



## AGENDA MEMO

**PLANNING COMMISSION MEETING DATE: JUNE 12, 2008**

**DEPARTMENT: PLANNING AND DEVELOPMENT**

**ITEM DESCRIPTION: SDR-27948 - APPLICANT: REGIONAL TRANSPORTATION  
COMMISSION OF SOUTHERN NEVADA - OWNER: FC RTC 20, LLC**

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### **\*\* CONDITIONS \*\***

**STAFF RECOMMENDATION: APPROVAL**, subject to:

#### **Planning and Development**

1. Conformance to the conditions for Rezoning (Z-0100-64) if approved, except as amended by conditions herein.
2. This approval shall be void two years from the date of final approval, unless a building permit has been issued for the principal building on the site. An Extension of Time may be filed for consideration by the City of Las Vegas.
3. All development shall be in conformance with the site plan, landscape plan, and building elevations, date stamped 04/29/08, except as amended by conditions herein.
3. The existing chain link construction fence must be brought into conformance with the Construction Standards outlined in Subsection VII.A.8 of the Downtown Centennial Plan.
4. A Waiver from Downtown Centennial Plan Office Core Site Planning Standards for Build-to-Line (Setbacks) is hereby approved, to allow more than 30 percent of the pedestrian level of the building to be located 15 feet from the 1<sup>st</sup> Street (corner side) property line and to be located approximately 195 feet from the Casino Center Boulevard (corner side) property line, and approximately 109 feet from the Garces Avenue (secondary front) property line
5. A Waiver from Downtown Centennial Plan Office Core Development Standards for Streetscape is hereby approved, to allow no amenity zone adjacent to Casino Center Boulevard as a part of improvements for the bus turnout.
6. A revised site plan shall be submitted to and approved by the Planning and Development Department, prior to the time application is made for a building permit, to reflect the changes herein. The site plan shall be revised to reflect compliance with Subsection V.e and Graphic 5 of the Downtown Centennial Plan with regards to the right-of-way improvements along 1<sup>st</sup> Street and the required chokers at the intersections of 1st Street and Garces Avenue and 1st Street and Bonneville Avenue. An ornamental screen fence is required to provide screening of the surface parking lot from the public streets as required by the Downtown Centennial Plan Subsection VII.A.3.d. The revised site plan shall be

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indicated with a detail matching Graphic 9 of the Downtown Centennial Plan and include all appropriate notations.

7. All driveway treatments shall conform to the Radius Driveway/Alleyway Standard as depicted as a part of Graphic 8 of the Downtown Centennial Plan.
8. A technical landscape plan, signed and sealed by a Registered Architect, Landscape Architect, Residential Designer or Civil Engineer, must be submitted prior to or at the same time application is made for a building permit. A permanent underground sprinkler system is required, and shall be permanently maintained in a satisfactory manner; the landscape plan shall include irrigation specifications. The technical landscape plan shall include the following changes from the conceptual landscape plan: the required shade trees within the 1<sup>st</sup> Street amenity zone shall be planted at 15 to 20-foot intervals, increasing the number of shade trees within this zone to a minimum of 20 trees.
9. Pre-planting and post-planting landscape inspections are required to ensure the appropriate plant material, location, size of planters, and landscape plans are being utilized. The Planning and Development Department must be contacted to schedule an inspection prior to the start of the landscape installation and after the landscape installation is completed. A certificate of occupancy will not be issued or the final inspection will not be approved until the landscape inspections have been completed.
10. Revised elevations and floor plans shall be submitted to and approved by the Planning and Development Department prior to the time application is made for a building permit to reflect the reorientation of the western public entry to the Terminal Facility such that pedestrian access is directly adjacent to the 1<sup>st</sup> Street frontage. Additionally, the elevations for the Bike Station shall be revised for the west elevation to provide a more aesthetically pleasing view from the street, similar to the east elevation.
11. Reflective glazing at the pedestrian level is prohibited. Glazing above the pedestrian level shall be limited to a maximum reflectance rating of 22% (as defined by the National Institute of Standards and Technology).
12. All mechanical equipment, air conditioners and trash areas shall be fully screened in views from the abutting streets.
13. All utility boxes exceeding 27 cubic feet in size shall meet the standards of LVMC Title 19.12.040.
14. Parking lot lighting standards shall be no more than 30 feet in height and shall utilize downward-directed lights with full cut-off luminaires. Lighting on the exterior of buildings shall be shielded and shall be downward-directed. Non-residential property

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lighting shall be directed away from residential property or screened, and shall not create fugitive lighting on adjacent properties.

15. A Comprehensive Construction Staging Plan shall be submitted to the Planning and Development Department for review and approval prior to the issuance of any building permits. The Construction Staging Plan shall include the following information: Design and location of construction trailer(s); design and location of construction fencing; all proposed temporary construction signage; location of materials staging area; and the location and design of parking for all construction workers.
16. All City Code requirements and design standards of all City Departments must be satisfied, except as modified herein.

**Public Works**

17. Dedicate appropriate right-of-way for the Bonneville Avenue/Clark Avenue/Casino Center Boulevard realignment project.
18. Remove all substandard public street improvements, if any, adjacent to this site and replace with new improvements meeting current Downtown Centennial Standards concurrent with on-site development activities. All existing public improvements, if any, adjacent to this site damaged during construction shall be repaired at the applicants expense.
19. Contact the City Engineers Office at 229-6272 to coordinate the development of this project with the Bonneville Avenue/Clark Avenue/Casino Center Boulevard realignment and the Downtown Connector BRT projects and any other public improvement projects adjacent to this site. The reconstruction of Bonneville Avenue between 1<sup>st</sup> Street and Casino Center Boulevard shall be completed prior to occupancy of this site. Comply with the recommendations of the City Engineer.
20. Sufficient vertical clearance to maintain the existing sewer line within previously vacated alley shall be provided between the existing public sewer easement and the proposed canopy. Alternatively, a sewer relocation plan, with an appropriate vacation application shall be submitted to and approved by the City of Las Vegas prior to the issuance of any permits for this site.
21. A Traffic Impact Analysis must be submitted to and approved by the Department of Public Works prior to the issuance of any building or grading permits, or the submittal of any construction drawings. Comply with the recommendations of the approved Traffic Impact Analysis prior to occupancy of the site. The Traffic Impact Analysis shall also include a section addressing Standard Drawings #234.1 #234.2 and #234.3 to determine additional right-of-way requirements for bus turnouts adjacent to this site, if any; dedicate all areas

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recommended by the approved Traffic Impact Analysis. All additional rightsofway required by Standard Drawing #201.1 for exclusive right turn lanes and dual left turn lanes shall be dedicated prior to or concurrent with the commencement of onsite development activities unless specifically noted as not required in the approved Traffic Impact Analysis. If additional rightsofway are not required and Traffic Control devices are or may be proposed at this site outside of the public rightofway, all necessary easements for the location and/or access of such devices shall be granted prior to the issuance of permits for this site. Phased compliance will be allowed if recommended by the approved Traffic Impact Analysis. No recommendation of the approved Traffic Impact Analysis, nor compliance therewith, shall be deemed to modify or eliminate any condition of approval imposed by the Planning Commission or the City Council on the development of this site.

22. The submitted Drainage Plan and Technical Drainage Study must be accepted by the Department of Public Works prior to the issuance of any permits for this site.

**\*\* STAFF REPORT \*\***

**PROJECT DESCRIPTION**

This is a request for a Site Development Plan Review for a proposed Transit Passenger Facility with Waivers of the Downtown Centennial Plan Build-To-Line and Streetscape Standards on 2.75 acres at the southwest corner of Bonneville Avenue and Casino Center Boulevard. The facility will include a bike station, guest lobby, operations offices, and ticketing stations. The applicant indicates that the proposed project is intended to provide a welcoming, safe and attractive environment in response to the city's growing need for alternative transportation in dense areas such as are planned for the downtown area.

There are Waivers of the Streetscape Standards along Casino Center Boulevard and Build-to-Line (Setback) requirements of the Downtown Centennial Plan Office Core Site Planning Standards addressed in this request. The applicant has indicated the deviation for the Build-to-Line is appropriate as it is intended that a future addition for a retail use (developed by others) will be developed at the northwest corner of the site adjacent to 1<sup>st</sup> Street. The Waiver of streetscape along Casino Center Boulevard is due to the bus turnout that is planned for the east side of the site and is mitigated by the approved median landscaping proposed as a part of the Public Works improvement within the Casino Center Boulevard right-of-way. The proposed development is in keeping with on-going development in this area and the goals and objectives as outlined in the Downtown Centennial Plan and the General Plan; therefore, approval of this request is recommended.

**BACKGROUND INFORMATION**

<b><i>Related Relevant City Actions by P&amp;D, Fire, Bldg., etc.</i></b>	
12/16/64	The City Council approved a Rezoning (Z-0100-64) request to reclassify approximately 230 acres generally located on property bounded by Main Street to the west, Bonanza Road on the north, Las Vegas Boulevard on the east, and Charleston Boulevard on the south, including the subject parcel, from R-1 (Single Family Residential), R-4 (High Density Residential), C-1 (Limited Commercial), C-2 (General Commercial) and C-V (Civic) to C-2 (General Commercial). The Planning Commission recommended approval.
09/17/07	Staff administratively approved a Final Map Technical Review (FMP-24316) to revert multiple parcels back to acreage. The Mylars were released for recordation on 12/03/07.
<b><i>Related Building Permits/Business Licenses</i></b>	
There are no building permits or business licenses related to this review.	
<b><i>Pre-Application Meeting</i></b>	
04/11/08	A pre-application meeting was held, where submittal requirements and elements of this application were discussed. Specifically, the need to detail the bike stations operations and the waiver requests were discussed.



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

<b><i>Field Check</i></b>	
05/29/08	The Department of Planning and Development conducted a site visit that found that this is mostly an undeveloped site. There is one fully developed corner that has a recently vacant building adjacent the northwest corner of Garces and Casino Center. There is a small surface parking lot adjacent to the building. There are overhead power lines that bisect the parcel along the former alleyway alignment. Finally, there is temporary, unscreened chain link fencing around the site. *

\* A condition of approval has been added to this review that the existing chain link construction fencing be brought up to the Construction Standards outlined in Subsection VII.A.8 of the Downtown Centennial Plan. Specifically, these standards call for a privacy screen to be utilized when chain link is used as a temporary fencing material for a development within the Downtown Centennial Plan area.

<b><i>Details of Application Request</i></b>	
<b><i>Site Area</i></b>	
Net Acres	2.75

<b>Surrounding Property</b>	<b>Existing Land Use</b>	<b>Planned Land Use</b>	<b>Existing Zoning</b>
Subject Property	Office / Parking Lot	C (Commercial)	C-2 (General Commercial) and R-4 (High Density Residential) Resolution of Intent to C-2 (General Commercial)
North	Office	C (Commercial)	C-2 (General Commercial)
	Multi-family Residential (Vacant)	C (Commercial)	R-4 (High Density Residential) Resolution of Intent to C-2 (General Commercial)
South	Undeveloped	C (Commercial)	C-M (Commercial/Industrial)
	Parking Lot	C (Commercial)	C-2 (General Commercial)
East	Office	C (Commercial)	C-2 (General Commercial)

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	Undeveloped	C (Commercial)	C-2 (General Commercial) and R-4 (High Density Residential) Resolution of Intent to C-2 (General Commercial)
West	Multi-family Residential	C (Commercial)	C-2 (General Commercial)
	Undeveloped	C (Commercial)	C-2 (General Commercial) and R-4 (High Density Residential) Resolution of Intent to C-2 (General Commercial)

<i>Special Districts/Zones</i>	<i>Yes</i>	<i>No</i>	<i>Compliance</i>
<b>Special Area Plan</b>			
Downtown Centennial Plan	X		N *
Redevelopment Plan Area	X		Y
<i>Special Districts/Zones</i>	<i>Yes</i>	<i>No</i>	<i>Compliance</i>
<b>Special Purpose and Overlay Districts</b>			
Downtown Overlay District	X		Y
A-O (Airport Overlay) District (200 Feet)	X		Y
Live/Work Overlay District	X		Y
<b>Trails</b>			
Art Trail	X		N **
<b>Rural Preservation Overlay District</b>		X	n/a
<b>Development Impact Notification Assessment</b>		X	n/a
<b>Project of Regional Significance</b>		X	n/a

\* Waivers of the build-to-line requirement and streetscape standards, as required by the Downtown Centennial Office Core Site Planning Standards, have been requested as parts of this review that, if approved, would grant relief from these standards.

\*\* A condition has been added to this review that the revised site plan depict the streetscape improvements along South 1<sup>st</sup> Street and at the intersections of 1<sup>st</sup> Street and Bonneville and 1<sup>st</sup> Street and Garces Avenue so that they conform with Graphic 5 of the Downtown Centennial Plan.

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**DEVELOPMENT STANDARDS**

Title 19.06.060 exempts properties within the Downtown Centennial Plan area from the automatic application of building height limitations, setbacks, lot coverage, residential adjacency, standard landscaping requirements, and standard parking requirements. The Centennial Plan addresses certain site development standards, which are detailed below:

*Pursuant to the Downtown Centennial Plan, the following development standards apply to the subject proposal:*

<b>Standard</b>	<b>Required/Allowed</b>	<b>Provided</b>	<b>Compliance</b>
Min. Lot Size	n/a	2.75 acres	n/a
Min. Lot Width	n/a	≈ 240 Feet	n/a
Min. Setbacks			
• Front (Bonneville Avenue)	0 Feet	≈ 180 Feet	Y *
• Corner Side (Casino Center Boulevard)	0 Feet	≈ 195 Feet	N **
• Corner Side (1 <sup>st</sup> Street)	0 Feet	15 Feet	N **
• Front (Garces Avenue)	0 Feet	≈ 109 Feet	N **
Build-to Line			
• Front (Bonneville Avenue)	70% of frontage line	0 Feet	Y *
• Front (Garces Avenue)	70% of frontage line	≈ 109 Feet	N **
• Corner Side (1 <sup>st</sup> Street)	70% of frontage line	15 Feet	N **
• Corner Side (Casino Center Boulevard)	70% of frontage line	≈ 195 Feet	N**
Max. Lot Coverage	Up to 100%	9.8%	Y
Max. Building Height	n/a	47 Feet (Building) 52.75 Feet (Canopy)	n/a
Trash Enclosure	Screened	Gated and Roofed	Y
Mech. Equipment	Screened	Screened	Y

\* The proposed structure is setback approximately 180 feet from Bonneville Avenue which would normally not comply with the minimum build-to-line requirement. However, the Downtown Centennial Office Core Site Planning Standards does allow civic amenities, such as the proposed plaza, to satisfy this requirement.

\*\* The proposed structure does not comply with the minimum build-to-line requirement as the building is not situated directly at the southern frontage nor the corner side property lines for a minimum of 70 percent of the pedestrian level as required by the Downtown Centennial Office Core Site Planning Standards. A Waiver has been requested as a part of this review that, if approved, would allow the transit facility to be setback 15 feet from the 1<sup>st</sup> Street build-to-line, approximately 195 feet from the Casino Center Boulevard build-to-line, and approximately 109 feet from the Garces Avenue build-to-line.

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*Pursuant to the Downtown Centennial Plan, the following landscape and buffer standards apply:*

<b>Landscaping and Open Space Standards</b>				
<b>Standards</b>	<b>Required</b>		<b>Provided</b>	<b>Compliance</b>
	<b>Ratio</b>	<b>Trees</b>		
Parking Area	1 Tree/6 Spaces (located in islands and/or at the perimeter)	2 Trees	2 Trees	Y
Perimeter Buffer	1 Tree/20 Feet (if perimeter landscaping is required)	0 Trees	0 Trees	n/a
<b>TOTAL</b>		2 Trees	12 Trees	Y *
Min. Zone Width	n/a		0 Feet	n/a
Landscape Area Required	120 Square Feet (10 SF per parking space)		≈ 750 SF	Y
Parking Area Fence	Ornamental Screen Fence (Per Graphics 9, Downtown Centennial Plan)		Not Shown	N *

\* There are additional trees provided along the interior edges of the bus loading area that provides added shade and screening. A condition of approval has been added to this review requiring the ornamental screen fence and that a detail, matching Graphic 9 of the Downtown Centennial Plan with appropriate notations be included on the required revised site plan.

*Pursuant to the Downtown Centennial Plan, the following streetscape standards apply:*

<b>Streetscape Standards</b>	<b>Required</b>	<b>Provided</b>	<b>Compliance</b>
East/West Street (Garces Avenue)	1 Shade Tree @ 20 O.C. Maximum (min. 36 box) 7 <sup>1</sup> Shade Trees	1 Shade Tree @ 20 O.C. Maximum (min. 36 box) 7 Shade Trees	Y
East/West Street (Bonneville Avenue)	1 Shade Tree @ 20 O.C. Maximum (min. 36 box) 10 <sup>2</sup> Shade Trees	1 Shade Tree @ 20 O.C. Maximum (min. 36 box) 10 Shade Trees	Y <sup>2</sup>
North/South Street (1 <sup>st</sup> Street)	1 Shade Tree @ 20 O.C. Maximum (min. 36 box) 20 Shade Trees	1 Shade Tree @ 30 O.C. Maximum (min. 36 box) 12 Shade Trees	N <sup>3</sup>
North/South Street (Casino Center Boulevard)	1 Palm Tree @ 30 O.C. Maximum (min. 25 height) 15 Palm Trees	1 Palm Tree at the N and S ends of the proposed bus turnout (min. 25 height) 2 Palm Trees	N <sup>4</sup>
Right-of Way Improvements	Sidewalk and Amenity Zones (Per Graphics 5, 11 & 12 of the Downtown Centennial Plan)	Sidewalk and Amenity Zones (Per Graphics 11 & 12, Downtown Centennial Plan) except Casino Center Boulevard	N <sup>5</sup>

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- 1 Due to curb cuts and site visibility zones necessary for the movement of transit equipment in and out of the site there is limited area within the amenity zone to meet the minimum number of trees for a 300-foot frontage.
- 2 Due to the future travel lane requirements of the one-way couplet, of which Bonneville Avenue is a part, the streetscape will consist of an 11-foot sidewalk (that will be removed when the travel lane is required), a five-foot amenity zone for the tree planting indicated here, and the permanent 10-foot sidewalk. The number of trees for this frontage is also reduced due to curb cuts and site visibility zones necessary for the movement of transit equipment in and out of the site.
- 3 The submitted plans indicate that 12 shade trees are proposed within the 1<sup>st</sup> Street amenity zone at a typical 30 feet on center. Downtown Centennial Plan requirements for shade trees are that they be planted at a 15 to 20 interval. This requirement will result in a minimum of 20 trees. As a part of the standard conditions the required technical landscape plan shall be revised to meet this requirement.
- 4 A Waiver has been requested as a part of this review that, if approved, would allow no amenity zone along Casino Center Boulevard due to the bus turnout. Where possible an amenity zone is to be provided north and south of the bus cut out at the north and south corners of the east side of the site.
- 5 In addition to the wavier noted above a condition has been added to this review that the revised site plan depict the streetscape improvements along South 1<sup>st</sup> Street and at the intersection of 1<sup>st</sup> Street and Gass Avenue so that they conform with Graphic 5 of Section V of the Downtown Centennial Plan

***Pursuant to Title 19.04 and 19.10\*, the following parking standards apply:***

<b><i>Parking Requirement - Downtown</i></b>							
<b><i>Use</i></b>	<b><i>Gross Floor Area or Number of Units</i></b>	<b><i>Base Parking Requirement</i></b>			<b><i>Provided</i></b>		<b><i>Compliance</i></b>
		<b><i>Parking Ratio</i></b>	<b><i>Parking</i></b>		<b><i>Parking</i></b>		
			Regular	Handi-capped	Regular	Handi-capped	
Office, Other Than Listed	15,592 SF	1 Space / 300 SF	49 Spaces	3 Spaces	7 Spaces	3 Spaces	
Transit Passenger Facility	6,298 SF	Determined on a case-by-case basis				2 Spaces	
<b>TOTAL (including handicap)</b>	21,881 SF		52 Spaces		12 Spaces		Y
Loading Spaces	21,881 SF	2 Spaces (10,000 to 29,999 SF)	2 Spaces		1 Space		Y



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- \* Per Title 19.06.060 properties within the Downtown Centennial Plan area are exempt from the automatic application of standard parking requirements.

<b>Waivers</b>		
<b>Request</b>	<b>Requirement</b>	<b>Staff Recommendation</b>
To allow more than 30 % of the building to be located 15 feet from the 1 <sup>st</sup> Street (corner side) property line	70% of the first story façade shall align along the front and corner side property lines	Approval
To allow the building to be located approximately 195 feet from the Casino Center Boulevard (corner side) property line	70% of the first story façade shall align along the front and corner side property lines	Approval
To allow the building to be located approximately 109 feet from the secondary front (Garces Avenue) property line	70% of the first story façade shall align along the front and corner side property lines	Approval
To not include the required amenity zone along Casino Center Boulevard where adjacent to the proposed bus turnout	5 Foot Amenity Zone per Graphics 11 & 12, Downtown Centennial Plan	Approval

## ANALYSIS

The subject site is located within the boundaries of the Las Vegas Redevelopment Plan Area Map of the Southeast Sector Plan of the General Plan, and is designated as C (Commercial). This category allows for a mix of uses that are normally allowed within the O (Office), SC (Service Commercial), and GC (General Commercial) Master Plan land use categories. The existing and future intended uses are permissible under the C (Commercial) designation.

The zoning of the subject parcel is C-2 (General Commercial) and R-4 (High Density Residential) Resolution of Intent to C-2 (General Commercial). The existing and future uses intended for this location are permissible in the C-2 (General Commercial) district which is compatible with C (Commercial) General Plan designation.

As previously noted, the parcel is within the boundaries of the Las Vegas Redevelopment Plan Area, with a C (Commercial) land use designation. The proposed use is in conformance with Redevelopment Plan policies that encourage innovative, mixed use projects in this area of the City. The proposed development is in compliance with the C (Commercial) designation.

The project site is within the Live/Work Overlay district. The proposed transit passenger facility will relocate and offer employment on-site, but offers no residential housing. The project does not include any live/work units as outlined in Title 19.06.130.



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The parcel is within the Las Vegas Downtown Centennial Plan boundaries, and is located in the Office Core district. This district, which contains a concentration of legal and court-related professional functions, is the primary focus of the District. It is bound by the eastern edge of the Union Pacific Railroad right-of-way on the west, the centerline of Bridger Avenue between the tracks and properties on the west side of Las Vegas Boulevard on the north, the western property line of properties on Las Vegas Boulevard to Garces on the east, and the centerline of Garces Avenue on the south. The proposed project is consistent with the goals and objectives of the Downtown Centennial Plan.

The site is within the North Las Vegas Airport Overlay Map portion of the A-O (Airport Overlay) District. This is a partially developed site with an overlay height limitation of 200 feet and is allowable construction without a special use permit pursuant to Title 19.06.080, as the proposed maximum height at approximately 53 feet is below the height limitation established for this area of the map.

- **Site Plan**

Pursuant to Title 19.06.060 properties within the Downtown Centennial Plan area are exempt from the automatic application of development standards for building height limitations, setbacks, lot coverage, residential adjacency, standard landscaping requirements, and standard parking requirements. The site plan for the proposed transit passenger facility is generally in compliance with the standards of the Downtown Centennial Plans Office Core district except for the build-to-line requirement established by the corner side setback standard and the streetscape requirements along Casino Center Boulevard. Waivers have been requested that will allow relief from these standards and would be in keeping with the overall development approvals in this area.

The site is located at the southwest corner of Bonneville Avenue and Casino Center Boulevard. The project area consists of one partially developed parcel within the city's downtown area. The site plan illustrates a principal building for passenger waiting and operation offices with a separate bike station building that jointly covers approximately 9.8 percent of the project area.

The site plan indicates that a total of 12 parking spaces will be provided on-site for passenger vehicles intended mainly for employees of the facility. Additionally, there are 16 bus spaces on-site and four touch and go spaces in the Casino Center Boulevard bus turnout. The uses proposed, if sited outside of the Downtown Centennial Plan area, typically would require a minimum of 52 parking spaces. The parking provided, 12 spaces, is deemed adequate given the sites purpose and the location of the proposed development relative to existing and future transportation and parking alternatives.

- **Waivers**

There is a waiver requested as a part of this review to allow the majority of the principal building to be set back 15 feet from 1<sup>st</sup> Street, a corner side where the Build-to-Line requirement of the Office Core Site Planning Standards for Setbacks requires that

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buildings be located on the front and corner side property lines for a minimum of 70 percent of the first story facade. Further, as the site plan is for the entire block, the waiver would also all for the building to be set back approximately 195 feet from Casino Center Boulevard and 109 feet from Garces Avenue. Staff is recommending approval of this waiver, as the area adjacent to 1<sup>st</sup> Street will provide additional landscaping and the applicant anticipates that as development on neighboring sites occurs that the area of the building setback will be utilized for street level retail uses and the setbacks from the other streets are to accommodate the bus loading and travel lanes as well as the small surface parking lot south of the Terminal Facility.

Further, there is a waiver requested to allow no amenity zone along the greater part of the Casino Center Boulevard frontage. Due to the bus turnout along the east side of the site, this frontage will see heavy pedestrian traffic accessing the buses and no room exists to locate the streetscape required for this area. Also, the approved median landscaping proposed as a part of the Public Works improvements within the Casino Center Boulevard right-of-way will mitigate this deviation as shade trees and other landscaping will be provide. Staff is recommending support of this waiver request provided the amenity zone is provided at the north and south ends of the turnout as depicted on the site/landscape plan submitted.

- **Landscape Plan**

The landscape plan reflects Downtown Centennial Plan required streetscaping along Bonneville Avenue, Garces Avenue, and 1<sup>st</sup> Street. The shade trees indicated for 1<sup>st</sup> Street are depicted at a typical spacing of 30 feet. A condition of approval has been added that the required technical landscape plan be revised to reflect a tree spacing of 15 to 20 feet in compliance with the plan standards for this district. Due to curb cuts and site visibility zones necessary for the movement of transit equipment in and out of the site there are fewer trees required for the Bonneville Avenue and Garces Avenue frontages than would be typical for a 300-foot frontage. The landscape plan otherwise reflects the required amenity zone and sidewalk for these frontages. A waiver, discussed above, has been requested for the Casino Center Boulevard streetscaping with regard to the lack of an amenity zone adjacent to the 10-foot sidewalk. The conceptual plan does not identify the species of palm tree planned for the amenity areas along Casino Center Boulevard. The palms must be identified on the technical landscape plan and should be the required Deglet-Noor Date Palm or similar type. The species of shade trees identified (Shoestring Acacia, Pistache, African Sumac, and Ash) are all approved low water, rapid growth trees that will provide an expansive shade canopy.

The project proposes to provide desert landscaping at the north (adjacent to Bonneville Avenue) and south (adjacent to Garces Avenue) ends of the bus staging/loading lot. Additionally, desert landscaping will be utilized to accent the pedestrian plaza and the outdoor waiting/seating areas. No trees are indicated or identified within the vast majority of the areas depicted as desert landscaping.

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- **Trail**

The Arts Trail is designated for the 1<sup>st</sup> Street alignment from Boulder Avenue to the Fremont Street Experience. The Arts Trail is intended to function as a major pedestrian link between 18b The Las Vegas Arts District and the Fremont Street Experience located within the Central Casino Core District. Widened sidewalks and an enhanced pedestrian experience shall contribute to the revitalization of this central downtown area. A condition has been added to this review to revise the site plan to depict the off-site improvements at the intersections of 1<sup>st</sup> Street and Bonneville and 1<sup>st</sup> Street and Garces Avenue to comply with Graphic 5 of Section V of the Downtown Centennial Plan.

- **Elevations/Floor Plan**

The elevations depict a two-story transit operation and passenger building and a detached one-story bike station that are designed to compliment each other. The site is tied together by a series of shade canopies that range in heights from 13 feet over the passenger loading platforms to 52.75 feet for the portion that rises above the buildings. The illustrations reflect a mix of glass, finished concrete and metal elements that will provide architectural character and definition. The main entrances for the buildings are shaded by the curvilinear canopy which adds an artistic element to the overall appearance of the proposed development while providing functional shelter from the sun. The buildings utilize a complimentary blending of composite metal wall panels, smooth finished concrete, metal mesh screening, translucent panels and recessed panels with tinted windows. The shade/decorative canopies will utilize painted steel and a standing seam metal roofing system.

The west elevation of the transit operation and passenger building must be revised, per a condition of approval that has been included as a part of this review, to accommodate a public entrance directly from the 1<sup>st</sup> Street frontage. Presently, the west entrance is accessed by a short sidewalk that takes patrons to a south facing entrance that seems more like a side entrance versus an active public entrance from the street frontage. Additionally, the condition will require a revised west elevation for the bike station building as the current elevation depicts a solid exposure of concrete. The proposed use is extremely pedestrian oriented and most of the pedestrian traffic entering the site will be coming from the adjoining streets; therefore, the aesthetic appeal of the building elevations from the street is of vital importance. Presently, the east elevation of the bike station, which faces primarily the interior of the site, includes a mix of materials in a design that is visually pleasing and minimizes the impact of the wall plane. The revised elevation for the west side of the bike station should incorporate a similar appearance as what is provided presently on the east side.

The transit operation and passenger building is designed with the entry vestibules at the east and west ends of the passenger lobby/waiting area, which is at the north end of the building. A condition has been added that will require the floor plan to be revised such that the west entrance is directly adjacent to the 1<sup>st</sup> Street frontage versus the current configuration that requires pedestrian to enter from the south side of the building. The

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bike shop entrance faces the transit operation and passenger building. The floor plans indicate that the transit operation and passenger building will have various operational functions including a maintenance shop, I.T. rooms, drivers lounge, communications and dispatch facilities, security office and an assortment of other offices and support stations. The bike shop will have a bike repair station, a number of bike racks and restroom facilities that include a shower for members that wish to shower after riding their bike into downtown before going into the office. Per the applicant, the access to the bike shop is secured via a membership subscription that entitles the individual to a pass code that allows a member entry to the facilities. Those who do not have a membership will not have access to the bike shop and security is provided within in the transit operation and passenger building.

The proposed Site Development Plan Review is in conformance with the sites General Plan designation, zoning district and meets the standards and objectives of the Downtown Centennial Plan. The proposed transit passenger facility is compatible with the existing and future residential, commercial and civic developments in the area and staff is in support of this site development plan review request.

## **FINDINGS**

In order to approve a Site Development Plan application, per Title 19.18.050 the Planning Commission and/or City Council must affirm the following:

- 1. The proposed development is compatible with adjacent development and development in the area;**

The proposed transit passenger facility is compatible with existing adjacent development and development in the area, as it will provide buildings of a contemporary design that are scaled similar to other development approved in the vicinity.

- 2. The proposed development is consistent with the General Plan, this Title, the Design Standards Manual, the Landscape, Wall and Buffer Standards, and other duly-adopted city plans, policies and standards;**

As conditioned, the proposed development is generally consistent with the General Plan Title 19, and the Downtown Centennial Plan. The project does require two waivers from the Office Core Development Standards; however, the Waivers are recommended for approval as they are generally consistent with the goals and objectives of the Downtown Centennial Plan and previous actions of City Council with regard to the development in this area.

- 3. Site access and circulation do not negatively impact adjacent roadways or neighborhood traffic;**

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The access to the site will be from Bonneville Avenue and from Garces Avenue, each an 80-foot wide local collector, which have sufficient capacity to accommodate the proposed use and the traffic generated by the development. Further, pedestrians will be able to access the site directly from 1<sup>st</sup> Street, via the plaza from Bonneville Avenue and the canopied walkways from Casino Center Boulevard. The site access and circulation should not negatively impact adjacent roadways or neighborhood traffic as the project is intended to further the reduction of the community's vehicle trips.

**4. Building and landscape materials are appropriate for the area and for the City;**

The proposed building and landscape materials are appropriate for the Office Core District and the City. Additionally, the landscape materials meet the types required for this area under the Downtown Centennial Plan.

**5. Building elevations, design characteristics and other architectural and aesthetic features are not unsightly, undesirable, or obnoxious in appearance; create an orderly and aesthetically pleasing environment; and are harmonious and compatible with development in the area;**

The proposed buildings, as conditioned, will provide a new aesthetically pleasing transit passenger facility in the area that will offer new modal opportunities with the inclusion of the bike station as well as provide additional public gathering space in the proposed plaza that will be harmonious and compatible with development in the area. The proposed building is not unsightly or obnoxious in appearance and the elevations depict building scales and design characteristics that are generally compatible with the surrounding civic, commercial and residential developments.

**6. Appropriate measures are taken to secure and protect the public health, safety and general welfare.**

The proposed plan will not impact public health, safety or welfare since the development will be subject to the International Building Code and City inspections during construction of the building as well as routine business license inspections of any commercial operation.

**NEIGHBORHOOD ASSOCIATIONS NOTIFIED**

19

**ASSEMBLY DISTRICT**      6

**SENATE DISTRICT**      3

NOTICES MAILED 220

APPROVALS 4

PROTESTS 0