



August 15, 2013

Molly M. O'Brien, P.E.  
Kimley-Horn & Associates, Inc.  
6671 Las Vegas Boulevard South, Suite 320  
Las Vegas, NV 89119

**RE: Master Traffic Impact Study and Addendum for the Kyle Canyon Master Planned Community, T39024**

LAS VEGAS CITY COUNCIL

CAROLYN G. GOODMAN  
MAYOR

STAVROS S. ANTHONY  
MAYOR PRO TEM

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ELIZABETH N. FRETWELL  
CITY MANAGER

JORGE CERVANTES  
P.E., P.T.O.E.  
PUBLIC WORKS DIRECTOR

Dear Ms. O'Brien:

The Traffic Engineering Division of the City of Las Vegas has reviewed the master traffic impact study and addendum for the proposed Kyle Canyon master planned community, on the northwest corner of Grand Canyon Drive and Grand Teton Drive and on the northwest corner of the Horse Drive alignment and Fort Apache Road. On the east side of US 95, the project is proposed to consist of 2,191 SFDUs, 1,248 MFDUs, 113 ksf retail and a middle school. On the west side of US 95, the project is proposed to consist of 3,373 SFDUs, 2,188 MFDUs, 241 ksf retail, 47 ksf office, a casino with 60 ksf gaming floor area, a high school and an elementary school. The study has been approved, with the following conditions:

1. Per the Kyle Canyon Development Agreement 7.05(b), 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. Per the Kyle Canyon Development Agreement 7.05(a), 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 except as noted below, submitted on July 31, 2013. This plan may be amended through updates to the Master Traffic Study. Village Streets are defined in Exhibit M of the Kyle Canyon Development Agreement.
3. The phasing plan indicates that Sky Pointe Road will be constructed between Log Cabin Way and Hualapai Way although this portion of Sky Pointe Road is not defined as a Village Street, as this roadway is required to provide access for the portion of the development north of the Sheep Mountain Parkway alignment. A minimum of two travel lanes must be constructed if not already in place with Phase 5 unless otherwise indicated in a subsequent update to this master study.

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4. The phasing plan does not include “high school road” although it is defined in Exhibit M as Village Street. Consequently, the construction of this road is the responsibility of the Master Developer, and must be included in Phase 2 unless otherwise indicated in a subsequent update to this master study.
5. The phasing plan does not include Hualapai Way north of Iron Mountain Road, any portion of Oso Blanca Road or the road between Grand Canyon/Iron Mountain adjacent to the Not A Part parcel on the southwest corner of US 95 and the Grand Canyon alignment. All of or portions of these roads may be required to be constructed with Phase 6 as determined by an update to this master study.
6. 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.
7. If an accident history develops at the intersection of Kyle Canyon Road and US 95, the developer will install a median that restricts left turn movements as approved by the District Traffic Engineer of the Nevada Department of Transportation (NDOT).
8. The dedication of additional rights-of-way in accordance with Clark County Area Standard Drawings #201.1 are required as follows on the west side of US 95. 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:
  - Grand Teton/Grand Canyon: This intersection will have dual left and exclusive right turn lanes on all legs.
  - Grand Teton/Hualapai: This intersection will have dual left and exclusive right turn lanes on all legs.
  - Grand Teton/high school road: Additional turn lanes are not required.
  - Grand Teton/Egan Crest: Egan Crest Way on the north side of Grand Teton Drive will reflect Egan Crest Way as dedicated on the south side of Grand Teton Drive. This intersection will have an exclusive right turn lane on all legs.

- Grand Teton/Shaumber: Shaumber Road on the north side of Grand Teton Drive will reflect Shaumber Road as dedicated on the south side of Grand Teton Drive. The configuration of this intersection will need to accommodate the existing Nevada Power transmission pole at this intersection. This configuration will be reflected on the submitted Tentative Map.
- Racel/Grand Canyon: This intersection will have a southbound exclusive right turn lane.
- Racel/Hualapai: this intersection will have northbound and southbound exclusive right turn lanes.
- Racel/high school road: Additional turn lanes are not required.
- Racel/Egan Crest: Additional turn lanes are not required.
- Racel/Shaumber: Additional turn lanes are not required.
- Horse/Grand Canyon: this intersection will have dual left and exclusive right turn lanes on all legs.
- Horse/mixed use road #2: this intersection will have eastbound and westbound exclusive right turn lanes.
- Horse/Hualapai: this intersection will have dual left and exclusive right turn lanes on all legs.
- Horse/elementary loop road: this intersection will have a westbound exclusive right turn lane.
- Horse/Egan Crest: this intersection will have exclusive right turn lanes on all legs.
- Horse/Shaumber: this intersection will have exclusive right turn lanes on all legs.
- Horse/Iron Mountain: This intersection will have dual left turn lanes southbound. Flaring is required northbound in order to align with the dual left turn lanes southbound.
- Connector road/mixed use road #1: this intersection will have exclusive right turn lanes on all legs.
- Mixed-use road #1/mixed use road #2: Additional turn lanes are not required.
- Mixed-use road #1/Hualapai: this intersection will have a northbound exclusive right turn lane.
- Iron Mountain/Hualapai: this intersection will have exclusive right turn lanes on all legs.
- Iron Mountain/Egan Crest: Additional turn lanes are not required.
- Iron Mountain/Shaumber: Additional turn lanes are not required.
- Oso Blanca/connector road: this intersection will have a southbound exclusive right turn lane.

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

9. Additional rights-of-way in accordance with Clark County Area Standard Drawings #201.1 are required only as follows on the east side of US 95. 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 northbound and southbound right turn lanes are required at all intersections on Fort Apache Road, however these lanes may be within the breakdown lane and thus do not require additional rights-of-way.:

- Iron Mountain/Fort Apache: This intersection will have an eastbound exclusive right turn lanes
- Iron Mountain/Sky Pointe: this intersection will have a northbound exclusive right turn lane.
- Log Cabin/Sky Pointe: this intersection will have exclusive right turn lanes on all legs.

Other intersections do not require additional turn lanes. Additional turn lanes may be required with site-specific updates, principally right turn lanes at project driveways.

10. Additional rights-of-way in accordance with Standard Drawings #234.1 or #234.4 for bus turnouts are required as the following locations. 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:

- Grand Teton Drive: north side, west of Grand Canyon and north side, west of Hualapai.
- Horse Drive: north side, west of Grand Canyon; north side west of Hualapai and south side east of Hualapai.
- Iron Mountain Road: south side, east of Hualapai.
- Fort Apache Road (bus turnouts on Fort Apache Road may be placed in the breakdown lane except for the Brent location; only bus landing areas and shelter locations are required): west side, south of Brent; west side, south of O'Hare; west side, south of Log cabin; west side, south of residential road.
- Sky Pointe Drive: west side, south of Fort Apache; east side, north of Fort Apache and east side north of Iron Mountain.
- Grand Canyon Drive: west side, south of Horse Drive.

- Hualapai Way: east side, north of Grand Teton; east side, north of Horse; west side, south of Horse and west side, south of Iron Mountain.

Additional bus turnouts may be required with site-specific updates, principally in connection with the casino site and the mixed-use development along connector road.

11. 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:

- Grand Teton/Grand Canyon
- Grand Teton/Hualapai
- Horse/Grand Canyon
- Horse/Hualapai
- Mixed-use road #1/connector road
- Iron Mountain/Hualapai

12. The following intersection shall have underground infrastructure installed for possible future signal installation.

- Grand Teton/Egan Crest
- Grand Teton/Shaumber
- Horse/mixed-use road #2
- Horse/Egan Crest
- Horse/Shaumber
- Mixed-use road #1/mixed-use road #2
- Mixed-use road #2/Hualapai
- Iron Mountain/Shaumber
- Iron Mountain/Horse
- Iron Mountain/Sky Pointe
- Log Cabin/Fort Apache
- Log Cabin/Sky Pointe

13. Infrastructure for school flashers must be installed at the following locations:

- Grand Teton from east of Hualapai to west of Egan Crest
- Racel/Grand Canyon
- Hualapai from south of Grand Teton to north of Racel
- Racel from east of Hualapai to west of Egan Crest
- Horse from east of Hualapai to west of Egan Crest
- Tee Pee from north of Iron Mountain to north of Log Cabin
- Log Cabin/Fort Apache
- Log Cabin from east of Tee Pee to west of middle school loop road

14. Specific pod entrances have not been identified and will be addressed in future updates to the Master Traffic Study.
15. The construction of the Village Streets will comply with the approved phasing plan. This plan may be amended as necessary by updates to the Master Traffic Study.
16. 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 there are at least two receiving lanes.
17. ADA accessible routes to all bus stops shall be maintained by the developer.
18. 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.
19. US 95, Kyle Canyon Road, Sky Pointe Drive and Oso Blanca Road are NDOT facilities, as are portions of Fort Apache Road. Comply with all NDOT requirements for any work within NDOT rights-of-way.

This master study was approved by NDOT on July 24, 2013 with the following condition:

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 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: O.C. White, P.E.  
Mike Jansen, P.E.  
Diane Phomninh, P.E.  
Bart Anderson, P.E.  
Michael Yates, P.E., NDOT  
file