

11/08/23 BCC AGENDA SHEET

MONORAIL  
(TITLE 30)

DESERT INN RD/WARM SPRINGS RD/  
MARYLAND PKWY/VALLEY VIEW BLVD

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

**UC-23-0631-BUDGET RENT A CAR SOUTHERN CA:**

**USE PERMIT** for a monorail on 11.2 acres in an M-1 (Light Manufacturing) Zone and a C-2 (General Commercial) (AE-70, AE-65, & AE-60) Zone.

Generally located between Desert Inn Road and Warm Springs Road, and between Maryland Parkway and Valley View Boulevard within Paradise and Enterprise. MN/JG/JJ/bb/syp (For possible action)

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RELATED INFORMATION:

**APN:**

162-17-101-001; 162-17-101-002; 162-17-101-006; 162-22-402-001; 177-04-401-028; 162-29-301-001; 162-29-301-002

**LAND USE PLAN:**

ENTERPRISE - ENTERTAINMENT MIXED-USE

WINCHESTER/PARADISE - ENTERTAINMENT MIXED-USE

WINCHESTER/PARADISE - CORRIDOR MIXED-USE

**BACKGROUND:**

**Project Description**

General Summary

- Site Address: N/A
- Site Acreage: 11.2
- Project Type: Monorail (underground people mover system)

**History & Request**

Previous land use applications were approved to allow previous alignments of a monorail (underground people mover system). DR-19-0429 was approved for 6 aboveground entrances to the underground stations which connect the Las Vegas Convention Center (LVCC) parking lots and exhibition halls. DR-20-0261 was approved for a single point to point connection between the West Hall expansion of the LVCC to Resorts World. The underground tunnel connecting the LVCC and Wynn Resort Hotel was approved via DR-20-0262. In addition, UC-20-0546 was a Project of Regional Significance and expanded the monorail within the Resort Corridor from Russell Road along Las Vegas Boulevard South heading north towards Sahara Avenue. Furthermore, UC-20-0547 was a figure 8 route alignment (Caesar's Loop) which connects existing resorts south of Sands Avenue, north of Harmon Avenue, west of Koval Lane, and East

of Las Vegas Boulevard South. DR-22-0412 was subsequently approved and added 4613 Las Vegas Boulevard South as a new station to the Vegas Loop. UC-23-0126 approved additional alignments for the monorail, with individual stations to be reviewed in the future.

This application adds 4 new station locations to the Vegas Loop alignment map.

#### Site Plan

The submitted map indicates 4 new station markers to be added along the monorail alignment.

<b>Proposed stations with this application:</b>
3310 S. Valley View Boulevard 162-17-101-001, 162-17-101-002, 162-17-101-006
Tahiti Village 177-04-401-028
4744 Paradise Road 162-22-402-001
3755 W. Hacienda Avenue 162-29-301-001, 162-29-301-002

#### Elevations

Station designs are not proposed with this request.

#### Landscaping

Landscaping is not a part of this application.

#### Signage

Signage is not a part of this request.

#### Applicant's Justification

The applicant is proposing to add 4 additional stations to the Vegas Loop Monorail map outlined in existing use permits UC-20-0546 and UC-23-0126. Station designs will be submitted for a new land use application at a later date. As a transportation facility, the proposed Vegas Loop expansion is consistent with the existing land use and zoning of the properties listed.

#### **Prior Land Use Requests**

<b>Application Number</b>	<b>Request</b>	<b>Action</b>	<b>Date</b>
UC-23-0126	Monorail station alignment map updates	Approved by BCC	May 2023
DR-22-0412	Station addition located at 4613 Las Vegas Boulevard South	Approved by BCC	September 2022
UC-20-0547	Monorail (underground people mover system) in a figure 8 loop which connects the Cromwell Resort Hotel, Flamingo Resort Hotel, the High Roller, Harrah's Resort Hotel, the Linq Resort Hotel, Caesar's Palace Resort Hotel, and Bally's Resort Hotel	Approved by BCC	October 2021

**Prior Land Use Requests**

<b>Application Number</b>	<b>Request</b>	<b>Action</b>	<b>Date</b>
UC-20-0546	Monorail (underground people mover system) which extends from Sahara Avenue along Las Vegas Boulevard S (Resort Corridor) to Russell Road	Approved by BCC	October 2021
ADR-20-900564	Modifications to the alignment of the underground people mover system connecting the Las Vegas Convention Center to Encore Resort Hotel and changes to the station location at the Las Vegas Convention Center	Approved by ZA	December 2020
DR-20-0262	Underground people mover system connecting the Las Vegas Convention Center to Encore Resort Hotel	Approved by BCC	August 2020
DR-20-0261	Underground people mover system connecting the Las Vegas Convention Center to Resorts World Resort Hotel	Approved by BCC	August 2020
ADR-19-900879	Modifications to the previously approved underground people mover system at the Las Vegas Convention Center, which included moving stations and changing the entrance structures for stations	Approved by ZA	January 2020
DR-19-0429	Underground people mover system at the Las Vegas Convention Center with both below grade and surface level stations	Approved by BCC	July 2019

Numerous prior land use applications are associated with all the project parcels; however, these applications are related to the monorail.

**Surrounding Land Use**

	<b>Planned Land Use Category</b>	<b>Zoning District</b>	<b>Existing Land Use</b>
North	Entertainment Mixed-Use & Public Use	M-1, C-2, & P-F	Industrial, warehouses, City of Las Vegas, undeveloped, & airport
South	Entertainment Mixed-Use & Corridor Mixed-Use	C-2 & M-1	Tahiti Village, undeveloped, industrial, & warehouses
East	Entertainment Mixed-Use; Corridor Mixed-Use; & Public Use	C-2, P-F, & M-1	UNLV campus, airport, industrial, & warehouses
West	Entertainment Mixed-Use & Public Use	M-1, C-2, & P-F	Industrial, warehouses, & airport

**STANDARDS FOR APPROVAL:**

The applicant shall demonstrate that the proposed request meets the goals and purposes of Title 30.

## **Analysis**

### **Comprehensive Planning**

A use permit is a discretionary land use application that is considered on a case by case basis in consideration of Title 30 and the Master Plan. One of several criteria the applicant must establish is that the use is appropriate at the proposed location and demonstrate the use shall not result in a substantial or undue adverse effect on adjacent properties.

Staff finds that this request will establish 4 additional stations located on extensions of the previously approved monorail line, and therefore, will increase connectivity and convenience to visitors within the Resort Corridor and surrounding establishments. In addition, the project will create economic, transportation, and environmental benefits. The proposed stations, along with the previously approved monorail alignments, comply with Policy 3.1.2 of the Master Plan which encourages pursuing a variety of strategies to reduce reliance on private automobile travel, with the goal of reducing fossil fuel consumption and associated pollutant emissions from vehicles, including efforts to encourage the use of electric vehicles. Lastly, this project complies with Urban Specific Policy 28 which encourages unique transportation opportunities and Policy 1 which encourages growth patterns that reduce automobile dependence, support alternative modes of transportation, and reduce air pollution. Staff supports these requests.

### **Department of Aviation**

Department of Aviation is aware that applicant has proposed the use of cranes for parcel 162-22-402-001, as reflected in Aeronautical Study Numbers (ASN) 2023-AWP-12953-OE, 2023-AWP-13005(through 13007)-OE that will penetrate the 100:1 notification airspace surface for Harry Reid International Airport. Therefore, as required by 14 CFR Part 77, and Section 30.48.120 of the Clark County Unified Development Code, the Federal Aviation Administration (FAA) must be notified of the proposed construction or alteration.

More importantly, the proposed cranes will penetrate the Part 77 airspace surface (Airport Airspace Overlay District), as defined by Section 30.48.100 of the Clark County Unified Development Code. Therefore, as required by Section 30.16.210(12)(D) of the Clark County Unified Development Code, applicant is advised that final action for a land use application which proposes or will utilize said cranes, cannot occur until the FAA has issued an airspace Determination of No Hazard and the Department of Aviation has reviewed the determination. (Note that Section 30.16.210(12)(D) requires that the FAA Determination of No Hazard shall be submitted two weeks prior to final approval for any proposed structure that intrudes into Airport Airspace Overlay District [see Chapter 30.48 Part B].)

Parcel 162-22-402-001 lies within the AE-70 (70-75 DNL) noise contour for Harry Reid International Airport and is subject to continuing aircraft noise and over-flights. Future demand for air travel and airport operations is expected to increase significantly. Clark County intends to continue to upgrade Harry Reid International Airport facilities to meet future air traffic demand.

### **Staff Recommendation**

Approval.

If this request is approved, the Board and/or Commission finds that the application is consistent with the standards and purpose enumerated in the Master Plan, Title 30, and/or the Nevada Revised Statutes.

## **PRELIMINARY STAFF CONDITIONS:**

### **Comprehensive Planning**

- Applicant is advised that the County has adopted a rewrite to Title 30 effective January 1, 2024, and future land use applications, including applications for extensions of time, will be reviewed for conformance with the regulations in place at the time of application; a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time; the extension of time may be denied if the project has not commenced or there has been no substantial work towards completion within the time specified; and that this application must commence within 2 years of approval date or it will expire.

### **Public Works - Development Review**

- No comment.

### **Department of Aviation**

- Applicant is required to file a valid FAA Form 7460-1, "Notice of Proposed Construction or Alteration" with the FAA, in accordance with 14 CFR Part 77 for the use of cranes and potentially, future proposed structures (including temporary structures) and temporary construction equipment on parcel 162-22-402-001;
- Applicant must also receive either a Permit from the Director of Aviation or a Variance from the Airport Hazard Areas Board of Adjustment (AHABA) prior to construction as required by Section 30.48 PART B of the Clark County Unified Development Code for the use of cranes and potentially, future proposed structures (including temporary structures) and temporary construction equipment on parcel 162-22-402-001; Applicant is advised that many factors may be considered before the issuance of a permit or variance, including, but not limited to, lighting, glare, graphics, etc.;
- No building permits should be issued until applicant provides evidence that a "Determination of No Hazard to Air Navigation" has been issued by the FAA for the use of cranes and potentially, future proposed structures (including temporary structures) and temporary construction equipment on parcel 162-22-402-001;
- Incorporate exterior to interior noise level reduction into the building construction as required by Code for use.
- Applicant is advised that the FAA's determination is advisory in nature and does not guarantee that a Director's Permit or an AHABA Variance will be approved; that FAA's airspace determinations (the outcome of filing the FAA Form 7460-1) are dependent on petitions by any interested party and the height that will not present a hazard as determined by the FAA may change based on these comments; the FAA's airspace determinations include expiration dates and that separate airspace determinations will be needed for construction cranes or other temporary equipment; the FAA will no longer approve remedial noise mitigation measures for incompatible development impacted by aircraft operations, which was constructed after October 1, 1998; and that funds will not

be available in the future should the owners wish to have their buildings purchased or soundproofed.

**Clark County Water Reclamation District (CCWRD)**

- Plan review requirements regardless of discharge location: 1) show connection location on these plans of where the drainage system for the tunnels, tunnel side structures, stations, and any other structure will discharge; 2) reference the Building Department permit numbers on these plans for all proposed structures (such as foundation, structural and/or build-out); 3) tunnels are required to be at least 40 feet deep at major streets or as determined by the agency; and 4) it is assumed that every underground structure is going to have perforated pipe around it, show otherwise or show where this pipe is discharging to, no groundwater is allowed to discharge to sewer;
- If discharging into storm drain: upload supplemental plans approved by the Building Department and/or Public Works to the PIPES portal for CCWRD review;
- If discharging into sanitary sewer; ensure the following is addressed on these plans: 1) a sand/oil interceptor is required before connecting to sewer, any pressurized flows need to discharge to a gravity MH first before going through the interceptor; 2) a rain diversion structure (trench drain) is required at every ramp entrance; 3) have an approved POC # and proposed average flow (in MGD or number of ERUs) listed on the general notes sheet; and 4) have an Executed Sump Connection Agreement between CCWRD and The Boring Company for each project.
- Applicant is advised that the CCWRD has existing sanitary sewer infrastructure within the project boundaries; continue coordination efforts as project progresses; the CCWRD requires submittal of civil improvement plans for review and approval by the CCWRD (Plan Review Requirements noted below); if a POC is required, find instructions for submitting a Point of Connection (POC) request on the CCWRD's website and a signed Sump Connection Agreement will be required; during plan review, all CCWRD public sanitary sewer facilities that are found to need relocation or abandonment to accommodate the Developer's project shall be done solely at the Developer's expense; any new relocation of sewers, along with the granting of any needed sanitary sewer easements, shall be constructed and flows diverted into the new relocated facilities prior to the old sanitary sewers being removed; to protect the integrity of CCWRD sewers, PRE and POST construction televising of CCWRD sewers is required for sewers in close proximity of the Developer's project. Tunnels are required to be at least 40 feet deep at major streets.

**TAB/CAC:** Enterprise - approval.

**APPROVALS:**

**PROTESTS:**

**APPLICANT:** TYLER FAIRBANKS

**CONTACT:** TYLER FAIRBANKS, VEGAS LOOP, 3395 CAMBRIDGE STREET, LAS VEGAS, NV 89169