

**UPDATE**

PEOPLE MOVER SYSTEM  
(TITLE 30)

LAS VEGAS BLVD S/SAHARA AVE TO RUSSELL RD

**PUBLIC HEARING**

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

**UC-20-0546-CIRCUS CIRCUS LV, LLC, ET AL.:**

**HOLDOVER USE PERMITS** for the following: 1) Project of Regional Significance; and 2) a monorail (people mover system).

**WAIVER OF DEVELOPMENT STANDARDS** to not provide a franchise agreement concurrent with a special use permit for a monorail (people mover system).

**DESIGN REVIEW** for a monorail (people mover system) on approximately 46.0 acres in an R-E (Rural Estates Residential) (AE-60) Zone, R-4 (Multiple Family Residential - High Density) Zone, C-1 (Local Business) Zone, C-2 (General Commercial) Zone, C-2 (General Commercial) (AE-60, AE-65, & AE-70) Zone, M-D (Designed Manufacturing) (AE-60 & AE-65) Zone, M-1 (Light Manufacturing) Zone, M-1 (Light Manufacturing) (AE-60) Zone, U-V (Urban Village - Mixed-Use) Zone, P-F (Public Facility) Zone, P-F (Public Facility) (AE-65, AE-70, AE-75, & AE-RPZ) Zone, H-1 (Limited Resort and Apartment) Zone, and H-1 (Limited Resort and Apartment) (AE-60, AE-65, AE-70, AE-75, & AE-APZ) Zone.

Generally located between Sahara Avenue and Russell Road, and between Paradise Road and Decatur Boulevard within Paradise and Winchester. JJ/JG/MN/TS/jt/ja (For possible action)

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**RELATED INFORMATION:**

**APN:**

List on file.

**LAND USE PLAN:**

WINCHESTER/PARADISE - BUSINESS AND DESIGN/RESEARCH PARK

WINCHESTER/PARADISE - COMMERCIAL GENERAL

WINCHESTER/PARADISE - COMMERCIAL TOURIST

WINCHESTER/PARADISE - INDUSTRIAL

WINCHESTER/PARADISE - PUBLIC FACILITIES

**BACKGROUND:**

**Project Description**

**General Summary**

- Site Address: N/A
- Site Acreage (approximate): 46
- Project Type: Monorail (people mover system)

### Request

This request is for a people mover system that will operate mostly underground in the vicinity of the Resort Corridor and connect resort hotels, convention centers, and Allegiant Stadium. The private transportation system is considered a monorail per Title 30 standards; however, the system will operate with autonomous vehicles on paved routes within the tunnels. Since this project is considered a monorail, a franchise agreement is required to be approved concurrently by the Board of County Commissioners with this application. However, this application includes a request to postpone the approval of the franchise agreement until prior to the construction of the project. Lastly, this application is only for the alignment of the people mover system. Individual stations will be reviewed with future land use applications.

### Site Plans

The plans depict the overall proposed alignment of the people mover system, which extends from Russell Road along Las Vegas Boulevard South to Sahara Avenue generally underneath the public right-of-way. North of Sahara Avenue, the people mover system will connect to destinations within the City of Las Vegas, which are not a part of this application. Also, this application is a Project of Regional Significance since the monorail use requires a special use permit, and a portion of the project is adjacent to the City of Las Vegas.

West of Las Vegas Boulevard South, the route alignment extends under the public right-of-way along Flamingo Road, south on Arville Street, east on Tropicana Avenue, south on Valley View Boulevard, and east on Russell Road, connecting back to Las Vegas Boulevard South. East of Las Vegas Boulevard South, a branch of the alignment extends along Tropicana Avenue and south on Paradise Road for a potential future connection with McCarran International Airport (not a part of this application). Within the Resort Corridor, conceptual connections are shown between some resort hotels; however, those conceptual connections would require additional review and possible future land use applications.

Overall, the entire alignment is approximately 10.5 miles long, with approximately 24 miles of improvements since portions of the project include 2 generally parallel tunnels on either side of Las Vegas Boulevard South. The route will include 13.5 foot diameter tunnels that are located approximately 30 feet below grade. Tunnel depths will vary to avoid underground utilities, and ramps will connect the tunnels to future stations located at surface level and below grade.

The proposed underground people mover will connect to other underground people movers that are in various states of development. For example, near the Las Vegas Convention Center, this project will connect to an underground people mover that is under construction with approvals for extensions to Resorts World and Encore Resort Hotels. Also, this project will connect to a related application on this agenda, which is for a people mover system (monorail) connecting several resort hotels on the east side of Las Vegas Boulevard South near Flamingo Road.

### Applicant's Justification

According to the applicant, the project will provide a high capacity, underground transportation system for the public using zero-emissions, autonomous vehicles. This system will provide quick, environmentally friendly and efficient movement of people within the Resort Corridor without disrupting activities occurring above ground.

**Prior Land Use Requests**

<b>Application Number</b>	<b>Request</b>	<b>Action</b>	<b>Date</b>
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 people mover system.

**Surrounding Land Use**

	<b>Planned Land Use Category</b>	<b>Zoning District</b>	<b>Existing Land Use</b>
North	City of Las Vegas	C-2	Retail tourist uses along Las Vegas Boulevard
South	Commercial Tourist, Business Design/Research Park, & Public Facilities	M-D, M-1, H-1, & P-F	Office/warehouse, adult use, hotels, golf course, & McCarran International Airport
East	Commercial Tourist & Commercial General	P-F, H-1, C-2, & M-D	Resort hotels & retail
West	Commercial Tourist, Public Facilities, & Industrial	H-1, M-1, & R-4	Resort hotels, industrial uses, & multiple family residential

**Related Applications**

<b>Application Number</b>	<b>Request</b>
UC-20-0547	A people mover system (monorail) connecting various resort hotels located on the east side of Las Vegas Boulevard South near Flamingo Road is a related item on this agenda.

## **STANDARDS FOR APPROVAL:**

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

### **Analysis**

#### **Current Planning**

##### Use Permits

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 Comprehensive 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 can support the use permits for the Project of Regional Significance and the monorail (people mover system). This project will connect to the same system of people mover systems at the Las Vegas Convention Center that are under construction, and the project will provide an alternative transportation option to connect destinations north of Sahara Avenue with key sites around the Resort Corridor in Clark County. Overall, the project will create economic, transportation, and environmental benefits, and staff does not anticipate any substantial or undue adverse effects on properties.

##### Waiver of Development Standards

According to Title 30, the applicant shall have the burden of proof to establish that the proposed request is appropriate for its existing location by showing that the uses of the area adjacent to the property included in the waiver of development standards request will not be affected in a substantially adverse manner. The intent and purpose of a waiver of development standards is to modify a development standard where the provision of an alternative standard, or other factors which mitigate the impact of the relaxed standard, may justify an alternative.

Per Chapter 5.04 of the Clark County Code (Franchised Monorail Transportation Systems) and Table 30.44-1 (Monorail), a franchise agreement is required to be approved concurrently with the special use permit for the monorail. However, this application is only for the alignment, and future land use applications will be required for the stations prior to construction. The applicant is aware that a franchise agreement will be required prior to the start of construction for the people mover system.

##### Design Review

The overall people mover system complies with several policies in the Comprehensive Master Plan. For example, Urban Specific Policy 28 encourages unique transportation opportunities; Policy 1 encourages growth patterns that reduce automobile dependence, support alternative modes of transportation, and reduce air pollution; and Winchester/Paradise Specific Policy 10 encourages both public and private transit systems in the Resort Corridor. As a result, staff can support the request.

### **Department of Aviation**

Portions of the proposed tunnel alignment along Paradise Road, south of Tropicana Avenue, and along internal roadways used for Terminal 1 and Terminal 3 are owned by the Department of

Aviation (DOA). Although there have been initial discussions between the applicant and the DOA regarding the conceptual design of the Vegas LOOP to LAS, additional communication is required before any action can be finalized.

### **Staff Recommendation**

Approval. This item has been forwarded to the Board of County Commissioners' meeting for final action.

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

### **PRELIMINARY STAFF CONDITIONS:**

#### **Current Planning**

- Approval of franchise agreement by the Board of County Commissioners is required prior to construction.
- Applicant is advised **that the County is currently rewriting Title 30 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;** land use applications will be required for changes to the alignment and the design of stations; 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**

- Provide Public Works the information for the monorail (people mover system) including tunnel system profile, tunnel(s) cross section, public right-of-way utility location investigation, and general cross sections and plans of the system stations and the applicant will be required to address regulatory procedures for subsequent permits for building the entire system;
- Applicant to execute Revocable License Agreements to address all right-of-way issues that include, but may not be limited to, non-standard improvements and the construction, operation and maintenance of the monorail (people mover) and tunnel system, dewatering, underground utilities, and sensor monitoring of storm drain facilities subject to separate approval by the Board of County Commissioners (BCC);
- Revocable License Agreement for non-standard improvements to include a Decommissioning Plan for work within the right-of-way;
- Land use application, required permits, and work are subject to BCC approval of the above stated Revocable License Agreements, no permits within the public right-of-way will be issued until all right-of-way issues are addressed, including the execution and BCC approval of the above-stated agreements;
- Applicant shall coordinate with utilities and franchisees for work within the right-of-way;

- Applicant shall obtain written consent from the Las Vegas Valley Water District and Clark County Water Reclamation District and any other utility identified as a direct conflict with the monorail (people mover), to be determined by Clark County Public Works;
- Coordinate with Public Works - Traffic Management Division;
- Union Pacific Railroad approval;
- Nevada Department of Transportation approval.
- Applicant is advised to coordinate with the District Attorney's Office and Clark County Public Works for negotiation of the above stated agreements.

#### **Department of Aviation**

- **For all "Proposed Future Spurs" on DOA owned parcels and for the portion of the proposed Tropicana alignment east of Koval Lane, the DOA will need to coordinate with the FAA Airports District Office (ADO) prior to finalizing the agreement between TBC and DOA.**

#### **Building Department - Fire Prevention**

- **The tunnel and station systems must be designed to comply with appropriate Codes and Standards as determined by the Clark County Building Official and Fire Code Official;**
- Accessible access required at all stations, and other locations, as appropriate;
- Building, Fire and ATS permits required to be obtained;
- Project Phasing for construction & operations, needs to be approved by Building & Fire Prevention;
- Emergency exits & smoke control venting system to be located in locations and in a manner that does not create other hazards;
- Settlement and vibration monitoring required when on private property and passing within 50 feet or beneath an existing structure;
- **Building plans to include an overall site plan showing the ultimate alignments for UC-20-0546 and UC-20-0547;**
- To avoid future issues, the design needs to be for ultimate operational condition (i.e. autonomous vehicles, types of vehicles, passenger volume etc.) to assure that inclusion at later date is not prohibited if the approved design did not account for these;
- Emergency personnel access and operations, including entry locations, emergency communications, and fire protection features, must be in compliance with the Clark County Fire Code;
- Smoke removal systems and equipment, fire protection water supply, water removal, special rescue equipment and procedures, and any modification to surface infrastructure (i.e. relocation of fire hydrants and location of emergency egress points) are some items that the design must address.

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

- Applicant is advised that the CCWRD has existing sanitary sewer infrastructure within the project boundaries; please continue coordination efforts as project progresses; the CCWRD requires submittal of civil improvement plans for review and approval by the CCWRD; you may find instructions for submitting a Point of Connection (POC) request on the CCWRD's website, if a POC is 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; and that tunnels are required to be at least 40 feet deep at major streets specifically along Twain Avenue, Harmon Avenue, Flamingo Road, and Tropicana Avenue to allow for potential future sanitary interceptors.

**TAB/CAC:****APPROVALS: 58 cards****PROTESTS: 13 cards, 1 letter****PLANNING COMMISSION ACTION:** February 16, 2021 – FORWARDED – Conditions forthcoming.**COUNTY COMMISSION ACTION:** February 3, 2021 – HELD – To 02/17/21 – per the applicant.**APPLICANT:** TBC-THE BORING COMPANY**CONTACT:** JANTIEN SHIZURU, TBC-THE BORING COMPANY, 3395 CAMBRIDGE STREET, LAS VEGAS, NV 89169