

May 3, 2000

Robert C. Hosea, P.E.
VTN Nevada
2727 S. Rainbow Blvd.
Las Vegas, Nevada 89102

**RE: Revised Approval of the Master Traffic Study for the Lone Mountain West Master
Planned Community
Z-24-99**

Dear Mr. Hosea:

The Traffic Engineering Division of the City of Las Vegas has reviewed the master traffic study for the Lone Mountain West Master Planned Community, to be located at the southeast corner of Lone Mountain Road and Puli Drive. The master traffic study is approved, with the following conditions:

1. The developer is required to contribute \$282,600 for area traffic mitigation. This includes the developer's contributions for the future traffic signal at the Alexander/Spine intersection and off-site impacts. Other signals partially or entirely interior to the Master Plan area are to be funded by other sources. The developer may propose a schedule for the phasing of area traffic mitigation contributions. This schedule must be approved by the Department of Public Works.
2. The developer is required to install signal undergrounds conduit and base foundation for all corners of the intersections of Spine Road and Alexander Avenue and of Loop Road South and Cheyenne Avenue/Spine Road as adjacent properties develop.
3. The developer is required to submit Traffic Study Updates to the Lone Mountain West Master Traffic Study for each phase of the development. These updates shall address other area intersections impacted by each phase respectively, the need for additional access the requirement for bus stops/turnouts, and other requirements as needed.
4. A Suggested Route to School Map must be submitted, approved and constructed prior to the issuance of any Certificates of Occupancy of any dwelling units for each phase (where applicable) of this development. Until a school site has been selected that is within two miles of this development, simply noting in the update that there is no school within walking distance is sufficient.

5. The developer is required to submit a construction route map prior to the final inspection of any units other than models.

1. **Phase I & II**

- A. According to the analysis phase 1 and 2 are to take access through Cheyenne Avenue and Spine Road. A minimum of two travel lanes of pavement, with graded shoulders adequate to serve as a travel lane if necessary, is required on Cheyenne Avenue and Spine Road from the end of existing permanent pavement to the development being provided access. This facility will be graded for the ultimate facility.
- B. Dedicate and construct Loop Road at 80 feet right of way from Cheyenne Avenue to Spine Road. There will be a minimum median length of 660 feet on Cheyenne Avenue/Spine Road between Loop Road South and the southbound ramps for the Beltway to allow for adequate queuing for left turns at both intersections and to allow for the possible signalization of both intersections. If a signal is desired at the intersection of Cheyenne Avenue/Spine Road and Loop Road South, it must be funded by the properties, which access the Loop Road and approved by the City Traffic Engineer. The developers may propose an alternate form of funding, which must be reviewed and approved by the Department of Public Works.
- C. The intersection of Cheyenne Avenue and Loop Road South shall be constructed to include a west to north exclusive right turn lane.
- D. Where appropriate, Cheyenne Avenue, Spine Road, and Loop Road must be posted adjacent to the site to prohibit parking. Signage shall be incorporated into the off-site improvement plans.

6. **Phase III**

- A. If adequate capacity does not exist at the intersection of Cheyenne Avenue and the I-215 Beltway, construction permits for phase three may be withheld until the construction of the Alexander Road overpass at the I-215 Beltway or the Lone Mountain Interchange with the I-215 Beltway is completed.
- B. Construct full street improvements on Alexander Road west of the I-215 Beltway to Spine Road.

- C. Alexander Road must be posted adjacent to the site to prohibit parking as appropriate. Signage shall be incorporated into the off-site improvement plans.

These conditions of approval do not supersede or eliminate conditions of approval imposed by the Planning Commission and/or the City Council. Updates to this traffic study are required if development of any site occurs in a manner not in keeping with the land use assumptions contained in the report or if changes in access to the development are proposed. Please contact me at 229-2452 or Joe Peña at 229-6880 if you have any questions.

Sincerely,

Rick Schroder, P.E.
Transportation Planning

RES:jmp

cc: O. C. White, P.E.
Wayne Dowdey, P.E.
Qiong Liu, P.E.
Cheri Edelman, P.E.
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