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February 19, 2020

Paul Villaluz, P.E., PTOE
Slater Hanifan Group
5740 S. Arville Street, Suite 216
Las Vegas, NV 89118

RE: Master Traffic Impact Study Update for the Skye Canyon West, a portion of the Skye Canyon Master Planned Community, TIA39024-1

Dear Mr. Villaluz:

The Transportation Engineering Division of the City of Las Vegas has reviewed the master traffic impact study update for Skye Canyon West, aka Skye Canyon Phase 4, which is most of the Skye Canyon master planned community still to be developed. The portion of Skye Canyon on the east side of US 95 is now Sunstone Master Planned Community, and is not addressed in this letter. Skye Canyon is proposed to consist of 4,861 SFDUs, 153 MFDUs, 284 ksf retail, a casino with 60 ksf gaming floor area, a middle school and an elementary school. Phase 4 consists of 1,733 SFDUs, 153 MFDUs, an elementary school and a middle school.

This update addresses Phase 4, which are the portion of Skye Canyon north of the arroyo between Eagle Canyon Avenue and Skye Canyon Park Drive, between Skye Village Road and Sheep Mountain Parkway, as well as the portion east of Skye Village Road between Skye Canyon Park Drive and Iron Mountain Road (except for the Smith's shopping center).

The update has been approved, with the following conditions:

1. Per the City of Las Vegas Municipal Code Chapter 4.32, this development is subject to the Traffic Signal Impact Fee Ordinance adopted by the City Council in 2003, effective January 5, 2004. Consequently, no area traffic signal contributions will be required with the civil plan review process. Traffic signal impact fees will be assessed at the time building permits are issued using the traffic impact fee schedule in effect at the time of the processing of the permits.
2. Please note that Oso Blanca Road is a Nevada Department of Transportation (NDOT) facility. NDOT approval is required for all work within NDOT rights-of-way.
3. Per the Kyle Canyon Development Agreement Section 3.04.C, this development is obligated to design and construct all Village Streets as indicated in the Master Traffic Study. All Village Streets are to be constructed in accordance with the approved phasing plan submitted on July 22, 2016. This plan may be amended through updates to the Master Traffic Study.

4. At the intersection of two or more Village Streets, the full width of any leg of the intersection must be constructed with the first phase to construct any improvements on that leg. These improvements may then transition to normal half-street improvements with appropriate transitions.
5. Note that at the intersections of streets with a single travel lane in each direction, additional flaring is required as per the Phase 1 improvements.
6. The dedication of additional rights-of-way in accordance with Clark County Area Standard Drawings #201.1 is required as follows. Note that the developer is only required to dedicate rights-of-way from property that is controlled by the developer. Construction of improvements on these rights-of-way is required concurrent with the construction of the adjacent roadway:
 - 36 Skye Canyon Park Drive/Skye Park Drive: This intersection shall have southbound and westbound exclusive right turn lanes.
 - 37 Skye Canyon Park Drive/Skye Village Road: This intersection shall have dual left and exclusive right turn lanes on all legs.
 - 38 Skye Canyon Park Drive/Egan Crest Drive: Additional turn lanes are not required.
 - 46 Skye Canyon Park Drive/Shaumber Road: This intersection shall have northbound and southbound exclusive right turn lanes.
 - 47 Iron Mountain Road/Shaumber Road: This intersection shall have northbound and eastbound exclusive right turn lanes
 - 48 Iron Mountain/ Skye Village: This intersection shall have exclusive right turn lanes on all legs.
 - 49 Iron Mountain Road/Skye Park Drive: This intersection shall have a northbound exclusive right turn lane (on Skye Park).
 - 50 Iron Mountain Road/Street C (between Parcels 2.01 & 4.5): This intersection shall have an exclusive northbound right turn lane (on Iron Mountain).
 - 51 Iron Mountain Road/Street south of Parcel 2.01: This intersection shall have an exclusive northbound right turn lane.
 - 55 Canyon View/Skye Park Drive: Additional turn lanes are not required.
 - 56 Canyon View/Skye Village Road: This intersection shall have a northbound exclusive right turn lane.
 - 93 Parcel 5.02 entry/Shaumber Road: This intersection shall have an exclusive southbound right turn lane.

45, 6114 & 6107 Parcel 5.11/Shamber Road: Exclusive southbound right turn lanes shall be installed on Shamber Road approaching all driveways and approaching the street on the south side of the parcel.

Additional turn lanes may be required with site-specific updates, principally right turn lanes at project driveways.

7. Additional rights-of-way in accordance with Standard Drawings #234.1 or #234.4 for bus turnouts are required as the following locations. All are far side turnouts. Note that the developer is only required to dedicate rights-of-way from property that is controlled by the developer. Construction of improvements on these rights-of-way is required concurrent with the construction of the adjacent roadway:
 - 37 Skye Canyon Park Drive/Skye Village Road: all legs.
 - 38 Skye Canyon Park Drive/Egan Crest Drive: east and west legs.
 - 46 Skye Canyon Park Drive/Shamber Road: east and south legs.
 - 48 Iron Mountain Road/Skye Village Road: south and east legs.

Additional bus turnouts may be required with site-specific updates.

8. The following intersections shall have infrastructure installed for possible future signal installation to include traffic signal poles, empty controller cabinets and service pedestals; exact type to be identified on the civil drawings. Note that the installation of pedestrian flashers may be required at these locations prior to or in lieu of signalization.
 - 36 Skye Canyon Park Drive/Skye Park Drive
 - 37 Skye Canyon Park Drive/Skye Village Road
 - 48 Iron Mountain Road/Skye Village Road
9. The following intersection shall have underground infrastructure installed for possible future signal installation. Note that the installation of pedestrian flashers may be required at these locations prior to or in lieu of signalization.
 - 38 Skye Canyon Park Drive/Egan Crest Drive
 - 45 Shamber Road/Street on the south side of Parcel 5.10
 - 46 Skye Canyon Park Drive/Shamber Road
 - 47 Iron Mountain Road/Shamber Road
 - 49 Iron Mountain Road (or Grand Canyon Drive)/Skye Park Drive
 - 50 Iron Mountain Road/Street C (between Parcels 2.01 & 4.5)
 - 51 Iron Mountain Road (or Grand Canyon Drive)/Street C (the northwest side of the not-a-part commercial property)
 - 56 Canyon View Lane/Skye Village Road
 - 96 Iron Mountain Road/Parcel 5.02 entry

10. Per the Development Agreement Section 7.05 (g) School Flashers:
“The installation of school flashers’ foundations, pole, and underground infrastructure in front of any schools is the responsibility of the Master Developer. The school flasher equipment shall be provided and installed by CCSD.” In the event a non-CCSD school is developed, the school flasher equipment shall be provided and installed by the developer of that school. Some or all flashers for school crossings may also be required to be bi-modal flashers; i.e. to serve both for school and ordinary pedestrian use. If bi-modal flashers are not feasible, supplementary pedestrian flashers may need to be installed.

11. Infrastructure for pedestrian flashers shall be installed at the following locations:
 - 96 Iron Mountain & Parcel 5.02 entry
 - 99 Parcel 2.07 & 2.32 entry/Skye Village Road
 - 91.5 Shaumber Road between the parks at about the Brent alignment
 - 89.5 Skye Canyon Park Drive at the west end of Park 2.13

Pedestrian flashers will be designed with the appropriate off-site improvement plans and approved by the City Traffic Engineer. When the off-site improvements are constructed, the crosswalks and poles for the flashers will be installed, with static signs on the poles. The flasher equipment, such as buttons, flashers, communication, etc., will be delivered to the appropriate City of Las Vegas Traffic Electrical Field Operations yard. The flashers will be installed by the City of Las Vegas when deemed necessary by the City Traffic Engineer.

12. Per your previous update, Section 13.1 Bicycle Routes, all Arterial Streets, Major Collector Streets and Minor Streets within Skye Canyon will be striped for bike lanes. This is acceptable.

13. Phase 4 parcel entry locations are acceptable. Any movement from any parcel entry may be restricted in the future as determined by the City Traffic Engineer.

14. All residential parcels will be required to submit a pedestrian access & circulation plan at the time of development; this plan must be approved prior to the approval of the civil drawings.

15. All entries/driveways developed with left turn ingress permitted shall have a minimum of two ingress lanes. All entries/driveways with left turn egress permitted shall have a minimum of two egress lanes. If parcel entries are on streets without a center turn lane, additional dedication may be required to provide left turn storage into the parcel.

16. Note that the design of the Iron Mountain underpass at Sheep Mountain Parkway may impact the driveway for Parcel 5.02 at intersection 96. Information must be submitted at the time of development of this parcel showing how this driveway will be accommodated with the underpass geometry.
17. The construction of the Village Streets shall comply with the approved phasing plan. This plan may be amended as necessary by updates to the Master Traffic Study.
18. ADA accessible routes to all active bus stops within Skye Canyon shall be maintained by the developer.
19. Sight visibility restrictions due to curvilinear streets and NV Energy power lines must be noted on a document to be recorded against the Tentative Map.

This approval does not supersede or eliminate conditions of approval imposed by the Planning Commission and/or the City Council. An addendum to this traffic study may be required if the development of the site occurs in a manner not in keeping with the land use assumptions contained in the report. Please contact me at 229-2452 if you have any questions.

Sincerely,



Rick Schroder, P.E.
Transportation Planning

RES

cc: Joey Paskey, P.E.
Gena Kendall, P.E.
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