



**AGENDA MEMO**

**PLANNING COMMISSION MEETING DATE: JULY 26, 2007**  
**DEPARTMENT: PLANNING AND DEVELOPMENT**  
**ITEM DESCRIPTION: TMP-22586 - APPLICANT/OWNER: KYLE ACQUISITION GROUP,LLC**

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**\*\* CONDITIONS \*\***

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

**Planning and Development**

1. Approval of the Tentative Map shall be for no more than two (2) years. If a Final Map is not recorded on all or a portion of the area embraced by the Tentative Map within two (2) years of the approval of the Tentative Map, this action is void.
2. All development shall conform to the Conditions of Approval for Rezoning (ZON-20543), Major Modification (MOD-22589), the Kyle Canyon Development Standards and Design Guidelines, and the Kyle Canyon Development Agreement.
3. The Final Map shall include the appropriate notations regarding the required Equestrian Trail on the north side of Grand Teton Drive. The trail shall be in compliance with the Recreation Trails Element of the Las Vegas 2020 Master Plan and the applicable street cross sections approved as a part of the Kyle Canyon Development Standards and Design Guidelines.
4. Street names must be provided in accordance with the City's Street Naming Regulations.
5. A fully operational fire protection system, including fire apparatus roads, fire hydrants and water supply, shall be installed and shall be functioning prior to construction of any combustible structures.
6. In conjunction with creation, declaration and recordation of the subject common-interest community, and prior to recordation of the Covenants, Codes and Restrictions (CC&R), or conveyance of any unit within the community, the Developer is required to record a Declaration of Private Maintenance Requirements (DPMR) as a covenant on all associated properties, and on behalf of all current and future property owners. The DPMR is to include a listing of all privately owned and/or maintained infrastructure improvements, along with assignment of maintenance responsibility for each to the common interest community or the respective individual property owners, and is to provide a brief description of the required level of maintenance for privately maintained components. The DPMR must be reviewed and approved by the City of Las Vegas Department of Field Operations prior to recordation, and must include a statement that all properties within the community are subject to assessment for all associated costs should

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**TMP-22586 - Conditions Page Two**  
**July 26, 2007 - Planning Commission Meeting**

private maintenance obligations not be met, and the City of Las Vegas be required to provide for said maintenance. Also, the CC&R are to include a statement of obligation of compliance with the DPMR. The plan shall note that the recreational trail to be transferred to the ownership of the City of Las Vegas shall be maintained at a basic level through utilization of public resources. The basic level to be defined as removal of debris and surface grading once every calendar year. Should additional maintenance activities be requested by the common interest community, or members thereof, the associated costs shall be assessed to the common interest community and/or members thereof. Following recordation, the Developer is to submit copies of the recorded DPMR and CC&R documents to the City of Las Vegas Department of Field Operations.

7. All development is subject to the conditions of City Departments and State Subdivision Statutes.

**Public Works**

8. Modification MOD-22589 must be approved prior to approval of this Tentative Map by the City Council and all Conditions of Approval of the modification shall be reflected on the Final Map. If MOD-22589 is not approved, this map shall be revised and resubmitted to the City depicting the roadway alignments as originally approved in the Design Guidelines.
9. Dedicate those portions of the City's northern beltway that are within the boundaries of this Parent Tentative Map.
10. Dedicate all Village Street right-of-way, including appropriate radius corners, turn lanes in accordance with Standard Drawing #201.1, bus turnouts in accordance with Standard Drawing #234.1 and 234.3, and grant traffic signal chord easements on the Parent Final Map. Comply with the requirements of the Kyle Canyon Development Agreement and Design Guidelines and the approved Master Traffic Study and any approved updates.
11. The Final Map shall provide detailed dimensions for all right turn/dual lefts dedications (Standard Drawing #201.1) and bus turn out dedications (Standard Drawing #234.1 and/or #234.3) in accordance with the approved Master Traffic Study and any approved updates. The turn lanes shown on this Tentative Map do not conform to Standard Drawing #201.1, as a 10-foot dedication beyond the right-of-way line is required for right turn lanes and 5-10 feet additional dedication is required for dual lefts. Deviations from City standards must be approved by the City Engineer prior to submittal of the Final Map. Detail L-1 on Sheet T28 is not a true cross section and does not accurately depict right-of-way dedication, striping and details necessary for the City to evaluate dedications required at all applicable intersections as identified in the approved Master Traffic Study.

**TMP-22586 - Conditions Page Three**  
**July 26, 2007 - Planning Commission Meeting**

12. This Final Map shall show and label all existing right-of-way and easements, including the existing right-of-way grant for the northern beltway. The reference to the future Mountain Edge Parkway shown on this Tentative Map is incorrect as the Master Plan of Streets and Highways amendment number MSH-21013 was approved May 16, 2007.
13. This Final Map shall reference the document numbers for the Nevada Department of Transportation roadway right-of-way and/or easements adjacent to this site that cover U.S. Highway 95 and frontage roads. This Tentative Map does not clearly identify the Not a Part pieces adjacent to U.S. Highway 95; correct on the Final Map.
14. Coordinate with the City Engineers office regarding the Horse Interchange and Kyle Canyon Interchange projects to address impacts, if any, to this Final Map. Comply with the recommendations of the City Engineer prior to recordation of this Final Map, which may include dedication of right-of-way.
15. This map does not comply with the letter of approval requiring a design drawing stamped by a Civil Engineer for the Shaumber/Grand Teton intersection to be submitted and approved by the City Traffic Engineer and Nevada Power Company prior to submittal of the Tentative Map for this site. The Final Map shall comply with the described condition of approval and shall dedicate all appropriate right-of-way required to support the approved design. In addition, any expenses involved in moving Nevada Power poles to accommodate the agreed upon solution shall be bonded by the Master Developer with the approved Civil Drawings for this intersection.
16. An update to the Master Traffic Study must be submitted to and approved by the Department of Public Works prior to the recordation of a Final Map. The Final Map shall comply with the recommendations of the approved Master Traffic Study and any additional updates.
17. An update to the Master Drainage Plan and Master Technical Drainage Study must be submitted to and approved by the Department of Public Works prior to the recordation of a Final Map. Provide and improve all drainageways as recommended in the approved drainage plan/study.
18. An update to the Master Sewer Study must be submitted to and approved by the Department of Public Works prior to the recordation of a Final Map. Provide public sewer easements for all public sewers not located within existing public street right-of-way prior to the issuance of any permits as required by the Department of Public Works.
19. The location of all median openings and subdivision entry streets on Shaumber Road shown on this map shall be final and no other median openings or subdivision entries will be allowed unless approved by the City Traffic Engineer. No deviations to the vehicle connectivity between parcels adjacent to Shaumber Road, as depicted by the access site plan in the approved Master Traffic Study shall be permitted.

**TMP-22586 - Conditions Page Four**  
**July 26, 2007 - Planning Commission Meeting**

20. For any bulb-outs that are approved by the City Traffic Engineer on public streets, the right-of-way shall not follow the curb; it shall be parallel to the centerline as shown on Detail DG-21 in the approved Design Guidelines. Revise the Final Map to reflect this.
21. Provide engineering design details for the Elementary School reflecting flared intersections that accommodate bus turning movements as required by Condition No. 7 of the Master Traffic Study approval letter prior to submittal of a Final Map for this site. The design shall require approval by the City Traffic Engineer and shall be reflected on the Final Map.
22. Grant a pedestrian access easement between Tee Pee Lane and Sky Pointe Drive on Sheet T21 for school access.
23. The Tentative Map contains numerous cross section reference lines that are drawn in locations where turn pockets and intersection turn lanes are required by Standard Drawing 201.1. However, the associated typical cross sections do not show these turn lanes.
24. Ensure that the Final Map for this site provides hatching for all private ingress/egress easements; many locations on the Tentative Map are not properly hatched.
25. Grant Traffic Signal Chord Easements at Horse Drive and Hualapai Way. In addition, the dimension of 89.5 feet is incorrect and must be corrected on the Final Map.
26. The cross section references on Sheet T10 along Ostinato Avenue are incorrect. Detail C-4A is on Sheet T28.
27. Per the Master Traffic Study Condition of Approval No. 7, a fourth intersection leg is not permitted at Libretto Place and Iron Mountain Road due to restricted sight visibility safety issues. This map has identified a fourth leg. Delete the fourth leg on the Final Map.
28. Driveways shown along the Grand Canyon Drive and Iron Mountain Road curve have not been approved at this time. Approved locations per the approved Master Traffic Study or subsequent updates shall be depicted on the Final Map.
29. Numerous line types are inconsistent and incorrect on this Tentative Map, which preclude an accurate review of the map. The Final Map shall correct all drafting deficiencies.
30. On sheet T20, the access across from Ohare Avenue incorrectly references D-5/T31. The correct section label is D-5/T32. If this section is to be public and not a private access easement, the Final Map shall identify this street as construction is not reimbursable through the Special Improvement District. In addition, a private ingress and egress is shown on this street with detail A/T31.
31. Remove detail C-4D on Sheet T28 as this is a private street and not applicable to a Parent Map. The label used in the section incorrectly states public.

32. Detail A-3 on Sheet T27 should not reference Legato Street since this street is proposed to be eliminated with MOD-22589. In addition, Detail A-3A and A-3B should not reference Cantata since this has been renamed to Acapella Avenue.
33. The Final Map shall show and label the location of Site Visibility Restriction Zones at all pod entrances and street intersections and shall provide the following definition: "No walls, fences, trees, shrubs, utility appurtenances or any other object, other than traffic control devices and street light poles, may be constructed or installed within the Sight Visibility Restriction Zone (S.V.R.Z.) unless said object is maintained at less than 24 inches in height measured from adjacent top of curb, or where no curb exists, a height of 27 inches measured from the top of adjacent asphalt, gravel, or pavement street surface. Area shall be labeled as Privately Maintained. SVRZs are not required to be shown extending into public right-of-way on the Parent Final Map. It is implied that SVRZs extend into public right-of-way and therefore shall restrict on-street parking within the zone.
34. Submit an Amendment to the Master Plan of Streets and Highways for all Village streets being dedicated on this map. Any required amendments must be submitted and acted upon by City Council prior to the issuance of any permits.
35. Grant pedestrian access easements for all sidewalks located outside of the public street right-of-way by adding a note within the Owners Certificate on the Final Map to read, A minimum 5-foot wide pedestrian walkway easement is hereby granted overlying all sidewalks located in common areas abutting public streets, where such sidewalks are not located within public street right-of-way, together with the right of ingress thereto and egress therefrom these easements.
36. Show and label the equestrian trail adjacent to Grand Teton Drive as follows: Common Lot "\_\_\_" (a Non-residential lot to be conveyed to the City of Las Vegas, to be privately maintained by the Homeowners Association prior to conveyance) fronting Grand Teton Drive shall have an equestrian trail easement and said easement shall extend across any proposed driveways and/or private streets; said easement being a portion of the overall 20-foot Equestrian Trail along Grand Teton Drive. In addition, the following statement should be added to the end of the Owners Certificate I/we hereby acknowledge that non-residential lots (i.e. Lot \_\_\_), an Equestrian Trail, will be conveyed to the City of Las Vegas within one year of the recordation of this map.
37. For all pod access streets that are necessary to ensure legal parcel access and are not Village Streets, label as a "private access easement" on the Final Map and ensure the area is defined (no open ends). Alternatively, dedicate public streets and include a label for each case that the roadway is not reimbursable through a Special Improvement District.
38. Label all ingress/egress easements as private on the Final Map.

**TMP-22586 - Conditions Page Six**  
**July 26, 2007 - Planning Commission Meeting**

39. Landscape and maintain all unimproved right-of-way within this site concurrent with development of this site by HOA.
40. As appropriate, submit an Encroachment Agreement to the City of Las Vegas or obtain an Occupancy Permit from the Nevada Department of Transportation for all landscaping and private improvements in the public right of way adjacent to this site.
41. Prior to recordation of this map, submit proof acceptable to the City Engineer that the Nevada Department of Transportation is satisfied with the right-of-way widths on all portions of the frontage roads adjacent to this site.
42. Bonds for monuments associated with this map may be required prior to the recordation of this Map for this site.
43. A Master Streetlight Plan must be submitted to and approved by the Department of Public Works prior to the submittal of any construction drawings for this site.
44. Site development to comply with the Kyle Canyon Development Agreement and Design Guidelines, the approved Master Traffic, Drainage and Sewer Studies, MOD-22589 and all other applicable site-related actions.
45. The approval of all Public Works related improvements shown on this Tentative Map is in concept only. Specific design and construction details relating to size, type and/or alignment of improvements, including but not limited to street, sewer and drainage improvements, shall be resolved prior to approval of the construction plans by the City. No additional deviations from adopted City Standards shall be allowed unless specific written approval for such is received from the City Engineer prior to the submittal of a Final Map. Approval of this Tentative Map does not constitute approval of any deviations. If such approval cannot be obtained, a revised Tentative Map must be submitted showing elimination of such deviations. We note that the turn lanes shown on this Tentative Map do not conform to adopted City Standards.

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

**PROJECT DESCRIPTION**

This is a request for approval of a Tentative Map for a 213-lot subdivision on 1,712 acres generally located north of Grand Teton Drive, south of the Moccasin Road Alignment, between Shaumber Road on the west and Fort Apache Road on the east.

This map is unique in that it will serve as the guide for further subdivision of land within the Kyle Canyon Development Standards and Design Guidelines area by other developers. The lots shown on the proposed Tentative Map are not individual parcels, but rather pods that will each contain a separate development and land use designation. The Master Development Plan allows for a variety of residential density categories, as well as commercial and public uses. A Major Modification (MOD-22589) to the Kyle Canyon Development Standards and Design Guidelines will be heard at the July 26<sup>th</sup>, 2007 Planning Commission meeting to change the street alignment for Iron Mountain Road and update various street cross sections within the plan boundaries. Staff is recommending approval of this parent tentative map as the next step in the development process for this area.

**BACKGROUND INFORMATION**

<i>Related Relevant City Actions by P&amp;D, Fire, Bldg., etc.</i>	
01/03/01	The City Council approved a petition (A-0019-99) to annex property generally located on the northwest corner of Hualapai Way and Grand Teton Road containing 667 acres of land.
04/02/03	ZON-1364 The City Council approved a request to Rezone (ZON-1364) portions of property along the Rancho Corridor in an attempt to clean up the disparity between the zone and general plan designations in this area. The Planning Commission and staff recommended approval.
05/19/04	The City Council approved a request to amend a portion of Map 10 of the General Plan (GPA-4044) to realign power line corridors within the Cliffs Edge Master Development Plan area. The realignment placed power lines on the north side of Grand Teton Drive, within the Kyle Canyon area and within the overall subject parcel. The Planning Commission and staff recommended approval.
12/01/04	The City Council approved a request to amend the Master Plan Recreation and Transportation Trail Elements (GPA-5157) to re-designate portions of proposed alignments in developed areas as pedestrian paths. The Planning Commission and staff recommended approval.
01/05/05	The City Council approved a request to adopt the Northwest Open Space Plan (DIR-5543) for property generally located north of Cheyenne Avenue, west of Decatur Boulevard, and east of Puli Drive. The Planning Commission and staff recommended approval.

**TMP-22586 - Staff Report Page Two**  
**July 26, 2007 - Planning Commission Meeting**

01/18/06	The City Council approved a request (GPA-9167) to amend a portion of the Centennial Hills Sector Plan of the Master Plan from SC (Service Commercial), PCD (Planned Community Development) and PF (Public Facilities), to TND (Traditional Neighborhood Development) on 1,712 acres generally located north of Grand Teton Drive, between Puli Road and Fort Apache Road. The Planning Commission and staff recommended approval.
06/07/06	The City Council approved a request (GPA-12339) to amend Map Eleven of the Centennial Hills Sector Plan to allow the relocation of an approved Electric Utility Substation from the northeast corner of Hualapai Way and Grand Teton Drive to a site north and west of the approved location; and for the addition of transmission lines related to the proposed relocation of the proposed substation. The Planning Commission and staff recommended approval.
07/19/06	The City Council approved a Site Development Plan Review (SDR-13535) and Special Use Permit (SUP-13536) to allow the relocation of an approved Electric Utility Substation from the northeast corner of Hualapai Way and Grand Teton Drive to a site north and west of the approved location. The Planning Commission and staff recommended approval.
05/16/07	The City Council approved a Rezoning (ZON-20543) and Development Agreement (DIR-21605) to adopt the Kyle Canyon Development Standards and Design Guidelines and the Development Agreement for the Kyle Canyon Master Plan area. The Planning Commission and staff recommended approval.
07/18/07	The City Council will hear a Review of Condition (ROC-22954) to remove extraneous conditions from a Rezoning (ZON-20543) approval. This rezoning action approved the Kyle Canyon Development Standards and Design Guidelines. Staff is recommending approval.
07/26/07	A companion item for a Major Modification (MOD-22589) will be heard to amend the Kyle Canyon Development Standards and Design Guidelines to realign a major road way and clarify street cross sections within the plan area.

***Related Building Permits/Business Licenses***

There are no building permits or businesses licenses related to this site or action.

***Pre-Application Meeting***

05/31/07	A pre-application meeting was held and elements of this application were discussed. A number of Public Works concerns were addressed as well as timeline for the submittal in connection with other applications under review by various departments. Submittal requirements were discussed.
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***Neighborhood Meeting***

A neighborhood meeting is not required nor was one held.

***Field Check***

06/08/07	Unimproved desert w/ a few subdivision directional signs for area subdivisions. Some abandoned structures and trash dumped in scattered places. Dispersed homes in the area.
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July 26, 2007 - Planning Commission Meeting

<i>Details of Application Request</i>	
<i>Site Area</i>	
Gross Acres	1,712

Surrounding Property	Existing Land Use	Planned Land Use	Existing Zoning
Subject Property	Undeveloped	TND (Traditional Neighborhood Development)	T-D (Traditional Development)
North	Undeveloped	PCD (Planned Community Development)	U (PCD) (Undeveloped) [PCD (Planned Community Development) General Plan Designation]
	Undeveloped	TND (Traditional Neighborhood Development)	U (TND) (Undeveloped) [TND (Traditional Neighborhood Development) General Plan Designation]
South	Undeveloped	PCD (Planned Community Development)	PD (Planned Development)
	Undeveloped	PCD (Planned Community Development)	R-E (Residence Estates)
	Undeveloped	SC (Service Commercial)	R-E (Residence Estates)
	Undeveloped	SC (Service Commercial)	C-2 (General Commercial)
	Single-Family Residential	PCD (Planned Community Development)	PD (Planned Development)
	Multi-Family Residential	PCD (Planned Community Development)	PD (Planned Development)
East	Undeveloped	PF (Public Facilities)	R-E (Residence Estates)
	Undeveloped	L (Low Density Residential)	R-E (Residence Estates)
	Undeveloped	ML (Medium-Low Density Residential)	R-E (Residence Estates)

**TMP-22586 - Staff Report Page Four**  
**July 26, 2007 - Planning Commission Meeting**

	Public School, Primary	PCD (Planned Community Development)	C-V (Civic)
	Single-Family Residential	PCD (Planned Community Development)	R-PD3 (Residential Planned Development 3 Units Pr Acre)
	Single-Family Residential	PCD (Planned Community Development)	R-PD6 (Residential Planned Development 6 Units Pr Acre)
	Multi-Family Residential	PCD (Planned Community Development)	PD (Planned Development)
West	Undeveloped	PCD (Planned Community Development)	U (Undeveloped) [PCD (Planned Community Development) General Plan Designation]
	Undeveloped	Clark County	Clark County

<i>Special Districts/Zones</i>	<i>Yes</i>	<i>No</i>	<i>Compliance</i>
<b>Special Area Plan</b>			
Kyle Canyon	X		N *
<i>Special Districts/Zones</i>	<i>Yes</i>	<i>No</i>	<i>Compliance</i>
<b>Special Purpose and Overlay Districts</b>			
T-D (Traditional Development) District	X		Y
<b>Trails</b>	X		Y
<b>Rural Preservation Overlay District</b>		X	n/a
<b>Development Impact Notification Assessment</b>	X		Y
<b>Project of Regional Significance</b>	X		Y

\* There is a Major Modification (MOD-22589) that, if approved, will update the Kyle Canyon Development Standards and Design Guidelines to include the alignment and several of the street cross sections that are integral to whether this map is in compliance with the master plan.

**ANALYSIS**

The map complies with Kyle Canyon development standards with the exception of the street cross sections and street alignment for Iron Mountain Road that are being considered as a Major Modification (MOD-22589) to the Kyle Canyon Development Standards and Design Guidelines. If the modification is approved, this parent tentative map will be in compliance with the standards and staff is recommending approval.

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**FINDINGS**

**•General information (Residential/Commercial)**

The proposed Tentative Map depicts the area generally located north of Grand Teton Drive, south of the Moccasin Road Alignment, between Shaumber Road on the west and Fort Apache Road on the east. The map is divided into pods, or neighborhoods, which will be developed and mapped individually by other builders. The land use for each pod is described within the approved Kyle Canyon Development Standards and Design Guidelines. All streets shown are public streets.

**•Cross Section**

Cross sections of the proposed parent Tentative Map are for the major streets through the master planned community and are in compliance with the approved development standards and the companion Major Modification (MOD-22589). The individual subdivisions that will be carved out of this parent map will provide cross sections in greater detail.

**•Trails**

Per Title 18.08.100, all trails that are required in accordance with the Citys Master Plan and ordinances shall be indicated on the Tentative Map. The required Multi-Use Equestrian (Recreation) Trail is not shown on the proposed map. A condition of approval of the Tentative Map will require that the Final Map denote the trail requirements. Cross sections of the streets shown on the map indicate that the Multi-Use Equestrian Trail is planned for the north side of Grand Teton Drive, in accordance with the Las Vegas 2020 Master Plan Transportation Trails and Recreation Trails Elements and the Joint Parks and Trails Plan (Interlocal Agreement).

**NEIGHBORHOOD ASSOCIATIONS NOTIFIED 5**

**ASSEMBLY DISTRICT 13**

**SENATE DISTRICT 9**

**NOTICES MAILED 2,036 [Mailed with MOD-22589]**

**APPROVALS 3**

**PROTESTS 8**