approve a Special Use Permit application, per Title 19.16.110(L) the Planning Commission and City Council must affirm the following:

1. **The proposed land use can be conducted in a manner that is harmonious and compatible with existing surrounding land uses, and with future surrounding land uses as projected by the General Plan.**

The proposed Alcohol, On-Premise Full use can be conducted in a harmonious and compatible manner with the surrounding land uses.

2. **The subject site is physically suitable for the type and intensity of land use proposed.**

The subject site is physically suitable for the type and intensity of the proposed use.

3. **Street or highway facilities providing access to the property are or will be adequate in size to meet the requirements of the proposed use.**

Staff Report Page Twelve
April 8, 2025 - Planning Commission Meeting

Vehicular access to the site is provided from Grand Central Parkway or Iron Horse Court. Grand Central Parkway is a 140-foot wide Primary Arterial and Charleston Boulevard is a 165-foot wide Major Collector. Grand Central Parkway and Charleston Boulevard are subject to the Master Plan of Streets and Highways. Iron Horse Court is a 60-foot-wide Local Street. All three streets are subject to Title 13 regulations. These streets are adequate to provide for the traffic of the proposed development.

4. **Approval of the Special Use Permit at the site in question will not be inconsistent with or compromise the public health, safety, and welfare or the overall objectives of the General Plan.**

The proposed use will be subject to business licensing requirements to ensure the protection of public health and welfare.

5. **The use meets all of the applicable conditions per Title 19.12.**

The proposed Alcohol, On-Premise Full use meets all applicable conditions as set forth in Title 19.12.

FINDINGS (25-0068-SDR1)

In order to approve a Site Development Plan Review application, per Title 19.16.100(E) the Planning Commission and/or City Council must affirm the following:

1. **The proposed development is compatible with adjacent development and development in the area;**

The proposed hotel development can be conducted in a harmonious and compatible manner with the surrounding land uses. The hotel use is consistent with the Vision 2045 Downtown Las Vegas Master Plan objectives for the Civic and Business District.

2. **The proposed development is consistent with the General Plan, this Title, and other duly-adopted city plans, policies, and standards;**

The proposed development is consistent with the 2050 Master Plan objectives for Downtown Las Vegas and the Vision 2045 Downtown Las Vegas Master Plan objectives for the civic and business district.

3. **Site access and circulation do not negatively impact adjacent roadways or neighborhood traffic;**

This site is adjacent to Grand Central Parkway, Iron Horse Court, and Charleston Boulevard. Vehicular access to the site is provided by Iron Horse Court. Grand Central Parkway is a 140-foot wide Primary Arterial and Charleston Boulevard is a 165-foot wide Major Collector. Iron Horse Court is a 60-foot-wide Local Street. Grand Central Parkway and Charleston Boulevard are subject to the Master Plan of Streets and Highways. All three streets are subject to Title 13 regulations. These streets are adequate to provide for the traffic of the proposed hotel development.

4. Building and landscape materials are appropriate for the area and for the City;

The site plan complies with Title 19 requirements for landscape buffer and parking lot landscaping. There are landscaped areas provided throughout the site and around the parking lot with ample landscape materials. Under Appendix F Interim Downtown Las Vegas Development Standards, landscape buffers are not required, but where they are a part of the site design a minimum of one 24-inch box tree every twenty feet is required. The landscape plan depicts compliant landscaping in those buffers. The landscaping is abundant and meets the 2050 City of Las Vegas Master Plan objectives for increased drought-tolerant landscaping downtown. A condition has been added to revise the landscape plan to replace the *Lingustrum* species with a tree species included on the Southern Nevada Regional Planning Coalition list, due to low drought tolerance, low environmental tolerance, and reduced longevity.

The building materials, predominantly concrete with some steel paneling, are appropriate for the downtown area and the City.

5. Building elevations, design characteristics, and other architectural and aesthetic features are not unsightly, undesirable, or obnoxious in appearance; create an orderly and aesthetically pleasing environment; and are harmonious and compatible with development in the area;

The building elevations depict an exterior that is predominantly concrete. Exposed concrete and imposing provides for bold architectural features with “sand stone” tan and “white snow” white coloration. The parking garage is primarily concrete with a vertical steel louver screen cladding the open-air parking area.

In Downtown, building exteriors with more than 10 feet of blank, expressionless walls at the street level are prohibited. A Waiver from Title 19 Appendix F Interim Downtown Las Vegas Development Standards is requested to allow greater than 10 feet of blank, expressionless walls on the hotel building, parking garage, and pool building where such is not allowed.

Title 19 Appendix F Interim Downtown Las Vegas Development Standards architectural regulations require that architectural details shall be carried on all sides of a building. The eastern elevation, which will be visible from the downtown core east of the railroad, lacks the architectural detail that is depicted on the other sides of the building. A Waiver from Title 19 Appendix F Interim Downtown Las Vegas Development Standards is requested to allow architectural details to not be carried on all sides of the building.

6. Appropriate measures are taken to secure and protect the public health, safety, and general welfare.

The proposed hotel will be subject to building permit issuance, protecting the public health, safety, and welfare.

FINDINGS (25-0068-TMP1)

All Title 19 zoning and NRS 278 and technical requirements regarding Tentative Maps are satisfied. Therefore, staff recommends approval of the subject tentative map with conditions.

BACKGROUND INFORMATION

<i>Related Relevant City Actions by Planning, Fire, Code Enforcement, etc.</i>	
11/23/98	The City Council approved a Rezoning (Z-0100-97) for 178 acres between Interstate 15, Charleston Boulevard, and Interstate I-95 from M (Industrial) to PD (Planned Development).
10/05/04	The Parkway Center Architecture Review Committee (PC-ARC) recommended approval of a proposed mixed-use development in Parkway Center to include 413 residential units and 35,435 square feet of commercial space and requested waivers on 3.23 acres on the north side of Iron Horse Court, approximately 300 feet east of Grand Central Parkway.
12/15/04	The City Council approved a Site Development Plan Review (SDR-5179) for a proposed 35-story mixed-use development in Parkway Center to include 413 residential units and 35,435 square feet of commercial space on 3.23 acres on the north side of Iron Horse Court, approximately 300 feet east of Grand Central Parkway. The Planning Commission and staff recommended approval.

<i>Related Relevant City Actions by Planning, Fire, Code Enforcement, etc.</i>	
01/27/05	The Planning Commission approved a Tentative Map (TMP-5806) for a proposed 414-unit mixed-use subdivision on 3.23 acres adjacent to the north side of Iron Horse Court, approximately 300 feet east of Grand Central Parkway. Staff recommended approval.
05/21/08	The City Council approved a Site Development Plan Review (SDR-27290) for a 61-story hotel including a 2,500-room hotel, 260,000 square-foot convention facility, and 11,100 square feet of commercial uses on 12.54 acres at the northeast corner of Charleston Boulevard and Grand Central Parkway. The Planning Commission and staff recommended approval.
	The City Council approved a Special Use Permit (SUP-27291) for a hotel lounge bar within a hotel on 12.54 acres at the northeast corner of Charleston Boulevard and Grand Central Parkway. The Planning Commission and staff recommended approval.
	The City Council approved a Special Use Permit (SUP-27292) for a 700-foot tall building where the A-O (Airport Overlay) limits buildings to 200 feet on 12.54 acres at the northeast corner of Charleston Boulevard and Grand Central Parkway. The Planning Commission and staff recommended approval.
	The City Council approved a Vacation (27293-VAC) for a 60-foot right-of-way section of public right-of-way located 648 feet north of Charleston Boulevard adjacent to the west side of Grand Central Parkway. The Planning Commission and staff recommended approval.

Related Relevant City Actions by Planning, Fire, Code Enforcement, etc.	
10/08/24	The City Council approved a Special Use Permit (23-0661-SUP1) for a proposed 4,452 square-foot Alcohol On-Premise Full use on 5.90 acres at the northeast corner of Charleston Boulevard and Grand Central Parkway. The Planning Commission and staff recommended approval.
	The City Council approved a Special Use Permit (23-0661-SUP2) for a Mixed-Use development on 5.90 acres at the northeast corner of Charleston Boulevard and Grand Central Parkway. The Planning Commission and staff recommended approval.
	The City Council approved a Petition to Vacate (23-0661-VAC1) public right-of-way generally located at the northeast corner of Charleston Boulevard and Grand Central Parkway, and a public utility easement generally located at the southwest corner of Iron Horse Court and Grand Central Parkway on the west side of Grand Central Parkway. The Planning Commission and staff recommended approval.
	The City Council approved a Site Development Plan Review (23-0661-SDR1) for a proposed six-story 254-room hotel and six-story medical office development with Waivers of the Appendix F Interim Downtown Las Vegas Development Standards on 5.90 acres at the northeast corner of Charleston Boulevard and Grand Central Parkway. The Planning Commission and staff recommended approval.
12/10/24	The Planning Commission approved a Tentative Map (24-0511-TMP1) for a one-lot commercial subdivision with condominium units for the hotel approved through Site Development Plan Review (23-0661-SDR1) on 5.90 acres at the northeast corner of Charleston Boulevard and Grand Central Parkway.

Most Recent Change of Ownership	
12/29/95	A deed was recorded for a change in ownership.

Staff Report Page Seventeen
April 8, 2025 - Planning Commission Meeting

Related Building Permits/Business Licenses

No related building permits or business licenses.

Neighborhood Meeting

A neighborhood meeting was not required, nor was one held.

Field Check

02/27/25

During a routine site visit, staff observed that the site is a large undeveloped property with a minor amount of litter around the perimeter of the site.

Details of Application Request
Site Area

Gross Acres	5.90
Vacation Acres (23-0661-VAC1)	0.4537

Surrounding Property	Existing Land Use Per Title 19.12	Planned or Special Land Use Designation	Existing Zoning District
Subject Property	Undeveloped	MXU (Mixed-Use)	PD (Planned Development)
North	Undeveloped	MXU (Mixed-Use)	PD (Planned Development)
South	Restaurant & Office Development	MXU (Mixed-Use)	M (Industrial)
East	Union Pacific Railroad and Undeveloped	LI/R (Light Industrial and Research)	M (Industrial)
West	Undeveloped	MXU (Mixed-Use)	PD (Planned Development)

Master and Neighborhood Plan Areas	Compliance
Las Vegas 2050 Master Plan Area: Downtown Las Vegas	Y
Vision 2045 Downtown Las Vegas Master Plan: Civic & Business District	Y
Appendix F Interim Downtown Las Vegas Development Standards	Y
Special Area and Overlay Districts	Compliance
A-O (Airport Overlay) District – 200 Feet	Y
DTLV-O (Downtown Las Vegas Overlay) District - Area 1	Y
LW-O (Live/Work Overlay) District	Y
PD (Planned Development) District	Y
Other Plans or Special Requirements	Compliance
Trails	N/A
Las Vegas Redevelopment Plan Area - Area 1	Y
Interlocal Agreement	N/A
Project of Significant Impact	N/A
Project of Regional Significance	N/A

DEVELOPMENT STANDARDS

Pursuant to the Appendix F Interim Downtown Las Vegas Development Standards the following standards apply:

Standard	Required/Allowed	Provided	Compliance
Min. Setbacks and Build-out at Frontage <ul style="list-style-type: none"> • Front (Grand Central) • Corner (Iron Horse) • Corner (Charleston) • Rear (UPRR) 	< 5 Feet [70% Aligned]** N/A	16 Feet [41%] 9 Feet [13%] 0 Feet [59%] 48 Feet	N* N* N* Y
Min. Distance Between Buildings	N/A	26 Feet	Y
Max. Lot Coverage	N/A	32.8%	Y
Max. Building Height	200 Feet	250 Feet	Y****
Trash Enclosure	Screened, Gated, w/ a Roof or Trellis	Indoor Trash Compactor Room	Y***
Mech. Equipment	Screened	Screened	Y

*A Waiver is requested to allow deviation from the following standard.

**Civic amenities such as plazas and courtyards may satisfy up to 50 percent of this requirement.

***A Waiver is requested to allow the service area including the trash compactor at the frontage line along Grand Central Parkway.

****A Special Use Permit is requested to allow a 250-foot tall building within the 200-foot Airport Overlay.

Pursuant to Appendix F Interim Downtown Las Vegas Development Standards the following standards apply:

Landscaping and Open Space Standards				
Standards	Required		Provided	Compliance
	Ratio	Trees		
Buffer Trees:				
• North	1 Tree / 20 Linear Feet*	18 Trees	18 Trees	Y
• South	1 Tree / 20 Linear Feet*	25 Trees	26 Trees	Y
• East	1 Tree / 20 Linear Feet*	20 Trees	22 Trees	Y
• West	1 Tree / 20 Linear Feet*	24 Trees	24 Trees	Y
TOTAL PERIMETER TREES		87 Trees	90 Trees	Y
Parking Area Trees	1 Tree / 6 Uncovered Spaces, plus 1 tree at the end of each row of spaces	30 Trees	30 Trees	Y
Wall Height	5 feet with a two-foot solid base for the Front Yard Wall/Fence		6 feet	N**
	6 to 8 Feet Adjacent to Residential; 20% Contrasting Materials		8 feet	Y

**Where perimeter landscape is required, the minimum requirement will be one 24" box tree every 20 feet on center with four (5) gallon shrubs per each required tree.*

***A Waiver from Title 19 Appendix F Interim Downtown Las Vegas Development Standards is requested to allow a six-foot wrought iron fence in front and corner side yard where a maximum of five feet with a two-foot solid base is allowed.*

Street Name	Functional Classification of Street(s)	Governing Document	Actual Street Width (Feet)	Compliance with Street Section
Iron Horse Court	Local Street	Title 13	60 Feet	Y
Grand Central Parkway	Primary Arterial	Master Plan of Streets and Highways	140 Feet	Y
Charleston Boulevard	Major Collector Street	Master Plan of Streets and Highways Title 19.04 Complete Streets	165 Feet	Y

Pursuant to Appendix F Interim Downtown Las Vegas Development Standards the following standards apply:

Streetscape Standards	Required	Provided	Compliance
Charleston Boulevard	All streets shall have a five-foot amenity zone and a 10-foot wide, unobstructed sidewalk.	A five-foot amenity zone and a 10-foot wide, unobstructed sidewalk	Y**
Grand Central Parkway		A five-foot amenity zone and a 10-foot wide, unobstructed sidewalk	Y
Iron Horse Court		No amenity zone and a ten-foot-wide sidewalk	N*

*A Waiver is requested to allow no amenity zone on Iron Horse Court.

**Based on the significant grade change along Charleston Boulevard and the Charleston Underpass Project - Grand Central Parkway to Commerce Street project, the required amenity zone standards may not be feasible. A Condition of Approval for the Site Development Plan Review has been added to require coordination with the Department of Public Works for the final streetscape design at this location. As such, although currently depicted on the Site Plan and Landscape Plan, an amenity zone may not be provided in the final design.

Parking Requirement - Downtown (Areas 1-3)							
Use	Gross Floor Area or Number of Units	Required		Provided		Compliance	
		Parking Ratio	Parking		Parking		
			Regular	Handi-capped	Regular	Handi-capped	
Shopping Center	160,250 square feet	1 per 250 SF	641				
Hotel	254 units	1 per unit	254				
TOTAL SPACES REQUIRED			895		390 [564]*		
Regular and Handicap Spaces Required			877	18	374 [548]*	16	Y**

Staff Report Page Twenty One
 April 8, 2025 - Planning Commission Meeting

Downtown Form-Based Code Parking Standards - Title 19.09.100.G *			
Parking Standards Low Load - Zone 1	Between 30% and 60%	269 - 537	Y**
Bicycle Parking Requirements	2 min., plus 1 per every 20,000 GFA Employment and Services	10	Y***

*The number of parking stalls including the tandem parking is written in brackets. Tandem parking stalls do not count toward Title 19.08.110 parking standards.

**Projects located within the Downtown Las Vegas Overlay District may be evaluated based on a weighted parking requirement as detailed in Title 19.09.100. This table compares the Title 19.12 parking requirements for this project with the weighted requirement in Title 19.09, but is not determinative of code conformance. Projects located within the Downtown Las Vegas Overlay (Area 1) are not subject to the automatic application of parking requirements. However, the above table should be used to illustrate the requirements of an analogous project in another location in the City.

***Bicycle parking is not required in this area, the above table should be used to illustrate compliance with the requirement in Title 19.09.

Waivers		
Requirement	Request	Staff Recommendation
Architectural details shall be carried on all sides of a building.	To allow architectural details to not be carried on all sides of a building on the hotel building, parking garage, and pool building where such is required.	Approval
Extensions of more than 10 feet of blank, expressionless walls at the street level shall be prohibited. The use of expression lines and expression zones utilizing materials, colors, and/or relief shall be required in the pedestrian zone to create visually interesting facades.	To allow extensions of more than 10 feet of blank, expressionless walls on the hotel building, parking garage, and pool building where such is not allowed.	Approval

Waivers		
Requirement	Request	Staff Recommendation
Service areas and loading docks shall not be located at frontage lines. All auto-related facilities (working bays, storage, trash enclosures, etc.) shall orient away and be screened from public view.	To allow service areas and loading docks located along the Grand Central Parkway frontage and oriented towards a public view where such is not allowed.	Approval
When parking lots face public streets, an ornamental screen and landscaping shall be incorporated.	To allow parking lots facing a public street [Grand Central Parkway] without an ornamental screen incorporated where such is required.	Approval
All streets shall have a five-foot amenity zone and a 10-foot wide, unobstructed sidewalk.	To allow no amenity zone on Iron Horse Court.	Approval
Front yard fencing has a maximum height of five feet with a two-foot solid base.	To allow a six-foot wrought iron fence in front and corner side yard where a maximum of five feet with a two-foot solid base is allowed.	Approval
70% of the first story façade shall align along the front and corner property line. Minor deviations from this requirement, not to exceed a distance of five feet from the property line, are allowed.	To allow a 59 percent building façade alignment on Charleston Boulevard where 70 percent is the minimum required, with the private courtyard contributing the maximum 50 percent allowed to count towards this building façade alignment.	Approval

<i>Waivers</i>		
<i>Requirement</i>	<i>Request</i>	<i>Staff Recommendation</i>
70% of the first story façade shall align along the front and corner property line.	To allow a 41 percent building façade alignment on Grand Central Parkway where 70 percent is the minimum required.	Approval
Minor deviations from this requirement, not to exceed a distance of five feet from the property line, are allowed.	To allow a 13 percent building façade alignment on Iron Horse Court where 70 percent is the minimum required.	Approval