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May 14, 2019

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

**RE: Revised Acceptance Letter for the Master Traffic Impact Study Update for the
Sunstone Master Planned Community, T75571**

Dear Mr. Villaluz:

The Transportation Engineering Division of the City of Las Vegas has reviewed the master traffic impact study update for the Sunstone master planned community, on the southwest corner of the Moccasin Road alignment and Skye Canyon Park Drive (formerly Fort Apache Road). The project is proposed to consist of 2,400 Single Family Detached Housing units, 1,000 Senior Adult Housing – Detached units and 87,566 sf of 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 Sky Pointe Road, Kyle Canyon Road and US 95 are Nevada Department of Transportation (NDOT) facilities. NDOT approval is required for all work within NDOT rights-of-way. In particular, note that the vacation of a portion of Sky Pointe Road will require NDOT approval, and if such approval is not received, the update will no longer be valid.
3. This development shall design and construct all Village Streets. All Village Streets are to be constructed in accordance with the approved phasing plan submitted on February 14, 2019. This plan may be amended through updates to the Master Traffic Study. Note: "with bike lanes" means bike lanes on both sides of the street. "Center turn lane/median" means an area sufficiently wide to provide a center turn lane, although in some cases a median will be constructed instead of the center turn lane.

4. Log Cabin Way shall be dedicated to provide three travel lanes each way with bike lanes and a center turn lane/median. It shall be constructed with two travel lanes each way with buffered bike lanes and a center turn lane/median.
5. O'Hare Avenue shall be designed to accommodate exclusive left turn lanes at all parcel entries. This may be accomplished by flaring at all parcel entries (minimum of 150' storage southbound at intersection 105 and westbound at intersections 106 and 107; minimum of 100' storage for all other parcel entries). Alternatively, the developer may propose a new cross section for O'Hare that provides for left turn lanes. O'Hare shall also be constructed with bike lanes.
6. Subject to the approval of NDOT, Sky Pointe Drive, Hualapai Way and the Connector Road (between Moccasin Road and Log Cabin Way) shall be dedicated and constructed with two lanes each way with bike lanes and a center turn lane/median.
7. Skye Canyon Park Drive shall be dedicated to permit the construction of three lanes each way with bike lanes and a center turn lane/median. Initially, this street shall be constructed with two lanes each way with bike lanes and a center turn lane/median.
8. Iron Mountain Road, Tee Pee Lane and Brent Lane (around Scherkenbach and Bilbray Elementary Schools) shall be dedicated and constructed with one lane each way with bike lanes and parking lanes on both sides. At the location where the trail intersects Iron Mountain Road, bulbouts shall be constructed to provide for a safer pedestrian crossing. At this time, no access from this development to these streets are proposed; if access is proposed, the requirements for such access will be determined in with site-specific updates. At the two approach intersections of Tee Pee Lane with Iron Mountain Road and with Brent Lane, the developer shall construct knuckles.
9. The developer is required to dedicate rights-of-way for the south half of Moccasin Road. Moccasin Road is proposed to remain unpaved. This is generally acceptable; however see condition #12 below.
10. Note that the streets intersecting O'Hare Avenue from the south and west serving entries for parcels H, I and J shall be private streets unless they serve a parcel with public streets. These streets may be designated as Village Streets even if private.
11. 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, provided the developer controls sides of that leg. These improvements may then transition to normal half-street improvements with appropriate transitions.

12. 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. As traffic increases, Sky Pointe Road at Log Cabin Way is anticipated to be restricted to right turns in and out only. These restrictions will occur when it is determined to be necessary by the City Traffic Engineer or the Nevada Department of Transportation (NDOT). Prior to the implementation of these turn restrictions, a route with a minimum of two lanes shall be installed on Moccasin Road between Hualapai Way and the Connector Road to provide access to the parcels west of Hualapai Way, south of Moccasin Road and east of US 95. The developer shall bond for these improvements with or prior to the Phase II improvements.
13. There is a proposed trail west of Skye Canyon Park Drive. This trail must meet ADA and PROWAG standards in order to accommodate a Safe Route to School as it will be used for pedestrian access to Scherkenbach and Bilbray Elementary Schools.
14. The Connector Road curves immediately prior to intersecting Log Cabin Way. The sight visibility restriction zones must be shown on the Tentative Map.
15. 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. Please note that exclusive southbound right turn lanes are required at all intersections on Skye Canyon Park Drive, however these lanes may be within the breakdown lane and thus should not require additional rights-of-way:
 4. Log Cabin Way/Skye Canyon Park Drive: This intersection shall have an exclusive eastbound right turn lane.
 6. Iron Mountain Road/Skye Canyon Park Drive: This intersection shall have an eastbound exclusive right turn lane.
 7. Brent Lane/Skye Canyon Park Drive: This intersection shall have an exclusive eastbound right turn lane.

8. Sky Pointe Drive/Skye Canyon Park Drive/Fort Apache Road: This intersection is anticipated to have dual left and exclusive right turn lanes on all legs except the north leg. Assuming that Sky Pointe Drive is vacated north of Skye Canyon Park Drive, the north leg (Sky Pointe) will presumably become the entrance to a commercial development. The exact configuration of this intersection will be determined in a future update.
100. Log Cabin Way/Sky Pointe Drive: This intersection shall have an exclusive westbound right turn lane. Note that no left turns will be permitted at this intersection.
101. Log Cabin Way/O'Hare Avenue: This intersection will be initially constructed with a roundabout. The roundabout is still under design. This roundabout will have two circulating lanes; the final design must be approved by the City Traffic Engineer prior to or concurrent with the first Tentative Map which sets the rights-of-way and parcel boundaries for the affected area. This intersection will accommodate Log Cabin with 3 through lanes with bike lanes, exclusive right turn lanes and dual lefts both ways (westbound left is single, but with a median where the second left will be, so it had the width if not the depth of dual lefts). O'Hare will have one through lane with bike lanes, exclusive right turn lanes and dual lefts both ways (southbound is single, but with a median where the second left will be, so it had the width if not the depth of dual lefts). The rights-of-way dedicated for this intersection shall accommodate both configurations.

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

16. Currently, at the intersection of US 95 and Skye Canyon Park Drive, the northbound to eastbound off-ramp and eastbound to southbound on-ramp movements are single right turn lanes with a gored out second right turn lane. The developer may be required to convert these movements to dual right turns with future updates, subject to approval by NDOT.
17. 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:

- 4. Log Cabin Way/Skye Canyon Park Drive: south and west legs.
- 5. O'Hare Road/Skye Canyon Park Drive: south leg
- 11. Sky Pointe Drive/Skye Canyon Park Drive/Fort Apache Road: south leg.
- 101. Log Cabin Way/O'Hare Avenue: east and west legs.
- 102. Log Cabin Way/Connector Road: east and west legs.

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

- 18. 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.

- 4. Log Cabin Way/Skye Canyon Park Drive
- 102. Log Cabin Way/Connector Road

- 19. 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.

- 6. O'Hare Road/Skye Canyon Park Drive
- 101. Log Cabin Way/O'Hare Avenue

- 20. Infrastructure for pedestrian flashers shall be installed at the following locations:

- 102. Log Cabin Way/Connector Road
- Trail crossing of O'Hare Avenue at about the Connector Road alignment
- Trail crossing of Iron Mountain Road

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.

Alternatively, the developer may install a pedestrian bridge or a traffic signal system at any of these locations in lieu of a flasher.

- 21. Updates to the Master Traffic Study will be required for specific

parcels as needed. They will typically be required due to a change in proposed access or an increase in trip generation.

22. 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.
23. Note that Parcel COM2 is served by one right in/right out driveway on Fort Apache and that the intersection of Fort Apache with Sky Pointe/Horse does not permit U-turns. This parcel will be required to provide cross-access with the parcel to the south. The developer may be required to dedicate rights-of-way for the modification of the intersection of Fort Apache with Sky Pointe/Horse to permit U-turns.
24. ADA accessible routes to all active bus stops within Skye Canyon shall be maintained by the developer.
25. Sight visibility restrictions due to curvilinear streets must be noted on a document to be recorded against the Tentative Map.
26. Sight visibility restriction zones (SVRZs) must be calculated per AASHTO standards for the proposed horizontal and vertical road geometry at all driveways and intersections by a professional engineer. SVRZs must be shown on the improvement plan traffic sheets. Medians and corners within SVRZs must be labeled as having restricted landscaping on the traffic plan sheets. Restricted landscaping means that no landscaping that is over 30" above the adjacent pavement will be permitted except for trees with no branches or foliage below 8' above the adjacent pavement.

This update was also reviewed by Denise Lemoine, P.E., Clark County and Michelle Castro, P.E., NDOT. Ms. Lemoine had no comments; Ms. Castro's comments are as follows:

1. Updates will be required to address NDOT's 2017 Access Management Standards in more detail as individual parcels develop adjacent to NDOT right of way.
2. If NDOT determines that traffic has been disrupted within NDOT right of way, NDOT may require the developer to remedy the situation. Mitigation measures shall be approved by NDOT as shall be completed within a time frame determined by NDOT.

3. An Encroachment Permit from NDOT will be required for any work performed within State right-of-way. Review during the Encroachment Permit process may result in further modification to the proposed improvements, or denial. This approval letter shall accompany any permit submittals for this project.
4. This approval is valid for twelve (12) months from the date of this letter. Encroachment permits associated with this approval shall be submitted by this date, any submittals associated with this approval submitted after this date shall require an update to this study. Any changes in use, traffic patterns or trip generation shall require an update to this study.

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 (702) 229-2452 if you have any questions.

Sincerely,



Rick Schroder, P.E.
Transportation Planning

RES

cc: Mike Jansen, P.E.
Joey Paskey, P.E.
Gena Kendall, P.E.
Christina Karanikolas, P.E.
Bart Anderson, P.E. 
Hoang Hong, P.E., NDOT
Michelle Castro, P.E., NDOT
Denise Lemoine, P.E., Clark County Public Works
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