

**VERBATIM
TRANSCRIPT
ATTACHED
AFTER
MEETING
MINUTES**

A G E N D A
CITY PLANNING COMMISSION

APRIL 24, 1984

CALL TO ORDER: 7:30 P.M. in the Council Chambers of City Hall,
400 East Stewart Avenue, Las Vegas, Nevada.

ROLL CALL:

ANNOUNCEMENT: Satisfaction of Open Meeting Law and Reading of
Standard Conditions.

OLD BUSINESS:

1. Z-23-79 Request of LOUDERMILK INVESTMENTS for an Extension
of Time on property generally located on the
northeast corner of Smoke Ranch Road and Jones
Boulevard, R-1 Zone (under Resolution of Intent
to C-1).
EXTENSION
OF TIME
(Abeyance from
4/12/84)

NEW BUSINESS:

1. FINAL MAP Property generally located on the south side of
Owens Avenue, west of Nellis Boulevard, R-2 Zone
(under Resolution of Intent to R-3).
DESERTWIND Owner/Subdivider: Cody Bob Byrd
No. of Acres: 1.7 No. of Lots: 8
2. EXTENSION Request of RANCHO BONITO ASSOCIATES for an Extension
OF TIME - of Time on property generally located north of
Sahara Avenue, between Richfield Boulevard on the
west and Paseo Del Prado on the east, C-1 and R-1
TENTATIVE MAP Zones (under Resolution of Intent to C-1).
PLAZAS OFFICE PARK
3. A-10-84(A) Petition of Annexation submitted by K. L. KELTNER,
ET AL to annex property generally located on the
southeast corner of Charleston Boulevard and Redwood
Street, containing approximately 5 acres.
4. Z-26-84 Application of S. F. S. INVESTMENT COMPANY, ET AL
for reclassification of property generally located
on the north side of Cory Place between Upland
Boulevard and Mohawk Street, from R-1 to R-CL.
Proposed Use: Medium Low Density Detached
Single Family Residences
5. Z-27-B4 Application of JAE K. AND SHIN S. WEE for reclassification
of property located at 1217/1219 San Pedro Drive,
from R-2 to P-R.
Proposed Use: Dental Laboratory
6. Z-28-79 Request of WESTLAND MALL DEVELOPMENT COMPANY for
an Extension of Time on property generally located
on the southwest corner of Arville Street and Del
Rey Avenue, C-1 Zone (under Resolution of Intent
to R-PD8).
EXTENSION
OF TIME

7. Z-20-74

PLOT PLAN
REVIEW

Request of DONREY OUTDOOR ADVERTISING COMPANY for
a Plot Plan Review to allow one 14'x 48' off-premise
advertising sign on property generally located
on the west side of Nellis Boulevard between Cedar
Avenue and Stewart Avenue, C-2 Zone.

DIRECTOR'S BUSINESS:

1. Downtown
Transportation
Center - Phase I Consideration of transportation center sites and
alignment of transportation corridor.
2. Zoning Ordinance
Amendment Allow commercial storage units in a C-1 zone.
3. Zoning Ordinance
Amendment Distance requirements for off-site and shared-use
parking facilities.
4. General Plan
Update Status report and discussion on drafted material.

SUPPLEMENTAL AGENDA
CITY PLANNING COMMISSION

APRIL 24, 1984

1. CD-1-84
C-D USE
REVIEW

Request of CUSTOM LEATHER, INC. for a C-D Use Review to convert a portion of the existing building into a dog grooming business on property located at 3216 W. Charleston Boulevard, C-D Zone.

2. Z-22-67
PLOT PLAN
REVIEW

Request of IRWIN BROWN for a Plot Plan Review to build an addition to the existing building on property located at 1960 N. Highland Drive, C-1 Zone.

MINUTES

CITY PLANNING COMMISSION

APRIL 24, 1984

CALL TO ORDER:

A regular meeting of the City Planning Commission was called to order at 7:30 P.M. by Chairman Mack in the Council Chambers at City Hall, 400 East Stewart Avenue, Las Vegas, Nevada.

PRESENT:

Chairman Mack
Mrs. Tracy
Mr. Johnston
Mr. Kennedy
Mr. Bugbee
Mr. Guthrie

EXCUSED:

Mrs. Coleman

STAFF PRESENT:

Harold P. Foster, Director, Department of Community
Planning and Development
Howard Null, Chief, Planning Division
Harry VonBusch, Planner
Val Steed, Deputy City Attorney
Linda Owens, Recording Secretary

ANNOUNCEMENT:

MR. FOSTER stated the agenda for this regular meeting of the City Planning Commission has been posted and mailed in accordance with NRS Chapter 241 and affidavits are on file in the office of the Department of Community Planning and Development.

REZONING CONDITIONS:

MR. FOSTER read the normal conditions that would apply to any approved rezoning items heard at this meeting.

OLD BUSINESS:

1. Z-23-79

EXTENSION
OF TIME

(ABEYANCE
FROM 4/12/84)

APPROVED

Request of LOUDERMILK INVESTMENTS for an Extension of Time on property generally located on the northeast corner of Smoke Ranch Road and Jones Boulevard, R-1 Zone (under Resolution of Intent to C-1).

MR. FOSTER stated this item was held in abeyance because the applicant was not in attendance at the last meeting. This is the sixth request for an extension of time. Staff would recommend approval, subject to: 1) Conformance to all ordinance amendments enacted subsequent to the original approval.

MICHAEL LOUDERMILK, 3803 Monument Street, appeared and represented the applicant.

MR. BUGBEE made a Motion for APPROVAL of Z-23-79, Extension of Time, subject to staff's recommendation.

Voting was as follows:

"AYES" Chairman Mack, Mrs. Tracy, Mr. Johnston,
Mr. Kennedy, Mr. Bugbee, Mr. Guthrie
"NOES" None

Motion for APPROVAL carried unanimously.

NEW BUSINESS:

1. FINAL MAP

DESERTWIND

APPROVED

Property generally located on the south side of Owens Avenue, west of Nellis Boulevard, R-2 Zone (under Resolution of Intent to R-3).

Owner/Subdivider: Cody Bob Byrd
No. of Acres: 1.7 No. of Lots: 8

MR. NULL stated this final map is in substantial conformity with the tentative map. Staff would recommend approval, subject to the following conditions: 1) Conformance with the tentative map, and 2) Conformance to the conditions of approval for the tentative map.

JULIUS COMPLISKY, 6205 Cedarbrook Drive, appeared and represented the applicant. They are in agreement with staff's recommendations.

MR. BUGBEE made a Motion for APPROVAL of the Final Map for Desertwind.

Voting was as follows:

"AYES" Chairman Mack, Mrs. Tracy, Mr. Johnston,
Mr. Bugbee, Mr. Kennedy, Mr. Guthrie
"NOES" None

Motion for APPROVAL carried unanimously.

2. EXTENSION
OF TIME

TENTATIVE MAP

PLAZAS OFFICE PARK

APPROVED

Request of RANCHO BONITO ASSOCIATES for an Extension of Time on property generally located north of Sahara Avenue, between Richfield Boulevard on the west and Paseo Del Prado on the east, C-1 and R-1 Zones (under Resolution of Intent to C-1).

MR. NULL stated this tentative map was heard in May of 1983 by the Commission. Staff would recommend approval, subject to: 1) One year time limit.

CHARLES JOHNSON, 2300 Paseo Del Prado, appeared and represented the applicant. They agree with staff's recommendation.

MR. KENNEDY made a Motion for APPROVAL of the Extension of Time for Plazas Office Park' Tentative Map.

Voting was as follows:

"AYES" Chairman Mack, Mrs. Tracy, Mr. Johnston,
Mr. Kennedy, Mr. Bugbee, Mr. Guthrie
"NOES" None

Motion for APPROVAL carried unanimously.

CHAIRMAN MACK announced this is final action.

3. A-10-84(A)

APPROVED

Petition of Annexation submitted by K. L. KELTNER, ET AL to annex property generally located on the southeast corner of Charleston Boulevard and Redwood Street, containing approximately 5 acres.

MR. NULL stated this annexation is an attempt to remove some County islands that are located in the western and southern part of the City. This property has R-E County zoning and N-U would be the City equivalent. Staff would recommend approval.

3. A-10-84(A)

(Continued)

No one appeared to represent the application.

MR. BUGBEE made a Motion for APPROVAL of A-10-84(A).

Voting was as follows:

"AYES" Chairman Mack, Mrs. Tracy, Mr. Johnston,
Mr. Bugbee, Mr. Kennedy, Mr. Guthrie

"NOES" None

Motion for APPROVAL carried unanimously.

4. Z-26-84

APPROVED

Application of S. F. S. INVESTMENT COMPANY, ET AL for reclassification of property generally located on the north side of Cory Place between Upland Boulevard and Mohawk Street, from R-1 (Single-Family Residence) to R-CL (Single-Family Compact Lot).

Proposed Use: Medium Low Density Detached
Single-Family Residences

MR. FOSTER stated a similar request was before the Commission in December of last year for R-CL which was denied for lots substantially smaller than what is proposed on this application. This 10-acre site abuts single-family to the north and there is scattered development to the southwest, west and southeast of the site. In the last application there were 84 lots proposed in this development and then modified to 77 lots. This request is for 58 lots for a density of 5.8 units per acre. They are proposing a row of R-1 size lots along the north side of Cory Place across from the R-1 development to the south. To the north there are lots ranging in size from 50 feet in width to 52 feet. Staff feels the application should be approved but excluding the south row of lots and retaining them R-1 and the balance of the parcel be approved for R-CL with 60 foot wide lots. This would mean losing 2 lots out of each row for a total of 8 lots. Staff would recommend approval, subject to: 1) Resolution of Intent with a twelve-month time limit, 2) Amend the application to exclude the south 132.5 feet and the R-CL on the north be required to have R-1 setbacks, 3) Provide paved access to Upland Boulevard, 4) Modify the proposed buildings to better utilize the enlarged sites, 5) Standard conditions 5 through 8, and 6) Approval of the revised development plans by the Department of Community Planning and Development. Staff has 3 protests on record from the advertised public hearing.

DELL NIELSON, 800 Lacy Lane, and DAN KEISERMAN, 720 South 4th Street, appeared and represented the application. They would like to retain the 58 lots as they have proposed. They would be willing to put in the improvements, but would like to have a reimbursement agreement when the property is developed along Upland if they would be required to put in all the improvements.

MR. FOSTER stated a temporary pavement would be required.

NITA BURROWS, 917 Mohawk, appeared in protest. This will increase the traffic congestion in the area. This could set a precedence for the area.

PAUL KEETON, 1012 Mohawk, appeared in protest. This will devalue the homes in the area. He is in favor of this property remaining R-1 zoning.

BRENDA TANNER, 5421 Evergreen, appeared in protest. The owner of this property knew it was zoned R-1 when he purchased it.

4. Z-26-84

(Continued)

CHAIRMAN MACK felt this project would stabilize the neighborhood. R-CL is in demand and this project will be a way of paving the streets, etc. in that area.

RALPH LUNA, 1008 Mohawk Street, appeared in protest. He objected to the smaller lots. This will set a precedence in the area.

DAN KEISERMAN appeared in rebuttal. These homes will be in the \$80,000 price range. The elevations will be changed to accommodate the wider lots.

MR. BUGBEE made a Motion for APPROVAL of Z-26-84, subject to staff's recommendations except the number of lots to be the same as proposed by the applicant.

Voting was as follows:

"AYES" Chairman Mack, Mrs. Tracy, Mr. Johnston,
Mr. Kennedy, Mr. Bugbee, Mr. Guthrie
"NOES" None

Motion for APPROVAL carried unanimously.

CHAIRMAN MACK announced this item would be heard by the City Council on May 16, 1984.

5. Z-27-84

APPROVED

Application of JAE K. AND SHIN S. WEE for reclassification of property located at 1217/1219 San Pedro Drive, from R-2 (Two-Family Residence) to P-R (Professional Offices and Parking).

Proposed Use: Dental Laboratory

MR. FOSTER stated this property was approved for P-R zoning in 1969 and it expired. Six parking spaces are required. They will have two of the six spaces in tandem. This type of use requires a variance. An application has been filed to be heard before the Board of Zoning Adjustment. Staff would recommend approval, subject to: 1) Resolution of Intent with a twelve-month time limit, and 2) Standard conditions 1 through 8. Staff does not have any protests.

ATTY. CARL LOVELL appeared and represented the applicants.

JAE K. WEE appeared with Atty. Carl Lovell.

No one appeared in opposition.

MR. JOHNSTON made a Motion for APPROVAL of Z-27-84, subject to staff's conditions.

Voting was as follows:

"AYES" Chairman Mack, Mrs. Tracy, Mr. Johnston,
Mr. Kennedy, Mr. Bugbee, Mr. Guthrie
"NOES" None

Motion for APPROVAL carried unanimously.

CHAIRMAN MACK announced this item would be heard by the City Council on May 16, 1984.

6. Z-28-79

EXTENSION
OF TIME

APPROVED

Request of WESTLAND MALL DEVELOPMENT COMPANY for an Extension of Time on property generally located on the southwest corner of Arville Street and Del Rey Avenue, C-1 Zone (under Resolution of Intent to R-PD8).

MR. FOSTER stated this is the fifth request for an extension of time due to economic conditions. Staff would recommend approval, subject to: 1) Extension of Time shall expire on April 18, 1985, and 2) Conformance to all ordinance amendments enacted subsequent to the original approval.

B. SAUL JACOBS, P. O. Box 10539, Beverly Hills, California, appeared and represented the developer.

MR. BUGBEE made a Motion for APPROVAL of Z-28-79, Extension of Time, subject to staff's recommendations.

Voting was as follows:

"AYES" Chairman Mack, Mrs. Tracy, Mr. Johnston,
Mr. Kennedy, Mr. Bugbee, Mr. Guthrie

"NOES" None

Motion for APPROVAL carried unanimously.

CHAIRMAN MACK announced this item would be heard by the City Council on May 16, 1984.

7. Z-20-74

PLOT PLAN
REVIEW

APPROVED

Request of DONREY OUTDOOR ADVERTISING COMPANY for a Plot Plan Review to allow one 14' x 48' off-premise advertising sign on property generally located on the west side of Nellis Boulevard between Cedar Avenue and Stewart Avenue, C-2 Zone.

MR. FOSTER stated this request is for a typical type of billboard, 14' x 48' in size. This would be on a site that is approved for a commercial storage facility that has not been constructed. There is C-2 zoning on this site. Most of this area is transitioning to commercial. Staff would recommend approval, subject to: 1) Conformance to the plot plan and elevations that have been submitted.

BOB VAN NOSTRAND, 1211 West Bonanza Road, appeared and represented the application. They are in agreement with staff's recommendation.

MRS. TRACY made a Motion for APPROVAL of Z-20-74, Plot Plan Review, subject to staff's recommendation.

Voting was as follows:

"AYES" Chairman Mack, Mrs. Tracy, Mr. Johnston,
Mr. Kennedy, Mr. Bugbee, Mr. Guthrie

"NOES" None

Motion for APPROVAL carried unanimously.

CHAIRMAN MACK announced this is final action.

DIRECTOR'S BUSINESS:

1. DOWNTOWN
TRANSPORTATION
CENTER - PHASE I

Consideration of transportation center sites and alignment of transportation corridor.

TOM GRAHAM, Director, Architectural Services and Project Control, stated the members of the Board of Zoning Adjustment and Metropolitan Beautification Committee were notified of this presentation. Phase I consists of three projects; all of them dealing with improvements to the downtown transportation system and a proposed transportation center. There is another project in Phase I which will not be endorsed at this meeting. This would be a proposal from the private sector for them to come in and fund at their expense, a people-mover or monorail connecting the Cashman Field Complex to the proposed transportation center. Phase II will consist of a civic plaza development in the vicinity of City Hall. Phase III will enhance working with the private sector or central business district consisting of 1500 acres. There are ten transit routes at this time converging at Carson Avenue and Casino Center Boulevard causing congestion in that area. The old fire station at Stewart Avenue and Casino Center Boulevard will be utilized as a terminus. Twelve theme buses will be acquired which will make a loop in the downtown area. There will be a nominal fee to ride these shuttle buses. In addition, a monorail or people-mover will go from the old fire station to Cashman Field. The exterior of the old fire station will have a Victorian appearance. The City is in the process of acquiring the post office building on Stewart Avenue. The total cost to the City for the transportation center and theme buses will be approximately \$335,000. The first item to be voted on would be the terminal facilities at the fire station building and Cashman Field.

MRS. TRACY made a Motion for APPROVAL of the terminal facilities at the fire station and Cashman Field as proposed.

Voting was as follows:

"AYES" Chairman Mack, Mrs. Tracy, Mr. Johnston,
Mr. Kennedy, Mr. Bugbee, Mr. Guthrie
"NOES" None

Motion for APPROVAL carried unanimously.

MR. GRAHAM stated the second item to be voted on would be to have those terminals designated with zero parking. At Cashman Field there are 2,700 parking spaces currently in place. There are 2,800 existing parking spaces within the two block area of the old fire station.

MR. JOHNSTON made a Motion for APPROVAL of the zero parking concept at the old fire station and Cashman Field.

Voting was as follows;

"AYES" Chairman Mack, Mrs. Tracy, Mr. Johnston,
Mr. Kennedy, Mr. Bugbee, Mr. Guthrie
"NOES" None

Motion for APPROVAL carried unanimously.

MR. GRAHAM said item three involves approval of a people-mover maintenance facility in the vicinity of the Reed Whipple property.

MRS. TRACY made a Motion for APPROVAL of the minor maintenance facility.

1. DOWNTOWN
TRANSPORTATION
CENTER

(Continued)

Voting was as follows:

"AYES" Chairman Mack, Mrs. Tracy, Mr. Johnston,
Mr. Kennedy, Mr. Bugbee, Mr. Guthrie
"NOES" None

Motion for APPROVAL carried unanimously.

TOM GRAHAM said the last item for consideration is the right-of-way alignment along Casino Center Boulevard and across the ball park to Cashman Field. The City owns the Reed Whipple property and the old fire station. The only other agencies involved are the Department of Transportation in the form of an aerial easement where it crosses Las Vegas Boulevard North and an aerial easement where it will cross the expressway. The Convention Authority will be giving approval of a station on their property and an easement across it. The people-mover will be operated through a franchise agreement with an outside company.

MR. BUGBEE made a Motion for APPROVAL of the proposed right-of-way alignment.

Voting was as follows:

"AYES" Chairman Mack, Mrs. Tracy, Mr. Johnston,
Mr. Kennedy, Mr. Bugbee, Mr. Guthrie
"NOES" None

Motion for APPROVAL carried unanimously.

2. Zoning Ordinance
Amendment

Allow commercial storage units in a C-1 zone.

MR. FOSTER stated the commercial storage unit use is now first permitted in the C-2 zone. This ordinance would allow storage units in a C-1 zone by means of a use permit.

MR. BUGBEE made a Motion for APPROVAL of the Zoning Ordinance Amendment to allow commercial storage units in a C-1 zone with a use permit.

Voting was as follows:

"AYES" Chairman Mack, Mrs. Tracy, Mr. Johnston,
Mr. Kennedy, Mr. Bugbee, Mr. Guthrie
"NOES" None

Motion for APPROVAL carried unanimously.

3. Zoning Ordinance
Amendment

Distance requirements for off-site and shared-use parking facilities.

MR. FOSTER stated this is a housekeeping change in the ordinance. In the ordinance it indicates any satellite or shared parking must be more than 300 feet from where it is serving and it was intended for it to be not more than 300 feet away from where it is serving.

MR. GUTHRIE made a Motion for APPROVAL of the Zoning Ordinance Amendment for off-site and shared-use parking facilities to ~~not~~ be less than 300 feet from the building it serves.

Voting was as follows:

"AYES" Chairman Mack, Mrs. Tracy, Mr. Johnston,
Mr. Kennedy, Mr. Bugbee, Mr. Guthrie
"NOES" None

Motion for APPROVAL carried unanimously.

4. General Plan
Update

Status report and discussion on drafted material.

MR. FOSTER summarized the status of the General Plan indicating it is approximately 80% completed at this time. It is hoped to have a public hearing on the General Plan by the Planning Commission in June and be adopted by the City Council in July.

SUPPLEMENTAL AGENDA:

1. CD-1-84

C-D USE
REVIEW

APPROVED

(This items was heard after Item No. 7 under New Business and then after Director's Business at the end of the meeting.)

Request of CUSTOM LEATHER, INC. for a C-D Use Review to convert a portion of the existing building into a dog grooming business on property located at 3216 West Charleston Boulevard, C-D Zone.

MR. FOSTER stated all new uses which have not been approved in a C-D zone must be approved by the City Council with a recommendation by the Planning Commission. Staff feels this dog grooming business is compatible for the area and would recommend approval, subject to: 1) No exterior runs or kennels permitted, and 2) No overnight boarding of animals allowed.

No one appeared to represent the application.

MR. BUGBEE made a Motion for ABEYANCE of CD-1-84, C-D USE REVIEW, because the applicant was not present.

Voting was as follows:

"AYES" Chairman Mack, Mrs. Tracy, Mr. Johnston,
Mr. Kennedy, Mr. Bugbee, Mr. Guthrie
"NOES" None

Motion for ABEYANCE carried unanimously.

(This item was again taken up at the end of the meeting.)

MR. FOSTER reiterated the conditions that would apply to this item if it was approved.

DOROTHY PAYNE, 3216 West Charleston Boulevard, appeared and represented the application. She is in agreement with staff's conditions.

MR. KENNEDY made a Motion for APPROVAL of CD-1-84, C-D Use Review.

Voting was as follows:

"AYES" Chairman Mack, Mrs. Tracy, Mr. Johnston,
Mr. Kennedy, Mr. Bugbee, Mr. Guthrie
"NOES" None

Motion for APPROVAL carried unanimously.

CHAIRMAN MACK announced this item would be heard by the City Council on May 16, 1984.

2. Z-22-67

PLOT PLAN
REVIEW

APPROVED

Request of IRWIN BROWN for a Plot Plan Review to build an addition to the existing building on property located at 1960 North Highland Drive, C-1 Zone.

MR. FOSTER stated this is a minor addition to an existing building. Staff would recommend approval, subject to: 1) Conformance to the submitted plot plan, 2) Installation of required landscaping in 9 months when Highland Drive improvements are completed, and 3) Six-foot block wall along the south side of the property just for the portion that is being developed, as well as standard conditions 4 through 8.

IRWIN BROWN, 2030 East Irwin Circle, appeared and represented the application. He is in agreement with staff's recommendations.

MR. KENNEDY made a Motion for APPROVAL of Z-22-67, Plot Plan Review, subject to staff's recommendations.

Voting was as follows:

"AYES" Chairman Mack, Mrs. Tracy, Mr. Johnston,
Mr. Kennedy, Mr. Bugbee, Mr. Guthrie
"NOES" None

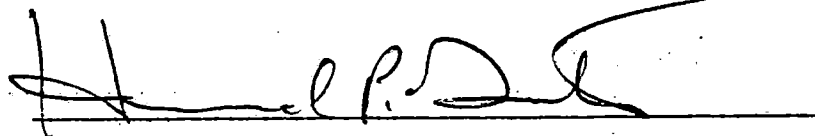
Motion for APPROVAL carried unanimously.

CHAIRMAN MACK announced this is final action.

ADJOURNMENT:

There being no further business to come before the City Planning Commission, the meeting adjourned at 9:15 P.M.

DEPARTMENT OF COMMUNITY PLANNING AND DEVELOPMENT



HAROLD P. FOSTER, DIRECTOR

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ANNOTATED AGENDA
CITY PLANNING COMMISSION
APRIL 24, 1984

COLEMAN, EXCUSED

OLD BUSINESS:

1. Z-23-79

EXTENSION
OF TIME

APPROVED - BUGBEE/AYES: Tracy, Johnston, Mack,
Bugbee, Kennedy, Guthrie
NOES: None

SPECIAL CONDITION: 1. Conformance to all
ordinance amendments
enacted subsequent to
the original approval.

NEW BUSINESS:

1. FINAL MAP

DESERTWIND

APPROVED - BUGBEE/AYES: Tracy, Johnston, Mack,
Bugbee, Kennedy, Guthrie
NOES: None

SPECIAL CONDITIONS: 1. Conformance with the
tentative map.
2. Conformance to the
conditions of approval
for the tentative map.

2. EXTENSION
OF TIME

TENTATIVE MAP

PLAZAS OFFICE PARK

APPROVED - KENNEDY/AYES: Tracy, Johnston, Mack,
Bugbee, Kennedy, Guthrie
NOES: None

SPECIAL CONDITION: 1. One year time limit.

3. A-10-84(A)

APPROVED - BUGBEE/AYES: Tracy, Johnston, Mack,
Bugbee, Kennedy, Guthrie
NOES: None

4. Z-26-84

APPROVED - BUGBEE/AYES: Tracy, Johnston, Mack,
Bugbee, Kennedy, Guthrie
NOES: None

MICHAEL LOU
th

SPECIAL CONDITIONS: 1. Resolution of Intent with
a twelve-month time limit.
2. Amend the application to
exclude the south 132.5
feet.
3. Provide paved access to
Upland Blvd. as required
by the Dept. of Engineering
Services.
4. Standard conditions 5-8.

Voting was as
"AYES" - 10
"NOES" - None

Me for

Me for

Me for

(over)

4. Z-26-84

(Continued)

PROTESTS: Ralph Luna, 1008 Mohawk
3 on record with staff
Nita Burrows, 917 Mohawk
Paul Keeton, 1012 Mohawk
Brenda Tanner, 5421 Evergreen

5. Z-27-84

APPROVED - JOHNSTON/AYES: Tracy, Johnston, Mack,
Bugbee, Kennedy, Guthrie
NOES: None

SPECIAL CONDITIONS: 1. Resolution of Intent
with a twelve-month
time limit.
2. Standard conditions 1-8.

PROTESTS: 0

6. Z-28-79

APPROVED - BUGBEE/AYES: Tracy, Johnston, Kennedy,
Mack, Bugbee, Guthrie
NOES: None

EXTENSION OF
TIME

SPECIAL CONDITIONS: 1. Extension of Time shall
expire 4/18/85.
2. Conformance to all
ordinance amendments
enacted subsequent to the
original approval.

7. Z-20-74

APPROVED - TRACY/AYES: Tracy, Johnston, Kennedy,
Mack, Bugbee, Guthrie
NOES: None

PLOT PLAN
REVIEW

SPECIAL CONDITION: 1. Conformance to the plot
plan and elevation.

DIRECTOR'S BUSINESS:

1. Downtown Transportation
Center - Phase I

Consideration of transportation center sites
and alignment of transportation corridor.

APPROVED TERMINAL FACILITIES - TRACY/AYES: Unanimous

APPROVED "O" PARKING CONCEPT - JOHNSTON/AYES: Unanimous

APPROVED MINOR REPAIR FACILITY - TRACY/AYES: Unanimous

APPROVED RIGHT-OF-WAY ALIGNMENT - BUGBEE/AYES: Unanimous

(over)

2. Zoning Ordinance
Amendment

Allow commercial storage units in a C-1 Zone.

APPROVED - BUGBEE/AYES: Unanimous

3. Zoning Ordinance
Amendment

Distance requirements for off-site and shared-use
parking facilities.

APPROVED - GUTHRIE/AYES: Unanimous

4. General Plan
Update

Status report and discussion on drafted material.

(REPORT GIVEN BY MR. FOSTER)

SUPPLEMENTAL AGENDA:

- | | | | |
|-------------------|-------------------|---------------------------------|--|
| 1. CD-1-84 | <u>2nd Motion</u> | <u>APPROVED</u> - KENNEDY/AYES: | Tracy, Johnston, Kennedy,
Mack, Bugbee, Guthrie |
| C-D USE
REVIEW | | | NOES: None |
| | <u>1st Motion</u> | <u>ABEYANCE</u> - BUGBEE/AYES: | Unanimous |

1st Motion

ABEYANCE - BUGBEE/AYES: Unanimous

SPECIAL CONDITIONS: 1. Conformance to the plot plan.

2. No exterior runs or kennels shall be permitted.
3. No overnight boarding shall be conducted.

- Z-22-67 APPROVED - KENNEDY/AYES: Tracy, Johnston, Kennedy,
Mack, Bugbee, Guthrie

PLOT PLAN NOES: None
REVIEW

PLOT PLAN REVIEW

NOES: None

SPECIAL CONDITIONS: 1. Conformance to the plot plan.

2. Installation of required landscaping in 9 months when Highland Drive improvements are completed.
3. Standard conditions 4-8.

TEXT FROM ILLEGIBLE PAGES

Planning Commission Minutes of April 24, 1984

Item #4, Z-26-84

Michael Loudermilk,
The applicant

Mr. ----- made
Time, subject to -----

Voting was as follows:

“Ayes” Chairman -----, Mrs. Tracy,
 Mr. Ken-----, Bugbee, ----

“Noes” None

Motion for APPROVAL carried unanimously

NAME

ADDRESS

Nito Burnous

Brenda T. emm

Ralph Luna

917 MOHAWK

5421 Enayra

1008 mohawk st

NAME

ADDRESS

Paul Kipperman
San Leito

720 So. 4th St. L.V. 89101
1612 Mohawk.

NAME

ADDRESS

Charley Johnson

Dell Nelson

R. Saul Myers

Robert Vann Nostrand

2300 Paseo Del Prado

800 Lacy Lane

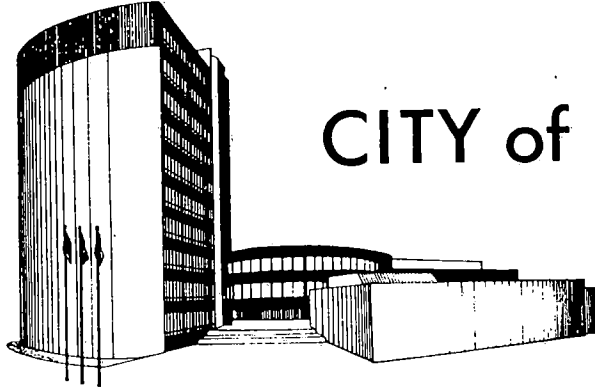
PO Box 10539 Ben. Hills Ca

Bill W. Bonanza

MAYOR BILL BRIARE
COUNCILMEN
RON LURIE
PAUL J. CHRISTENSEN
AL LEVY
BOB NOLEN

CITY ATTORNEY
GEORGE F. OGILVIE

CITY MANAGER
ASHLEY HALL



CITY of LAS VEGAS

April 25, 1984

Donrey Outdoor Advertising Co.
1211 W. Bonanza Road
P.O. Box 4491
Las Vegas, Nevada 89106

Re: Z-20-74

Gentlemen:

Your request for a plot plan review to allow one 14'x 48' off-premise advertising sign on property generally located on the west side of Nellis Boulevard between Cedar Avenue and Stewart Avenue, C-2 Zone, was considered by the City Planning Commission on April 24, 1984.

The Commission voted to APPROVE this item subject to the following condition:

1. Conformance to the plot plan and elevations.

This action by the Planning Commission is final.

Sincerely,

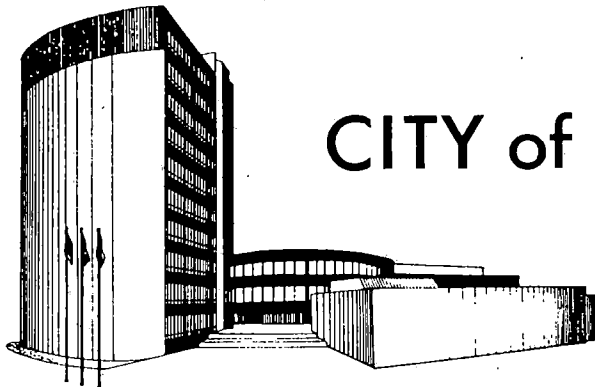
DEPARTMENT OF COMMUNITY PLANNING
AND DEVELOPMENT

HAROLD P. FOSTER, DIRECTOR

HPF:cme



MAYOR BILL BRIARE
COUNCILMEN
RON LURIE
PAUL J. CHRISTENSEN
AL LEVY
BOB NOLEN
CITY ATTORNEY
GEORGE F. OGILVIE
CITY MANAGER
ASHLEY HALL



CITY of LAS VEGAS

April 25, 1984

Custom Leather, Inc.
3216 W. Charleston Boulevard
Las Vegas, Nevada 89102

RE: CD-1-84

Gentlemen:

Your request for a C-D Use Review to convert a portion of the existing building into a dog grooming business on property located at 3216 W. Charleston Boulevard, C-D Zone, was considered by the City Planning Commission on April 24, 1984.

The Commission voted to refer this item with a recommendation of APPROVAL, subject to the following conditions:

1. No exterior runs or kennels shall be permitted.
2. No overnight boarding of animals shall be allowed.

This item will be considered by the City Council on May 16, 1984 at 2:00 P.M. in the Council Chambers of City Hall, 400 East Stewart Avenue, Las Vegas, Nevada. The Council requires that you or your representative be present at this meeting.

Sincerely,

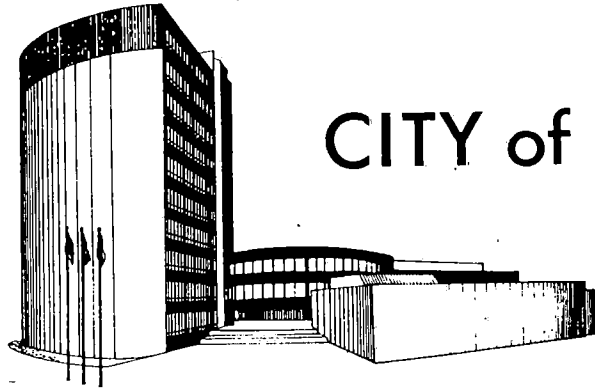
DEPARTMENT OF COMMUNITY PLANNING
AND DEVELOPMENT

HAROLD P. FOSTER, DIRECTOR

HPF:cme
cc: City Clerk



MAYOR BILL BRIARE
COUNCILMEN
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GEORGE F. OGILVIE
CITY MANAGER
ASHLEY HALL



CITY of LAS VEGAS

April 25, 1984

Westland Mall Development Co.
c/o B. Saul Jacobs
Administrative Branch Office
P.O. Box 10539
Beverly Hills, California 90218

Re: Z-28-79

Gentlemen:

Your request for an extension of time on property generally located on the southwest corner of Arville Street and Del Rey Avenue, C-1 Zone (under Resolution of Intent to R-PD8), was considered by the City Planning Commission on April 24, 1984.

The Commission voted to refer this item with a recommendation of APPROVAL, subject to the following conditions:

1. Extension of time shall expire April 18, 1985.
2. Conformance to all ordinance amendments enacted subsequent to the original approval.

This item will be considered by the City Council on May 16, 1984 at 2:00 P.M. in the Council Chambers of City Hall, 400 East Stewart Avenue, Las Vegas, Nevada. The Council requires that you or your representative be present at this meeting.

Sincerely,

DEPARTMENT OF COMMUNITY PLANNING
AND DEVELOPMENT

HAROLD P. FOSTER, DIRECTOR

HPF:cme
cc: City Clerk

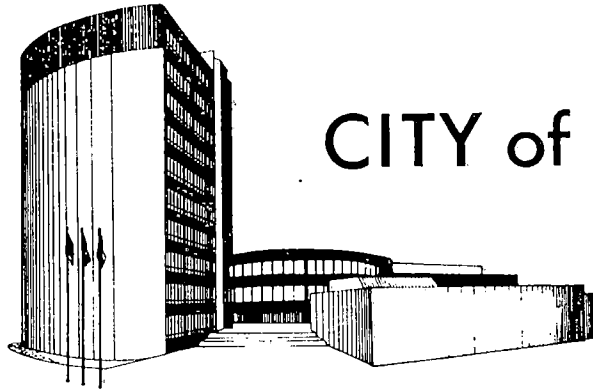


MAYOR BILL BRIARE

COUNCILMEN
RON LURIE
PAUL J. CHRISTENSEN
AL LEVY
BOB NOLEN

CITY ATTORNEY
GEORGE F. OGILVIE

CITY MANAGER
ASHLEY HALL



CITY of LAS VEGAS

April 25, 1984

Jae K. and Shin S. Wee
3147 Chapala Drive
Las Vegas, Nevada 89120

Re: Z-27-84

Dear Mr. and Mrs. Wee:

Your request for reclassification of property located at 1217/1219 San Pedro Drive, from R-2 to P-R, was considered by the City Planning Commission on April 24, 1984.

The Commission voted to refer this item with a recommendation of APPROVAL, subject to the following conditions:

1. Resolution of Intent shall be restricted to a twelve (12) month time limit.
2. Conformance to the plot plan elevations.
3. Landscaping and a permanent underground sprinkler system shall be provided as required by the Planning Commission and shall be permanently maintained in a satisfactory manner. Failure to properly maintain required landscaping and underground sprinkler system shall be cause for revocation of a business license.
4. Submittal of a landscaping plan prior to or at the same time application is made for a building permit, license or prior to occupancy.
5. All mechanical equipment, air conditioners and trash areas shall be screened from view from the abutting streets.
6. Satisfaction of City Code requirements and design standards of all City departments.



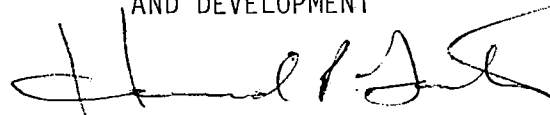
Jae K. and Shin S. Wee
April 25, 1984
Page 2
Re: Z-27-84

7. Approval of the parking and driveway plans by the Traffic Engineer.
8. Repair any damage to the existing street improvements resulting from this development as required by the Department of Engineering Services.
9. Provision of fire hydrants and water flow as required by the Department of Fire Services.

This item will be considered by the City Council on May 16, 1984 at 2:00 P.M. in the Council Chambers of City Hall, 400 East Stewart Avenue, Las Vegas, Nevada. The Council requires that you or your representative be present at this meeting.

Sincerely,

DEPARTMENT OF COMMUNITY PLANNING
AND DEVELOPMENT



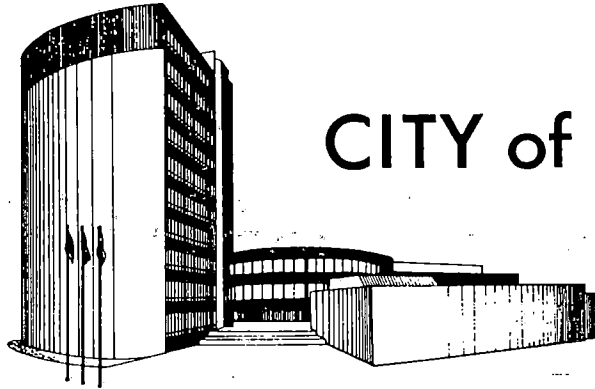
HAROLD P. FOSTER, DIRECTOR

HPF:cme
cc: City Clerk

MAYOR BILL BRIARE
COUNCILMEN
RON LURIE
PAUL J. CHRISTENSEN
AL LEVY
BOB NOLEN

CITY ATTORNEY
GEORGE F. OGILVIE

CITY MANAGER
ASHLEY HALL



CITY of LAS VEGAS

April 25, 1984

S.F.S. Investment Co., Et Al
c/o Gary Franklin
1829 E. Charleston Blvd.
Las Vegas, Nevada 89104

RE: Z-26-84

Gentlemen:

Your request for reclassification of property generally located on the north side of Cory Place between Upland Boulevard and Mohawk Street, from R-1 to R-CL, was considered by the City Planning Commission on April 24, 1984.

The Commission voted to refer this item with a recommendation of APPROVAL, subject to the following conditions;

1. Resolution of Intent shall be restricted to a twelve (12) month time limit.
2. Amend the application to exclude the south 132.5'.
3. R-1 setbacks shall apply to all R-CL lots.
4. Provide temporary paved access to Upland Boulevard as required by the Department of Engineering Services.
5. Increase the width of the proposed buildings for proper utilization of the building sites as required by the Department of Community Planning and Development.
6. Satisfaction of City Code requirements and design standards of all City departments.
7. Approval of the parking and driveway plans by the Traffic Engineer.



S.F.S. Investment Co., Et Al
April 25, 1984
Page 2
Re: Z-26-84

8. Repair any damage to the existing street improvements resulting from the development as required by the Department of Engineering Services.
9. Provision of fire hydrants and water flow as required by the Department of Fire Services.
10. Approval of the revised building elevations by the Department of Community Planning and Development.

This item will be considered by the City Council on May 16, 1984 at 2:00 P.M. in the Council Chambers of City Hall, 400 East Stewart Avenue, Las Vegas, Nevada. The Council requires that you or your representative be present at this meeting.

Sincerely,

DEPARTMENT OF COMMUNITY PLANNING
AND DEVELOPMENT

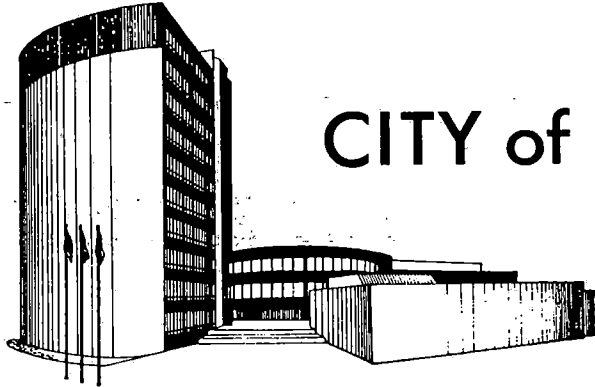


HAROLD P. FOSTER, DIRECTOR

HPF:cme

cc: City Clerk
Phil R. Rosequist
P.O. Box 26041, Las Vegas NV 89126

MAYOR BILL BRIARE
COUNCILMEN
RON LURIE
PAUL J. CHRISTENSEN
AL LEVY
BOB NOLEN
CITY ATTORNEY
GEORGE F. OGILVIE
CITY MANAGER
ASHLEY HALL



CITY of LAS VEGAS

April 25, 1984

Loudermilk Investments
Michael Loudermilk
3803 Monument Street
Las Vegas, Nevada 89121

Re: Z-23-79

Dear Mr. Loudermilk:

Your request for an Extension of Time on property generally located on the northeast corner of Smoke Ranch Road and Jones Boulevard, R-1 Zone (under Resolution of Intent to C-1), was considered by the City Planning Commission on April 24, 1984.

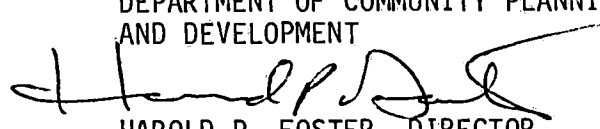
The Commission voted to refer this item with a recommendation of APPROVAL, subject to the following conditions:

1. Extension of Time shall be limited to a one-year time period.
2. Conformance to all ordinance amendments enacted subsequent to the original approval.

This item will be considered by the City Council on May 16, 1984 at 2:00 P.M. in the Council Chambers of City Hall, 400 East Stewart Avenue, Las Vegas, Nevada. The Council requires that you or your representative be present at this meeting.

Sincerely,

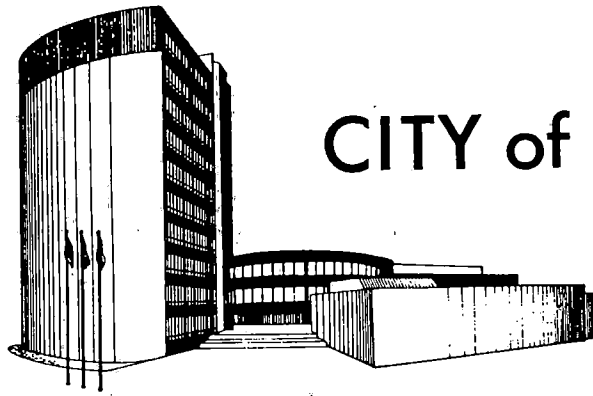
DEPARTMENT OF COMMUNITY PLANNING
AND DEVELOPMENT


HAROLD P. FOSTER, DIRECTOR

HPF:cme
cc: City Clerk



MAYOR BILL BRIARE
COUNCILMEN
RON LURIE
PAUL J. CHRISTENSEN
AL LEVY
BOB NOLEN
CITY ATTORNEY
GEORGE F. OGILVIE
CITY MANAGER
ASHLEY HALL



CITY of LAS VEGAS

April 25, 1984

Irwin Brown
1960 N. Highland Drive
Las Vegas, Nevada 89106

Re: Z-22-67

Dear Mr. Brown:

Your request for a Plot Plan Review to build an addition to the existing building on property located at 1960 N. Highland Drive, C-1 Zone, was considered by the City Planning Commission on April 24, 1984.

The Commission voted to APPROVE this item subject to the following conditions:

1. Conformance to the plot plan.
2. Installation of required landscaping in nine months when Highland Drive improvements are completed.
3. Construct a 6' wall along the south property line of the developed portion only.
4. All mechanical equipment, air conditioners and trash areas shall be screened from view from the abutting streets.
5. Satisfaction of City Code requirements and design standards of all City departments.
6. Approval of the parking and driveway plans by the Traffic Engineer.
7. Repair any damage to the existing street improvements resulting from this development as required by the Department of Engineering Services.
8. Provision of fire hydrants and water flow as required by the Department of Fire Services.

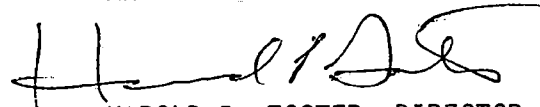


Irwin Brown
April 25, 1984
Page 2
Re: Z-22-67

This action by the Planning Commission is final.

Sincerely,

DEPARTMENT OF COMMUNITY PLANNING
AND DEVELOPMENT



HAROLD P. FOSTER, DIRECTOR

HPF:eme

CITY OF LAS VEGAS

Date

INTER-OFFICE MEMORANDUM

April 26, 1984

TO:

DEPARTMENT OF ENGINEERING SERVICES
ADMINISTRATION DIVISION

FROM:

Howard A. Null
HOWARD A. NULL, CHIEF OF PLANNING
DEPARTMENT OF COMMUNITY PLANNING
AND DEVELOPMENT

SUBJECT:

FINAL MAP APPROVED BY THE
PLANNING COMMISSION FOR THE
CITY COUNCIL MEETING

COPIES TO:

CHUCK TURK
BOB GENZER

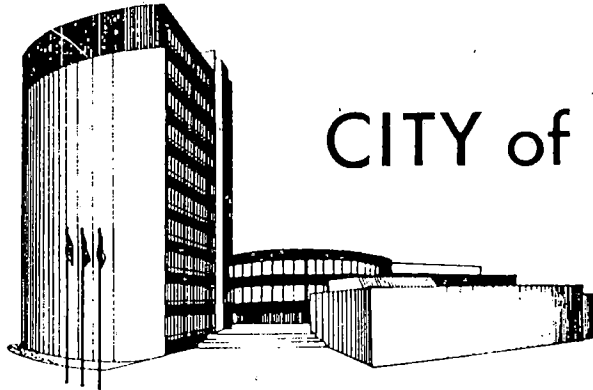
The following final map was approved by the City Planning Commission on
April 24, 1984:

1. Final Map - Desertwind

This item may be placed on your portion of the City Council agenda upon
meeting the requirements of the Department of Engineering Services.

HAN:cme
Attachment

MAYOR BILL BRIARE
COUNCILMEN
RON LURIE
PAUL J. CHRISTENSEN
AL LEVY
BOB NOLEN
CITY ATTORNEY
GEORGE F. OGILVIE
CITY MANAGER
ASHLEY HALL



CITY of LAS VEGAS

April 25, 1984

Rancho Bonito Associates
c/o VTN Nevada
2300 Paseo Del Prado
Las Vegas, Nevada 89102

Re: Extension of Time - Tentative Map
Plazas Office Park

Gentlemen:

Your request for an extension of time on property generally located north of Sahara Avenue, between Richfield Boulevard on the west and Paseo Del Prado on the east, C-1 and R-1 Zones (under Resolution of Intent to C-1), was considered by the City Planning Commission on April 24, 1984.

The Commission voted to APPROVE this item subject to the following condition:

1. Extension of Time shall be limited to a one-year period of time.

This action by the Planning Commission is final.

Sincerely,

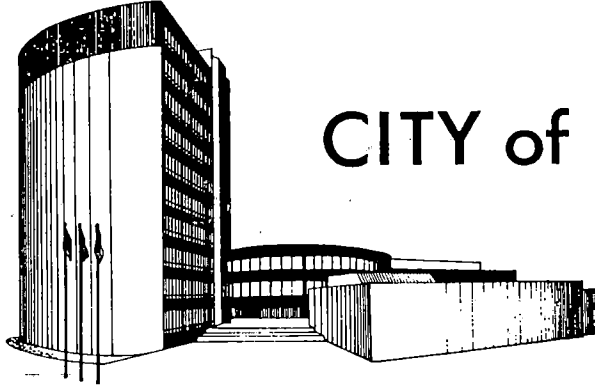
DEPARTMENT OF COMMUNITY PLANNING
AND DEVELOPMENT
HAROLD P. FOSTER, DIRECTOR

HOWARD A. NULL
Chief of Planning

HPF:HAN:cme



MAYOR BILL BRIARE
COUNCILMEN
RON LURIE
PAUL J. CHRISTENSEN
AL LEVY
BOB NOLEN
CITY ATTORNEY
GEORGE F. OGILVIE
CITY MANAGER
ASHLEY HALL



CITY of LAS VEGAS

April 25, 1984

K.L. Keltner, Et Al
3000 W. Charleston Blvd.
Las Vegas, Nevada 89102

RE: A-10-84(A)

Dear Mr. Keltner:

Your petition to annex property generally located on the southeast corner of Charleston Boulevard and Redwood Street, containing approximately 5 acres, was considered by the City Planning Commission on April 24, 1984.

The Commission voted to refer this item with a recommendation of APPROVAL.

After further review, this annexation will be forwarded to the City Council for final action. You will receive notification of this meeting.

Sincerely,

DEPARTMENT OF COMMUNITY PLANNING
AND DEVELOPMENT
HAROLD P. FOSTER, DIRECTOR

HOWARD A. NULL
Chief of Planning

HPF:HAN:cme

cc: City Clerk

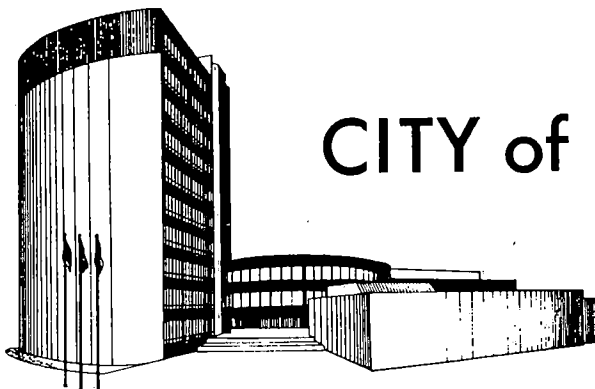
Reed Zobrist, 1908 Plaza De Cordero, Las Vegas NV 89102

Ray Zobrist, 2031 Houston Drive, Las Vegas NV 89104

June Margolis, 3111 Bel Air Drive, Apt. 4-G, Las Vegas NV 89109



MAYOR BILL BRIARE
COUNCILMEN
RON LURIE
PAUL J. CHRISTENSEN
AL LEVY
BOB NOLEN
CITY ATTORNEY
GEORGE F. OGILVIE
CITY MANAGER
ASHLEY HALL



CITY of LAS VEGAS

April 25, 1984

Cody Bob Byrd
6879 E. Mesquite
Las Vegas, Nevada 89110

RE: Final Map - Desertwind

Dear Mr. Byrd:

The Final Map for Desertwind on property generally located on the south side of Owens Avenue, west of Nellis Boulevard, R-2 Zone (under Resolution of Intent to R-3), was considered by the City Planning Commission on April 24, 1984.

The Commission voted to refer this item with a recommendation of APPROVAL, subject to the following conditions:

1. Conformance with the tentative map.
2. Conformance to the conditions of approval for the tentative map.

This item is being referred to the Department of Engineering Services for further consideration. Upon completion of their review, the map will be forwarded to the City Council.

Sincerely,

DEPARTMENT OF COMMUNITY PLANNING
AND DEVELOPMENT
HAROLD P. FOSTER, DIRECTOR

HOWARD A. NULL
Chief of Planning

HPF:HAN:cme
cc: Dept. of Engineering Services.



CITY OF LAS VEGAS

INTER-OFFICE MEMORANDUM

Date

April 23, 1984

TO:

FOSTER

FROM:

~~NULL~~

SUBJECT:

CITY PLANNING COMMISSION MEETING
APRIL 24, 1984
AGENDA ITEM CONDITIONS

COPIES TO:

VAL STEED
✓ LINDA OWENS
CINDY EADE

NEW BUSINESS:

1. Final Map - Desertwind

- Conformance with the tentative map
- Conformance to the conditions of approval for the tentative map

2. Extension of Time - Tentative Map - Plazas Office Park-

Approval by Planning Commission on May 12, 1983
Staff recommends approval of the extension

3. A-10-84(A)

5 acres; R-E County zoning; N-U City equivalent
Staff recommends approval

HAN:cme

INTER-OFFICE MEMORANDUM

April 23, 1984

TO:

FOSTER

FROM:

CLEMMER

SUBJECT:

CITY PLANNING COMMISSION MEETING
APRIL 24, 1984
PLANNING COMMISSION MEETING BACK-UP

COPIES TO:

*hick*NEW BUSINESS

4. Z-26-84

An R-CL project consisting of 84 lots was denied on this site December 27, 1983. In that case, they had reduced it to 77 lots during the process. This proposal is 58 lots on 9.99 acres or 5.8 units/gross acre. Further, they are lining the south portion with R-1 lots across from the R-1 lots to the south, but will ~~post~~ ^{set} the same models as those lots, whereas they could shift the garages and better cover the site and screen rear accessory uses of structures. Further, this plan follows the approved street pattern for the area, whereas the previous plan didn't. Staff recognizes that there are 6,000 square foot lots to the north (old law R-1), and would support R-CL if the lots were at least 6,000 square feet, which would reduce the project to 50 lots or 5/units gross acre, but feels the models should be modified and better utilize the enlarged sites.

Staff recommends APPROVAL, subject to:

1. ROI with a 12-month time limit.
2. Amend the application to exclude the south 132.5 feet.
3. Provide paved access to Upland Boulevard as required by the Department of Engineering Services.
4. Modify the proposed buildings to better utilize the enlarged sites and R-1 sites as required by the Department of Community Planning and Development.
5. Standard conditions 5-8.

FOSTER

Page 2

April 23, 1984

Planning Commission Meeting Back-Up

6. Approval of the revised building elevations by the Department of Community Planning and Development.

PROTESTS: 1

PUBLIC HEARING ITEM

CC: 5/16/84

5. Z-27-84

This was approved by Z-4-69, but expired. The old law parking was 4 spaces, but 6 spaces are required now. They show 6, but 2 are "locked in" in tandem. The Planning Commission can approve the 4 with 2 in tandem and that is probably the best that can be achieved without severe alteration. A later case, Z-37-78, converted the 4th lot from Maryland Parkway to P-R. The two corner lots are C-1. This is the 5th from Maryland Parkway. These lots face the rear of the shopping center and P-R is appropriate.

Staff recommends APPROVAL, subject to:

1. ROI with a 12-month time limit.
2. Standard conditions 1-8.

PROTESTS:

PUBLIC HEARING ITEM

CC: 5/16/84

6. Z-28-79

This is the fifth request for an extension of time. Economic conditions cited.

Staff recommends APPROVAL, subject to:

1. Extension of time shall expire 4/18/85.
2. Conformance to all ordinance amendments enacted subsequent to the original approval.

PROTESTS: N/A

NOT A PUBLIC HEARING ITEM

CC: 5/16/84

7. Z-20-74

Nellis Boulevard is a primary major street on which off-premise signs currently exist. Sign will be on the south-east corner of site.

Staff recommends APPROVAL, subject to:

1. Conformance to the plot plan and elevation.

PROTESTS: N/A
NOT A PUBLIC HEARING ITEM PC FINAL

DIRECTOR'S BUSINESS

1. Downtown
Transportation
Center - Phase I

Points to be covered are included in my memo to the
Downtown Transportation Center Systems Task Force.

Terminal facilities are appropriate in the C-V
Districts. Staff recommends APPROVAL.

"O" Space parking concept is reasonable in Phase I,
but when the whole project is put together, there will
be a need for parking at origination points. This
future need should be monitored, and as we reach the
phases that create the demand, recommend acquisition
and/or development of parking facilities.

Staff recommends APPROVAL of "O" parking spaces for
Phase I.

Plot Plan order Z-100-64. This is anticipated to be
a minor repair facility as outlined in the Planning
Commission Resolution. The parameters of the physical
development have not been established, but this would
amount to authorization of a minor repair facility
subject to final approval of the building plan and
elevation by the Planning Commission.

Staff recommends APPROVAL, subject to:

1. The use for minor equipment repair is hereby
authorized, subject to:
 - A. Approval of the site plan and aesthetics by
the Planning Commission when formulated.
2. The use shall be contained within the area shown
on the plot.
3. Provision of landscaping along Casino Center
Boulevard.

Proposed Right-of-Way Alignment.

Along Casino Center Boulevard and across the ball
park to Cashman Field Complex. The exact location

is unknown, but it will be designed to least affect the ball fields.

Staff recommends APPROVAL, subject to:

1. Conformance to the general alignment plan.
2. Elevation above the roadway shall be determined by the Engineering Services Department and the State Highway Departments.
3. Structures which shall be comparable to those presented at this hearing.

I understand Tom Graham will make the presentation of the details prior to our recommendations, but it may be good for us to explain the 4 points that they are to act on first and conclude with our recommended conditions when they are sufficiently versed to modify or expand our proposed conditions.

SUPPLEMENTAL:

1. CD-1-84

This is a new use in the C-D which City Council must approve. City Council has allowed a veterinarian with no overnight boarding or exterior runs or kennels except post-operative keeping inside.

Staff feels that this would be an appropriate use, subject to:

1. Conformance to the plot plan.
2. No exterior runs or kennels shall be permitted.
3. No overnight boarding shall be conducted.

PROTESTS: N/A

NOT A PUBLIC HEARING ITEM

CC: 5/16/84

2. Z-22-67

This proposal is to make a 4th addition to the building at 1960 North Highland Drive. The parking was provided under Z-40-83 on a parcel to the north. There is enough extra to allow this addition. They are asking for delay in installing landscaping until Highland is improved.

FOSTER

Page 5

April 23, 1984

Planning Commission Meeting Back-Up

Staff recommends APPROVAL, subject to:

1. Conformance to the plot plan.
2. Installation of required landscaping in 9 months when Highland Drive improvements are completed.
3. Standard conditions 4-8.

PROTESTS: N/A

NOT A PUBLIC HEARING ITEM

PC FINAL

RCC:jcd

CHAIRMAN MACK:

Under Director's Business, Item No. 1, Downtown Transportation Center, Phase I. Consideration of transportation center sites and alignment of transportation corridor.

HAROLD FOSTER:

We have with us tonight Tom Graham, Director of Architectural Services for the City, who will be giving you the presentation. It's a very interesting one and ambitious project on behalf of the City. Tom is here so. Tom, did you want to invite anybody that is out in the audience to come --

TOM GRAHAM:

If I may, we did take the liberty to invite all members of the Metropolitan Beautification Committee, as well as the Board of Zoning Adjustment, so if there are members in the audience of either of those boards, I would -- I do have a brochure up here that you could follow along and you're welcome to join us at staff level. I know Tom Schoeman was here. He might have gone outside on a break, so when he comes back in -- With that in mind, let me first take the opportunity to thank you to have this presentation before you this evening. What we will present is outlined within Phase I of the Downtown -- Future Look at Downtown Las Vegas; that's the blue document that was placed at your station during the break. Within that, Phase I consists of three projects, all of them dealing with improvements, substantial improvements, enhancements to the downtown transportation systems and a proposed transportation center. I will get into detail in that in a moment. The rest of the book -- there is another project in Phase I, which is not involved in what we are asking you to endorse or approve this evening, but it is a proposal for the private sector to come in and fund, totally at their expense, a people-mover or monorail, as you will, connecting the new Cashman Field complex to the proposed transportation center, so there's three specific transportation projects outlined in Phase I. In the rest of that document in Phase II and Phase III, it might be of interest to you, is an approach, if you will, or philosophy toward developing in Phase II a 28-acre civic plaza development in the immediate vicinity of City Hall and then an approach under Phase III as to how we would enhance working in concert with the private sector, what we have defined as our central business district, and that encompasses an area of about 1,500 acres, so with that in mind, that is an approach document to an urban design. That's not an end document. In the back there's a timeframe and we are certainly optimistic we would be coming back to you within that timeframe with some specific recommendations as to how to enhance the downtown area in total. With that in mind, I would like to go into the Phase I projects specifically. Before I talk about the specific items for your consideration, I'd like to give you a brief presentation of the downtown transportation improvements in general and a little detail and they're in the book and I'll try and reference the page as I go along so you'll get a closer detail on them. First, I'd like to address some problems that I know you are all

TOM GRAHAM:

acutely aware of regarding the downtown transportation facilities. The first illustration that I have in front of me addresses the problem of the current transfer point and that current transfer point is located at the Carson Avenue garage on Carson Avenue between Third Street and Casino Center Boulevard. As indicated on this illustration on the easel, there are ten transit routes, public transit routes, that now come in and the riderships all transfer to other routes or disembark for the downtown area at that point. Illustrated in various colored tapes is how those routes come in to that area. The No. 6 route is the Strip route and at times brings as many as three buses with it. It comes in every 15 minutes. At other times the other nine routes converge on this point on the hour simultaneously, so what we end up with is ten buses at a minimum, sometimes as many as twelve, thirteen, converging on this site and the impact, as illustrated in the slide. What we end up with is a wall of buses. In the background is the garage. You can see what happens on an hourly basis. You get buses stacked up on all three sides of that garage. The impacts of that on the downtown area are substantial. First, there really isn't enough stacking room at times when the Strip bus has more than one arriving and the driver is not always accurate in placing it in properly. The bus sometimes extends into the crosswalk. As you can see here, it's impeding pedestrian movement in a busy downtown area, both our pedestrians and local business people, and in addition to that, there are no boarding facilities; as a result, you get this. You get people waiting on already narrow sidewalks to get into a bus. The buses come in. The drivers do take a break at that location so they lock up the buses. They leave and the people, since there's no defined boarding amenities at all, they simply try and create a line of their own on the sidewalk to preserve their space. That's what you get (shown on slide). That impacts an already narrow sidewalk. In addition, whatever limited amenities there are, as you can see in the background in this slide, there is some shade. People are utilizing it heavy; however, the young lady in front wants to preserve her place in line to make sure she gets her ride on that particular bus and is waiting in the intense sun, so we have a lack of other comfort amenities for all riders, part of them being any type of shade relief. Here is an elderly lady in the background, this slide is a little dark in this room, There is a limited number of benches in that vicinity. They are obviously the first facilities occupied and here an elderly lady has to lean against the signpost trying to get some relief. Here again, right across from the entrance to the Golden Nugget Hotel, the new entrance, we see the effect of the wall of buses again. The bottom line of all this is, we don't think, and from a staff purview and the management purview, we don't think this is our best foot forward for tourists arriving in our downtown area, nor is it providing the kind of imagery that we would like to have our locals even envision their downtown area as being. The side affect of this, when you get on the other side of it, that's

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a narrow sidewalk and when those buses line up, you feel like you're almost in an alley configuration; and again, with people trying to preserve their waiting space it jams up the sidewalks significantly. Again, the by-product effects of pollution contributed by all those buses coming into that point surrounded by hotel occupancies. If you're down on a windy day, the canopies now come out over the sidewalks. What happens is the wind tends to push those fumes down under those canopies. You're walking around on the sidewalk and there are days when you really know that the buses are in that neighborhood; you don't have to see them; you know that they're there. The other side effect is, and this is in the vicinity, any time that you create that kind of a waiting function in a public right of way, you're also going to attract a certain element of transients, vagrants, solicitors, etc., and we are getting that cause and effect relationship at that transfer point now. The next illustration I'd like to show you is a site plan that indicates how we would go about providing a new downtown transportation center. What we propose to do, as most of you are aware, we are currently constructing a new central fire station immediately north of the old fire station site, which is at the northeast corner of Stewart Avenue and Casino Center Boulevard, located here. City Hall is just to the east. What we propose to do once the new central fire station is completed, which should be later this spring or early summer, we would then vacate that facility; which consists of two buildings and we would have those available. The City Council has already adopted a reuse of those facilities in that site for a downtown transportation center. Therefore, we would rehab those buildings to provide amenities we couldn't provide over at the Carson Avenue transfer point at this time. We would also then, as part of the downtown improvements, go out and acquire twelve theme shuttle vehicles, and I'll show you those in more detail in a moment. Those twelve theme shuttle vehicles would then take the people that are dropped off, instead of at the Carson garage, all buses would come in to this point, all passengers would transfer there, people desiring to circulate to the downtown area would then board one of the shuttle vehicles, loop on the red routing I indicate here; loop perhaps out onto Casino Center Boulevard. An alternate route would take you out on Stewart and then on Third to Ogden, loop down east on Ogden down to Seventh. This is the primary route. It could be amended. Then south on Seventh to Fremont, west back on Fremont to Main, then back to Ogden and loop back into the facility through a proposed curb cut on Fourth Street extension. We get that approval from the Nevada Department of Transportation; that's already in the works. So the trolleys would then make this as their primary route and they would loop the downtown area. Now, we're talking about when we say "theme shuttle vehicles," these are wheeled vehicles. They do not require putting rails in the street. They do not require any special power system overhead or underground on the street. They are

TOM GRAHAM:

diesel or gasoline powered shuttle buses, if you will, built on mini-bus chassis. They carry a maximum of fifty people, twenty-four seated and with other standing room facilities, they can hold as many as fifty at one time. We'll show you those in more detail. This would be the primary route. This route would take approximately twenty minutes in total; that's allowing for -- we've done some time studies on the route and that would allow for fourteen stops, stopping at all major establishments, both tourist related, as well as retail or governmental that are on that route, and allowing a boarding time of about thirty seconds, and that's pretty generous. Our studies indicate fifteen seconds per stop is probably going to be more like it. On the outside, we're talking a twenty minute loop on this red route. Other variations of this route -- and by the way, this is on page 10 of your blue booklet, if you wanted to look at it in more detail.

COMMISSIONER BUGBEE:

Is this a free shuttle service, or do they pay for it?

TOM GRAHAM:

We would propose a nominal fee. Right now we're talking somewhere between a dime per loop or as much as maybe twenty-five cents. The original thinking was, and I'll explain some of the finances in a minute, the original thinking was, through revenue sources that we have both at the center and within the shuttle vehicles themselves that we wouldn't need to charge a fare to make the project self-supporting. However, in subsequent studies and discussions with other entities and other locales that have instituted something like this, a nominal fare was determined because of the deterrent it provides for undesirable ridership. Those people have nothing else to do than ride the shuttle buses. If they have to pay a dime, even a dime every trip, they might think twice about keep looping it every twenty minutes. So that's the primary reason we might charge something, but no more than a quarter, and more likely a dime at this point. Because they are wheel vehicles, we are able to change these routings as demand would occur, or as time use would dictate. In this case, for instance, the purple route shown here would allow the shuttle bus to leave the center, loop over to the County facilities, the courthouse, federal building, and then loop back on Fourth Street again and back into the center. The yellow route, that might only be used at peak business hours. The yellow route, for instance, would be the same as the red route, except that it would extend on down to Tenth Street and then loop back up Fremont. That might be used in cases of a sporting event or a major convention at Cashman where we wanted to collect more conveniently all of those room facilities located in those other three blocks. The inner face of the third project -- I mentioned two: the trolley, the theme vehicles is one; creation of a downtown transportation

TOM GRAHAM:

center re-utilizing the old fire station then is the second, and the third is the implementation of a people-mover system, a monorail connecting the Cashman Field complex, coming up across the upper parking lot of Cashman. We'd have a station at the entry plaza which is the main circulation element to go into either the stadium, the auditorium that's there, or the convention/exhibit hall and meeting rooms. A terminus there and a terminus up at the old fire station would then create a corridor of approximately 7/8 of a mile. We would use an alignment where they come up across the upper parking lot of Cashman, get aerial easement approval from the Nevada Department of Transportation which is in the process of being requested, they've given us conceptual approval, come across Las Vegas Boulevard North, across the Reed Whipple, City-owned Reed Whipple property, and then get onto City-owned streets rights-of-way on Veterans Memorial Drive, then onto Casino Center Boulevard, and again, aerial easements, again conceptually approved across the freeway, and then down to the transportation center. With the addition of that people-mover system into that, I would have to say that to my knowledge that would be the first multi-modal ground-based transportation center in Nevada. We are very optimistic. We've had unsolicited proposals presented to the City from three international firms of stature that want to come in here and build that system at no cost to us. We're talking about granting them a franchise, granting them the aerial easements and the rights-of-way and the corridor necessary to build it. It's an elevated guideway and it would be an ultra-modern technology system. A little more detail on a closer site plan of the transportation center itself, shown on this illustration, and in your books that's shown on page 12. What we're proposing then is the relocation of all of the buses that were coming into the Carson Avenue transfer point. We are now talking about bringing them in through a curb cut that I mentioned before on the Fourth Street extension. Their flow then would go onto existing travelways that already serve City Hall employee parking underneath the freeway viaduct, so we're only talking about the cost of a curb cut here, and in the orange flow is the transit buses as they would move onto the site. They would move up to an unloading plaza here and then move into their boarding positions as indicated here. They would then exit out onto Stewart and return to their normal routing. The yellow indicates pedestrian movement and that stays consistent with the trolley flow also. Illustrated in red is the flow of the trolley, or theme vehicle, again utilizing the same curb cut for ingress off of Fourth Street extension, utilizing the same travelways, in fact, it uses an existing driveway that the fire apparatus equipment use to get into the fire station. It would then unload on the same unloading plaza, so we'd share that facility. All of the unloading

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passengers, either from a bus or trolley, would then enter the transportation center, reach a major decision point to either board another bus or later when the people-mover's in, move onto the people-mover and down to Cashman. The trolley then moves literally into, after it's disembarked all of its passengers, literally moves into the northern apparatus bay; and again, because this was an old fire station, the flooring and the clearances and the structure is set up in such a way that we're not talking about major structural changes, yet we're talking about extreme comfort and convenience. The trolley literally pulls into the transportation center and the passengers almost board in air conditioned comfort. The inner face with the people-mover system, again conceptually as shown in blue, and that illustration is on page -- you get the beginnings of that on page 16. We have the people-mover coming up from Cashman via Casino Center Boulevard, again, would swing onto this site. We've reserved the upper story of the communications building as the indoor boarding portion that we would provide as a space and then the people-mover proponents would have to build his own elevated platform. We would anticipate the boarding would occur out of that top level and then unloading on the other side -- kind of a split platform arrangement. People unloading would have an option to exit to the street to Stewart, walk the two blocks to downtown, if they preferred, or to exit back through a pedestrian plaza we'd create out of the exiting driveways now that front Casino Center and back into the transportation center, have a multi-modal choice to get onto the trolley, loop downtown or transfer to one of the local buses or to the Strip bus. An even closer look, and for those of you -- I'm sure you're all familiar -- this is the existing fire station facility as it exists now. This is looking at it from the Casino Center side. A closer look at the floor plan at how we would reuse it. I've mentioned before, we're not talking about tearing the building up in terms of support systems. We are talking about renovating it, both exterior and interior, in terms of giving it the necessary code compliances for increased occupancy in the reuse proposed. We will utilize a lot of the facilities that are in there. I mentioned before, again in red, the trolley configuration that moves into the northern bay. In orange, the buses as they come off the common unloading plaza, then move into their loading positions. In this case, the No. 6 bus, because of the magnitude of people it carries, would have its own separate loading plaza. The other nine local routes would then stack in this boarding plaza here, and, for instance, they don't run on a twenty-four hour basis, but the No. 6 bus does, so we virtually would be able to close down the station from this point forward during that one 8-hour shift. What we are proposing inside then is a tremendous enhancement to the amenities that are now provided on the street, by that I mean, once they've disembarked from the

TOM GRAHAM:

carrier, they come through -- all passengers disembark into the transportation center. They come into a generous lobby that would have a lot of seating elements, comfortable seating elements. It would also have some video amusement devices. We would also provide comfort stations, men's and women's restroom facilities that are now not available on the transfer point. We would also provide some other concession amenities, such as a newsstand. We'd provide a -- there's a kitchen facility in the station now that serves the fire personnel. We would recommend that space be enlarged in terms of utilities and leased out under a concessionaire arrangement to a snack bar function. There is office space available. We could turn those into tourist information, travelers' aid office area, and we would also add another element, which I think is really critical, first aid and security. We have those both in the main building itself, as well as the bottom of what is now the communications building, which would be the beginning of the local transfer boarding plaza. The breezeway inbetween the two buildings, we would screen in with a small wall and create an outdoor seating area that could also serve as a dining terrace off of the snack bar on the majority of our nice days. We think that with the renovation -- this is literally not moving any of the exterior walls of these buildings, and we're talking about 14,000 square feet of space and we think it can be a very comfortable transportation center for our downtown needs. There is a partial second story on the main fire station building. That would be -- it's equipped with lockers and showers and lounge facilities now to service the fire personnel. We would like to turn that into a drivers' locker room. The other half we would give to the people-mover proponent as a communications and control area. We would hope with the employee amenities that we're recommending here that both the drivers of the trolley and the existing transit vehicles would become better ambassadors for our tourists coming downtown. The upper story of the communications building would then be the beginning of the boarding lobby to go out onto the raised boarding and unloading platform of the people-mover system, and again, the connection from it coming back down across the pedestrian plaza here and into the lobby function from which they can choose buses or trolleys as an alternate means of transportation. In terms of numbers, right now, by relocating those buses to this location we're talking about a daily usage of about 12,000 people per day coming into that transportation center. As far as the exterior of the building, we have picked a Victorian style of architecture, and this is illustrated in your book on -- it's a foldout behind page 20. The reason

TOM GRAHAM:

we've selected this, as explained in the booklet, there's a couple of reasons. No. 1, we felt there was a need to begin a development in that area that was compatible with the existing post office facility, which I'm sure most of you are aware, is an historic landmark for our community and we felt a style of architecture compatible with that would then allow us, and we're pursuing with the General Services Administration getting that property -- the City acquiring that property from the Federal Government. We're very optimistic we'll get that and once we do, we would take the area between this proposed transportation center and that post office property and turn it into something perhaps in the vein of a Heritage Square and this all starts to make some sense why we picked a trolley vehicle as the theme, why we picked this style of architecture, and these two projects, acquiring the post office and getting this transportation center in place, are the beginning developments, the cornerstone, if you will, of our 28-acre civic plaza development, as defined in Phase II in your book. A couple of amenities here that we feel are significant: one, both the unloading plaza, located here, and there's a trolley located in the background, if you'll look closely, and the boarding plaza for the local buses here, would both have canopies, architectural canopies covering those that could be nightlighted and would provide the shade relief during the day. What we've done is literally taken the outside of the existing fire station proper, this, for instance, was the host hour and we've simply added a clock to it, put some mansard roofs on it, dressed it up. This was the two-story communications building, and again, for continuity, we've added another clock tower there to service this boarding plaza. There's another reason though that we feel this style of architecture is very appropriate. We're trying to create a theme that we hope other entities in the downtown area will pick up on and we feel this style of architecture has already been given very effectively the connotation of a leisure recreational imagery. Walt Disney has done it with his station. When people see it it's readily recognizable as something that indicates they're headed in the right place to have a good time, and that's what we'd like to set. We'd like to set -- because this will be the first imagery. This is viewed, in fact, and this prospective is viewed as if you were arriving on a trolley, coming around off of Fourth Street and looping into the facility, either by bus or by trolley. This would be perhaps the first view you would see of a downtown public facility that you're going to approach and stop at. When we talked about trolley facility as a theme vehicle, and I mentioned before, they're wheeled

TOM GRAHAM:

vehicles running on diesel or gasoline. We're talking about something that resembles an old streetcar or trolley. These have been used successfully in some other locales, particularly appropriate to us might be San Antonio, Texas. They've used them along their river walkway and of a different configuration. They're all custommade so we can have some unusual features put in, which we're going to propose a couple, but the idea is basically that it would become a streetcar function, a mini shuttle bus, if you will, we would reroute it as demand occurred. Where we would start to provide a self-supporting revenue base is from the advertising on the exterior and interior of these vehicles. On the interior, for instance, the menus of all the major restaurants and all the hotel staffs downtown could be displayed. On the exterior advertising panels, such as displayed here, could be put on there. One addition that we think would be unique to the Las Vegas area and be appropriate for our vicinity, particularly on the Fremont run, would be the addition of an electronic reader board in what was once the clear story of these trolley vehicles that would go 360° around there, and again, could carry general messages, such as WELCOME TO DOWNTOWN, PLAY DOWNTOWN, and the rest of the space then sold out to private advertising. We have run projections. We've gone in and researched other communities use of this advertising revenue and there's no question there's sufficient revenue from the advertising on those vehicles to sustain the operation of the trolleys. That trolley rendering is on page 22 in your booklet, if you want to take a closer look. We've also then tried to assess what they would look like as they ran down Fremont, and that rendering is in your book also; it's on page 24. We think they would add,-- that rendering simply shows two trolleys going down Fremont Street -- one on each side. We think they would add another element, particularly with the reader board, another dynamic element into that exciting environment that we're known for. We're not endorsing any particular trolley manufacturer at this time; there are many. Here's another configuration. Some have open, some have removable windows. We're not proposing air conditioning because we don't think it would be that effective with the amount of boarding and unloading in a short run, but we are going to recommend some removable windows so in the winter they can be closed in to screen them from the chill air and in the summer they can be taken out and allow the air to flow. We are proposing, again, to set the tone for downtown. We're proposing to put some quality into these. These vehicles run as much as \$130,000

TOM GRAHAM:

apiece. You can get them for \$85,000 or \$70,000 perhaps and the difference is diesel versus gas, what type of chassis they're on, etc. We would like, what we're proposing and we're submitting a grant to UMTA, Urban Mass Transportation Administration, to fund twelve vehicles at an average price of \$130,000 apiece. They would be somewhat similar to the ones shown on the slide. This is without the advertising to give you an idea of the quality that goes into them. There are hard wood seating elements inside. They have brass handrails and hand grips, overhead grips for the standing room, curved benches. The bottom line I've been saying in all the presentations is, we don't want people arriving downtown and feeling we're going to shuttle them around in a fast-food restaurant. We think we've got to put quality back into the downtown imagery and do our part as a public agency and acquire something that represents the type of quality and craftsmanship that we want them to think of downtown Las Vegas as. Another view, here again, showing some brass hand grips there, some double glass, some etched glass, one with the side panel removed. When I talked about people-mover systems, I'm sure you all have something in mind when I say mono-rail. There's many different types of vehicles. Again, we're not endorsing any particular one. That will be done through a competitive request for proposal, but we are talking some basic criteria; one of which is 5,000 people per hour between Cashman Field and the transportation center. We don't foresee any problem in getting that type of capacity. There are many systems that could deliver that. We are talking about an elevated, either steel, rail, or concrete rail system, the entire length of approximately a mile. Some of the configurations that are out there now are such as the one shown here, many types, many different configurations. It will be an ultra-modern system. Here's a steel rail system, for instance. Regardless of the type, we will make sure that when it comes back into the proposed transportation center that it is architecturally integrated into that. There will be a blend there and that's a tricky integration, if you will, but we feel very comfortable we can do that very successfully. In fact, we think that will add another excitement very similar to what Disney did. He took a very small area and created a whole lot of conflicting images and made them in a very complementary sense and created a very exciting environment in a very small space. We think we can do that on a minimal scale here and achieve something similar. Here again is just a rendering of the trolleys on Fremont Street. In terms of costs, we have projected that the renovations to the downtown existing fire station to turn it into the facility that is proposed, transportation center, is including all support costs for outside design effort, for City support, is in the neighborhood of a million six. That will include security systems, video camera security systems, public address systems, and provide the necessary infra-structure for the private sector to

TOM GRAHAM:

come in and build their people-mover station in tandem with it. The twelve vehicles I mentioned before at an average cost of \$130,000 each, including the reader board addition, at the clear story, we estimate in the neighborhood of a million seven-hundred fifty thousand dollars. Both of these costs, which add up to three million three hundred fifty thousand dollars have been applied, in fact, I was just at Regional Transportation Commission this morning. At the beginning, submittal of our applications that go through Regional Transportation and then go into UMTA. UMTA will fund, if we're approved on those applications, 80% of that cost. The other 20% the City will provide. The City has also indicated to Regional Transportation that we want to petition the State Transportation Department to participate for half of the local share, or 10% of that amount. So we're optimistic that perhaps the total seed cost to the City to do the transportation center and the theme vehicles could be as little as \$335,000, or something in that neighborhood. We think that's good leverage and we would like to pursue it in that order. If there's questions at this point, about it, I think I might want to take those and address four specific areas that we need your endorsement on to make this a reality. Are there questions about the basic concept?

HAROLD FOSTER:

Now we're asking for your blessing on this tonight to approve the transportation sites and the alignment of the transportation corridor, isn't that correct?

TOM GRAHAM:

That's correct.

COMMISSIONER GUTHRIE:

That's just the Phase I you're talking about?

TOM GRAHAM:

Yes, just Phase I. It excludes any people-mover approval at this point.

CHAIRMAN MACK:

Would we be approving the architectural theme as well?

TOM GRAHAM:

I think, yes, in concept. We certainly could bring back, and I would propose, Harold, to bring back the final plans once they're developed in terms of a plot plan review and that, but I think in concept, yes, Chairman, we would be asking for that.

COMMISSIONER BUGBEE:

I'll make a motion that we APPROVE this in concept.

TOM GRAHAM:

There's four specific items, if I may, if you'd hold that for a second. The four items we're talking about, this again is the alignment, on this illustration Cashman Field, the proposed center. In orange is then indicated the alignment that we conceive of right now, and it's literally that, because whoever will build it, I'm sure will engineer it, and we'll bring the final plans back to you, but in orange is indicated what we conceive of as the alignment for that people-mover system connecting the two and I mentioned that before coming

TOM GRAHAM:

across to Cashman facility, the upper parking lot, then across Reed Whipple property, then onto rights-of-way on Veterans Memorial Drive, Casino Center Boulevard, and then into the proposed transportation center. Again, the terminus. as we're talking about for your endorsement tonight are the transportation center itself at the old fire station and one at the entry plaza to the Cashman Field complex. I should preface that, I have been to the Convention Authority. I have conceptual approval from that Las Vegas Convention and Visitors' board to put a station there and to use portions of their property for the elevated guideway easement. So No. 1 we're asking -- the first request to you is that you approve the terminal facilities in those C-V districts at the fire station and at Cashman Field, that's No. 1.

CHAIRMAN MACK:

Let's act on Item No. 1. Can I have a motion on No. 1?

COMMISSIONER TRACY:

I move for APPROVAL of Item No. 1.

CHAIRMAN MACK:

I don't see a problem with that myself because we're only approving those two items, right?

TOM GRAHAM:

That's correct.

CHAIRMAN MACK:

Can we have a vote? (Motion carried unanimously.)
It's unanimous APPROVAL.

TOM GRAHAM:

Thank you. The next item is in concert with that. We would like then to have those terminals designated as zero space parking facility, and I'll explain why. At Cashman it's on 45 acres and we have 2,700 parking spaces currently in place at Cashman Field, obviously, if it's expanded, we'll have to expand the parking, but there is sufficient area controlled by the City across Washington or across Las Vegas Boulevard to do that, so in that case, we feel no parking requirements should be stipulated on that. In the case of the downtown transportation center, we've taken an area approximately two blocks in any direction from that facility and we did account and the count is that there are 2,800 existing parking spaces within that two block area and we don't feel there is a need to impose any specific parking requirements; in fact, we see most of this use occurring from people that originate out of the hotels, coming over by the theme shuttle, then onto the people-mover down to Cashman, or by people coming on the bus and then transferring to either the trolley or to the people-mover, so again, we're asking for a zero parking space requirement on those terminals.

COMMISSIONER BUGBEE:

This is just a concept, right? We can't make any law tonight.

HAROLD FOSTER:

No. These sites are essentially in the downtown area where, for this type of use, no parking is required on that site.

HAROLD FOSTER: and the other is a C-V zone. It's up to the Planning Commission to determine the amount of parking that's needed on the Cashman Field site. Mr. Graham pointed out that there's substantial parking there so we feel that's adequate. It is perfectly proper for you to approve this without the parking because of the amount of parking, either in close proximity or on-site at both sites.

COMMISSIONER JOHNSTON: I'll make a motion for APPROVAL on ITEM NO. 2.

CHAIRMAN MACK: Okay, that's been APPROVED unanimously, too. (Motion carried unanimously.)

TOM GRAHAM: Item No. 3 is a -- again, in concept, obviously, the people-mover system is going to require some maintenance. The shuttle vehicle system is also going to require some maintenance. What we have targeted, and we are asking for your conceptual approval here again, of an in-line people-mover maintenance facility perhaps at mid-distance on that alignment, which would put it somewhere in the vicinity of the Reed-Whipple property. We would have sufficient space. Obviously, we'll make every effort to retain the ballfield configurations which would mitigate any negative impacts on them, but we would need some approval of a maintenance facility for the people-mover somewhere in that mid-line. In addition to that, we would like to try and obtain a sub-lease, if you will. The State has already leased some property under the viaduct to some other people. We feel confident that we can get a sub-lease. They are required to sub-lease it to us at the same rate they got it from the State. They can't make a profit on it. We've targeted an area here that we would like your conceptual approval of, subject to us getting control of that lease to allow for a light maintenance facility of those theme vehicles, and we say light maintenance as defined by your own ordinances and things as not grinding brakes and lifting engines and things like that, but perhaps changing oil, etc. We feel that's an ideal configuration because it's close to the transportation center, yet, because of being tucked under the viaduct of the freeway it can be screened adequately and not present an unaesthetic situation.

CHAIRMAN MACK: Item No. 3 would be the maintenance. Is there any discussion on this?

COMMISSIONER GUTHRIE: That's going to be leased from who?

TOM GRAHAM: There's a group called Glitter Gulch, Inc. that have control of it at the moment. It's an isolated island. I don't really want to go to them and start negotiating hard until I know that we could use it for the use we want, so I'm asking for concept on this. I realize you can't impose that on somebody else, and I'm not asking for that at this point.

COMMISSIONER BUGBEE: What about the Federal and State regulations for screening or

COMMISSIONER BUGBEE: closing off under that freeway?

TOM GRAHAM: State regulations?

COMMISSIONER BUGBEE: Are there other regulations that prohibit us screening this off?

TOM GRAHAM: No, not at all. The State only has regulations about touching their viaduct. As long as you don't attach to their column supports or whatever -- they have allowed us in other areas to build other facilities under the viaduct without too much concern on that part.

COMMISSIONER TRACY: I move for APPROVAL.

CHAIRMAN MACK: Okay, that has been APPROVED; (Motion for APPROVAL carried unanimously.)

TOM GRAHAM: Okay, the last item then is the approval again in concept. We would bring back the final engineered plans by the awarded proponent of the successful system, but we need a conceptual approval of the proposed alignment of that people-mover connecting Cashman to the downtown transportation center as envisioned by the orange routing.

COMMISSIONER BUGBEE: I'll move for APPROVAL.

CHAIRMAN MACK: I need to ask a question on that. Is this going to be -- this is in the form of a condemnation easement? What form would this be in? Are we going to be on private property owners property?

TOM GRAHAM: We, right now, have the consent of every involved agency, and by that I mean, we control in the form of the street rights-of-way the Reed-Whipple property and the old fire station. The City itself publicly owns those facilities. The only other agencies involved are the Nevada Department of Transportation in the form of an aerial easement where we cross Las Vegas Boulevard North and an aerial easement where we cross the expressway. We have conceptual approval from those agencies at this point for both of those easements. The other one is, of course, the Convention Authority's approval of a station on their property and an easement across their property. We have that also in concept.

CHAIRMAN MACK: What about the noise factor for the people who live down there?

TOM GRAHAM: We have been told, and this will be a criteria, this is not like the Brooklyn tram or anything like that. These are really ultra-modern. There is very little noise involved. You only get a noise factor out of these;

TOM GRAHAM:

there's probably less noise involved here than a car running up and down there. You only get a noise factor out of these systems -- they're electro-magnetically propelled in some instances, very quiet. You generally only get a noise when they are going at an extremely high speed and that's the aëro dynamic noise created by it passing through the environment. In this case, it's only a three minute trip and they're never going to obtain any speed to create that.

CHAIRMAN MACK:

Will you have to advertise this or have a public hearing on this?

TOM GRAHAM:

Yes.

COMMISSIONER GUTHRIE:

I've got another question. This is going to be operated by some private contractor of some sort.

TOM GRAHAM:

It will be a turn-key proposal. They will come in. We'll franchise it, provide the aerial easements and the rights-of-way. That's the extent of the City involvement. They will come in, design it, construct it, and operate it at their cost.

COMMISSIONER GUTHRIE:

Do you have any proposed fare for that little short jaunt?

TOM GRAHAM:

Yes. We have projected some and we think it will be very reasonable and we think they'll be able to amortize their cost and their cost could range anywhere from fourteen to twenty-two million for that enhancement of the downtown. We've looked at it, studied it, and we think that a fare in the neighborhood of one dollar will allow them to operate properly.

CHAIRMAN MACK:

Can we have a motion, please?

COMMISSIONER BUGBEE:

I've got one.

CHAIRMAN MACK:

Cast your votes, please.

COMMISSIONER GUTHRIE:

What is the motion?

COMMISSIONER BUGBEE:

That we APPROVE No. 4.

TOM GRAHAM:

Approve the alignment in concept.

CHAIRMAN MACK:

Okay, that has been APPROVED.

TOM GRHAM:

Thank you very much.

COMMISSIONER TRACY:

I think this is the best thing that could happen to downtown Las Vegas. Of course, my feeling is that hopefully we can

COMMISSIONER TRACY: go on out into the County with something like the people-mover, but I think what your group has done has been really excellent.

TOM GRAHAM: Thank you very much. We're optimistic that with this mile system in place, that perhaps we can get cooperative arrangements to extend it Valley wide.

CHAIRMAN MACK: What's the operational data, expected operational data?

TOM GRAHAM: Once we have approval from UMTA, and we're hoping that -- and that's an unknown. We can't target that precisely, but we would estimate that to be about mid-1984 to get that approval of those grants. With those grants in hand, we're looking at eighteen months from that point, so let's tentatively say July sometime we get the UMTA grants approved. We would estimate eighteen months after July we would have the transportation center completely refurbished and the theme vehicles purchased, an operator acquired, and they would be in line functioning. The people-mover -- we're hesitant to go out with our RFP on the people-mover until we can assure the people-mover proponents that we will have a transportation center, so let's assume again that in July we know that's a fact, we get the RFP on the street. That's likely to take thirty to thirty-six months to put in place because of the magnitude of effort.

CHAIRMAN MACK: Thank you.

END OF EXCERPT