

March 23, 2021

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City of Las Vegas  
Department of Planning  
333 North Rancho Drive  
Las Vegas, NV 89106

RE: Justification Letter  
Vegas Loop Project  
Request for Modification to Existing Use Permit 20-0204-SUP1

This request for modification to an existing Special Use Permit (SUP) is submitted by TBC-The Boring Company (TBC) as part of its proposal to construct the Vegas Loop project (herein referred to as the Project). The Project will provide a high-capacity, underground transportation system for the public using zero-emissions, compatible 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. In December 2020, the City of Las Vegas granted use permit 20-0204-SUP1 for the portion of the Project within City of Las Vegas limits. The use permit for 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 use permit includes approximately 4.6 miles of tunnel within the City of Las Vegas. TBC is requesting a modification to the existing use permit to include the following tunnel alignments designed to connect to the approved tunnel alignment:

1. Beginning at the intersection of Las Vegas Boulevard and Sahara Avenue, continuing west along Sahara Avenue, turning south on Rancho Drive, and terminating at 3215 South Rancho Drive;
2. Beginning at the intersection of Main Street/Ogden, continuing east along Grand Central Parkway, and terminating at the intersection of Grand Central Parkway/Bonneville Avenue;
3. Beginning at the intersection of Grand Central Parkway/West Carson Avenue, continuing east along West Carson Avenue, and terminating at the intersection of Main Street/West Carson Avenue;
4. Beginning at the intersection of Main Street/Bonneville Avenue, continuing east along Bonneville Avenue, turning south along South Martin L King Boulevard, and terminating at the intersection of South Martin L King Boulevard /Charleston Avenue.

The tunnel will be located predominantly under City of Las Vegas right-of-way with some underground crossings at private properties (collectively referred to as the Project Sites). TBC understands that an agreement with City of Las Vegas is needed in order to construct within public rights-of-way. Tunnels will generally be located around 30 feet below grade. 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.

Tesla vehicles will carry passengers in the underground tunnel to facilitate the more efficient movement of people within the City of Las Vegas and its surroundings. Passengers will board Tesla vehicles at the surface or below grade. In 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

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the Tesla vehicles at the depth of the tunnel. Stations will be designed, permitted, and constructed as part of a later phase.

Segments of the proposed alignments for the Project include lateral crossings of right-of-way owned by Nevada Department of Transportation (NDOT) and Union Pacific Railroad (UPRR). It is understood that requisite permits, approvals, and/or coordination may be required from these authorities prior to the issuance of permits for construction applicable to these segments under said right-of-way.

The Project is located primarily under existing public right of way. At underground crossing at private properties, The Project Sites are zoned C-1 (Limited Commercial), C-2 (General Commercial), M (Industrial), and PD (Planned Development District). The segment of the project adjacent to Main Street and Ogden Avenue is located within the Downtown Casino Overlay District (DC-O). The overlay district was established to preserve and enhance the "international identity, historical significance, and economic welfare of the City of Las Vegas."<sup>2</sup>

The Project is consistent with, and would not alter, the existing and future land use and zoning of relevant parcels. The project will seek a Special Use Permit - Monorail in accordance with Chapter 19.12, Title 070 of the Las Vegas Municipal Code (LVMC), which permits "non technology 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 Nevada Revised Statutes Chapter 705." Consistent with the Standards for Approval under LVMC 19.12.070, the Project would:

1. Supplement the existing uses of adjacent land uses;
2. Seek approval of necessary licensing for the monorail and the approval of an agreement to authorize the operation of the monorail system with the City;
3. Avoid disruptions to pedestrian and vehicle traffic in and around the Project Site;
4. Avoid impacts to surface aesthetics in and around the Project Site such that design is architecturally compatible with existing buildings and structures in the vicinity of the system (the Project is almost entirely underground);
5. Avoid impactful construction activities to the Project site and surrounding community;
6. Decrease congestion in and around the Project Site due to a decreased need for street-level transportation in and around the Project Site; and,
7. Avoid underground utilities or infrastructure such that public health, safety, and general welfare are protected.

The Project will provide the quick, environmentally friendly and efficient movement of people within the City of Las Vegas and its surroundings without disrupting activities occurring above ground. This will provide benefits to the surrounding community by increasing the ease in which the public move between key destinations within the City of Las Vegas and beyond, while alleviating surface traffic. The Project will be harmonious and compatible with existing and planned development in the area, and will provide Las Vegas visitors with an innovative transportation system worthy of their expectations.

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