



Applicant requested hold:

3. UC-19-0398-ABC HAVEN WEST INC: The applicant has requested a **HOLD** to the Enterprise TAB meeting on September 25, 2019.

Related applications:

2. TM-19-500137-INVESTOR EQUITY HOMES, LLC & MOSAIC LAND FUND, LLC:
4. VS-19-0535-INVESTOR EQUITY HOMES, LLC & MOSAIC LAND FUND, LLC:
5. ZC-19-0534-INVESTOR EQUITY HOMES, LLC & MOSAIC LAND FUND, LLC:
  
9. WC-19-400096 (TM-18-500216)-KB HOME LV CAMDEN, LLC:
10. WC-19-400109 (WS-18-0896)-KB HOME LV CAMDEN, LLC:
11. WC-19-400110 (VS-18-0898)-KB HOME LV CAMDEN, LLC:

## V. Informational Items

1. Announcements of upcoming neighborhood meetings and County or community meetings and events. (for discussion)

Open House for an update of the Enterprise Land Use Plan, Wednesday, September 18, 2019, 4:00 pm to 7 pm Windmill, Library 7060 W. Windmill Lane.

There is a vacancy on the Enterprise Town Board. If interested, please, see Carmen Hayes, Secretary, or Tiffany Hesser, Liaison for an application.

Clark County is seeking an appointee from Enterprise for the Community Development Advisory Committee. Several of the Town Advisory Boards appoint a board member to CDAC Committee. There is no obligation for a TAB member to volunteer, but this is option if anyone is interested. Last year's appointee and alternate have expressed interest in serving again.

## VI. Planning & Zoning

1. **AR-19-400098 (WS-18-0266)-CORONADO LAND, LLC:**  
**WAIVER OF DEVELOPMENT STANDARDS FIRST APPLICATION FOR REVIEW** for landscaping and screening in conjunction with a previously approved office building conversion with outside storage on 2.3 acres in an M-D (Designed Manufacturing) Zone. Generally located on the west side of Placid Street and south of Arby Avenue (alignment) within Enterprise. MN/nr/ma (For possible action) **09/04/19 BCC**

Motion by Jenna Waltho

Action: **APPROVE** per staff conditions.

Motion **PASSED** (4-0) /Unanimous

2. **TM-19-500137-INVESTOR EQUITY HOMES, LLC & MOSAIC LAND FUND, LLC:**  
**TENTATIVE MAP** consisting of 79 single family lots and common lots on 7.5 acres in an RUD (Residential Urban Density) Zone in the MUD-3 Overlay District. Generally located on the west side of Fort Apache Road and the south side of Meranto Avenue within Enterprise. JJ/rk/ja (For possible action) **09/04/19 BCC**

Motion by David Chestnut

Action: **APPROVE** per staff conditions.

Motion **PASSED** (4-0) /Unanimous

3. **UC-19-0398-ABC HAVEN WEST INC:**  
**HOLDOVER USE PERMIT** to allow accessory uses (private access drive aisles with landscaping and decorative pavers) prior to the principal use.  
**WAIVERS OF DEVELOPMENT STANDARDS** for the following: **1)** waive street landscaping; and **2)** waive full off-site improvements (curb, gutter, sidewalk, streetlights, and partial paving) along public streets.  
**DESIGN REVIEW** for drive aisles and landscaping in conjunction with a multi-family development to the west on 16.5 acres in R-E (Rural Estates Residential), C-P (Office and Professional), and H-1 (Limited Resort and Apartment) Zones. Generally located on the west side of Haven Street and the south side of Mesa Verde Lane within Enterprise. MN/rk/ja (For possible action) **09/04/19 BCC**

The applicant has requested a **HOLD** to the Enterprise TAB meeting on September 25, 2019

4. **VS-19-0535-INVESTOR EQUITY HOMES, LLC & MOSAIC LAND FUND, LLC:**  
**VACATE AND ABANDON** easements of interest to Clark County located between Fort Apache Road and Chieftan Street (alignment), and between Meranto Avenue and Richmar Avenue (alignment); and portion of a right-of-way being Fort Apache Road located between Meranto Avenue and Richmar Avenue (alignment) within Enterprise (description on file). JJ/rk/ma (For possible action) **09/04/19 BCC**

Motion by David Chestnut

Action: **APPROVE** per staff conditions.

Motion **PASSED** (4-0) /Unanimous

5. **ZC-19-0534-INVESTOR EQUITY HOMES, LLC & MOSAIC LAND FUND, LLC:**  
**ZONE CHANGE** to reclassify 7.5 acres from R-E (Rural Estates Residential) Zone to RUD (Residential Urban Density) Zone.  
**USE PERMIT** for an attached (townhouse) planned unit development.  
**WAIVERS OF DEVELOPMENT STANDARDS** for the following: **1)** reduce driveway distance from intersection; **2)** reduce street intersection off-set; **3)** allow modified private residential driveway design; **4)** reduce the throat depth for a call box; **5)** increase the number of dwelling units accessing an over length stub street; and **6)** reduce width of a private street.  
**DESIGN REVIEWS** for the following: **1)** an attached single family residential planned unit development; and **2)** increased finished grade. Generally located on the west side of Fort Apache Road and the south side of Meranto Avenue within Enterprise (description on file). JJ/rk/ja (For possible action) **09/04/19 BCC**

Motion by David Chestnut

Action:

**APPROVE** Zone Change;

**APPROVE** Use Permit;

**NO LONGER NEEDED** Waiver of Development Standards #s 1 and 3b;

**APPROVE** Waiver of Development Standards #s 2, 3a, 4, 5a, 5b, and 6;

**APPROVE** Design Reviews.

**ADD** Current Planning Conditions:

- Design Review as a public hearing for significant change to plans;
- Obtain Republic Services approval for individual trash pickup.

Per staff if approved conditions.

Motion **PASSED** (4-0) /Unanimous

6. **WS-19-0576-P N II INC:**

**WAIVER OF DEVELOPMENT STANDARDS** for a reduced front setback in conjunction with a single family residential home on 0.1 acres in an R-3 (Multiple Family Residential) Zone. Generally located on the east side of Jones Boulevard and the north side of Haleh Avenue within Enterprise. JJ/bb/ja (For possible action) **09/17/19 PC**

Motion by Jenna Waltho

Action: **APPROVE** per staff conditions.

Motion **PASSED** (4-0) /Unanimous

7. **WS-19-0591-TLC RANCH LIVING TRUST & EGGLESTON TODD C & LISA TRS:**

**WAIVER OF DEVELOPMENT STANDARDS** for reduced setbacks in conjunction with a single family residential home on 0.5 acres in an R-E (Rural Estates Residential) Zone. Generally located on the south side of Eldorado Lane, approximately 136 feet east of Hinson Street within Enterprise. MN/bb/jd (For possible action) **09/17/19 PC**

Motion by Jenna Waltho

Action: **APPROVE** per staff conditions.

Motion **PASSED** (4-0) /Unanimous

8. **UC-19-0590-A & A, LLC & GET IT GOING, LLC:**

**USE PERMIT** for a vehicle maintenance facility.

**WAIVERS OF DEVELOPMENT STANDARDS** for the following: **1)** reduced building setbacks; **2)** reduce building separation to a residential use; **3)** reduce the building height/setback; **4)** reduce trash enclosure setback; **5)** reduce parking; and **6)** alternative landscaping.

**DESIGN REVIEWS** for the following: **1)** alternative parking lot landscaping; and **2)** a vehicle maintenance facility on 0.7 acres in a C-1 (Local Business) Zone. Generally located on the south side of Blue Diamond Road, 200 feet west of Cameron Street within Enterprise. JJ/al/ja (For possible action) **09/18/19 BCC**

Motion by Barris Kaiser

Action: **DENY**

Motion **PASSED** (4-0) /Unanimous

9. **WC-19-400096 (TM-18-500216)-KB HOME LV CAMDEN, LLC:**  
**WAIVERS OF CONDITIONS** for a tentative map requiring: **1)** applicant shall secure a private grant from the Bureau of Land Management (BLM) through APN 176-20-601-014 for access to the proposed subdivision; and **2)** applicant shall provide access from the private grant to any adjacent parcels that are created with a BLM land sale or future subdivision map to limit access points to Blue Diamond Road in conjunction with an approved single family residential subdivision on 5.1 acres in an R-3 (Multiple Family Residential) Zone. Generally located 150 feet north of Blue Diamond Road, 1,000 feet west of Durango Drive within Enterprise. JJ/sd/ja (For possible action) **09/18/19 BCC**

Motion by Kendal Weisenmiller  
Action: **APPROVE** per staff conditions.  
Motion **PASSED** (4-0) /Unanimous

10. **WC-19-400109 (WS-18-0896)-KB HOME LV CAMDEN, LLC:**  
**WAIVERS OF CONDITIONS** for a waiver of development standards requiring the following: **1)** applicant shall secure a private grant from the Bureau of Land Management (BLM) through APN 176-20-601-014 for access to the proposed subdivision; and **2)** applicant shall provide access from the private grant to any adjacent parcels that are created with a BLM land sale or future subdivision map to limit access points to Blue Diamond Road in conjunction with an approved single family residential subdivision on 5.1 acres in an R-3 (Multiple Family Residential) Zone. Generally located 150 feet north of Blue Diamond Road, 1,000 feet west of Durango Drive within Enterprise. JJ/sd/ja (For possible action) **09/18/19 BCC**

Motion by Kendal Weisenmiller  
Action: **APPROVE** per staff conditions.  
Motion **PASSED** (4-0) /Unanimous

11. **WC-19-400110 (VS-18-0898)-KB HOME LV CAMDEN, LLC:**  
**WAIVERS OF CONDITIONS** of a vacation requiring the following: **1)** vacation shall not record prior to the applicant securing a private grant from the Bureau of Land Management; **2)** applicant shall secure a private grant from the Bureau of Land Management (BLM) through APN 176-20-601-014 for access to the proposed subdivision; and **3)** applicant shall provide access from the private grant to any adjacent parcels that are created with a BLM land sale or future subdivision map to limit access points to Blue Diamond Road in conjunction with an approved single family residential subdivision on 5.1 acres in an R-3 (Multiple Family Residential) Zone. Generally located 150 feet north of Blue Diamond Road, 1,000 feet west of Durango Drive within Enterprise. JJ/sd/ja (For possible action) **09/18/19 BCC**

Motion by Kendal Weisenmiller  
Action: **APPROVE** per staff conditions  
Motion **PASSED** (4-0) /Unanimous

12. **WS-19-0584-SOUTHERN HILLS BAPTIST CHURCH:**  
**WAIVER OF DEVELOPMENT STANDARDS** for off-site improvements (including curb, gutter, sidewalk, streetlights, and partial paving) in conjunction with a minor subdivision for future development on 1.2 acres in an R-E (Rural Estates Residential) Zone. Generally located on the south side of Pebble Road and the east side of Torrey Pines Drive within Enterprise. JJ/lm/ja (For

possible action) **09/18/19 BCC**

Motion by David Chestnut

Action:

**APPROVE** Waiver of Development Standards for Pebble Rd.;

**DENY** Waiver of Development Standards for Torrey Pines Dr.

Per staff if approved conditions.

Motion **PASSED** (4-0) /Unanimous

13. **ZC-19-0586-WARDS' IRREVOCABLE TRUST & WARD, JOSEPH L. JR TRS:**

**ZONE CHANGE** to reclassify 1.3 acres from R-E (Rural Estates Residential) Zone to C-1 (Local Business) Zone for future development. Generally located on the north side of Landberg Avenue, 170 feet west of Valley View Boulevard within Enterprise (description on file). JJ/lm/jd (For possible action) **09/18/19 BCC**

Motion by David Chestnut

Action: **APPROVE**

**ADD** Current Planning Conditions:

- Design Review as a public hearing for lighting and signage.

Per staff conditions.

Motion **PASSED** (3-1) / (Kaiser–Nay)

VII. General Business:

1. Review FY 2020 budget request(s) and take public input regarding suggestions for FY 2021 budget request(s). (For possible action) We will revisit at the next Enterprise TAB meeting. Tiffany Hesser presented last year's budget requests with County departmental updates (see attached). TAB members will have an opportunity to review and make suggestions for next year's budget at the next TAB meeting and make final recommendations in October.

2. Discuss Public Works meetings results with Dave Chestnut and Barry Kaiser. (for discussion only)  
Barris Kaiser and David Chestnut provided updates from their meeting with Public Works (see attached). They suggested having a Public Works representative come to a future TAB meeting to discuss particular topics.

VIII. Public Comment:

A period devoted to comments by the general public about matters relevant to the Board's/Council's jurisdiction will be held. No vote may be taken on a matter not listed on the posted agenda. Comments will be limited to three minutes. Please step up to the speaker's podium, if applicable, clearly state your name and address and please spell your last name for the record. If any member of the Board/Council wishes to extend the length of a presentation, this will be done by the Chair or the Board/Council by majority vote.

A resident thanked Clark County Public Works for the additional No Parking signage they installed along the Dean Martin curve north of Blue Diamond. He thanked LVMPD and NDOT for their enforcement efforts. He also had a few questions regarding the completion of Warm Springs between Dean Martin and Decatur.. He was provided a copy of the Enterprise TAB budget requests 2019/2020 which address the issue.

IX. Next Meeting Date

The next regular meeting will be September 11, 2019 at 6:00 p.m.

X. Adjournment:

Motion by Jenna Waltho

Adjourn meeting at 7:20 p.m.

Motion **PASSED** (4-0) / Unanimous

# Enterprise TAB Budget Requests 2019/2020

As of 22 Oct 2018

## ***Enterprise's overall need for multiple county facilities***

- *Enterprise requires multiple community centers, seniors' facilities and aquatic facilities due to significant connectivity barriers and rapidly increasing population.*
  - *There are 198,000+ citizens in Enterprise.*
  - *Enterprise covers 67 sq. miles.*
  - *Residential uses are increasing rapidly.*
- *If the BLM disposal boundary is expanded, Enterprise will have 4 to 5 additional square miles available for development.*
- *There are significant connectivity barriers within Enterprise.*
  - *Interstate 15*
  - *4 Major Projects, 3 active, one failed.*
    - *Arterial and collector roads have been removed from the transportation grid.*
    - *Enclosed subdivisions have vacated local roads for more homes.*
    - *Major projects plans have not added sufficient facilities to serve the public.*
  - *South of CC 215, only three east/west arterials are available, two are not fully built out.*
    - *UPRR tracks block arterial and collector road development.*
    - *Geographic features, 12% or greater slopes block arterial and collector road development.*
  - *Local roads are being vacated to build enclosed subdivisions.*
- *The connectivity barriers significantly increase travel time to county facilities currently planned for western Enterprise.*
  - *The planned regional park facilities in Mountain's Edge are not centrally located.*
  - *Individuals east of I-15 most likely will not use those facilities.*
- *BLM reservations are being released and sold, significantly decreasing land available for needed county facilities.*

## **Budget requests listed in funding priority**

- *Connect Cactus Ave. from Buffalo Drive to Durango Drive A design consultant for Cactus has been selected and negotiations are underway. Project will include a traffic signal at Buffalo. Construction is estimated to begin in mid-2021.*
  - *Currently programmed for Design 2018, Construction early 2020*
  - *This project should be developed as rapidly as possible.*
  - *South of CC 215, there are only three roads that can provide complete east/west routes.*
  - *Currently, only one east/west road, south of CC 215 is built out*
  - *South of CC 215, significant development west of Fort Apache Rd. will require an alternate route(s) to Blue Diamond Rd for east/west traffic flow.*



# Enterprise TAB Budget Requests 2019/2020

As of 22 Oct 2018

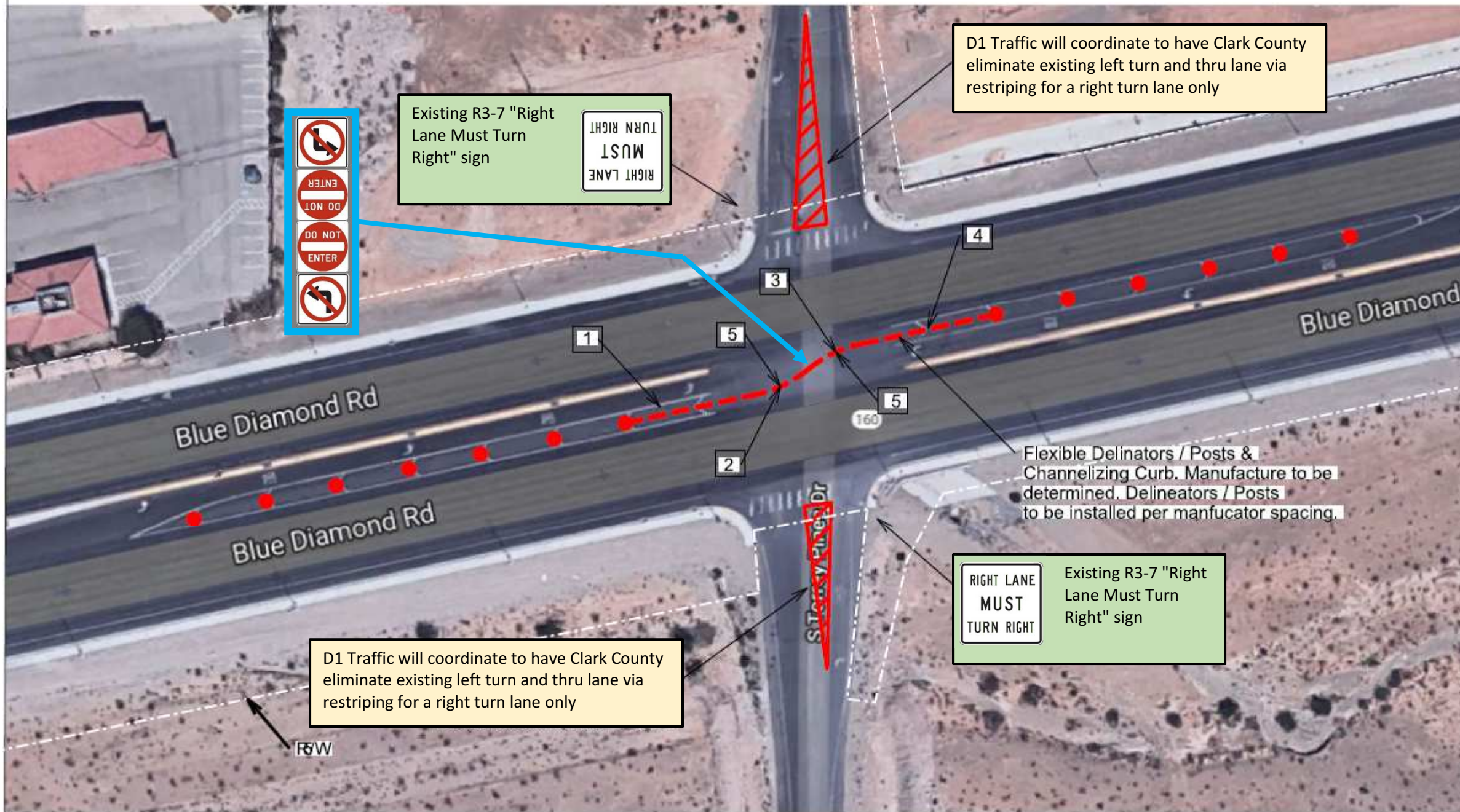
- Widen Warm Springs Rd. from Dean Martin Dr. to Decatur Blvd. *Warm Springs is on the CIP for design start in summer 2020. The limits are Durango to Dean Martin. Attempts will be made to get an earlier design start for the section Decatur to Dean Martin.*
  - Warm Springs Rd. is a two-lane road from Dean Martin Dr. to Decatur Blvd.
  - South of CC 215, there are only three roads that can provide complete east/west routes.
  - Traffic is significantly increasing on Warm Springs Rd.
  - Currently, only one east/west road south of CC 215 is built out.
  - South CC 215, significant development west of Fort Apache Rd. will require an alternate route(s) to Blue Diamond Rd for east/west traffic flow.
  - Finish Western Trails Park by constructing a signalized horse crossing on Warm Springs Rd.
  
- Enterprise Community Center *Mountain's Edge Recreation Center is currently on the CIP list, ranked #12 in the overall list of Regional Projects. Project is unfunded with a cost estimate of \$23,715,000. There is not currently another Recreation Center identified on the CIP list.*
  - There are no recreational centers and/or aquatic facilities for the 198,000+ people living in Enterprise.
  - The recreational center and aquatic facility for Mountain's Edge should be moved up on the priority list and funded with a cost estimate of \$23,715,000.
  - Reserve property for a second community center in eastern Enterprise.
  - There is not currently another recreation center identified on the CIP list. Identify and add to the CIP list for a second recreation center.
  
- Enterprise Senior Center *There is currently not a Senior Center identified on the CIP list. If the Mtn's Edge Recreation Center is built, senior programming can/will be accommodated through a multi-general approach, not requiring a second building.*
  - Mountain's Edge Regional Park is too far west in Enterprise to accommodate seniors in eastern Enterprise.
    - Lack of effective public transportation.
    - Traffic density higher than seniors desire to drive in.
  - A senior center is needed east of I-15
  - Reserve property for a senior center east of I-15.
  - Add eastern Enterprise senior center to CIP list and fund.
  
- Fund one neighborhood park in Park District 4 at Cactus and Torrey Pines, Le Baron and Rainbow, Pyle and Jones, or Pyle and Lindell *See below*
  - Enterprise population is growing rapidly.
  - Current Enterprise population requires 495 acres of developed parks
  - Each year the ratio of park acres per 1,000 population is declining.
  - Park District 4 parks identified on the Neighborhood Parks CIP list include:
    - LeBaron and Lindell – 10 acres, \$10,599,040 estimate – ranked #12 *Park is funded and in design anticipate the project being completed near end of 2021.*
      - Valley View and Pyle – 10 acres, \$12,399,940 estimate – ranked #13 *Project is unfunded*
      - Cactus and Torrey Pines – 10 acres, \$9,079,645 estimate – ranked #21 *Project is unfunded*
  - All projects are unfunded.
  - Fund at least two parks.

# Enterprise TAB Budget Requests 2019/2020

As of 22 Oct 2018

- Aquatic Facility *Project is unfunded with no cost estimate assigned.*
  - There are no aquatic facilities for the 198,000+ people living in Enterprise.
  - Reserve property for one or more aquatic facilities
  - Add aquatic facilities to funding list.
  - Aquatic facilities are needed in the eastern and southwestern part of Enterprise.
    - Lack of effective public transportation.
    - Drive time too long from east of I-15 to be practical.
  - Mountain's Edge Aquatic Center project is unfunded with no cost estimate assigned. Fund this project.
  - Mountain's Edge Regional Park is too far west to accommodate individuals in eastern Enterprise.
  - There is not currently another aquatic facility identified on the CIP list. Identify and add to the CIP list for a second aquatic facility east of I-15.
  
- Traffic signal at Blue Diamond Rd. and Torrey Pines. *NDOT has plans to install an island on Blue Diamond to eliminate the left out from Torrey Pines. See attached.*
  - Completion of a church and a charter school on Pebble Rd. has significantly increased peak traffic at this intersection.
  - Refer to NDOT for appropriate warrants study.
  
- Build full off-sites for Wigwam Ave. from Rainbow Blvd to Montessori St. *This would be the responsibility of the property owners*
  - This area needs to be studied to help mitigate traffic congestion.
  - Needed to accommodate the traffic flow being generated by the high school and approved charter school.
  - The current local/collector roads cannot accommodate the peak traffic.
  
- Build full off-sites for Cougar Ave. from Rainbow Blvd to Montessori St. *This would be the responsibility of the property owners*
  - This area needs to be studied to help mitigate traffic congestion.
  - Needed to accommodate the traffic flow being generated by the high school and approved charter school.
  - The current local/collector roads cannot accommodate the peak traffic.
  
- Four-way stop at Gilespie Street and Eldorado Lane design *This intersection was studied in January and did not meet warrants.*
  - Study to see if four-way stop is warranted.
  
- Provide audio and presentation system for the Enterprise TAB. *Microphones have been purchased and are currently in use. An effective camera/display system which will meet the constraints of TAB meetings has not been found.*
  - The lack of audio and presentation systems detracts from the public's ability to participate in the TAB hearings.
  - The number of individuals attending the TAB meetings is increasing.
  - The public has trouble hearing the presentations and the TAB members' discussions.
  - The plans and charts presented cannot be seen by the public and some of the board members.





**LENGTHS:**

1	80 FT
2	40 FT
3	40 FT
4	80 FT

Curve Data:

5	R=74.0' L=40.0'
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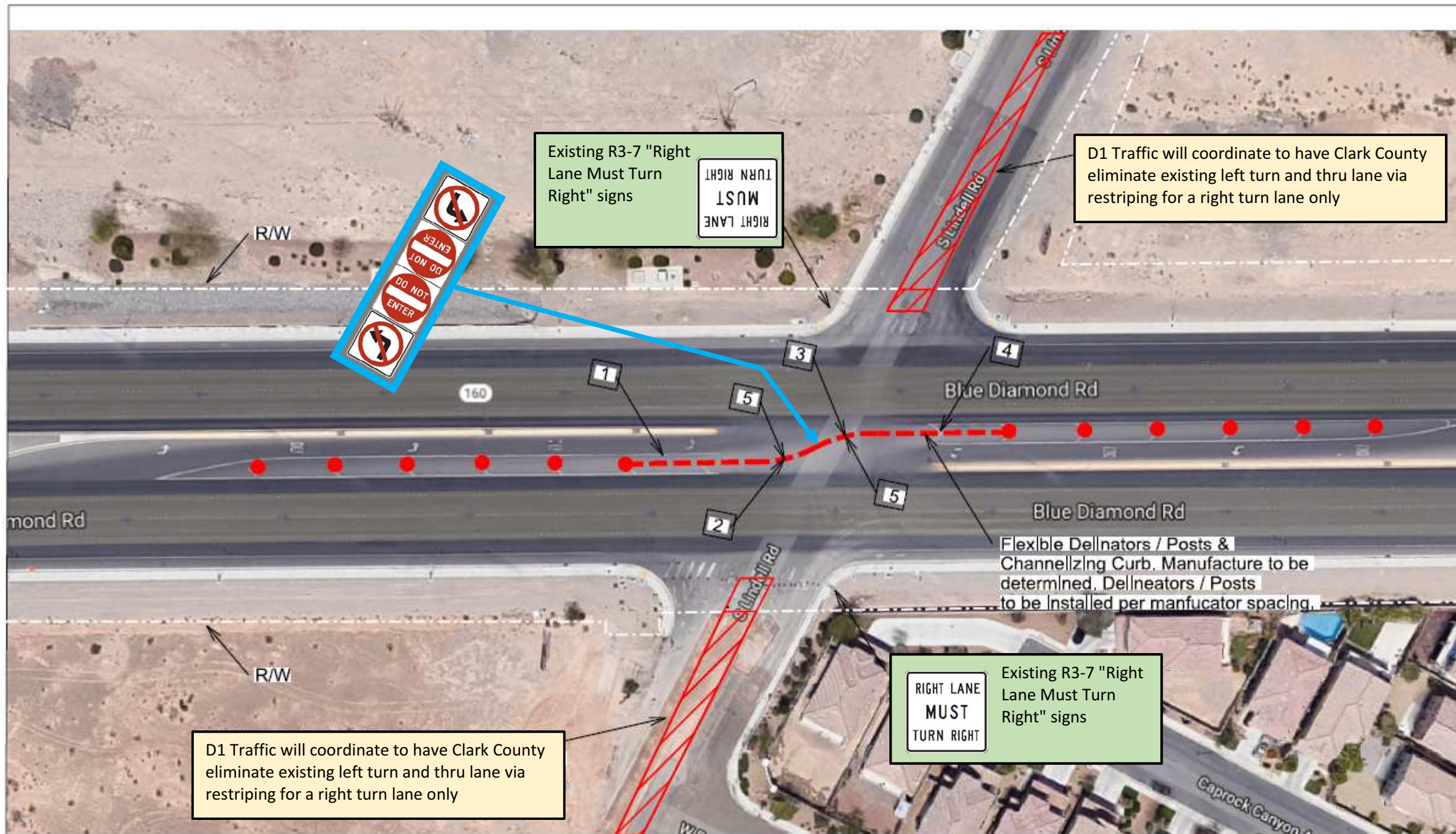
⊗ K-71s at each existing chevron point

--- NDOT R/W per as-bulfts

- Notes: Depending on which flexible delineator / post product is chosen the following shall occur
1. The center median island shall follow the Clark County Uniform Standard Drawing 221 sign plan. R5-1 "Do Not Enter" signs & R3-2 "No Left Turn" Signs shall be installed facing traffic on NB & SB Torrey Pines.
  2. The curve radius & tangent lengths will change based on the run of the individual unit chosen. These can be adjusted as needed.

# BLUE DIAMOND AT TORREY PINES PROPOSED S ISLAND





**LENGTHS:**

1	80 FT
2	40 FT
3	40 FT
4	80 FT

**Curve Data:**

5	R=74.0' L=40.0'
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- K-71s at each existing chevron point
- NDOT R/W per as-builts

Notes: Depending on which flexible delinator / post product is chosen the following shall occur

1. The center median island shall follow the Clark County Uniform Standard Drawing 221 sign plan. R5-1 "Do Not Enter" signs & R3-2 "No Left Turn" Signs shall be installed facing traffic on NB & SB Lindell.
2. The curve radius & tangent lengths will change based on the run of the individual unit chosen. These can be adjusted as needed.

# BLUE DIAMOND AT LINDELL PROPOSED S ISLAND

The Enterprise TAB requests two board members to meet with Public Works.

*Barry Kaiser and David Chestnut met with the assistant director and several Public Works' managers on July 29, 2019. The comments below summarize the conversation at the meeting. The comments **do not** represent the official position of the Enterprise TAB or Clark County Public Works.*

The initial statement to the TAB members:

- *The director of Public Works does not want to not move forward with roundabouts on any future planned developments*

## What is the status of improvement plans for arterials?

- Decatur Blvd south of Warm Springs
  - *Design process is over 60% complete.*
  - *Additional right-of way must be obtained.*
  - *Some of the early dedications for Decatur Blvd were for 40 ft., 50 ft. is now required*
- Jones Blvd south of Blue Diamond Rd.
  - *Phase one is complete*
  - *Oleta Rd. has been reconnected to Jones Blvd.*
  - *Phase two, south of Pyle Rd., is under design with est. construction 2020.*
- The northbound Jones bridge at Blue Diamond Rd.
  - *Negotiating with UPRR, no date for UPRR signoff.*
  - *Must obtain 22 ground and aerial right-of-way easements*
  - *Previous UPRR preapproval may help the timeline.*
  - *Design 100% complete.*
- Buffalo south of Warm Springs to Blue Diamond Rd.
  - *Improvements scheduled for 2021/2022.*
  - *Roundabouts to be removed.*
- Durango Dr./Blue Diamond Rd. intersection
  - *Work to start August 2019*
  - *Blue Diamond Rd. to Windmill has started.*
  - *Will provide 2 lanes in each direction, expected completion April 2020.*
- Cactus Ave. adjacent to regional park.
  - *Design in progress.*
  - *Signal package at Cactus and Buffalo being broken out for earlier install date.*
  - *Construction is estimated to begin in mid-2021.*
- Valley View Blvd. north of Blue Diamond Rd.
  - *Not in the 5-year plan.*
  - *Study review showed revision not warranted at this time.*
  - *Future study planned to reassess*
- Warm Springs Rd. between Decatur Blvd. to Dean Martin Dr.
  - *Warm Springs is on the CIP for design to start in summer 2020.*
  - *The limits are Durango to Dean Martin.*
  - *Attempts will be made to get an earlier design start for the Decatur to Dean Martin section.*
  - *Improvements scheduled for 2021/2022.*
- Dean Martin Dr. south of Blue Diamond Rd.
  - *Not in the 5-year plan.*

## What is the status of the following?

- Installation of LED streetlights.
  - *Outlying areas and new construction using LED streetlights.*
  - *Maintenance cost is approximately 2/3 lower.*



## TAB Meeting with Public Works

as of 28 Aug 2019

- *LED Lighting being designed with cool temperature 5400 k bulbs to highlight the intersections.*
- *A reduced color temperature 4000 k bulbs along roadways.*
- The installation of solar powered streetlights.
  - *Requires too much maintenance, supporting batteries are not cost effective.*
- RTC report on RNP-1 local roads.
  - *Completed.*
- New Standards for RNP-1 local roads.
  - *Being tried in the northwest.*
  - *Northwest being reviewed for impact and analysis to be forthcoming.*
  - *Enterprise should wait until the analysis is done.*

### Discussion items:

- **Traffic**
  - Speed limits that are not consistent along arterials or collectors.
    - Dean Martin Dr. north (35 in an industrial area) and south (45 in a residential area) of Blue Diamond Rd.
  - Single lane sections of arterial/collectors are a significant traffic impediment with rapidly increasing traffic volume.
  - What are traffic mitigation measures recommended by Public Works that can be employed in the RNP-1 areas?
  - What is the process to have them installed?
  - How to mitigate potential traffic problems due to charter schools and church traffic within or adjacent to RNP-1.
- **Local road vacations.**
  - See below:
- **Grading**
  - See below:

## LOCAL ROAD VACATIONS

What are the criteria for the vacation of local roads?

- *Public Works will usually preserve section (arterials) and ½ section line (collector) roads.*
- *Quarter section line roads are next on the list for preservation.*
- *TAB representatives requested evaluations to be more explanatory if the right-of-way/alignment is recommended to be vacated.*
- *Public works now meets with other county and regional agencies to help determine what roads/access will be needed.*

Is County Comprehensive Transportation policy being followed?

TAB Comments:

The TAB has observed the effects below due to local road alignment/ right-of-way vacations.

- Drives changes to established land use plan
- Loss of sites reserved for public use due to reduced access
- Future projects limited due to poor traffic flow patterns
- Limited connectivity creates longer drives.
- The inability to handle future traffic loads.
- Increased traffic in some neighborhoods, not others

## TAB Meeting with Public Works

as of 28 Aug 2019

In some cases, the TAB does not receive sufficient staff analysis to justify the street alignment removal. Instead, the TAB is presented with the two conditions:

### Public Works

“Staff has no objection to the vacation of patent easements that are not necessary for site, drainage or roadway development.”

### Fire Department

“This department has no objection to vacating streets/roads and/or easements that are not needed for fire/emergency vehicle access.”

These 2 conditions provide very little, if any guidance for the TAB recommendations:

In many applications reviewed by the TAB:

- The area is not sufficiently developed to determine which street alignments are required.
  - Emergency access is limited
  - Traffic flow is hindered
  - Access to future public facilities is reduced.
- The local road alignments are vacated simply to give the developer a few more houses.
- The applicant will argue that Public Works does not require the local road dedication.
- There is little, or no, guidance/support provided for the local streets as required by the county or regional agencies policies.
  - The government reservation or plan requires access by local streets or alignments for a facility.
  - Reduced opportunity for change, we are running out of plans where public facilities can be located.
  - Enterprise lacks public facilities.
  - The applicant’s justification letter has few if any reasons for right-of-way/alignment vacations.

In some cases, there are valid reasons to vacate a local road alignment. One example is the cul-de-sac installed on Chartan Ave. west of Bermuda Ave. The TAB recommended this to prevent cut through traffic from Liberty High School in the RNP-1.

Local road alignments should not be vacated until a thorough analysis determines the effects on the neighborhoods, the area economic development and compliance with Comprehensive Policies.

## GRADING

Preliminary drainage/grading studies do not provide adequate information for a Town Board to reach an informed recommendation. The current handling of grading plans is essentially no different than previous methods.

*Better explanation of grading and preliminary technical studies requested. Public Works sited that the commission in the past has not wanted to pursue further technical studies prior to application approval.*

*The grading plan is examined by Public Works to determine if its engineering is correct. Only corrections to the applicant’s design are made. Better grading solutions are not determined/recommended by Public Works. There may be engineering solutions to reduce the grading required, however, it is up to the applicant to submit them.*

- Enterprise has a significant slope that must be considered when planning a project.
- Grading Design Reviews do not provide the TAB with enough information.

## TAB Meeting with Public Works

as of 28 Aug 2019

- There is limited opportunity for public input.
- Little or no Public Works' feedback on final decisions.
- May drive significant changes to a project.

The paragraph, noted below, significantly reduces the public conversation/input for grading and flooding.

" This information is based on preliminary data to set the worst-case scenario. Staff will continue to evaluate the site through the technical studies required for the application. Approval of this application will not prevent staff from requiring an alternate design to meet Clark County Code, Title 30, or previous land use approvals."

- The grading information is so vague that TAB/public do not have enough information to meaningfully discuss the grading.
- The numbers presented are the maximum worst-case scenario.
- Some developers do not ask for the grading waiver until the project is approved.
- The lack of public discourse discourages alternate designs.
- The project's grading may affect decisions on the Design Review.

If Public Works' staff finds an alternate design for grading:

- How many project's grading plans have required alternate designs after BCC approval?
- What public notice or the opportunity for public input is provided?
- Is the alternate grading plan considered a significant plan change?
- Does the alternative grading plan trigger the Current Planning design review condition for a significant change of plan?

Does Public Works take into consideration the following?

- Finished grade for new developments next to established residential/commercial.
  - Redundant walls
  - Retaining wall that is over code limits.
  - Effects on existing homeowners.
- Terracing of walls over 9 ft.
- Grade of existing property when analyzing new development?
- What criteria does Public Works utilize when analyzing a new development adjacent to established residential or commercial property?
- Are the aesthetics of an application ever considered?