

PLANNING &
DEVELOPMENT



Development
Services Center
731 S Fourth Street
Las Vegas, NV 89101

TDD 702-386-9108
Voice
Administration 229-6353
Comp Planning 229-6022
Current Planning 229-6301
Permits & Inspections 229-6251



018391

April 1, 1997

Mr. Bob Krause
Spring Mountain Ranch, A Delaware Limited Liability Company
980 Broadbent Boulevard
Henderson, Nevada 89014

RE: MSH-1-97 - MASTER PLAN AMENDMENT

Dear Mr. Krause:

Your request to amend the Master Plan of Streets and Highways to delete the following: Fort Apache Road between Iron Mountain Road and Racel Street; Horse Drive between Durango Drive and the Frontage Road; and El Capitan Way between Iron Mountain Road and Racel Street, Ward 4 (Callister), was considered by the Planning Commission on March 27, 1997.

The Planning Commission unanimously voted to recommend APPROVAL of your request, subject to the following:

1. The Master Plan of Streets and Highways shall be amended to add a new designation for public street corridors which shows a "public-use corridor" width comprised of a certain width of public street right-of-way and a certain width of public-use easements on one or both sides of the public right-of-way. The public-use easement area shall be granted and available for any public need in conjunction with but not limited to traffic, drainage and storm sewers, streetlighting, fire hydrants, walkways, and sanitary sewer purposes. The new Master Plan designation shall state the requirements for the right-of-way width and easement width, and it shall clearly define whether the easement width is required on one side or both sides of each affected public corridor. The new designation shall clearly show that the total width of the road is the sum of the right-of-way and the roadway easements on both sides of the public corridor for the following streets:
 - a. Fort Apache Road between Horse Drive and the northernmost City limits; 80 feet total width, being 60 feet of right-of-way and 10 feet of roadway easement required on both sides of the required right-of-way. The west end of Fort Apache Road shall be realigned to the southeast to connect to Racel Street. The final alignment of Fort Apache shall be as shown on the approved Spring Mountain Ranch Overall Final Map (FM-35-97).
 - b. Racel Street between Horse Drive and Tenaya Way; 80 feet total width, being 60 feet of right-of-way and 10 feet of roadway easement required on both sides of the required right-of-way. Racel Street shall be realigned to the northwest to connect to Fort Apache Road. The final alignment of Fort Apache shall be as shown on the approved Spring Mountain Ranch Overall Final Map (FM-35-97).

Mayor
Jan Lavery Jones

Councilmen
Arnie Adamsen
Matthew Q. Callister
Michael J. McDonald
Gary Reese

City Manager
Larry K. Barton



- c. Horse Drive between Durango Drive and the US 95 Frontage Road; 80 feet total width, being 60 feet of right-of-way and 10 feet of roadway easement required on both sides of the required right-of-way. The west end of Horse Drive shall be realigned towards the southwest to terminate at a 90 degree angle to the US 95 frontage road. The final alignment of this street shall be as shown on the approved Spring Mountain Ranch Overall Final Map (FM-35-97).
- d. El Capitan Way between Racel Street and the northernmost City limits; 80 feet total width, being 60 feet of right-of-way and 10 feet of roadway easement required on both sides of the required right-of-way.
- e. Iron Mountain Road between Durango Drive and the US 95 Frontage Road; 80 feet total width, being 60 feet of right-of-way and 10 feet of roadway easement required on both sides of the required right-of-way. The west end of Iron Mountain Road shall be realigned towards the northwest and shall connect to Grand Canyon Drive. The connection shall be parallel to U.S. Highway 95.
- f. Tenaya Way from Grand Teton Drive to Racel Street; 80 feet total width, being 60 feet of right-of-way and 10 feet of roadway easement required on both sides of the required right-of-way.
- g. Durango Drive between Grand Teton Drive and the Durango Drive/Farm Road Interchange at U.S. Highway 95; 120 feet total width, being 100 feet of right-of-way and 10 feet of roadway easement required on both sides of the required right-of-way.
- h. Durango Drive between Grand Teton Drive and Log Cabin Way; being 100 feet of right-of-way.
- i. Log Cabin Way between Durango Drive and the Kyle Canyon Road interchange at US 95; 100 feet total width, being 80 feet of right-of-way and 10 feet of roadway easement required on both sides of the required right-of-way. The west end of Log Cabin Way shall be realigned towards the southwest to terminate at a 90 degree angle to the US 95 Frontage Road.
- j. Log Cabin Way between Durango Drive and Rainbow Boulevard, then transitioning southeastward to the alignment of Iron Mountain Road at Jones Boulevard, and continuing easterly along the Lone Mountain Road alignment to the eastern boundary of the City Limits at Decatur Boulevard, being 120 feet of right-of-way.
- k. Grand Teton Drive between the easternmost City limits and the westernmost City limits; 120 feet total width, being 100 feet of right-of-way and 10 feet of roadway easement required on both sides of the required right-of-way.
- l. U.S. Highway 95 Frontage Road from Iron Mountain Road to Grand Teton Drive; being a minimum of 70 feet of right-of-way (with a capacity for 4 lanes of traffic). A U.S. Highway 95 Frontage Road connection shall intersect the US 95 Frontage Road at a 90 degree angle and shall connect near Gilbert Street on the Grand Canyon Drive/Iron Mountain Road connection. This connection shall be designated as an 80 foot right-of-way corridor.

TO: Mr. Bob Krause
RE: MSH-1-97

April 1, 1997
Page Three

- m. Grand Canyon Drive between the northernmost City limits to Log Cabin Way; Grand Canyon Drive shall continue to the southeast to connect to Iron Mountain Road; 80 feet total width, being 60 feet of right-of-way and 10 feet of roadway easement required on both sides of the required right-of-way.
2. No other changes to the current Master Plan of Streets and Highways other than those changes detailed in Item #1 above are approved with the application. All other applicant requests have been assessed but are not approved.
3. All public street corridors that have both right-of-way and roadway corridor easements shall be constructed to the standards of the ultimate roadway width (e.g. no valley gutters across roadways where right-of-way plus roadway corridor easements total 80 feet or more) as required by the Department of Public Works.
4. If development sites abutting proposed public street corridors using the new Master Plan of Streets and Highways roadway designation (total width = right-of-way width plus roadway easement widths) do not have provisions for a Homeowners Association, the ultimate corridor width abutting such site shall be dedicated entirely as public street right-of-way. In those cases where the street corridors consist of right-of-way only, the street improvements shall be constructed to a width acceptable to City staff as required by the Department of Public Works.
5. City Staff is empowered to modify this application, if necessary, because of technical concerns or because of other related review actions as long as current City of Las Vegas requirements are still complied with and the intent of the submitted Master Plan of Streets and Highways Amendment is not changed.

This item will be considered by the City Council on April 28, 1997, at 2:00 P.M. in the Council Chambers of City Hall, 400 Stewart Avenue, Las Vegas, Nevada. The Council requires that you or your representative be present at this meeting.

Very truly yours,



Robert S. Genzer, Planning Supervisor
Current Planning Division

RSG:rr

cc: Ms. Terri Pastorelli
VTN Nevada
2727 South Rainbow Boulevard
Las Vegas, Nevada 89102