

Mayor Carolyn G. Goodman (At-Large)
Mayor Pro Tem Stavros S. Anthony (Ward 4)
Councilman Brian Knudsen (Ward 1)
Councilwoman Victoria Seaman (Ward 2)
Councilwoman Olivia Diaz (Ward 3)
Councilman Cedric Crear (Ward 5)
Councilwoman Michele Fiore (Ward 6)



Commissioner Louis De Salvio, Chair
Commissioner Trinity Haven Schlottman, Vice Chair
Commissioner Sam Cherry
Commissioner Donna Toussaint
Commissioner Anthony Williams
Commissioner Jeff Rogan
Commissioner Sigal Chattah

Planning Commission Agenda

Council Chambers - 495 South Main Street - Phone 229-6011
City of Las Vegas Internet Address: www.lasvegasnevada.gov

November 10, 2020
6:00 PM

30. 20-0204-SUP1 - SPECIAL USE PERMIT - PUBLIC HEARING - APPLICANT: TBC - THE BORING COMPANY - OWNER: THE CITY OF LAS VEGAS, ET AL - For possible action on a Land Use Entitlement project request for a Special Use Permit FOR A PROPOSED MONORAIL (TUNNEL) USE WITH A WAIVER TO ALLOW ENTITLEMENT CONSIDERATION PRIOR TO LICENSING AND OPERATIONAL AGREEMENT APPROVAL generally located beneath the rights-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 Avenue to Las Vegas Boulevard (APNs Multiple), Ward 3 (Diaz) and Ward 5 (Crear). Staff recommends APPROVAL.

Minutes:

VICE CHAIR SCHLOTTMAN declared the Public Hearing open.

ERIC McCAMMOND, Sr. Management Analyst, reported that though 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. All other minimum Special Use Permit (SUP) requirements are met for the proposed use; therefore, staff recommended approval. He noted additional letters of support were received after publication.

MIKE JANNSEN, Director of Public Works, acknowledged the uniqueness of the proposed project noting the City of Las Vegas is under construction along Las Vegas Boulevard between Sahara Avenue and Stewart Avenue as well as Ogden Avenue between Main Street and 1st Street which will extend construction activity from 1st Street down to Las Vegas Boulevard. Lastly, a full reconstruction of Main Street was completed several years ago from Ogden Avenue to Las Vegas Boulevard. Because of this recent construction, the City has been able to share a wealth of information with regard to underground utilities with the applicant. He expressed excitement for the project and looked forward to working with The Boring Company.

STEVE DAVIS, The Boring Company, appreciated the time of MR. JANNSEN and staff and said the application is in regards to the Vegas Loop subsurface transportation system. Although there are city and county portions of the project, MR. DAVIS was present to speak on the city portion which will include tunnels under rights-of-way to safely and quickly transport people. He displayed a map on the overhead that outlined the path of the Vegas Loop, which is an express system that will create a very short public transportation ride.

CRAIG STEVENS, representing Circa Resort & Casino, expressed excitement and support for this project.

COMMISSIONER CHERRY toured one of the tunnels, thought it was otherworldly, and was excited it is coming through downtown and as it comes through downtown, he hoped there would be a stop somewhere in the Arts District. He understood that the stops are funded by the businesses at which there is a stop but thought that conversations should continue regarding a stop at the Arts District. The Commissioner expressed his support. COMMISSIONER ROGAN echoed these comments and thought a public transportation system like this with a stop in the Arts District was important.

COMMISSIONER SCHLOTTMAN thought this was the most exciting project he has been involved with on the Planning Commission. He wondered what would need to be done to include a stop in the Arts District. MR. JANNSEN said there is a condition associated with the application where the applicant will provide a preliminary report and cost estimate to incorporate stops that will service the Arts District as well as City Hall and the Municipal Courthouse. COMMISSIONER SCHLOTTMAN encouraged the City to work with the developer on the permitting process and offered his support in the future.

CHAIR DE SALVIO declared the Public Hearing closed.

Motion made by Sam Cherry to Approve subject to amended condition(s) in the Supplemental Backup

NOTE: The approved conditions can be found in the backup for the item. See file named Amended Conditions from the Supplemental Backup.

CHAIR DE SALVIO abstained from voting on this item out of an abundance of caution as his company supplies a labor force of subcontractors to the Boring Company. Additionally, COMMISSIONER ROGAN disclosed that he is a Deputy District Attorney for Clark County. He does not participate in any of the matters involving the Boring Company with regard to any applications they have in Clark County and does not advise any of the County Commissioners or agencies that may be affected by the Boring Company in Clark County. The Commissioner did not believe his work as an attorney would reasonably affect the application; therefore, he would vote on this item.

Passed For: 5; Against: 0; Abstain: 1; Did Not Vote: 0; Excused: 1

For-Sigal Chattah, Anthony Williams, Sam Cherry, Trinity Haven Schlottman, Jeff Rogan; Abstain-Louis De Salvio; Excused-Donna Toussaint;



AGENDA SUMMARY PAGE
Planning Commission
Meeting of: November 10, 2020

Agenda Item No.:
30

DEPARTMENT: Planning

DISCUSSION

DIRECTOR: Robert Summerfield

SUBJECT:

20-0204-SUP1 - SPECIAL USE PERMIT - PUBLIC HEARING - APPLICANT: TBC - THE BORING COMPANY - OWNER: THE CITY OF LAS VEGAS, ET AL - For possible action on a Land Use Entitlement project request for a Special Use Permit FOR A PROPOSED MONORAIL (TUNNEL) USE WITH A WAIVER TO ALLOW ENTITLEMENT CONSIDERATION PRIOR TO LICENSING AND OPERATIONAL AGREEMENT APPROVAL generally located beneath the rights-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 Avenue to Las Vegas Boulevard (APNs Multiple), Ward 3 (Diaz) and Ward 5 (Crear). Staff recommends APPROVAL.

C.C.: 12/16/2020

PROTESTS RECEIVED BEFORE:

APPROVALS RECEIVED BEFORE:

Planning Commission Mtg.

Planning Commission Mtg.

City Council Meeting

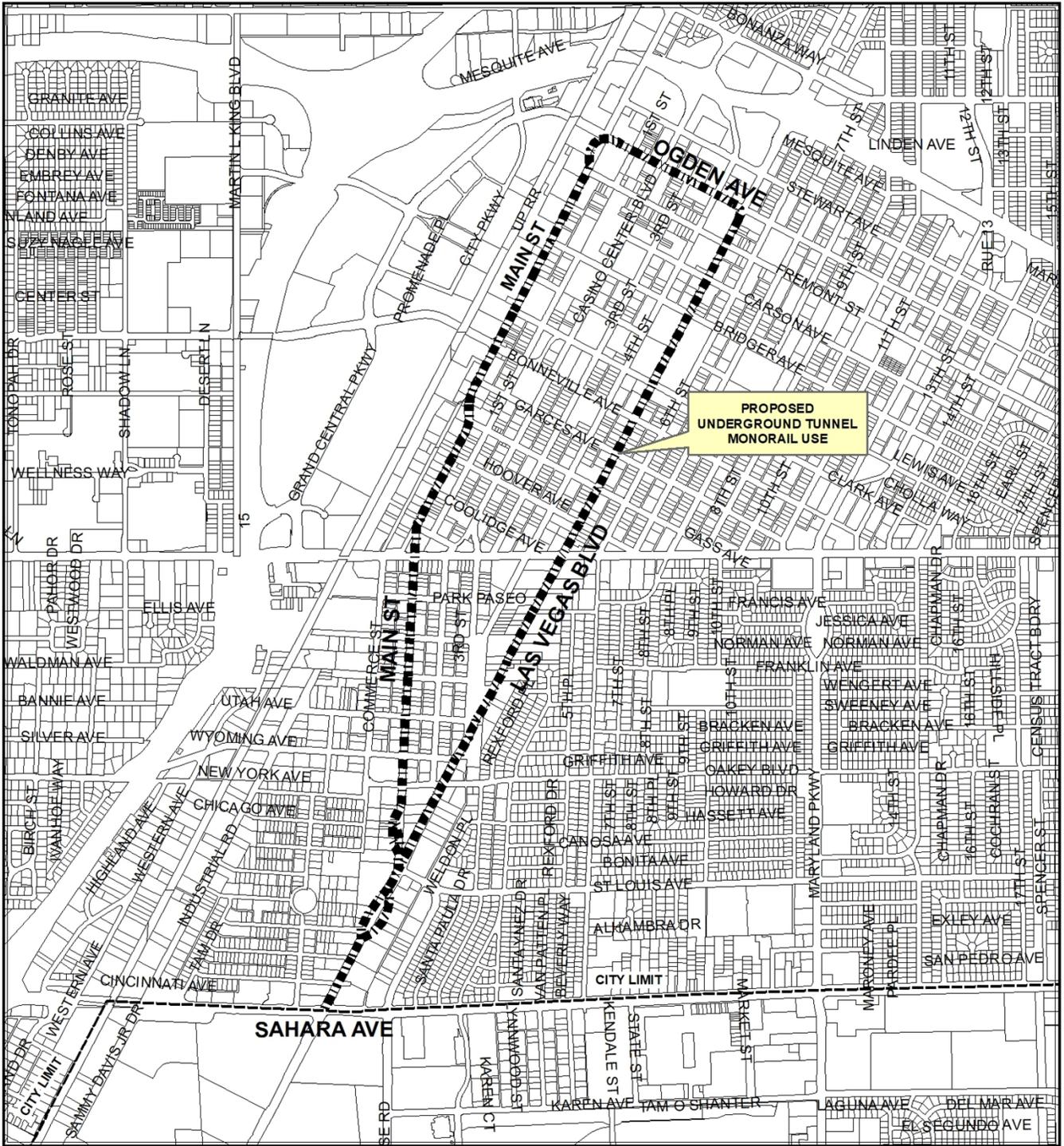
City Council Meeting

RECOMMENDATION:

Staff recommends APPROVAL, subject to conditions:

BACKUP DOCUMENTATION:

1. Location and Aerial Maps
2. Conditions and Staff Report
3. Supporting Documentation
4. Justification Letter
5. Additional Documents
6. Submitted after Final Agenda – Amended Conditions from the Supplemental Backup
7. Submitted after Final Agenda – Signed Owner Authorizations, Staff Report and Documentation Not Vetted – Support Letters



PROPOSED
UNDERGROUND TUNNEL
MONORAIL USE

CASE: 20-0204-SUP1





PROPOSED
UNDERGROUND TUNNEL
MONORAIL USE

CASE: 20-0204-SUP1



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

**** CONDITIONS ****

20-0204-SUP1 CONDITIONS

Planning

1. Conformance to all Minimum Requirements under LVMC Title 19.12 for a Monorail use.
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. A Waiver has been approved to allow entitlement consideration prior to the approval of required license and operational agreements. All required licenses and agreements shall be finalized prior to the issuance of permits for construction.
4. Future stations will require an appropriate design review per the provisions of Title 19.16.
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 Department of Building and Safety.
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. All City Code requirements and design standards of all City departments must be satisfied, except as modified herein.

Public Works

8. Prior to the issuance of any permits, coordinate with the Department of Public Works to determine final requirements for use of rights-of-way and/or easements. The applicant shall work with the City to determine the most appropriate form of permission for the use of the public right-of-way, be that a License Agreement or Franchise Agreement. Such permissions, and compliance with any additional conditions thereon attached must be obtained prior to the issuance of any construction permits.

Conditions Page Two**November 10, 2020 - Planning Commission Meeting**

9. The applicant shall design and construct a civic-use station to service the Civic and Business District (Las Vegas City Hall Complex) and an additional station servicing the Arts District at locations acceptable to the City. The funding of these stations shall be negotiated as part of the License Agreement or Franchise Agreement.
10. Design and construction of this facility shall reference and comply with all appropriate design standards, such as ASTM International Standards, Army Corps of Engineers Design Guidelines, and all other appropriate engineering references for tunnel design, tunnel lighting, tunnel emergency access designs, mechanical systems, and all other issues related to this type of facility.
11. The applicant shall fund the cost of City staff augmentation in the amount of \$250,000 to cover City's use of an outside tunnel specialty firm to assist in the review of the Design Documents.
12. The applicant shall fund Special Inspection Services of the Tunnel as is typical for all developer driven projects involving structural components.
13. The Applicant shall propose for approval by the City a binding Dispute Resolution Plan that shall govern issues that may arise due to differing site conditions or events.
14. Provide a geologic survey and geotechnical report identifying existing faults and known issues and providing recommendations for addressing such within the area proposed for this facility during the design and construction of this project.
15. Provide a plan acceptable to the Department of Public Works to monitor and detect surface settlement associated with this project, and to mitigate any such subsidence that may occur.
16. Provide a plan acceptable to the Environmental Compliance Section of the Department of Public Works to monitor and detect groundwater intrusions and / or contaminants and to mitigate any such intrusions or contaminants that may occur, both during construction and subsequent operation of the facility.
17. Provide a plan acceptable to the City for monitoring Air Quality within the facility and maintaining public safety for users of the system. Such plan shall also address emergency accessibility, life safety, fire control, and all aspects of emergency response within the system both under construction and during operation. Coordinate with the City Fire Services Department for specific requirements for Fire, Life Safety, and emergency response.

Conditions Page Three**November 10, 2020 - Planning Commission Meeting**

18. A conceptual Traffic Impact Analysis (TIA) shall be submitted for approval by the City Traffic Engineer prior to approval of any construction drawings for this project. The TIA shall identify the primary traffic sources for users of this facility, as well as significant secondary sources (such as park and ride users) that may use the facility, to estimate vehicular impacts to the roadway networks. More detailed individual TIAs may be required for specific stations to address potential vehicular or pedestrian impacts to existing facilities, such as Porte Cochere operations, etc., if so determined by the City Traffic Engineer.
19. Prior to the submittal of any construction drawings, a Drainage Plan and Technical Drainage Study must be submitted to and approved by the Department of Public Works. The study shall address the minimum vertical separation required between the proposed Tunnel and the future Clark County Regional Flood Control Master Plan Facilities. The study shall identify all existing and future Master Planned Facilities within the proposed footprint of this project; this includes the crossings at Charleston Boulevard & Las Vegas Boulevard, Charleston Boulevard & Main Street, and Sahara Avenue & Las Vegas Boulevard. For the elevation of the Future Clark County Regional Flood Control Master Plan Facilities, please coordinate with the Department of Public Works – Flood Control Section during the Technical Drainage Study process. The study shall also address the impacts of potential groundwater, dewatering, and protection of storm water facilities from contamination.
20. Each proposed Station shall be the subject of an appropriate design review per the provisions of Title 19.16, as well as any related above-ground features such as entrances/exits, vents, emergency or maintenance access points, etc. that may affect the surface improvements.
21. The applicant shall demonstrate, through bond or insurance policy, sufficient resources to cover liabilities associated with the construction and operation of the proposed facility, and shall maintain such resources throughout the life of the project. The project developer shall be financially responsible for any damage to any existing facilities and utilities within the public rights-of-way (including surface and sub-surface improvements and Franchised utilities) caused by the tunnel during construction and operation.
22. The applicant shall demonstrate appropriate rights to encroach into private properties, such as easement or notarized letter of parcel Owner's permission, for the construction, maintenance, and operations of this facility for every private parcel impacted by this project prior to the issuance of any permits for construction or demolition within or underlying said properties.

Conditions Page Four**November 10, 2020 - Planning Commission Meeting**

23. All plans and related engineering drawings shall be submitted to the City as digital design files using the City's coordinate system. Coordinate with the Survey Section of the Department of Public Works for assistance with the City's coordinate system.
24. The applicant shall provide proof of coordination with Utility Companies and other Franchise holders within the rights-of-way and give them 45 days from receipt of final plans to issue written approval or concern. Any concerns raised shall be addressed by the applicant prior to issuance of permits.
25. Prior to the issuance of any permits for construction of this project, the applicant shall provide a Tunnel Decommission Plan and associated bond or other surety sufficient to cover costs associated with termination of the project either before completion, including restoration of existing conditions, or at the cessation of operations, in the event that the project is abandoned or otherwise terminated.
26. The applicant shall provide a plan for approval by the City depicting the proposed haul route and disposition of excavated material, as well as an estimated schedule of trips (how many trucks, how many trips) required to excavate this project, as well as a plan for detection and mitigation, if needed, of any contaminated material excavated during this project construction.
27. Contact the City Engineer's Office to coordinate design and construction with any Capital Improvement Projects within the areas of proposed improvements. This includes, but is not limited to, the Wyoming Ave CIP, Utah Ave CIP, Colorado Ave CIP, California Ave CIP, Charleston Blvd Storm Drain CIP, Las Vegas Blvd CIP, Downtown Civic Center Plaza south of City Hall, Ogden Ave CIP, and any other public projects within the scope of this project at time of development.
28. Final as-constructed tunnel alignments and profiles shall be submitted to the City certified by a Nevada Professional Land Surveyor.

**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.

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

Waivers		
Requirement	Request	Staff Recommendation
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



DEPARTMENT OF PLANNING

Application / Petition Form & Statement of Financial Interest

Department Use

Case #
Meeting Date
Total Fee
Received By/Date

Case Type (Special Use Permit, Rezoning, Variance, Site Development Plan Review, etc) Special Use Permit

Project Address (Location) Downtown Las Vegas

Project Name Vegas Loop Proposed Use Transportation

Assessor's Parcel #(s) 16203301005 and City of Las Vegas Right-of-Way Ward # 3 and 5

General Plan: Existing Downtown Proposed No Change Zoning: Existing C-2 Proposed No Change

Additional Information _____

Property Owner City of Las Vegas Contact Scott D. Adams
 Address 495 S. Main St. City Las Vegas State NV Zip 89101
 E-mail _____ Phone 702-229-6011

Applicant TBC - The Boring Company Contact Mike Thompson
 Address 3395 Cambridge Street City Las Vegas State NV Zip 89169
 E-mail mike.thompson@boringcompany.com Phone 310-936-5063

Representative Same as Applicant Contact _____
 Address _____ City _____ State _____ Zip _____
 E-mail _____ Phone _____

To the best of your knowledge, does the Mayor or any member of the City Council or Planning Commission have any financial interest in this or any other property with the property owner, applicant, the property owner or applicant's general or limited partners, or an officer of their corporation or limited liability company? Yes No

If yes, please indicate the member of the City Council or Planning Commission who is involved and list the name(s) of the person or persons with whom the City Official holds an interest. Also list the Assessor's Parcel Number if the property in which the interest is held is different from the case parcel.

City Official _____ Partner(s) _____
 Partner(s) _____

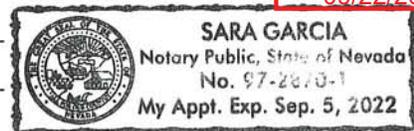
- I certify that I am the applicant and that the information submitted with this application is true and accurate to the best of my knowledge and belief. I understand that the City is not responsible for inaccuracies in information presented, and that inaccuracies, false information or incomplete application may cause the application to be rejected. I further certify that I am the owner or purchaser (or option holder) of the property involved in the application, or the lessee or agent fully authorized by the owner to make this submission, as indicated by the owner's signature below.
- Application will not be deemed complete until the submitted materials have been reviewed by Department of Planning for consistency with the Zoning Ordinance.

Property Owner Signature Jorge Cervantes FOR SCOTT ADAMS
 An authorized agent may sign in lieu of the property owner for Final Maps, Tentative Maps and Parcel Maps

Print Name JORGE CERVANTES

Subscribed and sworn before me
 This 22 day of September, 2020
Sara Garcia
 Notary Public in and for said County and State

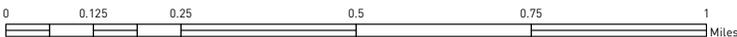
20-0204
 09/22/2020
 20-0204
 09/22/2020





- Conceptual Loop Stations
- ▬ Conceptual Main Artery Tunnel
- ▭ City of Las Vegas Limits

1 inch = 0.13 miles



ALIGNMENT WITHIN CITY OF LAS VEGAS

PROPRIETARY AND CONFIDENTIAL

REVISED: 9/18/2020



20-0204
09/18/2020

LOOP STATIONS
CONCEPTUAL OVERVIEW

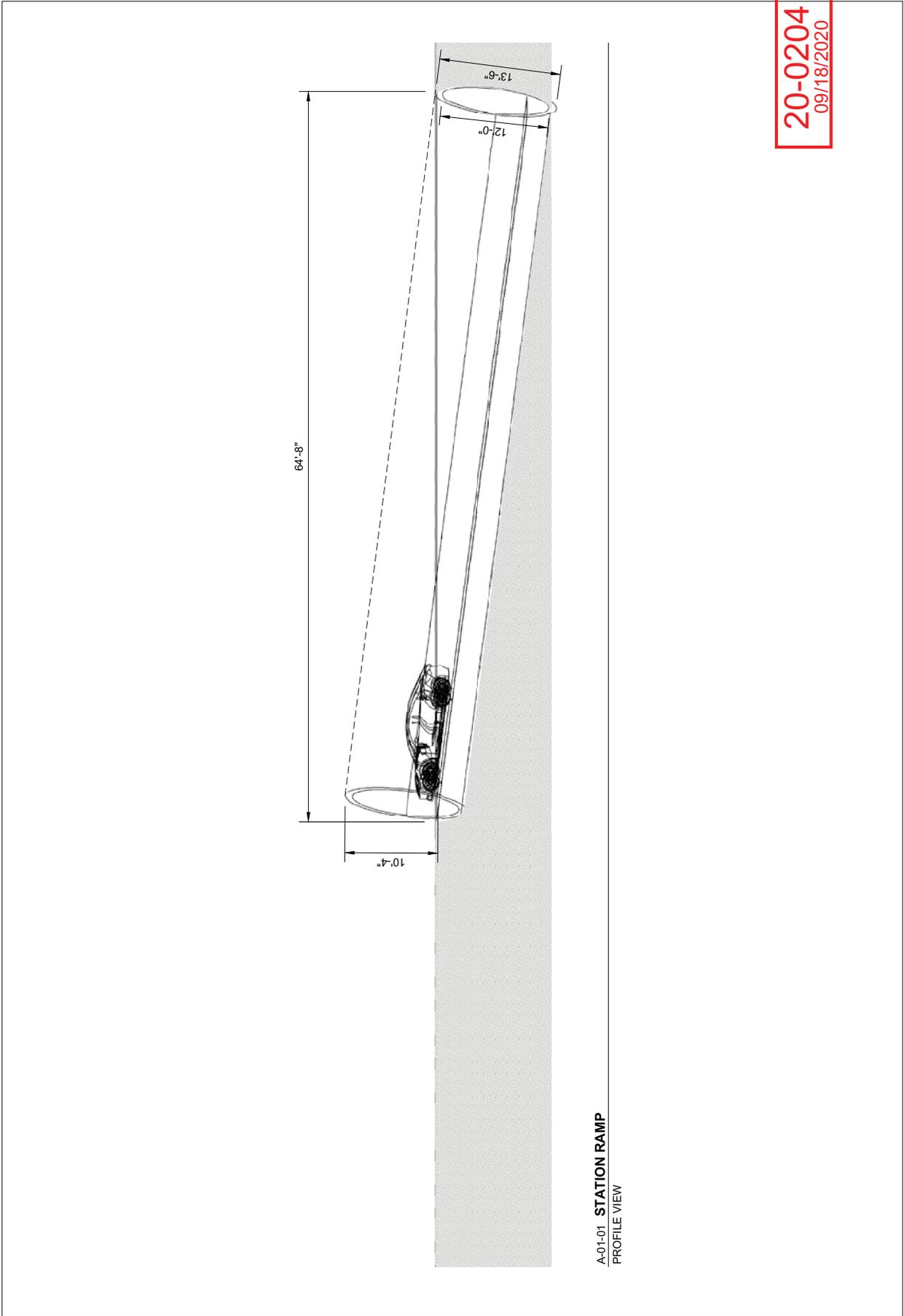
THE **BORING**
COMPANY

6	---	---
4	---	---
3	---	---
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	MM/DD/YY	REMARKS
REVISIONS		

TBC - THE BORING COMPANY
VEGAS LOOP

TYPICAL RAMP PROFILE
(FOR REFERENCE ONLY)

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20-0204
09/18/2020

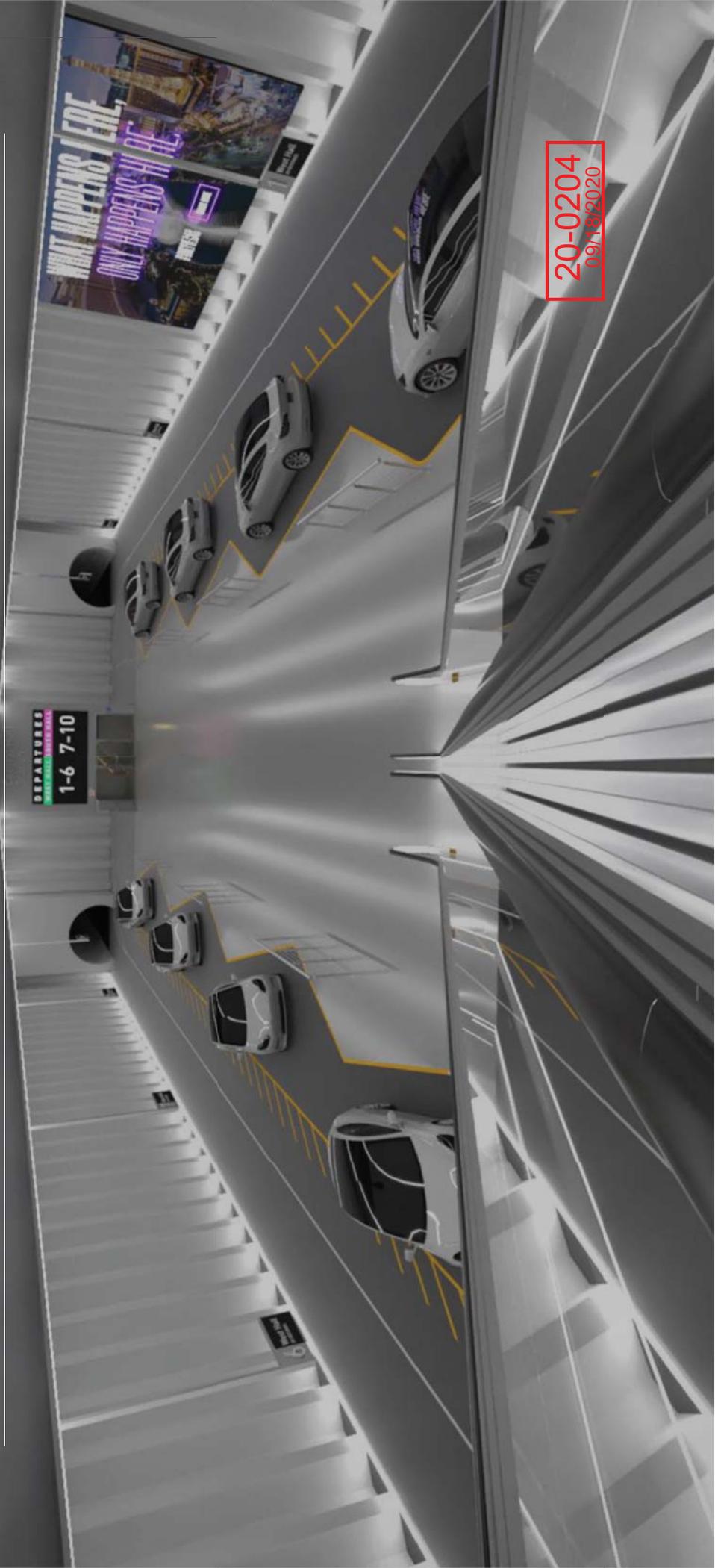
SURFACE STATION
CONCEPTUAL RENDER



20-0204
09/18/2020

SUBSURFACE STATION

CONCEPTUAL RENDER



20-0204
09/18/2020

OPEN-AIR STATION
CONCEPTUAL RENDER



20-0204
09/18/2020



Phyllis Gilland
Senior VP & General Counsel
6595 S. Jones Blvd | Las Vegas, NV 89118
(702) 495-4446 | goldenent.com
Phyllis.Gilland@goldenent.com

September 10, 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,

A handwritten signature in black ink that reads "Phyllis A. Gilland".

Phyllis A. Gilland
General Counsel
Golden Entertainment, Inc.

20-0204
09/21/2020

Exhibit A – Authorized Parcels

APN#	Ownership	Address	Zoning
16203301016	STRATOSPHERE GAMING L L C	2000 S LAS VEGAS BLVD	C-2
16203401001	STRATOSPHERE GAMING L L C	2000 S LAS VEGAS BLVD	C-2
16203401002	STRATOSPHERE GAMING L L C	2130 S LAS VEGAS BLVD	C-2
16204813084	STRATOSPHERE GAMING L L C	2130 S LAS VEGAS BLVD	C-2
16204813085	STRATOSPHERE GAMING L L C	104 BOB STUPAK AVE	C-2
16204813086	STRATOSPHERE GAMING L L C	118 BOB STUPAK AVE	C-2
16204813087	STRATOSPHERE GAMING L L C	126 BOB STUPAK AVE	C-2
16204813088	STRATOSPHERE GAMING L L C	130 BOB STUPAK AVE	C-2
16204813089	STRATOSPHERE GAMING L L C	134 BOB STUPAK AVE	C-2
16204813097	STRATOSPHERE GAMING L L C	2000 S LAS VEGAS BLVD	C-2
16204813096	STRATOSPHERE GAMING L L C	2000 S LAS VEGAS BLVD	C-2
16204813095	STRATOSPHERE GAMING L L C	2000 S LAS VEGAS BLVD	C-2
16204813094	STRATOSPHERE GAMING L L C	2000 S LAS VEGAS BLVD	C-2
16204813093	STRATOSPHERE GAMING L L C	2000 S LAS VEGAS BLVD	C-2
16204813092	STRATOSPHERE GAMING L L C	125 W BOSTON AVE	C-2
16204813091	STRATOSPHERE GAMING L L C	129 W BOSTON AVE	C-2
16204710047	STRATOSPHERE GAMING L L C	2000 S LAS VEGAS BLVD	C-2
16203301015	STRATOSPHERE GAMING L L C	1954 S MAIN ST	C-2
16203301013	STRATOSPHERE GAMING L L C	1850 S MAIN ST	C-2
16203301011	STRATOSPHERE GAMING L L C	1802 S MAIN ST	C-2
16203301009	STRATOSPHERE GAMING L L C	1800 S MAIN ST	C-2
16203301008	STRATOSPHERE GAMING L L C	1734 S MAIN ST	C-2
16203301006	STRATOSPHERE GAMING L L C	1700 S MAIN ST	C-2
16203301005	STRATOSPHERE GAMING L L C	1730 S MAIN ST	C-2
16203410004	W2007 STRATOSPHERE LAND PROPCO	2121 S LAS VEGAS BLVD	C-2
16203410003	W2007 STRATOSPHERE LAND PROPCO	2045 S LAS VEGAS BLVD	C-2
16203410002	W2007 STRATOSPHERE LAND PROPCO	2035 S LAS VEGAS BLVD	C-2
16203410001	W2007 STRATOSPHERE LAND PROPCO	2025 S LAS VEGAS BLVD	C-2
16203301003	W2007 STRATOSPHERE LAND PROPCO	1720 S MAIN ST	C-2

20-0204
09/21/2020

September 18, 2020

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

RE: Justification Letter
Vegas Loop Project

This Special Use Permit (SUP) application 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, autonomous electric vehicles.

The Project is a part of a larger underground transportation system which would 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.

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

The Project is located primarily under existing public right of way. At underground crossing at private properties, The Project Sites are zoned C-2 (General Commercial). Under the City of Las Vegas Unified Development Code, the C-2 district is "designed to provide the broadest scope of compatible services for both the general and traveling public. This category allows retail, service, automotive, wholesale, office and other general business uses of an intense character, as well as mixed-use developments. This district should be located away from low and medium density residential development and may be used as a buffer between retail and industrial uses. The C-2 District is also appropriate along commercial corridors."¹

¹ <http://online.encodeplus.com/regs/lasvegas-nv/doc-viewer.aspx#secid-392>

² <http://online.encodeplus.com/regs/lasvegas-nv/doc-viewer.aspx#secid-528>

20-0204
09/18/2020

The northwest 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.”²

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.

20-0204
09/18/2020

11/5/2020 ADDITIONAL DOCUMENTS:

11/10/2020 Planning Commission Meeting

Item # 30 - Revised Conditions and Staff Report

(See Revised Condition No. 9)

City of Las Vegas

AGENDA MEMO - PLANNING

PLANNING COMMISSION MEETING DATE: NOVEMBER 10, 2020

DEPARTMENT: PLANNING

ITEM DESCRIPTION:

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

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

**** NOTIFICATION ****

NEIGHBORHOOD ASSOCIATIONS NOTIFIED

NOTICES MAILED

PROTESTS 0

APPROVALS 0

**** CONDITIONS ****

20-0204-SUP1 CONDITIONS

Planning

1. Conformance to all Minimum Requirements under LVMC Title 19.12 for a Monorail use.
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. A Waiver has been approved to allow entitlement consideration prior to the approval of required license and operational agreements. All required licenses and agreements shall be finalized prior to the issuance of permits for construction.
4. Future stations will require an appropriate design review per the provisions of Title 19.16.
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 Department of Building and Safety.
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. All City Code requirements and design standards of all City departments must be satisfied, except as modified herein.

Public Works

8. Prior to the issuance of any permits, coordinate with the Department of Public Works to determine final requirements for use of rights-of-way and/or easements. The applicant shall work with the City to determine the most appropriate form of permission for the use of the public right-of-way, be that a License Agreement or Franchise Agreement. Such permissions, and compliance with any additional conditions thereon attached must be obtained prior to the issuance of any construction permits.

9. The applicant shall work with staff to provide a preliminary design and cost estimate (at no cost to the City) for a civic-use station to service the Civic and Business District (Las Vegas City Hall Complex) and an additional station servicing the Arts District at locations acceptable to the City. These shall be provided to the City prior to final design of the main artery tunnel so that it can be designed in such a way to allow these future stations to be added more easily.
10. Design and construction of this facility shall reference and comply with all appropriate design standards, such as ASTM International Standards, Army Corps of Engineers Design Guidelines, and all other appropriate engineering references for tunnel design, tunnel lighting, tunnel emergency access designs, mechanical systems, and all other issues related to this type of facility.
11. The applicant shall fund the cost of City staff augmentation in the amount of \$250,000 to cover City's use of an outside tunnel specialty firm to assist in the review of the Design Documents.
12. The applicant shall fund Special Inspection Services of the Tunnel as is typical for all developer driven projects involving structural components.
13. The Applicant shall propose for approval by the City a binding Dispute Resolution Plan that shall govern issues that may arise due to differing site conditions or events.
14. Provide a geologic survey and geotechnical report identifying existing faults and known issues and providing recommendations for addressing such within the area proposed for this facility during the design and construction of this project.
15. Provide a plan acceptable to the Department of Public Works to monitor and detect surface settlement associated with this project, and to mitigate any such subsidence that may occur.
16. Provide a plan acceptable to the Environmental Compliance Section of the Department of Public Works to monitor and detect groundwater intrusions and / or contaminants and to mitigate any such intrusions or contaminants that may occur, both during construction and subsequent operation of the facility.
17. Provide a plan acceptable to the City for monitoring Air Quality within the facility and maintaining public safety for users of the system. Such plan shall also address emergency accessibility, life safety, fire control, and all aspects of emergency response within the system both under construction and during operation. Coordinate with the City Fire Services Department for specific requirements for Fire, Life Safety, and emergency response.

18. A conceptual Traffic Impact Analysis (TIA) shall be submitted for approval by the City Traffic Engineer prior to approval of any construction drawings for this project. The TIA shall identify the primary traffic sources for users of this facility, as well as significant secondary sources (such as park and ride users) that may use the facility, to estimate vehicular impacts to the roadway networks. More detailed individual TIAs may be required for specific stations to address potential vehicular or pedestrian impacts to existing facilities, such as Porte Cochere operations, etc., if so determined by the City Traffic Engineer.
19. Prior to the submittal of any construction drawings, a Drainage Plan and Technical Drainage Study must be submitted to and approved by the Department of Public Works. The study shall address the minimum vertical separation required between the proposed Tunnel and the future Clark County Regional Flood Control Master Plan Facilities. The study shall identify all existing and future Master Planned Facilities within the proposed footprint of this project; this includes the crossings at Charleston Boulevard & Las Vegas Boulevard, Charleston Boulevard & Main Street, and Sahara Avenue & Las Vegas Boulevard. For the elevation of the Future Clark County Regional Flood Control Master Plan Facilities, please coordinate with the Department of Public Works – Flood Control Section during the Technical Drainage Study process. The study shall also address the impacts of potential groundwater, dewatering, and protection of storm water facilities from contamination.
20. Each proposed Station shall be the subject of an appropriate design review per the provisions of Title 19.16, as well as any related above-ground features such as entrances/exits, vents, emergency or maintenance access points, etc. that may affect the surface improvements.
21. The applicant shall demonstrate, through bond or insurance policy, sufficient resources to cover liabilities associated with the construction and operation of the proposed facility, and shall maintain such resources throughout the life of the project. The project developer shall be financially responsible for any damage to any existing facilities and utilities within the public rights-of-way (including surface and sub-surface improvements and Franchised utilities) caused by the tunnel during construction and operation.
22. The applicant shall demonstrate appropriate rights to encroach into private properties, such as easement or notarized letter of parcel Owner's permission, for the construction, maintenance, and operations of this facility for every private parcel impacted by this project prior to the issuance of any permits for construction or demolition within or underlying said properties.

23. All plans and related engineering drawings shall be submitted to the City as digital design files using the City's coordinate system. Coordinate with the Survey Section of the Department of Public Works for assistance with the City's coordinate system.
24. The applicant shall provide proof of coordination with Utility Companies and other Franchise holders within the rights-of-way and give them 45 days from receipt of final plans to issue written approval or concern. Any concerns raised shall be addressed by the applicant prior to issuance of permits.
25. Prior to the issuance of any permits for construction of this project, the applicant shall provide a Tunnel Decommission Plan and associated bond or other surety sufficient to cover costs associated with termination of the project either before completion, including restoration of existing conditions, or at the cessation of operations, in the event that the project is abandoned or otherwise terminated.
26. The applicant shall provide a plan for approval by the City depicting the proposed haul route and disposition of excavated material, as well as an estimated schedule of trips (how many trucks, how many trips) required to excavate this project, as well as a plan for detection and mitigation, if needed, of any contaminated material excavated during this project construction.
27. Contact the City Engineer's Office to coordinate design and construction with any Capital Improvement Projects within the areas of proposed improvements. This includes, but is not limited to, the Wyoming Ave CIP, Utah Ave CIP, Colorado Ave CIP, California Ave CIP, Charleston Blvd Storm Drain CIP, Las Vegas Blvd CIP, Downtown Civic Center Plaza south of City Hall, Ogden Ave CIP, and any other public projects within the scope of this project at time of development.
28. Final as-constructed tunnel alignments and profiles shall be submitted to the City certified by a Nevada Professional Land Surveyor.

**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.

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.

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.

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 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.

- 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

Pre-Application Meeting	
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.

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

Master and Neighborhood Plan Areas	Compliance
2045 Downtown Master Plan	Y
Special Area and Overlay Districts	Compliance
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
Other Plans or Special Requirements	Compliance
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

Waivers		
Requirement	Request	Staff Recommendation
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

**** CONDITIONS ****

20-0204-SUP1 CONDITIONS

Planning

1. Conformance to all Minimum Requirements under LVMC Title 19.12 for a Monorail use.
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. A Waiver has been approved to allow entitlement consideration prior to the approval of required license and operational agreements. All required licenses and agreements shall be finalized prior to the issuance of permits for construction.
4. Future stations will require an appropriate design review per the provisions of Title 19.16.
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 Department of Building and Safety.
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. All City Code requirements and design standards of all City departments must be satisfied, except as modified herein.

Public Works

8. Prior to the issuance of any permits, coordinate with the Department of Public Works to determine final requirements for use of rights-of-way and/or easements. The applicant shall work with the City to determine the most appropriate form of permission for the use of the public right-of-way, be that a License Agreement or Franchise Agreement. Such permissions, and compliance with any additional conditions thereon attached must be obtained prior to the issuance of any construction permits.

Conditions Page Two
November 10, 2020 - Planning Commission Meeting

9. The applicant shall work with staff to provide a preliminary design and cost estimate (at no cost to the City) for a civic-use station to service the Civic and Business District (Las Vegas City Hall Complex) and an additional station servicing the Arts District at locations acceptable to the City. These shall be provided to the City prior to final design of the main artery tunnel so that it can be designed in such a way to allow these future stations to be added more easily.
10. Design and construction of this facility shall reference and comply with all appropriate design standards for tunnels including National Fire Protection Association Standard for Fixed Guideway Transit and Passenger Rail Systems, International Building Code, and others as appropriate
11. The applicant is estimating the main artery tunnel portion of the project that falls within City limits will cost \$35-45 Million. This will result in applicant paying an estimated right of way work activity plan check and inspection fee of \$787,500-1,012,500. A portion of these funds will cover the cost of the City's staff augmentation to include an outside tunnel engineering specialty firm to assist in the review of the design documents.
12. The applicant is responsible for the cost of Special Inspection and Testing as required by Chapter 17 of the International Building Code.
13. The Applicant shall propose for approval by the City a binding Dispute Resolution Plan that shall govern issues that may arise due to differing site conditions or events.
14. Provide a geologic survey and geotechnical report identifying existing faults and known issues and providing recommendations for addressing such within the area proposed for this facility during the design and construction of this project.
15. Provide a plan acceptable to the Department of Public Works to monitor and detect surface settlement associated with this project, and to mitigate any such subsidence that may occur.
16. Provide a plan acceptable to the Environmental Compliance Section of the Department of Public Works to monitor and detect groundwater intrusions and / or contaminants and to mitigate any such intrusions or contaminants that may occur, both during construction and subsequent operation of the facility.
17. Provide a plan acceptable to the City for monitoring Air Quality within the facility and maintaining public safety for users of the system. Such plan shall also address emergency accessibility, life safety, fire control, and all aspects of emergency response within the system both under construction and during operation. Coordinate with the City Fire Services Department for specific requirements for Fire, Life Safety, and emergency response.

FS

ITEM 30

Conditions Page Three
November 10, 2020 - Planning Commission Meeting

18. A conceptual Traffic Impact Analysis (TIA) shall be submitted for approval by the City Traffic Engineer prior to approval of any construction drawings for stations associated with this project. The TIA shall identify the primary traffic sources for users of the stations, as well as significant secondary sources (such as park and ride users) that may use the stations, to estimate vehicular impacts to the adjacent roadway networks and address potential vehicular or pedestrian impacts to existing facilities, such as Porte Cochere operations, etc., if so determined by the City Traffic Engineer.
19. Prior to the submittal of construction drawings for the main artery tunnel, a Flood Control Technical Memorandum shall be approved by the Department of Public Works. It shall address the minimum vertical separation required between the proposed tunnel facility and the future Clark County Regional Flood Control Master Plan Facilities. It shall identify all existing and future Master Planned Facilities within the proposed footprint of this project; this includes the crossings at Charleston Boulevard & Las Vegas Boulevard, Charleston Boulevard & Main Street, and Sahara Avenue & Las Vegas Boulevard. It shall also address the impacts of potential groundwater, dewatering, and protection of storm water facilities from contamination. A groundwater permit from Nevada Division of Environmental Protection will be required if any groundwater is to be pumped or diverted in any way into the storm drain system. Additionally, prior to the submittal of construction drawings for stations, a Technical Drainage Study shall be approved. The scope of the drainage study will be dependent on the amount of on-site features impacted by the stations and historical flow patterns that may, among other things, require tunnel design countermeasures to reduce the chance of projected flows entering the tunnel.
20. Each proposed Station shall be the subject of an appropriate design review per the provisions of Title 19.16, as well as any related above-ground features such as entrances/exits, vents, emergency or maintenance access points, etc. that may affect the surface improvements. It is understood that stations will be separate phases of the project with the main artery tunnels being phase 1.
21. Prior to issuance of construction permits, the applicant shall demonstrate, through bond or insurance policy, sufficient resources to cover liabilities associated with the construction and operation of the proposed main artery tunnels, and shall maintain such resources throughout the life of the project. The project developer shall be financially responsible for any damage to any existing facilities and utilities within the public rights-of-way (including surface and sub-surface improvements and Franchised utilities) caused by the main artery tunnels during construction and operation. Additional liability coverage shall be provided for the construction and operation of stations and related improvements prior to issuance of separate construction permits for those stations.

Conditions Page Four
November 10, 2020 - Planning Commission Meeting

22. The applicant shall demonstrate appropriate rights to encroach into private properties, such as easement or notarized letter of parcel Owner's permission, for the construction, maintenance, and operations of this facility for every private parcel impacted by this project prior to the issuance of any permits for construction or demolition within or underlying said properties.
23. All plans and related engineering drawings shall be submitted to the City as digital design files using the City's coordinate system. Coordinate with the Survey Section of the Department of Public Works for assistance with the City's coordinate system.
24. The applicant shall provide proof of coordination with Utility Companies and other Franchise holders within the rights-of-way and give them 45 days from receipt of final plans to issue written approval or concern. Any concerns raised shall be addressed by the applicant prior to issuance of permits.
25. Prior to the issuance of any permits for construction of this project, the applicant shall provide a Tunnel Decommission Plan and associated bond or other surety sufficient to cover costs associated with termination of the project either before completion, including restoration of existing conditions, or at the cessation of operations, in the event that the project is abandoned or otherwise terminated.
26. The applicant shall provide a plan for approval by the City depicting the proposed haul route and disposition of excavated material, as well as an estimated schedule of trips (how many trucks, how many trips) required to excavate this project, as well as a plan for detection and mitigation, if needed, of any contaminated material excavated during this project construction.
27. Contact the City Engineer's Office to coordinate design and construction with any Capital Improvement Projects within the areas of proposed improvements. This includes, but is not limited to, the Wyoming Ave CIP, Utah Ave CIP, Colorado Ave CIP, California Ave CIP, Charleston Blvd Storm Drain CIP, Las Vegas Blvd CIP, Downtown Civic Center Plaza south of City Hall, Ogden Ave CIP, and any other public projects within the scope of this project at time of development.
28. Final as-constructed tunnel alignments and profiles shall be submitted to the City certified by a Nevada Professional Land Surveyor.

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.

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Submitted after final agenda

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

By: 0F76BA770DD074DB...
Susan Hitch

Title: Chief Financial Officer

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Exhibit A - Authorized Parcels

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

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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

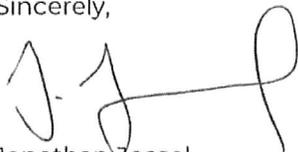
This letter is submitted to accompany the Special Use Permit application submitted by TBC- The Boring Company d/b/a Vegas Loop ("TBC") as part of its proposal to construct and operate the Vegas Loop project (herein referred to as the "Project"). The Project would provide a high-capacity, underground 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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11/04/2020
ITEM 30

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



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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

ITEM 30

**** 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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November 10, 2020 - Planning Commission Meeting

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

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.

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

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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 November 10, 2020 - Planning Commission Meeting

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

Pre-Application Meeting	
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.

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

Master and Neighborhood Plan Areas	Compliance
2045 Downtown Master Plan	Y
Special Area and Overlay Districts	Compliance
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
Other Plans or Special Requirements	Compliance
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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Staff Report Page Six
November 10, 2020 - Planning Commission Meeting

<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

FS

ITEM 30



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

RECEIVED

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