

**NOTE: THE FOLLOWING DOCUMENTATION
WAS SUBMITTED FOR THE RECORD BEFORE
OR AT THE PLANNING COMMISSION HEARING
ON THIS ITEM WHICH IS NOW APPEARING
BEFORE THE CITY COUNCIL**

18 FREMONT STREET ACQUISITION, LLC
1 Fremont Street
Las Vegas, NV 89101

September 19, 2020

Mr. Fred Solis
Senior Planner
City of Las Vegas
Department of Planning
333 North Rancho Drive
Las Vegas, NV 89106

RE: Letter of Authorization
Vegas Loop Project, Special Use Permit Application

This letter is submitted to accompany the Special Use Permit application submitted by TBC-The Boring Company d/b/a Vegas Loop ("TBC") as part of its proposal to construct and operate the Vegas Loop project (herein referred to as the "Project"). Based solely upon information provided to us by TBC, we have been advised of the following with respect to the Project:

The Project would provide a high-capacity, underground transportation system for the public using zero-emissions, autonomous electric vehicles.

The Project is a part of a larger underground transportation system that aims to connect the City of Las Vegas with the greater resort corridor and McCarran Airport. Within City of Las Vegas limits, the Project includes one northbound tunnel that travels north on Las Vegas Boulevard from Sahara Avenue, continues north on South Main Street, transitions east on West Ogden Avenue, before continuing as a southbound tunnel traveling south on Las Vegas Boulevard out of City limits toward the greater resort corridor. The Project is approximately 4.6 miles long within City of Las Vegas.

Tesla vehicles will carry passengers in the underground tunnel to facilitate the efficient movement of people within the City of Las Vegas and its surroundings. Passengers will board Tesla vehicles at the surface or below grade. At surface stations, Tesla vehicles will reach grade via ramps. Each ramp station area will have an assumed maximum size of 1,800 square feet. Subsurface or open-air stations will include vertical circulation to enable passengers to board the Tesla vehicles at the depth of the tunnel. Tunnels generally will be located at approximately 30 feet below grade, but actual tunnel depths will vary depending on local conditions (e.g., nearby utilities and structures). Maintenance operations will occur outside of City of Las Vegas limits.

The Project will be located predominantly under City of Las Vegas right-of-way with some daylighting areas and/or underground crossings at private properties.

Submitted after final agenda

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ITEM 30

As the owner of the parcel listed in Exhibit A (herein referred to as the Property), this letter hereby acknowledges that we have been advised of TBC's desire to build a portion of the Project on the Property, and we hereby authorize TBC to include reference to the Property in the associated Special Use Permit application.

Sincerely,

18 Fremont Street Acquisition, LLC

DocuSigned by:

Susan Hitch

0F76BA770DD74DB...

By: Susan Hitch

Title: Chief Financial Officer

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Exhibit A - Authorized Parcels

APN#	Ownership	Address	Zoning
13934112001	18 FREMONT STREET ACQUISITION, LLC	118 N MAIN ST	C-2
4821-6202-0555 v2 [56260-10]			

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September 16, 2020

Mr. Fred Solis
Senior Planner
City of Las Vegas
Department of Planning
333 North Rancho Drive
Las Vegas, NV 89106

RE: Letter of Authorization
Vegas Loop Project, Special Use Permit Application

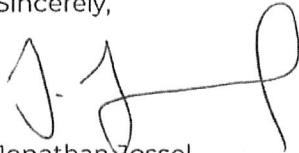
This letter is submitted to accompany the Special Use Permit application submitted by TBC- The Boring Company d/b/a Vegas Loop ("TBC") as part of its proposal to construct and operate the Vegas Loop project (herein referred to as the "Project"). The Project would provide a high-capacity, underground transportation system for the public using zero-emissions, autonomous electric vehicles.

The Project is a part of a larger underground transportation system that aims to connect the City of Las Vegas with the greater resort corridor and McCarran Airport. Within City of Las Vegas limits, the Project includes one northbound tunnel that travels north on Las Vegas Boulevard from Sahara Avenue, continues north on South Main Street, transitions east on West Ogden Avenue, before continuing as a southbound tunnel traveling south on Las Vegas Boulevard out of City limits toward the greater resort corridor. The Project is approximately 4.6 miles long within City of Las Vegas.

Tesla vehicles will carry passengers in the underground tunnel to facilitate the efficient movement of people within the City of Las Vegas and its surroundings. Passengers will board Tesla vehicles at the surface or below grade. At surface stations, Tesla vehicles will reach grade via ramps. Each ramp station area will have an assumed maximum size of 1,800 square feet. Subsurface or open-air stations will include vertical circulation to enable passengers to board the Tesla vehicles at the depth of the tunnel. Tunnels generally will be located at approximately 30 feet below grade, but actual tunnel depths will vary depending on local conditions (e.g., nearby utilities and structures). Maintenance operations will occur outside of City of Las Vegas limits.

The Project will be located predominantly under City of Las Vegas right-of-way with some daylighting areas and/or underground crossings at private properties. As the owner of the parcels listed in Exhibit A (herein referred to as the Property), this letter hereby acknowledges TBC's intent to build a portion of the Project on the Property and authorizes TBC to include the Property in the associated Special Use Permit.

Sincerely,



Jonathan Jossel
Chief Executive Officer
Plaza Hotel & Casino

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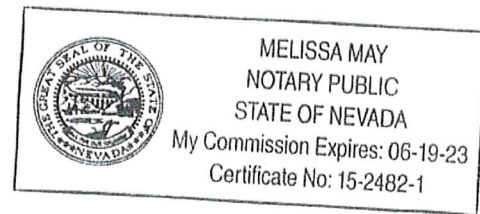
Exhibit A - Authorized Parcels

APN#	Ownership	Address	Zoning
13934101006	T-UP R L L C	1 S MAIN ST	C-2
13934101007	T-UP R L L C	1 S MAIN ST	C-2
13934101008	T-UP R L L C	200 S MAIN ST	M
13934101009	T-UP R I I L L C	222 S MAIN ST	M
13934201003	T-UP R I I L L C	222 S MAIN ST	C-M
13934201016	T-UP R I I L L C	222 S MAIN ST	M
13934201007	T-UP R I I L L C	222 S MAIN ST	C-M

State of Nevada
County of Clark

This instrument was acknowledged before me on 9/17/2020
by Jonathan Jossel

Melissa May



10-01-2020

11-04-2020

11-04-2020

11-04-2020

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11-04-2020

City of Las Vegas

AGENDA MEMO - PLANNING

PLANNING COMMISSION MEETING DATE: NOVEMBER 10, 2020

DEPARTMENT: PLANNING

ITEM DESCRIPTION: APPLICANT: TBC - THE BORING COMPANY - OWNER: THE CITY OF LAS VEGAS, ET AL

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

CASE NUMBER	RECOMMENDATION	REQUIRED FOR APPROVAL
20-0204-SUP1	Staff recommends APPROVAL, subject to conditions:	

**** NOTIFICATION ****

NEIGHBORHOOD ASSOCIATIONS NOTIFIED 52

NOTICES MAILED News Paper Notification Only

PROTESTS 0

APPROVALS 0

FS

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Staff Report Page One
November 10, 2020 - Planning Commission Meeting

**** STAFF REPORT ****

PROJECT DESCRIPTION

The request is for a Monorail use generally located beneath the right-of-way of Las Vegas Boulevard from Sahara Avenue to Ogden Avenue, Ogden Avenue from Las Vegas Boulevard to Main Street, and Main Street from Ogden to Las Vegas Boulevard.

ISSUES

- The proposed underground transportation system is part of a larger network that will connect downtown Las Vegas with the greater resort corridor (the Strip) and McCarran International Airport. The portion of the system within the Las Vegas city limits is approximately 4.6 miles in length.
- The Monorail use as defined by Title 19.12 specifies that the systems used to transport passengers are not technology specific. The proposed underground transportation system has been classified as a Monorail use.
- A waiver has been requested to allow entitlement consideration prior to the approval of required license or operational agreements. Staff recommends approval of the request.
- The applicant has requested a Special Use Permit for a Monorail use. Staff recommends approval of the request.

ANALYSIS

This Special Use Permit application was submitted by the applicant as part of its proposed Vegas Loop project. The proposal is part of a larger underground transportation system that will connect downtown Las Vegas with the greater resort corridor (the Strip) and McCarran Airport. Within the City of Las Vegas limits, the project includes one northbound tunnel that travels north on Las Vegas Boulevard from Sahara Avenue, continues north on Main Street, transitions east on Ogden Avenue, before continuing as a southbound tunnel on Las Vegas Boulevard out of the City limits toward the greater resort corridor. It is expected that fare-paying passengers will be transported underground between various destinations in autonomous electric vehicles.

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The project is approximately 4.6 miles long within the City of Las Vegas, and is located predominantly under City of Las Vegas right-of-way. There are several encroachments under private property, and letters of support have been received from all affected property owners. A station plan was provided; however, all station locations are conceptual and final locations will be determined in the future. The general concepts for the station types include above ground, subsurface and open-air station types. Stations will be subject to the appropriate design review prior to permitting and construction.

The Monorail use is permitted with the approval of a Special Use Permit within all zoning districts with the exception of the R-TH (Single-Family Attached) district. There are no R-TH (Single-Family Attached) zoning districts in conflict with the proposed transportation system.

The Monorail use is defined as "A nontechnology specific system used to transport passengers, including any system on a fixed land route installed and operated on an extensive fixed guideway or rail, and including a monorail as defined in NRS Chapter 705. This use does not include a system to transport passengers between two end-points with no intermediate stops, or a monorail that functions only as a part of a theme park or permanent exhibition under LVMC Chapter 6.81." The Monorail use specifies that the system used to transport passengers is not technology specific; therefore, the proposed underground tunnel network meets the intent of the Monorail use.

The Minimum Special Use Permit Requirements for this use include:

1. A Special Use Permit may be approved only in conjunction with the approval of necessary licensing for the monorail and the approval of an agreement to authorize the operation of the monorail system with the City.

A Waiver has been requested to allow entitlement consideration prior to the approval of required license and operational agreements. All required licenses and agreements will be finalized prior to the issuance of permits for construction

2. Conditions may be imposed upon associated passenger terminals, power propulsion systems, parking lots, maintenance facilities and other accessory land and buildings that are referred to in the application.

It is acknowledged that conditions may be imposed upon passenger terminals, power propulsion systems, parking lots, maintenance facilities and other accessory land and buildings that are referred to in this application.

3. Accessory commercial uses may be permitted in conjunction with the system if they are specified in the application.

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No accessory commercial uses have been requested as a part of this application.

4. Structures shall be designed to be architecturally compatible with existing buildings and structures in the vicinity of the system. Structures associated with the system may be permitted at heights greater than otherwise permitted by this Title if the heights are specified in the application.

Future stations will be subject to an appropriate design review per Title 19.16 to ensure that all future above ground structures will be architecturally compatible with existing buildings and structures in the vicinity of the system.

5. Site development standards otherwise applicable, such as yard setbacks, building separation or location requirements, may be reduced or eliminated in connection with the approval of a Special Use Permit.

It is acknowledged that site development standards may be reduced or eliminated in connection with the approval of this Special Use Permit.

6. Ground level equipment, power propulsion systems and maintenance facilities shall be screened from streets and residential development with a decorative block wall not to exceed 10 feet in height; landscaping sufficient to screen the equipment, systems and facilities; or a combination thereof, as required in connection with the approval of a Special Use Permit. If the height of the block wall exceeds 6 feet, a notarized letter of approval must be obtained from the owner of any adjacent property that has been developed.

Future stations will be subject to an appropriate design review per Title 19.16 to ensure that all ground level equipment is properly screened from view.

7. Advertising signs are permitted only in accordance with the applicable requirements of this Title or as permitted in agreement with the City to authorize the operation of the monorail system.

It is acknowledged that advertising signs are permitted only in accordance with the applicable requirements of Title 19 or as permitted in agreement with the City to authorize the operation of the transportation system.

8. Approval of a Special Use Permit shall not be deemed to give the monorail system the right to use the property of any person without that person's consent or to compel the City to use its power of eminent domain to acquire property for the system.

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It is acknowledged that the approval of the Special Use Permit does not give the transportation system the right to use the property of any person without that person's consent or to compel the City to use its power of eminent domain to acquire property for the system.

FINDINGS (20-0204-SUP1)

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 transportation system will be located below ground, and therefore can be conducted in a manner that is harmonious and compatible with existing land uses. Future stations will be subject to design review to ensure that they are compatible with surrounding land uses.

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

The land over the proposed tunnel route is physically suitable for the intensity of the proposed underground transportation system.

- 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.**

The existing street and highway facilities are adequate in size to meet the requirements of the proposed underground transportation system.

- 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.**

Approval of the Special Use Permit will not be inconsistent with or compromise the public health, safety, and welfare or the overall objectives of the General Plan. In addition, Goal 4 of the 2045 Downtown Master Plan encourages the implementation of transportation systems that can move people with higher efficiency and lower economic and environmental costs.

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

The approval of the requested waiver, the use meets all of the applicable conditions per Title 19.12.

BACKGROUND INFORMATION

<i>Pre-Application Meeting</i>	
09/15/20	A pre-application meeting was held and issues discussed included Special Use Permit submittal requirements. While not required by code, it was recommend that the applicant conduct public outreach to inform residents within the project area.

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

<i>Master and Neighborhood Plan Areas</i>	<i>Compliance</i>
2045 Downtown Master Plan	Y
<i>Special Area and Overlay Districts</i>	<i>Compliance</i>
A-O (Airport Overlay) District	Y
DC-O (Downtown Casino Overlay) District	Y
DTLV-O (Downtown Las Vegas Overlay) District	Y
LW-O (Live/Work Overlay) District	Y
SB-O (Las Vegas Boulevard Scenic Byway Overlay) District	Y
<i>Other Plans or Special Requirements</i>	<i>Compliance</i>
Trails	N/A
Las Vegas Redevelopment Plan Area	Y
Interlocal Agreement	N/A
Project of Significant Impact (Development Impact Notification Assessment)	Y
Project of Regional Significance	Y

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<i>Waivers</i>		
<i>Requirement</i>	<i>Request</i>	<i>Staff Recommendation</i>
A Special Use Permit may be approved only in conjunction with the approval of necessary licensing for the monorail and the approval of an agreement to authorize the operation of the monorail system with the City.	To allow entitlement consideration prior to the approval of required license and operational agreements.	Approval



HOTEL • CASINO • BINGO

Mr. Robert Summerfield
Mr. Fred Solis
City of Las Vegas, Department of Planning
333 North Rancho Drive
Las Vegas, NV 89106

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NOV 05 2020

Dept of Planning
City of Las Vegas

Re: Letter in Support of Vegas Loop Project
App. No. 20-0204

Dear Mr. Summerfield and Mr. Solis:

The Plaza Hotel is writing to express its support for the proposed Vegas Loop underground tunnel transportation system to downtown Las Vegas and throughout the resort corridor. The Vegas Loop system will facilitate swift transportation between key Las Vegas destinations, and the innovative, state-of-the-art new technology used in the Loop system will itself be an attraction for visitors and residents alike. Downtown Las Vegas will especially benefit from the construction of Vegas Loop because of the increased connectivity to other Vegas destinations, as well as the growth in tourism and workforce mobility.

Thank you for your consideration.

Best,

Jonathan Jossel
CEO
Plaza Hotel

Submitted after final agenda

1 Main Street, Las Vegas, NV 89101

PlazaHotelCasino.com | 1-800-634-6575

30A

Mr. Robert Summerfield
Mr. Fred Solis
City of Las Vegas, Department of Planning
333 North Rancho Drive
Las Vegas, NV 89106

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NOV 05 2020

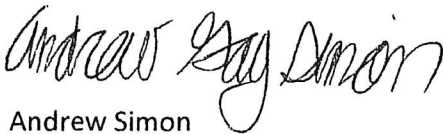
Dept of Planning
City of Las Vegas

Re: FSE Letter on Vegas Loop Project
App. No. 20-0204

Dear Mr. Summerfield and Mr. Solis:

Fremont Street Experience wishes to express its support for the proposed Vegas Loop high-speed underground public tunnel transportation system to Downtown Las Vegas. We have been informed that the innovative subsurface transportation concept will be fast, quiet and safe to transport locals and tourists between Downtown Las Vegas and various key destinations including the Las Vegas Convention Center, McCarran International Airport, Allegiant Stadium and resort districts. We are proud of the recent investments in Downtown Las Vegas and are enthusiastic for projects that will showcase our community to millions of visitors each year.

Sincerely,



Andrew Simon
President & CEO
Fremont Street Experience

30A