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# CITY of LAS VEGAS

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March 2, 1998

Mr. Barry Becker  
Becker Investment Company  
Nevsur Inc.  
50 South Jones Boulevard, Suite #101  
Las Vegas, Nevada 89107

RE: Z-122-97(1), Z-158-94(2), Z-117-94(3) - SITE DEVELOPMENT PLAN REVIEW

Dear Mr. Becker:

The City Council at a regular meeting held February 9, 1998 APPROVED the request for a Site Development Plan Review on property located on the north side of Severence Lane, between Decatur Boulevard and Jones Boulevard FOR A PROPOSED 1,181 LOT SINGLE FAMILY SUBDIVISION, R-E (Residence Estates) under Resolution of Intent to R-PD3 (Residential Planned Development - 3 Units Per Acre), R-PD5 (Residential Planned Development - 5 Units Per Acre) and R-PD7 (Residential Planned Development - 7 Units Per Acre) and R-E (Residence Estates) proposed R-PD2 (Residential Planned Development - 2 Units Per Acre) Size: 264.75 Acres, subject to:

1. All lots adjacent to Severence Lane, Jones Boulevard and Farm Road in the R-PD3 portion of the project shall have a minimum lot size of 20,000 square feet per the original Conditions of Approval of the rezoning.
2. Provide minimum ten foot wide landscape planters along the exterior street frontages and install landscaping as required by the City of Las Vegas Urban Design Guidelines and Standards. The planter along Jones Boulevard shall include a meandering sidewalk, the design of which must be approved by the Department of Public Works. Meandering sidewalks along other streets are at the option of the developer. This condition supersedes original Condition No. 2 of zoning case Z-158-94 which required 10 foot wide planters and a meandering block wall.



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3. The R-PD2 (Residential Planned Development - 2 Units Per Acre) portion of the site shall follow R-D (Single Family Residence-Restricted) setback standards. The setbacks shall be 20 feet in the front, 15 feet in the rear and 5 feet on each side for the R-PD3 (Residential Planned Development - 3 Units Per Acre) and R-PD5 (Residential Planned Development - 5 Units Per Acre) portions of the site. The R-PD7 (Residential Planned Development - 7 Units Per Acre) portions of the site shall have setbacks of 20 feet in the front, 10 feet in the rear, and 5 feet on each side. All corner lots shall have a side setback of 10 feet on the corner side. All required 20,000 square foot lots shall follow R-E (Residence Estates) setbacks.
4. All homes on the required 20,000 square foot lots shall contain a minimum of 2,000 square feet of livable area.
5. A minimum of 5% common usable open space shall be provided throughout the development. The applicant shall continue to work with staff to provide assistance with development of the public park site at the northeast corner of Bradley Road and Whispering Sands Drive.

The following Conditions of Approval shall supersede all previously imposed Conditions of Approval for the related zoning actions which may be in conflict with this Site Development Plan Review, if any, as required by the Department of Public Works:

6. The recently submitted Vacation Application (VAC-44-97) to vacate all existing public street right-of-ways in conflict with this proposed site plan shall be amended and acted upon by the City Council prior to the submittal of any Tentative Maps utilizing existing public right-of-way areas as required by the Department of Public Works. The Order of Vacation shall record prior to the recordation of any map creating lots upon existing right-of-way areas.
7. Submit an application to amend the Master Plan of Streets and Highways Amendment to modify the width of Decatur Boulevard from Centennial Parkway to Grand Teton Drive; such width along this stretch of Decatur Boulevard needs to be increased from a fifty-foot wide half-width right-of-way to a sixty-foot wide half-width right-of-way. The Master Plan Amendment application shall be acted upon by the City Council prior to the submittal of any Tentative Maps for the two development pods (Pods 4 and 5) located along the east edge of this project as required by the Department of Public Works.
8. Dedicate 60 feet of right-of-way adjacent to this project site for Decatur Boulevard, 40 feet for Farm Road and Bradley Road and 30 feet for Severance Lane and Whispering Sands Drive as required by the Department of Public Works. Dedicate 20-foot radii on the southeast corner of Whispering Sands Drive and Bradley Road, a 25 foot radius at the southwest corner of Decatur Boulevard and Whispering Sands Drive, a 25 foot radius at the northwest corner of Decatur Boulevard and Severance Lane, a 20 foot radius at the northwest and northeast corners of Severance Lane and Bradley Road, a 25 foot radius at the northeast corner of Severance Lane and Jones Boulevard, a 54 foot radius at the southeast corner of Jones Boulevard and Farm Road, a 54 foot radius on the northwest and southwest corners of Decatur Boulevard and Farm Road and 25 foot radii on all corners of the Farm Road and Bradley Road intersection. Final right-of-way dedications shall be determined at the time of approval of the Tentative Map for this site. If the applicant does not technically own the property where Decatur Boulevard will be established, assist the City of Las Vegas in obtaining legal rights to establish a 60 foot wide

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half-width dedication for Decatur Boulevard adjacent to this project site including right-of-ways for intersecting east/west public streets; such dedication shall occur prior to or concurrent with the recordation of any map abutting Decatur Boulevard, or, within 90 days of private ownership of this property, whichever occurs first.

9. The applicant shall work with staff to mitigate traffic construction in the area by providing temporary travel lanes until the City and RTC can catch up.
10. Construct half-street improvements (and full-width street improvements where applicable) including appropriate overpaving (if legally able) on Farm Road, Whispering Sands Drive, Bradley Road, Severance Lane and Leon Avenue adjacent to this project site prior to or concurrent with on-site development as required by the Department of Public Works; construct half-street improvements on Jones Boulevard and Decatur Boulevard including a minimum of two lanes of overpaving (access paving in accordance with Standard Drawing #209 is acceptable) adjacent to this site; construct a minimum of two lanes of temporary access paving (Standard Drawing #209) on Whispering Sands from this project site westerly to Leon Avenue. Also, construct all other on-site, off-site and off-project improvements, if any, as required by these conditions and/or the approved Traffic Impact Analysis. A phasing plan detailing the timing of the construction of all required improvements must be submitted to and approved by the Department of Public Works prior to the issuance of grading, building or off-site permits or the recordation of any map dividing this overall project site, whichever may occur first; all required off-site and off-project improvements shall be constructed in accordance with this phasing plan, when approved. Install all appurtenant underground facilities, if any, adjacent to this site needed for the future traffic signal system concurrent with development of this site. Two lanes of access paving (access paving in accordance with Standard Drawing #209 is acceptable) shall be in place on Decatur Boulevard from this site southward to Ann Road prior to the issuance of any building permits beyond ten percent of the homes allowed within this project site. [If approved by the City Engineer because of rough topography conditions, this access roadway alignment may be realigned from Decatur Boulevard (between Centennial Parkway and Ann Road) to Centennial Parkway (between Decatur Boulevard and Jones Boulevard).] The applicant is required to have all construction-related traffic utilize this "back entrance" access corridor upon its completion. Four lanes of access paving (Standard Drawing #209) must be in place on Jones Boulevard prior to the issuance of any building permits beyond thirty percent of the homes allowed within this project site. Non-compliance will result in the denial of further home building permits. Additional paved access routes may be required if requested by the Traffic Engineer based on construction traffic patterns and/or the impact of this project's traffic on the surrounding neighborhood.
11. A Traffic Impact Analysis must be submitted to the Department of Public Works prior to the issuance of grading, building or off-site permits or the approval of a Tentative Map, whichever may occur first. The submitted Traffic Impact Analysis must be approvable prior to the submittal of any Final Maps for processing and must be formally approved prior to the recordation of any Final Maps. Comply with the recommendations of the approved Traffic Impact Analysis in the timelines approved with the Traffic Impact Analysis; phased development may be required if adequate access improvements leading to this rezoning site do not exist or are not planned for. The Traffic Impact Analysis shall include sections: a) defining Safe Route to School alignments and the requirement for access walkway improvements including crosswalk markings, signage and/or flashers along the Safe Route corridors; b) addressing vehicular access routes to this rezoning site and the possible need for upgrading such access routes including a phased development plan as necessary; and c) determining overall traffic signal contribution

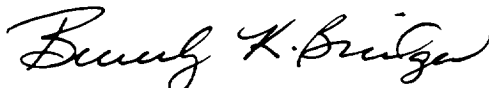
recommendations and a traffic signal distribution schedule detailing payments for each phase of development with final contribution amounts being subject to the approval of the Traffic Engineer. Prior to any division of this development site, the City reserves the right to require the developer to enter into a written agreement that will obligate all subsequent parcels to either construct and/or to be financially responsible for all traffic mitigation contributions and recommendations within the approved Traffic Impact Analysis. The Traffic Impact Analysis shall also include a section addressing Standard Drawings #201.1, #234.1 and #234.2 to determine additional right-of-way requirements adjacent to this rezoning site, if any; dedicate all areas recommended by the Standard Drawings unless the approved Traffic Impact Analysis specifically excludes such areas from dedication. 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.

12. Construct a minimum of paving and curb and gutter on all private roadways internal to this project site as required by the Department of Public Works.
13. All gated access drives shall be designed, located and constructed in accordance with the intent of Standard Drawing #222a as required by the Department of Public Works.
14. Coordinate the extension and oversizing of public sanitary sewer(s) to this project site along an alignment or alignments acceptable to the City Planning Engineer. All required off-project public sewer easements necessary to connect this project site to the existing public sewer system shall be provided to the City prior to approval of sewer construction plans, or the issuance of any off-site permits, whichever may occur first, as required by the Department of Public Works. More than one public sanitary sewer line may be required to be extended to this project site; such requirements shall be dictated by the City Planning Engineer; phased development and compliance with this condition is acceptable if more than one public sewer line is required.
15. A Homeowner's Association shall be established to maintain the multi-use trail, all perimeter walls, landscaping and common areas created with this development. All landscaping 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.
16. 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 or the recordation of a final map, whichever may occur first, as required by the Department of Public Works. The required Drainage Plan/Study shall also address what off-project improvements, if any, may be necessary to mitigate any negative impacts to the properties and neighborhoods surrounding and downstream from this development site based on this site's proposed discharge flow rates and discharge locations. Provide and improve all on-site drainage corridors and provide all on-site and off-project street, channel and pipe improvements as recommended in the approved Drainage Plan/Study.
17. The final layout of the subdivision shall be determined at the time of approval of the Tentative Map.

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18. Conformance to all applicable Conditions of Approval for Z-117-94, Z-158-94 and Z-122-97.
19. Landscaping and a permanent underground sprinkler system shall be provided as required by the Planning Commission and shall be permanently maintained in a satisfactory manner. Failure to properly maintain required landscaping and underground sprinkler systems shall be cause for revocation of a business license.
20. A landscaping plan must be submitted prior to or at the same time application is made for a building permit or license, or prior to occupancy, whichever occurs first.
21. All mechanical equipment, air conditioners and trash areas shall be screened from view from the abutting streets (excluding single family development).
22. All City Code requirements and design standards of all City departments must be satisfied.
23. Parking and driveway plans must be approved by the Traffic Engineer prior to the issuance of any permits.
24. 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.
25. Where new water mains are extended along streets and fire hydrants are not needed for protection of structures, hydrants shall be spaced at a maximum distance of 1,000 feet to provide for transportation hazards.
26. Fence heights shall be measured from the side of the fence with the least vertical exposure above the finished grade, unless otherwise stipulated.
27. Provide plans showing accessible exterior routes from public transportation stops, accessible parking, passenger loading zones and public sidewalks to the accessible building entrance(s) with submittal of plans for building permits as required by the Planning and Development Department. Accessible routes shall have running slopes and cross slopes in accordance with the applicable code.
28. A revised Site Development Plan reflecting the above conditions shall be submitted to the Planning and Development Department for approval prior to the approval of a Tentative Map.

Sincerely,



BEVERLY K. BRIDGES  
Chief Deputy City Clerk 

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cc: Planning and Development Dept.  
Development Coordination-DPW

Dept. Of Fire Services  
Land Development Services