



AGENDA MEMO - PLANNING

CITY COUNCIL MEETING DATE: OCTOBER 17, 2012

DEPARTMENT: PLANNING

**ITEM DESCRIPTION: APPLICANT: INVESTOR EQUITY HOMES, LLC - OWNER:
RANCHO DRIVE-TULE SPRINGS ROAD, LIMITED PARTNERSHIP**

** STAFF RECOMMENDATION(S) **

<i>CASE NUMBER</i>	<i>RECOMMENDATION</i>	<i>REQUIRED FOR APPROVAL</i>
GPA-45940	Staff recommends DENIAL.	
MOD-45944	Staff recommends DENIAL.	GPA-45940
SUP-45941	Staff recommends DENIAL, if approved subject to conditions:	GPA-45940 MOD-45944
SDR-45943	Staff recommends DENIAL, if approved subject to conditions	GPA-45940 MOD-45944 SUP-45941

** CONDITIONS **

SUP-45941 CONDITIONS

Planning

1. Approval of a General Plan Amendment (GPA-45940) and Major Modification (MOD-45944) of the Town Center Plan and approval and conformance to the Conditions of Approval for Site Development Plan Review (SDR-45943) shall be required.
2. Conformance to the approved conditions for Rezoning (Z-0076-98).
3. This approval shall be void two years from the date of final approval, unless exercised pursuant to the provisions of LVMC Title 19.16. An Extension of Time may be filed for consideration by the City of Las Vegas.
4. These Conditions of Approval shall be affixed to the cover sheet of any plan set submitted for building permit.
5. All City Code requirements and design standards of all City departments must be satisfied, except as modified herein.

SDR-45943 CONDITIONS

Planning

- 1.No lighting shall be provided for the athletic field. Any future lighting shall first be approved at a public hearing by a Review of Condition.
- 2.Approval of a General Plan Amendment (GPA-45940) and Major Modification (MOD-45944) of the Town Center Plan and approval of and conformance to the Conditions of Approval for Special Use Permit (SUP-45941) shall be required, if approved.
- 3.This approval shall be void two years from the date of final approval, unless exercised pursuant to the provisions of LVMC Title 19.16. An Extension of Time may be filed for consideration by the City of Las Vegas.
- 4.All development shall be in conformance with the site plan and landscape plan date stamped 08/13/12 and building elevations date stamped 08/06/12, and the phasing plan date stamped 08/20/12, except as amended by conditions herein.
- 5.All necessary building permits shall be obtained and final inspections shall be completed in compliance with Title 19 and all codes as required by the Department of Building and Safety.
- 6.These Conditions of Approval shall be affixed to the cover sheet of any plan set submitted for building permit.
- 7.Revised locations for van accessible handicap parking spaces shall be determined by the Department of Building and Safety prior to issuance of a building permit.
- 8.The minimum distance between multi-family residential buildings shall be 10 feet.
- 9.A technical landscape plan, signed and sealed by a Registered Architect, Landscape Architect, Residential Designer or Civil Engineer, must be submitted prior to or at the same time application is made for a building permit. A permanent underground sprinkler system is required, and shall be permanently maintained in a satisfactory manner; the landscape plan shall include irrigation specifications. Installed landscaping shall not impede visibility of any traffic control device. The technical landscape plan shall include the following changes from the conceptual landscape plan:

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- A. Provide the three-foot wide streetscaped amenity zone along the west side of Sky Pointe Drive per the Town Center Arterial requirements. Installation and maintenance of the amenity zone is the responsibility of the developer per the Town Center Development Standards.
 - B. Along Elkhorn Road, street trees within the amenity zone shall be provided 35 feet on center in an alternating pattern consisting of one 36-inch box Rio Grande Ash shade tree and two 25-foot brown trunk height Mexican Fan Palms with groundcover in conformance with the specifications of the Town Center Development Standards.
 - C. Provide the required 15-foot landscape buffer along the full length of Elkhorn Road adjacent to this site as required by Town Center Development Standards Section C.2.B. Trees within this buffer shall be a minimum of 24-inch box size and shall be spaced no more than 20 feet apart on center.
 - D. Street trees within the amenity zone along Sky Pointe Drive shall be spaced no more than 30 feet on center in conformance with the Town Center Arterial standards.
 - E. Trees within the required 15-foot landscape buffer along Sky Pointe Drive shall be a minimum of 24-inch box size and shall be spaced no more than 20 feet apart on center.
 - F. Provide parking lot trees at the ends of all parking rows within the multi-family portion of the site in conformance with Town Center Development Standards Section C.2.B.
- 10. 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.
 - 11. A Comprehensive Construction Staging Plan shall be submitted to the Department of Planning for review and approval prior to the issuance of any building permits. The Construction Staging Plan shall include the following information: design and location of construction trailer(s); design and location of construction fencing; all proposed temporary construction signage; location of materials staging area; and the location and design of parking for all construction workers.
 - 12. Prior to the submittal of a building permit application, the applicant shall meet with Department of Planning staff to develop a comprehensive address plan for the subject site. A copy of the approved address plan shall be submitted with any future building permit applications related to the site.
 - 13. All City Code requirements and design standards of all City Departments must be satisfied, except as modified herein.

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Public Works

14. The developer of this site shall design, construct and maintain landscaped "Gateway Portals," meeting City approval, on Cimarron Road at the intersections with Sky Pointe Drive and Elkhorn Road. Such improvements shall be constructed concurrently with any on-site development activities, and shall be maintained in perpetuity by the owner or owner's successors and/or assigns. Appropriate Encroachment Agreements or Occupancy Permits shall be obtained for any improvements within the City of Las Vegas or Nevada Department of Transportation rights-of-way.
15. Dedicate approximately 10 feet of right-of-way for a total width of 80 feet on Sky Pointe Drive adjacent to this site. Additionally, grant a Multi-Use Non-Equestrian Trail Easement for all portions of the required trail that are outside the right-of-way.
16. Construct half street improvements between the two proposed driveways on Elkhorn Road per Town Center Development Standards adjacent to this site. No construction of new improvements on the Elkhorn Road overpass and the Elkhorn Road bridge embankment is required. Construct full-width street improvements to the satisfaction of the City Engineer on Sky Pointe Drive, including the required Multi-use Non Equestrian Trail, to Town Center Developments Standards adjacent to this site per Title 19.04.120.B. Where legally able, extend widened paving north to prevent a "sawtooth" roadway on Tule Springs Road and install pavement transitions on Sky Pointe Drive to the south. All roadway designs shall meet the approval of the City Traffic Engineer.
17. Construct median modifications on Elkhorn Road in conformance with the approved site plan to the satisfaction of the City Traffic Engineer.
18. Dedicate and construct deceleration lanes at all driveways for both the east bound traffic entering this site from Elkhorn Road and the north bound traffic entering this site from Sky Pointe Drive, unless specifically noted as not required in the approved Traffic Study for this site. All driveways servicing this site shall be designed, located and constructed to meet the requirements of Standard Drawing #222.1. Unless specifically not required in the Traffic Study, dedication from the APN #125 21 202 001 must be obtained to construct the deceleration lane at the southernmost driveway on Sky Pointe Drive. Alternatively, the southernmost driveway on Sky Pointe Drive shall be designated and signed as an egress only driveway.
19. Obtain a Nevada Department of Transportation (NDOT) occupancy permit for all work on Sky Pointe Drive within NDOT jurisdiction prior to approval of plans for work within NDOT right-of-way.
20. Construct the necessary downstream sanitary sewer capacity improvements to accommodate the projected increase in wastewater flows from this site as directed by the Sanitary Sewer Planning Section of the Department of Public Works (229 5384). The plan may be implemented coincident with phased development of the site.

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21. No structures, and no trees or vegetation over 3 feet tall, will be allowed within the proposed public sewer easement on the east edge of the property near the Hesperides Avenue cul-de-sac.
22. All landscaping and private improvements installed with this project shall be situated and maintained so as to not create sight visibility obstructions for vehicular traffic at all development access drives and abutting street intersections.
23. Submit a pick-up/drop-off queuing analysis for the proposed private schools for approval by the City Traffic Engineering Division. The analysis must be approved prior to the issuance of any permits for the school portion of the site.
24. An encroachment for any landscaping in the Elkhorn Road and Sky Pointe Drive public rights-of way as shown on the approved Site Plan is hereby approved and staff is directed to process an encroachment application that is in conformance with this approved Site Plan after the applicant provides appropriate documentation and fees for such application. The applicant must carry an insurance policy for the term of the Encroachment Agreement and add the City of Las Vegas as an additionally insured entity on this insurance policy. If requested by the City, the applicant shall remove property encroaching in the public right-of-way at the applicant's expense pursuant to the terms of the City's Encroachment Agreement. The installation and maintenance of all private improvements in the public right-of-way shall be the responsibility of the adjacent property owner(s) and shall be transferred with the sale of the property for the entire term of the Encroachment Agreement.
25. A Traffic Impact Analysis must be submitted to and approved by the Department of Public Works prior to the issuance of any building or grading permits, or the submittal of any construction drawings. Comply with the recommendations of the approved Traffic Impact Analysis prior to occupancy of the site. The Traffic Impact Analysis shall also include a section addressing Standard Drawings #234.1 #234.2 and #234.3 to determine additional right-of-way requirements for bus turnouts adjacent to this site, if any; dedicate all areas recommended by the approved Traffic Impact Analysis. All additional rights-of-way required by Standard Drawing #201.1 for exclusive right turn lanes and dual left turn lanes shall be dedicated prior to or concurrent with the commencement of on site development activities unless specifically noted as not required in the approved Traffic Impact Analysis. If additional rights-of-way are not required and Traffic Control devices are or may be proposed at this site outside of the public right-of-way, all necessary easements for the location and/or access of such devices shall be granted prior to the issuance of permits for this site. Phased compliance will be allowed if recommended by the approved Traffic Impact Analysis. No recommendation of the approved Traffic Impact Analysis, nor compliance therewith, shall be deemed to modify or eliminate any condition of approval imposed by the Planning Commission or the City Council on the development of this site.

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26. A Drainage Plan and Technical Drainage Study must be submitted to and approved by the Department of Public Works prior to the issuance of any building or grading permits, submittal of any construction drawings or the submittal of a Map subdividing this site, whichever may occur first. Provide and improve all drainageways recommended in the approved drainage plan/study. The developer of this site shall be responsible to construct such neighborhood or local drainage facility improvements as are recommended by the City of Las Vegas Neighborhood Drainage Studies and approved Drainage Plan/Study concurrent with development of this site.

**** STAFF REPORT ****

PROJECT DESCRIPTION

A Private School, Primary and Secondary for approximately 2,400 students is proposed on the south 12 acres of the subject 24-acre site. The school will contain six buildings, an outdoor playing field and playground. A 280-unit multi-family residential development is proposed on the north 12 acres to contain a mix of one, two and three-bedroom units and a common recreation building. The two uses would be separated by a combination of dense landscaping and wrought iron fencing. The site is currently designated as SC-TC (Service Commercial - Town Center). The Town Center Land Use Plan must be amended to SX-TC (Suburban Mixed Use – Town Center) to allow for both the school and multi-family residential development on the same site. A planned frontage street that would be the final segment of the Town Center Loop Road to be improved runs through this site; the applicant is requesting to realign the frontage street along Sky Pointe Drive and to realign the Town Center Arterial that is planned to connect this road to Sky Pointe Drive to facilitate development of the site. The Loop Road segment would be eliminated. A multi-use non-equestrian trail must also shift from its planned location at the southern end of the site to the east side of Sky Pointe Drive. As the Town Center Loop Road is a key component of the circulatory plan for the Town Center Area, staff opposes elimination of this segment and development of the property in such a way as to prevent access to the Loop Road within Town Center. Denial is therefore recommended for all applications. If denied, the property would remain undeveloped.

ISSUES

- A Special Use Permit is required for a Private School, Primary and Secondary, as a conditional use requirement prohibiting direct access/egress from Elkhorn Road, a Town Center Primary Arterial, is not met by this proposal. Required school zone speed limits may adversely affect traffic flow on this road.
- Amendment of the Planned Streets and Highways Map, Schedule 13-1A listing specially designed city roadways and the Las Vegas 2020 Master Plan is required to remove an unnamed Frontage Street alignment between Sky Pointe Drive and Elkhorn Road and to realign the Frontage Street along Sky Pointe Drive from the south end of Tule Springs Road to the south end of the subject property as an 80-foot right-of-way. Staff does not support the realignment request.
- A Major Modification of the Town Center Land Use Plan is required to change the special land use designation on this site from SC-TC (Service Commercial – Town Center) to SX-TC (Suburban Mixed Use – Town Center), which will accommodate both uses on the site. The applicant is proposing the development as a single site.

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- A Major Modification is also required to remove an unnamed Town Center Loop Road corresponding to the alignment on the Planned Streets and Highways Map and an unnamed Town Center Arterial connecting the Loop Road with Sky Pointe Drive, along with their corresponding trail routes from the Town Center Street Classifications Map and Circulation Plan. The Town Center Arterial would be realigned along Sky Pointe Drive as an 80-foot right-of-way to connect to the existing Town Center Loop Road. Staff does not support the realignment request.
- A Multi-use Non-Equestrian Trail is located along portions of both of the alignments proposed to be removed and along the west side of Sky Pointe Drive. The alignments will be shifted to the east side of Sky Pointe Drive and addressed in a future update to the Transportation Trails Element. Additional dedication of Sky Pointe Drive to the full 80 feet is required and will affect the width of the landscaped amenity areas along the trail.
- A right-turn deceleration lane may be required along northbound Sky Pointe Drive on the approach to the southernmost entrance to the school site and along eastbound Elkhorn Drive approaching the multi-family site. A condition of approval addresses this requirement based on the results of a future traffic impact analysis.
- No turnaround is provided at the end of the proposed private street along the east boundary of the site where a rolling gate is indicated, causing potential circulation issues.
- Some of the perimeter landscaping widths and planting materials are not in conformance with the Town Center Development Standards and Title 19.08. A condition of approval will require revision of the landscape plan to correct these deficiencies at the time of permits.

BACKGROUND INFORMATION

<i>Related Relevant City Actions by P&D, Fire, Bldg., etc</i>	
05/12/64	The City Council approved the Annexation (A-0003-64) of approximately 5,000 acres generally located north of Lone Mountain Road and west of Decatur Boulevard, including the subject property.
12/07/98	The City Council approved a Rezoning (Z-0076-98) to T-C (Town Center) of a 1,468-acre portion of the Northwest, including the subject site. The Planning Commission and staff recommended approval.
11/07/01	The City Council approved the Town Center Development Standards Manual, which designated the subject site as SC-TC (Service Commercial – Town Center).
10/18/06	The City Council approved a Petition to Vacate (VAC-15514) a 40-foot public right-of-way between Sky Pointe Drive and Elkhorn Road. The Planning Commission and staff recommended approval. The Order of Vacation was recorded on 02/05/07.
09/11/12	The Planning Commission voted (6-0-1/gf) to recommend APPROVAL of companion items GPA-45940, MOD-45944, SUP-45941 & SDR-45943 (PC Agenda Items 17-20/ss).

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<i>Most Recent Change of Ownership</i>	
07/02/79	A deed was recorded for a change in ownership.

<i>Related Building Permits/Business Licenses</i>
There are no building permits or business licenses relevant to the subject site.

<i>Pre-Application Meeting</i>	
05/02/12	A pre-application meeting was held with the applicant, where submittal requirements for a General Plan Amendment, Major Modification, Variance, Special Use Permit and Site Development Plan Review were discussed. Alternatives to removing the unnamed Frontage Street segment from the property were also discussed.

Neighborhood Meeting	
07/24/12	A neighborhood meeting was held at 6:00 p.m. at the Centennial Hills YMCA located at 6601 North Buffalo Drive. Approximately 50 members of the public, three members of the development team and three members from staff were in attendance. Comments, concerns and questions included the following: • Will there be Section 8 restrictions? (No.) • Are the two projects (apartments and school) dependent upon each other? (No.) • Will there be a wall to separate the apartments from the school? (Yes, possible wrought iron fence) • How many students? (2,400 students) • What types of landscaping will be used? (Applicant indicated they did not know but were open to suggestions) • Prefer Single Family on site • Apartments will lower property values • School opening on to 90-foot right-of-way is not safe • Views will be blocked • Lighting may cause issues • Crime will be increased • Request for no Pedestrian Trails • Request to keep all Pedestrian Trails • Lack of parking will impact other properties • Drop-off circulation may be unsafe • How will access to the condos to the east be mitigated? • Need more parking • Trail on Cobble Stone needs to continue west

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Field Check	
07/09/12	The site consists of undeveloped land. Elkhorn Road and Sky Pointe Drive are grade separated where they intersect.

Details of Application Request	
Site Area	
Gross Acres	24.45
Net Acres	24.07

Surrounding Property	Existing Land Use per TCDS/Title 19.12	Planned or Special Land Use Designation	Existing Zoning District
Subject Property	Undeveloped	SC-TC (Service Commercial – Town Center)	T-C (Town Center)
North	Single Family, Detached	MLA-TC (Medium-Low Attached Residential)	T-C (Town Center)
South	Undeveloped	SX-TC (Suburban Mixed Use – Town Center)	T-C (Town Center)
East	Single Family, Detached	ML (Medium Low Density Residential)	R-CL (Single Family Compact-Lot)
West	U.S. 95 Northbound	ROW (Right-of-Way)	ROW (Right-of-Way)

Master Plan Areas	Yes	No	Compliance
Master Plan Area			
Town Center Master Plan	X		Y
Special Purpose and Overlay Districts	Yes	No	Compliance
Special Purpose and Overlay Districts			
T-C (Town Center) District	X		N
Trails	X		Y
Rural Preservation Overlay District		X	N/A
Las Vegas Redevelopment Plan Area		X	N/A
Development Impact Notification Assessment		X	N/A
Project of Regional Significance		X	N/A

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DEVELOPMENT STANDARDS

Pursuant to Pursuant to the Town Center Development Standards Manual, the following standards apply:

Standard	Required/Allowed	Provided	Compliance
Min. Lot Size	N/A	24.45 acres	N/A
Min. Lot Width	N/A	1,290 Feet	N/A
Min. Setbacks • Front (Elkhorn Rd.) • Side • Corner • Rear	15 Feet 10 Feet 15 Feet 20 Feet	25 Feet 92 Feet 20 Feet 118 Feet	Y Y Y Y
Min. Distance Between Buildings	10 Feet	20 Feet	Y
Max. Lot Coverage	N/A	19.9%	N/A
Max. Building Height	2 Stories	2 Stories/35 Feet	Y
Trash Enclosure	Screened, Gated, w/ a Roof or Trellis	Screened, Gated, w/ Roof	Y
Mech. Equipment	Screened	Screened	Y

Existing Land Use Designation	Permitted Density	Units Allowed
SC-TC	N/A	N/A
Proposed Land Use Designation	Permitted Density	Units Allowed
SX-TC	25 du/ac	300

Pursuant to the Town Center Development Standards Manual and Title 19.08, the following standards apply:

Landscaping and Open Space Standards				
Standards	Required		Provided	Compliance
	Ratio	Trees		
Buffer Trees:				
• North	1 Tree / 20 Linear Feet	60 Trees	30 Trees	N
• South	1 Tree / 30 Linear Feet	7 Trees	15 Trees	Y
• East	1 Tree / 20 Linear Feet	59 Trees	124 Trees	Y
• West	1 Tree / 20 Linear Feet	66 Trees	39 Trees	N
TOTAL PERIMETER TREES		192 Trees	208 Trees	Y
Parking Area Trees	1 Tree / 6 Uncovered Spaces, plus 1 tree at the end of each row of spaces	203 Trees	219 Trees	Y

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LANDSCAPE BUFFER WIDTHS			
Min. Zone Width			
• North	15 Feet	7 Feet	N
• South	8 Feet	20 Feet	Y
• East	8 Feet	10 Feet	Y
• West	15 Feet	15 Feet	Y
Wall Height	6 to 8 Feet Adjacent to Residential	6 Feet	Y

<i>Open Space (SX-TC District)</i>						
Use	Total SF	Required		Provided		Compliance
		Percent	Area	Percent	Area	
Multi-Family	542,822	20%	108,564 SF	28.8%	156,480 SF	Y
School	505,613	20%	101,123 SF	38.1%	192,824 SF	Y
TOTAL	1,048,435	20%	209,687 SF	33.3%	349,304 SF	Y

Street Name	Functional Classification of Street(s)	Governing Document	Actual Street Width (Feet)	Compliance with Street Section
Sky Pointe Drive	Town Center Arterial	Town Center Development Standards Manual	70	N
Elkhorn Drive	Town Center Arterial	Town Center Development Standards	132	Y

Pursuant to the Town Center Development Standards, the following standards apply:

Streetscape Standards	Required	Provided	Compliance
Primary Arterial (Elkhorn Dr.)	5' sidewalk	5-foot sidewalk	Y
	2.5' amenity zone	2.5-foot amenity zone	Y
	36" box shade trees alternating with two Mexican Fan palm trees at 35' intervals	36" box Rio Grande Ash trees at 35' intervals	N
	Amenity zone and sidewalk treatment	Scored sidewalk and 15' scroll pattern in amenity zone	Y

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Town Center Arterial (Sky Pointe Dr.)	5' sidewalk	10' sidewalk	Y
	3' amenity zone	3' amenity zone	Y
	36" box street trees at 30' intervals	36" box Rio Grande Ash trees at 30' intervals adjacent to school 25' BTH Mexican Fan Palms at 40' intervals adjacent to multi-family	N
	Amenity zone and sidewalk treatment	Scored sidewalk and 15' scroll pattern in amenity zone	Y

Pursuant to Title 19.08 and 19.12, the following parking standards apply:

Parking Requirement							
Use	Classrooms or Units	Required		Provided		Compliance	
		Parking Ratio	Parking		Parking		
			Regular	Handi- capped	Regular	Handi- capped	
Private School, Primary	61	3 spaces/ classroom	183				
Private School, Secondary	27	9 spaces/ classroom	243				
SCHOOL TOTAL	88	N/A	426				
Multi-Family Residential:							
1 bedroom	88	1.25 spaces/unit	110				
2 bedroom	160	1.75 spaces/unit	280				
3 bedroom	32	2.00 spaces/unit	64				
Guest spaces	280	1 space/6 units	47				
MULTI- FAMILY TOTAL	280	N/A	501				

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TOTAL SPACES REQUIRED			927		945		Y
Regular and Handicap Spaces Required			908	19	924	21	Y
Van Accessible Spaces			3		5		Y
Loading Spaces	139,250 SF		4		4		Y

ANALYSIS

The subject property is currently designated SC-TC (Service Commercial – Town Center), which allows low to medium intensity retail, office or other commercial uses intended to serve primarily the Town Center area. The proposed development would not be allowed in the SC-TC District, as the multi-family residential component is not a permitted use. The proposed modification to the SX-TC (Suburban Mixed Use – Town Center) designation, which permits medium density residential in addition to the light commercial uses, would allow for both uses to coexist on the same site. With adequate buffering through landscaping, the addition of multi-family uses would be compatible with the adjacent single-family residential uses to the north and east and with the concurrently planned school. The parcel to the south is already designated SX-TC. The 280 multi-family units proposed on 12.46 net acres is 22.47 dwelling units per acre, which conforms to SX-TC requirements (maximum of 25 for a single use without a Special Use Permit).

The applicant has requested to eliminate a portion of the Town Center Loop Road from the Master Plan of Streets and Highways (currently designated as a Frontage Street) and to modify the Town Center Master Plan to, among other things, eliminate a portion of the Town Center Loop Road. The Loop Road system within Town Center is a distinctive feature that binds the four quadrants of Town Center together. It was required by the Federal Highway Administration and the Nevada Department of Transportation as a condition of approving the local-access “tulip” ramps that split access to the U.S. 95 freeway between the northeast and southwest quadrants. The Loop Road connects those tulip ramps together, to provide for complete movements between the Town Center and U.S. 95.

Public Works is concerned that elimination of the Loop Road could jeopardize the City’s continued authorization to access the tulip ramps. Loss of access to the tulips would be catastrophic for the existing properties and residents of the Town Center. The City could consider a relocation of the Loop Road, but not a complete elimination. The applicant argues that the existing Cimarron Road connection completes the necessary Loop Road, and thus it is no longer necessary to provide a new link through the subject property. The applicant has provided a Future Traffic Load Model that supports this assertion.

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The Department of Public Works does not argue the findings of the provided model. Public Works further acknowledges that for much of the past decade, the Town Center Loop has been informally completed by the Cimarron Road link. Local traffic has thus already mostly adapted to the de facto Loop Road, and realigning the planned link and re-establishing the Frontage Road link should not adversely affect the public. Map 6 of the Town Center Development Standards shall reflect a realignment of the Town Center Loop Road to coincide with Cimarron Road, with a Special Design to accommodate the existing improvements. However, in order for Loop Road users to identify the change in Loop Road alignment, the applicant will need to provide appropriate improvements to identify Cimarron Road as the new link in the Town Center Loop Road chain, such as landscaped Gateway Portals on either end of Cimarron Road.

Provided that the applicant agrees to design, construct, and maintain such improvements, Public Works has no objection to this application to realign this segment of the Town Center Loop Road. However, Planning does not support elimination of the Loop Road segment as required by the Town Center Development Standards.

A Multi-Use Non-Equestrian Trail alignment is planned along the east side of the Town Center Loop Road, the south side of the Town Center Arterial connector to Sky Pointe Drive, and the west side of Sky Pointe Drive adjacent to the subject site. If this request is approved, the trail would be realigned westward to the east side of Sky Pointe Drive to connect to the Dorrell Lane alignment. This is a non- substantive change in alignment of the multi-use non-equestrian trail and can be finalized in a future update to the Transportation Trails Element of the Las Vegas 2020 Master Plan.

The applicant intends for the site to be developed as one coherent project. If approved as requested, no remapping of the site would be necessary. However, should future remapping to separate the school site from the multi-family residential site be contemplated, each use must remain in conformance with all applicable city codes, or variances would be required.

The applicant has proposed to construct the project in four phases. As the table below shows, adequate parking will be provided during each phase of construction, with all of the school parking available after Phase 2 and all of the residential parking available following Phase 3.

Parking per Phase:

<i>Phase</i>	<i>Development</i>	<i>Required</i>	<i>Provided</i>	<i>TOTAL</i>
1	Elementary school, middle school classrooms	159	167	167
2	High school, middle school cafeteria	267	262	429
3	Multi-family development	501	516	516
4	High school gymnasium	0	0	429
TOTAL		927	945	

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The applicant is proposing to park each use separately. Any deficiency in parking after remapping would require a variance on each lot that is deficient. The five van accessible spaces that are being provided are all located on the multi-family site. The final locations required for van accessible spaces shall be determined during the plan review process for building permit. Four loading spaces are also required on the school site. These are located at the drop-off area and along the east side of the middle school buildings.

The development as a whole and each of its components meets the Town Center 20 percent open space requirement within the SX-TC District. Open space may include any combination of plazas, courtyards, patios and other gathering areas along with landscaped areas on the property.

Access to the school is proposed from two points on Sky Pointe Drive, one of which is gated. A third access, from Elkhorn Road, is planned east of the multi-family development and is also gated. No turnaround is provided at the end of this private drive, which may create circulation issues. All access points to the multi-family residential portion of the site are proposed to be gated. Turnarounds are provided at the Sky Pointe Drive and Elkhorn Road entrances only. Several drive aisles within the multi-family portion of the site are designed such that three-point turning movements will be required. Access to the middle school and high school buildings is gate restricted from the elementary school. Additionally, access to the school at the south end of the site may cause potential offsite circulation issues. Public Works notes that private school sites within the City have histories of severe on-street parking and queuing issues during pick-up and drop-off periods, often completely blocking travel lanes during these busy times. While such behavior is never appropriate, the impacts on minor roadways are much less severe than on arterials, especially as such time periods often coincide with peak hour flows on the arterial roadways. Deceleration lanes will be required for eastbound traffic on Elkhorn Road and northbound traffic on Sky Pointe Drive, unless determined not to be necessary by the forthcoming traffic impact analysis.

Additional trees and landscape islands have been provided within the parking areas; however, in the multi-family portion of the site, four trees are missing from the ends of parking rows. A condition of approval will require compliance with the Town Center Development Standards.

Within the SX-TC District, a minimum 15-foot wide landscape buffer area is required between public rights-of-way and the proposed uses. Mechanical installations and parking areas may encroach up to five feet into the planter. The landscape plan indicates that one section of the planter along Elkhorn Road is only seven feet wide after sidewalk and parking area encroachments. A condition of approval addresses this issue for correction.

The Public or Private School, Primary use is defined by Title 19 as “An institution that provides kindergarten through 8th grade education and is supported by a public, religious or private organization.” The proposed use meets the definition, as the applicant has indicated that a learning institution for kindergarten through 8th grade education supported by a private organization will be established as part of the development.

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The Public or Private School, Secondary use is defined by Title 19 as “An institution that provides 9th through 12th grade education and is supported by a public, religious or private organization. The proposed use meets the definition, as the applicant has indicated that a learning institution for 9th through 12th grade education supported by a private organization will be established as part of the development.

There are no minimum Special Use permit requirements for this use. “Private School, Primary and Secondary” is a conditional use in the SX-TC District. As the condition prohibiting direct access or egress from a Primary Arterial in Town Center (in this case Elkhorn Road) is not met by the proposal, a Special Use Permit is required. Both Elkhorn Road and Sky Pointe Drive are Major Arterials, with considerable vehicular traffic and posted speed limits of 35-45 miles per hour. State Law [NRS 484B.363] requires that roadway frontages adjacent to schools have school zone speed limits of 15 miles per hour. Because the magnitude of this reduction in vehicular speeds can result in disruption of the transportation capacity of the arterial roadway, the Department of Public Works does not support the location of elementary schools adjacent to, or any schools having direct vehicular or pedestrian access to, arterial roadways. This is particularly true in this case on Elkhorn Road, where the sight visibility issues resulting from the overpass bridge magnify the problem. Staff therefore recommends denial of the Special Use Permit with regard to Elkhorn Road.

The elementary school will be located at the south end of the site and consists of one two-story building with classrooms on each floor and a large multi-purpose room on the ground level. The middle school is located north of the elementary school within two buildings; one is for education and administrative functions, the other serves as a cafeteria. The high school is situated west of the middle school and is similarly planned with the addition of a gymnasium. Campus buildings are arranged around a playground and turf playing field, with plaza areas between buildings. A single drop-off area is provided at the southeast corner of the site near the entrance to the elementary school.

The Las Vegas Valley Water District provided the following comments concerning the subject site:

“Currently the Las Vegas Valley Water District has an existing 12” PVC waterline XC-6006 that runs through [the Town Center Loop Road alignment between Sky Pointe Drive and Elkhorn Road] that would now become private property and will be located below a proposed parking/green area. Civil plans will need to be submitted to the Las Vegas Valley Water District. The existing 12” main will need to be relocated from private lot to public right-of-way. [The subject] parcels currently have no existing service; fire and domestic services will be required for both the multifamily development and the private school. Civil plans will need to be submitted to the Las Vegas Valley Water District.”

As the development as a whole depends on the elimination of the required Town Center Loop Road, which staff cannot support as explained above, denial is recommended for all requests.

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FINDINGS (GPA-45940)

The proposed amendment to the Planned Streets and Highways Map, Schedule 13-1A and the Las Vegas 2020 Master Plan would eliminate the final segment of the Town Center Loop Road system, a vital component of the circulation system for the entire Town Center. Elimination of the Loop Road would disrupt the integrity of the system providing access between local roadways and the U.S. 95 freeway. Staff therefore recommends denial.

FINDINGS (MOD-45944)

The requested major modification of the Town Center Plan does not depict the Town Center Loop Road as required by the Town Center Development Standards. Staff therefore recommends denial of the request including the proposed land use change from SC-TC to SX-TC that would allow for this development.

FINDINGS (SUP-45941)

In order to approve a Special Use Permit application, per Title 19.16.110(L) the Planning Commission and City Council must affirm the following:

1.The proposed land use can be conducted in a manner that is harmonious and compatible with existing surrounding land uses, and with future surrounding land uses as projected by the General Plan.

The Private School, Primary and Secondary uses are well buffered from single-family residential development to the east of the site and from the proposed multi-family development on this site. However, direct access to the school is inappropriately planned from a Primary Arterial.

2.The subject site is physically suitable for the type and intensity of land use proposed.

The subject site is adequately sized for the school uses; however, access and circulation issues do not make this an ideal location for a school campus.

3.Street or highway facilities providing access to the property are or will be adequate in size to meet the requirements of the proposed use.

Elkhorn Road, a Primary Arterial, is adequate in size to serve the school uses on the site; however, it is inappropriate to provide access to a school from a primary arterial, as the reduction in speed limit will disrupt traffic flow on a high capacity roadway. Sky Pointe Drive will serve as the primary access to the school.

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4.Approval of the Special Use Permit at the site in question will not be inconsistent with or compromise the public health, safety, and welfare or the overall objectives of the General Plan.

There is a safety concern with allowing access to the school site from Elkhorn Road, as speeds must be reduced adjacent to the school and site visibility is limited by the U.S. 95 overpass.

5.The use meets all of the applicable conditions per the Town Center Development Standards.

The Private School, Primary and Secondary uses do not meet the conditional use prohibition against locating adjacent to or having direct access to a Primary Arterial (Elkhorn Road) in the Town Center; therefore, a Special Use Permit is required to allow this condition.

FINDINGS (SDR-45943)

In order to approve a Site Development Plan application, per Title 19.16.100(E) the Planning Commission and/or City Council must affirm the following:

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

The Town Center Street Classifications Map shows that a portion of the Town Center Loop Road must be located on this site. The proposed development is in conflict with these mandatory roadways. Buffers can be used to mitigate conflicts between the school and multi-family residential components of this development, and between the overall development and the adjacent single-family residential uses.

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

While no waivers or variances are being requested, the proposed development is deficient with regard to some of the landscape requirements of the Town Center Development Standards. Conditions of approval will ensure conformance with these standards. The request to eliminate the portions of roadway and trails that conflict with the proposed development are not in compliance with the Town Center Development Standards or the Las Vegas 2020 Master Plan.

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

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Posted speed limits must be reduced adjacent to schools, disrupting traffic flow on arterial roadways providing access to the site.

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

The school and apartment building materials are appropriate for the Town Center area and include cement, plaster, metal trimming, composite materials, stucco and concrete tile. Landscape materials are in conformance with Town Center Development Standards, but their placement needs to be revised to meet these standards.

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

Building elevations for both uses demonstrate a modern, aesthetic design with frequent use of wall plane and roofline changes for visual interest. They would be compatible with adjacent residential development and with any future development on the adjacent mixed use designated area.

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

The proposed development is subject to permit review and inspection, thereby protecting the public's health, safety and general welfare.

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NOTICES MAILED 793 (By City Clerk)

APPROVALS 1

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CONCERNS 2