



## AGENDA MEMO - PLANNING

PLANNING COMMISSION MEETING DATE: AUGUST 14, 2018

DEPARTMENT: PLANNING

ITEM DESCRIPTION: APPLICANT/OWNER: CITY OF LAS VEGAS

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### \*\* STAFF RECOMMENDATION(S) \*\*

| CASE<br>NUMBER | RECOMMENDATION                                    | REQUIRED FOR<br>APPROVAL |
|----------------|---------------------------------------------------|--------------------------|
| SDR-73916      | Staff recommends APPROVAL, subject to conditions: |                          |

### \*\* NOTIFICATION \*\*

NEIGHBORHOOD ASSOCIATIONS NOTIFIED                      31

NOTICES MAILED                      84

PROTESTS                      0

APPROVALS                      0

**\*\* CONDITIONS \*\***

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## SDR-73916 CONDITIONS

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### Planning

1. 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.
2. All development shall be in conformance with the site plan date stamped 07/23/18, and landscape plan, floor/level plans, and building elevations, date stamped 07/12/18 except as amended by conditions herein.
3. The following waivers from Symphony Park Design Standards are hereby approved:
  - a. To allow zero percent of the building facade to be located at the build-to line along City Parkway where Section 4.10 of the Symphony Park Design Standards requires a minimum of 80 percent.
  - b. To allow zero percent of the building facade to be located at the build-to-line along the south East End Street (Clark Avenue) where Section 4.10 of the Symphony Park Design Standards requires a minimum of 80%.
  - c. To allow a 15-foot setback from the build-to-line along a portion of City Parkway where 10 feet is the maximum allowed per Section 4.10 of the Symphony Park Design Standards.
  - d. To allow a 22-foot setback from the build-to-line along a portion of the south East End Street (Clark Avenue) where 10 feet is the maximum allowed per Section 4.10 of the Symphony Park Design Standards.
  - e. To allow parking access from City Parkway where Section 4.10 only permits access from Symphony Park Avenue and the south East End Street (Clark Avenue).
  - f. To allow sloping parking structure floors and ramps to be exposed to public view along the east building facade where such is not allowed per Section 3.11.1 of the Symphony Park Development Standards.
  - g. To allow zero opportunity sites for art related spaces within the development where Section 1.12.1 of the Symphony Park Development Standards requires four for each parcel.
  - h. To allow a 14-foot tall storefront height where Section 3.7.1 of the Symphony Park Development Standards requires a minimum storefront height of 16 feet.
  - i. To allow an excess of 2% of the building face for wall signage, and to allow more than one sign per building face. All proposed signage will require SPDRC approval prior to the issuance of a sign permit.

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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 Department of Building and Safety.
5. These Conditions of Approval shall be affixed to the cover sheet of any plan set submitted for building permit.
6. All utility or mechanical equipment shall comply with the provisions of the Symphony Park Development Standards, unless approved by a separate Waiver.
7. A technical landscape plan, signed and sealed by a Registered Architect, Landscape Architect, Residential Designer or Civil Engineer, must be submitted to the Symphony Park Design Review Committee prior to an application is made for a building permit. The technical landscape plan shall substantially conform to the landscape and streetscape standards specified in the Symphony Park Design Standards as determined by the Symphony Park Design Review Committee, except as amended herein. A permanent underground sprinkler system is required, and 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.
8. Construction documents shall be submitted to the Symphony Park Design Review Committee for review and approval prior to the submittal for building permit in accordance with Section 5.0 of the Symphony Park Design Standards Manual. The review shall be limited to the conditions of approval placed upon the project by the city of Las Vegas City Council and the Symphony Park Design Standards. A letter of approval from the Symphony Park Design Review Committee must be submitted with the building permit application.
9. The applicant shall coordinate with the Post Entitlement Approval Conference (PEAC) team at (702) 229-6853 to coordinate preliminary building and civil plan reviews for this project.
10. Prior to the issuance of building permits, coordinate with the Symphony Park Design Review Committee to determine an appropriate course of action to mitigate the visual impacts of the exposed parking garage along the east building façade.
11. 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.

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12. A Comprehensive Construction Staging Plan shall be submitted to the Department of Planning 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.
13. Prior to the submittal of a building permit application, the applicant shall meet with Department of Planning staff to develop a comprehensive address plan for the subject site. A copy of the approved address plan shall be submitted with any future building permit applications related to the site.
14. All City Code requirements and design standards of all City Departments must be satisfied, except as modified herein.

**Public Works**

15. Comply with the approved Symphony Park Traffic Impact Analysis.
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 drainage ways 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.

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**\*\* STAFF REPORT \*\***

**PROJECT DESCRIPTION**

The request is for a four-story parking structure with 5,841 square feet of ground floor retail space. The subject site is located on Symphony Park Parcel L at the northeast corner of City Parkway and Clark Avenue.

The Symphony Park Design Review Committee (SPDRC) is tasked with reviewing all submitted plans within Symphony Park to ensure compliance with the requirements of the Symphony Park Design Standards. The proposed development and associated block plan was reviewed and conditionally approved by the SPDRC on June 28, 2018.

**ISSUES**

- The proposed parking garage and ground floor retail is located on Parcel L within the Symphony Park Plan Area.
- The Symphony Park Design Review Committee reviewed and conditionally approved a Block Plan and Design Development Review for a proposed four-story parking structure on June 28, 2018. Staff concurs with the findings of the SPDRC and recommends approval of the Site Development Plan Review request.
- Waivers to the Symphony Park Design Standards may be granted by the City Council upon a recommendation from the SPDRC. Nine waivers of design standards are recommended for approval by the SPDRC. Staff concurs with the findings made by the SPDRC, and recommends approval of the waiver requests.
- The site design will continue to be reviewed and refined in coordination with the SPDRC prior to the issuance of building permits. The review shall be limited to the approved entitlement conditions of approval and the Symphony Park Design Standards.

**ANALYSIS**

The subject site is located at the northeast corner of Clark Avenue and City Parkway on Symphony Park Parcel L within the PD (Planned Development) zoning district. Symphony Park is located within the Downtown Las Vegas Overlay District and is

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governed by the Symphony Park Design Standards Manual. Where silent, Title 19 development standards apply. Technical aspects of the proposed development and associated block plan were reviewed by the SPDRC, and a conditional approval letter was forwarded to the developer on June 28, 2018. The construction documents for the proposed development will be subject to further review and refinement by the SPDRC prior to the issuance of building permits.

The provided plan set depicts a four-story, 569 space parking structure with 5,841 square feet of ground floor commercial space. The proposed garage will replace a portion of an existing surface parking lot currently situated on the subject site. The surface parking area to the north and south of the proposed garage will remain as it currently exists. The subject site fronts City Parkway, and is adjacent to the future Clark Avenue alignment along the south property line, which is referred to as an “East End Street” within the development standards. The garage will receive access via a drive from City Parkway, and from a service access drive adjacent to the east property line to the rear of the site. The proposed commercial space is located at the southwest corner of the site adjacent to the City Parkway and future Clark Avenue frontages. The subject site will incorporate the existing City Hall pedestrian bridge landing into the ground level design, and it allows for direct elevator and stair access to the proposed garage.

The Symphony Park Design Standards do not designate setback areas in the same manner as Title 19; rather, a percentage of the ground level of the building(s) must be built to the back of the private sidewalk along street frontages, which is referred to as a “build-to-line.” The design standards specify a 20-foot build-to-line along the City Parkway frontage, and a 15-foot build-to-line along the southern East End Street (Clark Avenue). Per Section 4.10, 80 percent of the building face is required to be located at the build-to-line along City Parkway and the south East End Street (Clark Avenue). A ten-foot setback from the build-to-line is permitted on both streets for the portions of the building not required to be located at the build-to-line.

Due to the nature of the proposed parking garage use, and the location of the existing pedestrian bridge landing, the build-to-line requirement is not being met on either street frontage with zero percent of the building located at the build-to-line. At maximum, the building is setback approximately 15 feet from the build-to-line along City Parkway, and approximately 22 feet from the build-to-line along the East End Street (Clark Avenue). While the building does not meet Symphony Park build-to-line or setback requirements, extra landscaping has been added to some areas along the building face to soften the façade at the ground level. Waivers have been requested to provide relief from the build-to-line and setback requirements, and each waiver request has been detailed in an upcoming section of this report.

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The Symphony Park Design Standards contain unique landscape and streetscape requirements that are intended to enhance human comfort, establish exceptional pedestrian appeal, and establish a contemporary identity for this area. The subject site fronts City Parkway, and is adjacent to the future Clark Avenue alignment along the south property line, which is referred to as an “East End Street” within the development standards. The rear service drive located adjacent to the east property line does not require any streetscape treatment. Each of the street frontages adjacent to the proposed development has a unique theme that is carried throughout the various districts within the Symphony Park Plan Area. While the specifics differ for each street frontage, generally the required amenities include 60-inch box shade trees, 24-foot tall palms, special hardscape treatments, pedestrian lighting, and street furniture such as benches and trash bins. The final streetscape design will continue to be refined in coordination with the SPDRC prior to building permit issuance. A table with streetscape specifics for each street frontage can be reviewed within the “Background Information” section of this report.

The provided landscape plans generally depict, with some variation, the required streetscape trees, shrubs and groundcovers as specified by the design standards. Only a portion of the south East End Street (Clark Avenue) has been landscaped due to the existing City Hall pedestrian bridge landing at that location. A condition of approval has been included requiring the submittal of a technical landscape plan to ensure substantial compliance with all Symphony Park landscape and streetscape standards.

The Symphony Park Design Standards contain unique site design requirements that are intended to create an aesthetically pleasing, pedestrian oriented environment. The Symphony Park Design Standards dictate specific architectural requirements such as building design, scaling, and massing. The design and material compatibility of the proposal has been thoroughly evaluated by the SPDRC, and further tweaks to the design are expected prior to submittal for building permit.

The majority of the parking garage is screened using custom galvanized metal over painted tube steel. The screening is designed to create a unique façade by accentuating the different lighting and shading conditions present throughout the course of a day. The exposed garage areas are adequately screened along City Parkway. Some areas of exposed garage are located along the north and south building facades; however, it is expected that future development adjacent to these areas will provide adequate screening for these locations. The entirety of the east garage façade is exposed and is currently unscreened. This building face is directed towards the Union Pacific Railroad and away from Symphony Park; however, the view corridors of this structure extends into the downtown core and beyond. A condition of approval has been added that will require the coordination between the applicant and SPDRC to

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determine the best course of action to mitigate the areas of exposed parking garage along the east building façade. It is anticipated that super graphic signage will be incorporated into the building to function as public art, and a waiver has been requested to allow the SPDRC flexibility in approving wall signage for this site. On the ground floor, the retail spaces utilize storefront glazing and canopies which create a pleasing pedestrian environment.

The applicant has requested a number of waivers to the Symphony Park Design Standards, which have been evaluated by the SPDRC. Waivers to the Symphony Park Design Standards may be granted by the City Council upon a recommendation from the SPDRC with clear and convincing evidence for demonstrated economic hardship or to further the City's redevelopment efforts. After consideration by the SPDRC, the following waivers are recommended for approval:

- To allow zero percent of the building face to be located at the build-to-line along City Parkway where 80% of the building frontage is required to be at the build-to-line per Section 4.6 of the Symphony Park Design Standards.

*Justification – The build-to-line requirements for this parcel was intended to accentuate an active street frontage and an enhanced pedestrian experience. Due to the nature of the proposed use as a parking garage, variations to the build-to-lines at this location are acceptable. While the building does not meet the build-to-line requirements, extra landscaping has been added to some areas along the building face to soften the façade at the ground level.*

- To allow a 15-foot setback along a portion of City Parkway where 10 feet is the maximum setback allowed from the build-to-line per Section 4.10 of the Symphony Park Design Standards.

*Justification – The setback requirements for this parcel was intended to accentuate an active street frontage and an enhanced pedestrian experience. Due to the nature of the proposed use as a parking garage, and that the areas within the setback zone will be utilized for pedestrians, exceeding the maximum setback at this location is acceptable. While the building does not meet the setback requirements, extra landscaping has been added to some areas along the building face to soften the façade at the ground level.*

- To allow zero percent of the building face to be located at the build-to-line along the south East End Street (Clark Avenue) where 80% of the building frontage is required to be at the build-to line per Section 1.9 of the Symphony Park Design Standards.

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- *Justification – The build-to-line requirements for this parcel was intended to accentuate an active street frontage and an enhanced pedestrian experience. Due to the nature of the proposed use as a parking garage, variations to the build-to-lines at this location are acceptable. In addition, the City Hall parking garage landing somewhat dictates the location of the building face along this street frontage.*
- To allow a 22-foot setback along a portion of the south East End Street (Clark Avenue) where 10 feet is the maximum allowed from the build-to-line per Section 4.10 of the Symphony Park Design Standards.

*Justification – The setback requirements for this parcel was intended to accentuate an active street frontage and an enhanced pedestrian experience. Due to the nature of the proposed use as a parking garage, and that the areas within the setback zone will be utilized for pedestrians, exceeding the maximum setback at this location is acceptable. In addition, the City Hall parking garage landing somewhat dictates the necessary setback and spacing along this street frontage.*

- To allow parking access from City Parkway where Section 4.10 only permits access from Symphony Park Avenue and the south East End Street (Clark Avenue).

*Justification – The existing pedestrian bridge limits the opportunities for access along East End Street (Clark Avenue). The proposed garage is located on the southern half of Parcel L, which does allow for direct access from Symphony Park Drive. As such, City Parkway provides the most efficient primary access to the proposed parking garage.*

- To allow sloping parking structure floors and ramps to be exposed to public view along the east building façade where such is not allowed per Section 3.11.1 of the Symphony Park Development Standards.

*Justification – The view of the sloping parking structure floors and ramps is located along the eastern building facade, which is adjacent to the Union Pacific Railroad right-of-way. This area will be partially screened from view by the existing City Hall parking garage located to the east of the subject site. A condition of approval has been added that will require the coordination between the applicant and SPDRG to determine the best course of action to mitigate the areas of exposed parking garage along the east building façade.*

- To allow zero opportunity sites for art related spaces within the development where Section 1.12.1 of the Symphony Park Development Standards requires four for each parcel.

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*Justification – There are zero identified art related space planned for the subject site at this time. It is anticipated that additional art related spaces will be included in the future when the remainder of Parcel L is built out.*

- To allow a 14-foot tall storefront height where Section 3.7.1 of the Symphony Park Development Standards requires a minimum storefront height of 16 feet.

*Justification – The reduced storefront height does not significantly affect the integrity of the streetscape, and as such, a pleasant pedestrian experience can be maintained at this location. In addition, the interior ceiling height of the commercial lease space exceeds 16 feet, which is tall enough to meet the needs of a variety of commercial tenants.*

- To allow an excess of 2% of the building wall area for signage on each building face, and to allow more than one sign per building face.

*Justification – This waiver, if approved, gives the SPDRC the flexibility to approve unique wall sign treatments as deemed appropriate for the entirety of the parking structure. All proposed signage will require SPDRC approval prior to the issuance of a sign permit.*

Technical aspects of the development have been reviewed and conditionally approved by the SPDRC, but the project will be subject to further SPDRC review and refinement prior to issuance of building permits. With approval of the requested waivers, the site will be in substantial compliance with the minimum requirement of the Symphony Park Design Standards. The proposed parking garage is intended to serve the future parking needs for the Symphony Park plan area, and is compatible with the surrounding development and uses. Staff concurs with the findings of the SPDRC and recommends approval of the Site Development Plan Review with all requested waivers.

**FINDINGS (SDR-73916)**

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 development is compatible with adjacent development and development in the area.

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

With approval of the requested waivers, the proposed development will be generally consistent with the General Plan, Title 19, the Downtown Las Vegas Overlay and the Symphony Park Design Standards Manual. The development will be subject to further review and refinement by the SPDRC for building, site, and landscape design prior to the issuance of building permits.

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

Primary access to the site is provided from City Parkway and a rear service drive. Site access and circulation does not negatively impact adjacent roadways or neighborhood traffic.

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

The building and landscape materials have been reviewed by the SPDRC and are appropriate for Symphony Park and the City. The final design will continue to be refined in coordination with the SPDRC prior to building permit issuance.

**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 elevations depict a visually interesting four-story parking garage that has been designed to minimize exposure of the parking areas from public view. The ground level storefront is well integrated with the proposed streetscape, which provides a pleasing pedestrian environment. The final design will continue to be refined in coordination with the SPDRC prior to building permit issuance.

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

The proposed development will be subject to permit review and inspections, thereby protecting the health, safety and general welfare of the public.

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**BACKGROUND INFORMATION**

| <b><i>Related Relevant City Actions by P&amp;D, Fire, Bldg., etc.</i></b> |                                                                                                                                                                                                              |
|---------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 11/15/06                                                                  | The City Council approved a Rezoning (Z-0100-97) from M (Industrial) to PD (Planned Development) for the subject site as a part of a larger request. The Planning Commission and staff recommended approval. |
| 01/03/07                                                                  | The City Council adopted the Union Park Design Standards through Ordinance #5874.                                                                                                                            |
| 05/20/09                                                                  | The City Council approved the change in the name of the Union Park development to Symphony Park.                                                                                                             |
| 08/04/10                                                                  | The City Council adopted the Symphony Park Design Standards and related design documents through Ordinance #6102. The subject site was labeled as Parcel F and G in this document.                           |
| 04/02/14                                                                  | The City Council adopted Ordinance #6311, which updated the Symphony Park Development Standards Manual and introduced additional permissible land uses.                                                      |
| 06/28/18                                                                  | The Symphony Park Design Review Committee conditionally approved a Design Development Review for a proposed Parking Garage on Symphony Park Parcel L.                                                        |
| 06/28/18                                                                  | The Symphony Park Design Review Committee conditionally approved the Block Plan for Symphony Park Parcel L.                                                                                                  |

| <b><i>Most Recent Change of Ownership</i></b> |                                                |
|-----------------------------------------------|------------------------------------------------|
| 03/06/18                                      | A deed was recorded for a change in ownership. |

| <b><i>Pre-Application Meeting</i></b> |                                                                                                                                                                             |
|---------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 06/28/18                              | A pre-application meeting was held via conference call and issues discussed included the Symphony Park approval process and Site Development Review submittal requirements. |

| <b><i>Neighborhood Meeting</i></b>                         |  |
|------------------------------------------------------------|--|
| A Neighborhood meeting was not required, nor was one held. |  |

| <b><i>Field Check</i></b> |                                                           |
|---------------------------|-----------------------------------------------------------|
| 07/05/18                  | The subject site is developed with a surface parking lot. |

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| <b>Details of Application Request</b> |      |
|---------------------------------------|------|
| <b>Site Area</b>                      |      |
| Net Acres                             | 2.37 |

| <b>Surrounding Property</b> | <b>Existing Land Use Per Title 19.12</b> | <b>Planned or Special Land Use Designation</b> | <b>Existing Zoning District</b> |
|-----------------------------|------------------------------------------|------------------------------------------------|---------------------------------|
| Subject Property            | Surface Parking Lot                      | MXU (Mixed Use)                                | PD (Planned Development)        |
| North                       | Surface Parking Lot                      | MXU (Mixed Use)                                | PD (Planned Development)        |
| South                       | Surface Parking Lot                      | MXU (Mixed Use)                                | PD (Planned Development)        |
| East                        | Union Pacific Railroad                   | N/A                                            | N/A                             |
| West                        | Performing Arts Center                   | MXU (Mixed Use)                                | PD (Planned Development)        |

| <b>Master and Neighborhood Plan Areas</b>                                  | <b>Compliance</b> |
|----------------------------------------------------------------------------|-------------------|
| Symphony Park                                                              | Y                 |
| <b>Special Area and Overlay Districts</b>                                  | <b>Compliance</b> |
| A-O (Airport Overlay) District                                             | Y                 |
| DC-O (Downtown Casino Overlay) District                                    | Y                 |
| DTLV-O (Downtown Las Vegas Overlay) District                               | Y                 |
| PD (Planned Development) District                                          | Y                 |
| <b>Other Plans or Special Requirements</b>                                 | <b>Compliance</b> |
| Trails                                                                     | N/A               |
| Las Vegas Redevelopment Plan Area                                          | Y                 |
| Interlocal Agreement                                                       | N/A               |
| Project of Significant Impact (Development Impact Notification Assessment) | N/A               |
| Project of Regional Significance                                           | N/A               |

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## DEVELOPMENT STANDARDS

*Pursuant to the Symphony Park Development Standards, the following standards apply:*

| <b>Standard</b>                                                                         | <b>Required/Allowed</b>                                                                                           | <b>Provided</b>                                  | <b>Compliance</b> |
|-----------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|-------------------|
| Min. Lot Size                                                                           | N/A                                                                                                               | 103,237                                          | N/A               |
| Min. Lot Width                                                                          | N/A                                                                                                               | 406 feet                                         | N/A               |
| Max. Building Height                                                                    | N/A                                                                                                               | 57 feet                                          | N/A               |
| Mech. Equipment                                                                         | Screened                                                                                                          | Screened                                         | Y                 |
| <b>Minimum Setbacks*</b>                                                                | <b>Required</b>                                                                                                   | <b>Provided</b>                                  | <b>Compliance</b> |
| City Parkway (20-foot build-to-line**)                                                  | 80% of the building frontage must follow the build-to-line. The remaining 20% may be setback a maximum of 10 Feet | 0% of the building frontage at the build-to-line | N*                |
| City Parkway (10-foot maximum setback)                                                  | 10 Feet Maximum                                                                                                   | 15 feet                                          | N*                |
| Southern East End Street (Future Clark Ave– 15-foot build-to-line**)                    | 80% of the building frontage must follow the build-to-line. The remaining 20% may be setback a maximum of 10 Feet | 0% of the building frontage at the build-to-line | N*                |
| Southern East End Street (Future Clark Ave– 10-foot maximum setback from build-to-line) | 10 Feet Maximum                                                                                                   | 22 feet                                          | N*                |

\*Waivers from the Symphony Park Design Standards have been requested to provide relief from these requirements.

\*\*From back of curb

| <b>Street Name</b> | <b>Functional Classification of Street(s)</b> | <b>Governing Document</b>        | <b>Actual Street Width (Feet)</b> | <b>Compliance with Street Section</b> |
|--------------------|-----------------------------------------------|----------------------------------|-----------------------------------|---------------------------------------|
| City Parkway       | Collector (60')                               | Planned Streets and Highways Map | 60                                | Y                                     |

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***Symphony Park Streetscape Standards***

| <b>Streetscape Standards</b>         | <b>Required</b>                                          | <b>Provided</b>                                                                 | <b>Compliance*</b> |
|--------------------------------------|----------------------------------------------------------|---------------------------------------------------------------------------------|--------------------|
| City Parkway                         | 60" box Red Push Pistache (24' on center)                | 60" box Red Push Pistache 24' on center and Texas Mountain Laurel 30' on center | N                  |
|                                      | 22' clear trunk height Medjool Date Palm (24' on center) | Not Shown                                                                       | N                  |
|                                      | 4' Type A tree grates                                    | Two 4' Type A Tree Grates                                                       | N                  |
|                                      | Dwarf Rosemary Ground Cover                              | Dwarf Rosemary plus various other ground covers                                 | N                  |
|                                      | 50% Scored concrete                                      | Approx. 50% Scored Concrete**                                                   | Y                  |
|                                      | 25% Special paving                                       | Approx. 25% Concrete Paver**                                                    | Y                  |
|                                      | 25% Plantings                                            | Approx. 50% Plantings**                                                         | Y                  |
|                                      | Backless benches                                         | 1 Backless bench                                                                | Y                  |
|                                      | Trash receptacles                                        | 5 Trash receptacles                                                             | Y                  |
|                                      | Type A planter pots                                      | Not Shown                                                                       | N                  |
|                                      | Centennial street lights                                 | Not Shown                                                                       | N                  |
|                                      | Pedestrian lights                                        | Not Shown                                                                       | N                  |
| Southern East End Street (Clark Ave) | 60" box Thornless Hybrid Mesquite (24' on center)        | 60" box Thornless Hybrid Mesquite (36' on center)                               | N                  |
|                                      | Panel Planting                                           | Panel Planting                                                                  | Y                  |
|                                      | Dwarf Rosemary and Buffalo Grass groundcover             | Dwarf Rosemary plus various other ground covers                                 | N                  |
|                                      | 100% Scored Concrete                                     | 100% Scored Concrete                                                            | N                  |
|                                      | Type A planter pots                                      | Not Shown                                                                       | N                  |
|                                      | Centennial Street Light                                  | Not Shown                                                                       | N                  |
|                                      | Pedestrian Lights                                        | Not Shown                                                                       | N                  |

\*A condition of approval has been included requiring the submittal of a technical landscape plan with the building permit application to ensure compliance with all Symphony Park landscape and streetscape standards.

\*\*Percentages will be verified at the time of building permit.

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| <b>Parking Requirement - Downtown</b>       |                                            |                                                 |                |                 |                |                   |   |
|---------------------------------------------|--------------------------------------------|-------------------------------------------------|----------------|-----------------|----------------|-------------------|---|
| <b>Use</b>                                  | <b>Gross Floor Area or Number of Units</b> | <b>Base Parking Requirement</b>                 |                | <b>Provided</b> |                | <b>Compliance</b> |   |
|                                             |                                            | <b>Parking Ratio</b>                            | <b>Parking</b> |                 | <b>Parking</b> |                   |   |
|                                             |                                            |                                                 | Regular        | Handi-capped    | Regular        | Handi-capped      |   |
| Retail                                      | 5,841                                      | 1:175 SF                                        | 34             |                 |                |                   |   |
| Parking Facility                            | N/A                                        | 1 space for each employee on the largest shift. | N/A            |                 |                |                   |   |
| <b>TOTAL SPACES REQUIRED</b>                |                                            |                                                 | 34             |                 | 569            |                   | Y |
| <b>Regular and Handicap Spaces Required</b> |                                            |                                                 | 32             | 2               | 14             |                   | Y |

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.

| <b>Waivers</b>                                                                                                                                                                                                 |                                                                                                            |                             |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|-----------------------------|
| <b>Section/Requirement</b>                                                                                                                                                                                     | <b>Request</b>                                                                                             | <b>Staff Recommendation</b> |
| 4.10 – 80% of the building frontage along City Parkway shall follow the build-to line                                                                                                                          | To allow 0% of the building to be located at the build-to-line on City Parkway                             | Approval                    |
| 4.10 – Maximum setback of 10 feet from the build-to-line along City Parkway                                                                                                                                    | To allow a 15-foot setback along City Parkway                                                              | Approval                    |
| 1.9.3 - 80% of the building frontage must follow the build-to line on the south East End Street (Clark Avenue) The remaining 20% may be set back for building entries, patios and pedestrian walkway entrances | To allow 0% of the building to be located at the build-to-line on the south East End Street (Clark Avenue) | Approval                    |
| 4.10 – Maximum setback of 10 feet from the build-to-line along the East End Street (Clark Avenue)                                                                                                              | To allow a 22-foot setback along the East End Street (Clark Avenue)                                        | Approval                    |

**Staff Report Page Thirteen**  
**August 14, 2018 - Planning Commission Meeting**

| <b>Waivers</b>                                                                                                        |                                                                                                                 |                             |
|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|-----------------------------|
| <b>Section/Requirement</b>                                                                                            | <b>Request</b>                                                                                                  | <b>Staff Recommendation</b> |
| 4.10 – Parking access is only permitted from Clark Avenue and Symphony Park Avenue.                                   | To allow parking access from City Parkway                                                                       | Approval                    |
| 3.11.1 – Prohibits sloping parking structure floors and ramps to be exposed to public view.                           | To allow sloping parking structure floors and ramps to be exposed to public view from the east building façade. | Approval                    |
| 3.7.1 - Requires a minimum storefront height of 16 feet.                                                              | To allow a 14-foot tall storefront height.                                                                      | Approval                    |
| 1.12.1 – Requires the identification of four opportunity sites per parcel for art related spaces.                     | No art related opportunity site identified for this parcel.                                                     | Approval                    |
| 3.16.6(G) – Wall signs - One per building face, 2% of building wall area for building, 1% maximum for building tenant | To allow an excess of 2% of the building wall area for signage along the west building face.                    | Approval                    |