



Enterprise Town Advisory Board

June 9, 2021

MINUTES

Board Members	David Chestnut, Chair PRESENT Tanya Behm PRESENT Joseph Throneberry EXCUSED	Barris Kaiser, Vice Chair PRESENT Gabriela Everett PRESENT
Secretary:	Carmen Hayes 702-371-7991 chayes70@yahoo.com PRESENT	
County Liaison:	Tiffany Hesser 702-455-7388 TLH@clarkcountynv.com PRESENT	

I. Call to Order, Pledge of Allegiance, Roll Call, County Staff Introductions (see above)

The meeting was called to order at 6:00 p.m.

Rob Kaminski, Current Planning

II. Public Comment

This is a period devoted to comments by the general public about items on this agenda. No discussion, action, or vote may be taken on this agenda item. You will be afforded the opportunity to speak on individual Public Hearing Items at the time they are presented. If you wish to speak to the Board/Council about items within its jurisdiction but not appearing on this agenda, you must wait until the "Comments by the General Public" period listed at the end of this 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.

- Citizen concerned that residents are not receiving TAB meeting notices in a timely manner for the TAB meetings. One to three days prior to the TAB meeting is common. In some case the meeting notice is delivered after the TAB meeting.

III. Approval of May 26, 2021 Minutes (For possible action)

Motion by David Chestnut

Action: **APPROVE** Minutes as revised for May 26, 2021.

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

IV. Approval of Agenda for June 9, 2021 and Hold, Combine or Delete Any Items (For possible action)

Motion by David Chestnut

Action: **APPROVE** as amended.

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

RECEIVED
JUL 05 2021
COUNTY CLERK

BOARD OF COUNTY COMMISSIONERS
MARILYN BOARD OF COUNTY COMMISSIONERS
MARILYN KIRKPATRICK, Chair JAMES B. GIBSON, Vice-Chair
JUSTIN C. JONES WILLIAM MCCURDY II ROSS MILLER MICHAEL NAFT - TICK SEGERBLOM
YOLANDA KING, County Manager

Applicant requested holds:

2. NZC-21-0209-LEXILAND, LLC, ETAL & ROOHANI KHUSROW FAMILY TRUST:
Applicant has requested a **HOLD** to the Enterprise TAB meeting on June 30, 2021.
3. VS-21-0210-LEXILAND, LLC ETAL & ROOHANI KHUSROW FAMILY TRUST
Applicant has requested a **HOLD** to the Enterprise TAB meeting on June 30, 2021.

Related applications to be heard together:

4. NZC-21-0222-JCLH, LLC:
5. VS-21-0223-JCLH, LLC:
6. TM-21-500055-JCLH, LLC:

V. Informational Items

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

- **LVMPD ENTERPRISE FIRST TUESDAY**

Summer Safety: Come meet our new Captain Josh Martinez and Lt. Ailee Burnett.

Windmill Library
7060 W. Windmill Lane
6 July, 2021 at 6pm

- Enterprise TAB meetings will return to the Windmill Library in August.

VI. Planning & Zoning

1. **VS-21-0224-KB HOME LV DURHAM WEST, LLC:**
VACATE AND ABANDON easements of interest to Clark County located between Serene Avenue and Meranto Avenue, and between Grand Canyon Drive and Conquistador Street within Enterprise (description on file). JJ/jt/jd (For possible action) **06/15/21 PC**

Motion by David Chestnut

Action: **APPROVE** per staff conditions.

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

2. **NZC-21-0209-LEXILAND, LLC, ETAL & ROOHANI KHUSROW FAMILY TRUST:**
ZONE CHANGE to reclassify 13.7 acres from a C-2 (General Commercial) Zone to an R-4 (Multiple Family Residential - High Density) Zone.
WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** building height; and **2)** parking.
DESIGN REVIEWS for the following: **1)** multiple family residential development; and **2)** finished grade in the CMA Design Overlay District. Generally located on the north side of Warm Springs Road, the west side of Redwood Street, and the south side of Capovilla Avenue within Enterprise (description on file). MN/jt/jd (For possible action) **07/06/21 PC**

The applicant requested a **HOLD** to the Enterprise TAB meeting on June 30, 2021.

3. **VS-21-0210-LEXILAND, LLC ETAL & ROOHANI KHUSROW FAMILY TRUST:**

BOARD OF COUNTY COMMISSIONERS
MARILYN BOARD OF COUNTY COMMISSIONERS
MARILYN KIRKPATRICK, Chair – JAMES B. GIBSON, Vice-Chair
JUSTIN C. JONES WILLIAM MCCURDY II ROSS MILLER – MICHAEL NAFT TICK SEGERBLOM
YOI.ANDA KING, County Manager

VACATE AND ABANDON easements of interest to Clark County located between Capovilla Avenue (alignment) and Warm Springs Road, and between Redwood Street and Rainbow Boulevard, and a portion of a right-of-way being Warm Springs Road located between Redwood Street and Rainbow Boulevard within Enterprise (description on file). MN/jt/jd (For possible action) **07/06/21 PC**

The applicant requested a **HOLD** to the Enterprise TAB meeting on June 30, 2021.

4. **NZC-21-0222-JCLH, LLC:**
ZONE CHANGE to reclassify 20.0 acres from an R-E (Rural Estates Residential) Zone to an R-2 (Medium Density Residential) Zone.
WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** increase wall height; and **2)** waive off-site improvements (partial paving, curb, gutter, sidewalks, and streetlights).
DESIGN REVIEWS for the following: **1)** single family residential subdivision; and **2)** finished grade. Generally located on the west side of Edmond Street, south side of Richmar Avenue, and the east side of Lindell Road within Enterprise (description on file). JJ/jt/jd (For possible action) **07/06/21 PC**

Motion by David Chestnut

Action:

APPROVE Zone Change with a reduction to R-D on the northern half and R-2 on the southern half.

APPROVE Waiver of Development Standards.

DENY Design Reviews.

ADD Current Planning Conditions:

- Single story homes abutting existing single-story homes.
- In the R-2 portion, every two driveways to be adjacent.

Per staff if approved conditions.

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

5. **VS-21-0223-JCLH, LLC:**
VACATE AND ABANDON easements of interest to Clark County located between Richmar Avenue and Gary Avenue (alignment), and between Edmond Street and Lindell Road within Enterprise (description on file). JJ/jt/jd (For possible action) **07/06/21 PC**

Motion by David Chestnut

Action: **APPROVE** per staff conditions.

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

6. **TM-21-500055-JCLH, LLC:**
TENTATIVE MAP consisting of 143 residential lots and common lots on 20.0 acres in an R-2 (Medium Density Residential) Zone. Generally located on the west side of Edmond Street, south side of Richmar Avenue, and the east side of Lindell Road within Enterprise. JJ/jt/jd (For possible action) **07/06/21 PC**

Motion by David Chestnut

Action: **DENY**

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

7. **UC-21-0240-ROCK RIDGE ON DEAN MARTIN, LLC:**
USE PERMIT for personal services (beauty salon) in conjunction with an existing office complex

on 1.8 acres in a C-P (Office and Professional) (AE-60) Zone. Generally located on the northwest corner of Warm Springs Road and Dean Martin Drive within Enterprise. MN/al/jo (For possible action) **07/06/21 PC**

Motion by Tanya Behm

Action: **APPROVE** per staff conditions.

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

8. **UC-21-0253-MEH RETAIL, LLC:**

USE PERMITS for the following: **1)** on-premises consumption of alcohol (service bar); and **2)** alcohol sales, liquor – packaged (liquor store) not in conjunction with a grocery store on 1.3 acres in an H-1 (Limited Resort and Apartment) Zone and H-1 (Limited Resort and Apartment) (AE-60) Zone. Generally located on the south side of Blue Diamond Road, between I-15 and Dean Martin Drive within Enterprise. JJ/bb/jo (For possible action) **07/06/21 PC**

Motion by David Chestnut

Action: **APPROVE** per staff conditions.

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

9. **VS-21-0228-SCRIMA PAUL & LORI:**

VACATE AND ABANDON easements of interest to Clark County located between Cameron Street and Ullom Drive, and between Agate Avenue (alignment) and Raven Avenue (alignment) within Enterprise (description on file). JJ/lm/jd (For possible action) **07/06/21 PC**

Motion by David Chestnut

Action: **APPROVE** per staff conditions.

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

10. **DR-21-0225-RAINBOW & BLUE DIAMOND SE, LLC:**

DESIGN REVIEW for a site lighting plan in conjunction with a previously approved shopping center and convenience store with gasoline pumps on 8.1 acres in a C-2 (General Commercial) Zone. Generally located on the east side of Rainbow Boulevard and the south side of Blue Diamond Road within Enterprise. JJ/rk/jd (For possible action) **07/07/21 BCC**

Motion by David Chestnut

Action: **HOLD** to the Enterprise TAB meeting on June 30, 2021, due to applicant no show.

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

11. **DR-21-0241-BDA NORTH, LLC:**

DESIGN REVIEWS for the following: **1)** comprehensive sign plan; and **2)** lighting plan in conjunction with a convenience store and gasoline station currently under development on 3.1 acres in a C-2 (General Commercial) Zone and a C-2 (General Commercial) (AE-60) Zone. Generally located on the southeast corner of Blue Diamond Road and Arville Street within Enterprise. JJ/al/jd (For possible action) **07/07/21 BCC**

Motion by David Chestnut

Action:

HOLD to the Enterprise TAB meeting on June 30, 2021, due to applicant no show.

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

VII. General Business:

1. Discuss topics for a meeting with Public Works including street project updates and new RTC designs for RNP roads. (for Discussion Only)

The TAB members were presented with the following:

- A select set of Comprehensive Master Plan Transportation policies.
- The result of the last Enterprise TAB meeting with Public Works.
- The RTC diagrams now use in the Lone Mountain area.

The TAB members were asked to review the materials presented and present their ideas in future TAB meetings.

It was suggested that the road project status be separated from the Public Works meeting. Two or three topics should be selected for an actual meeting discussion. The TAB can only have two-members present at the meeting. It was suggested that one experienced member and one new member represent the TAB.

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.

- None

IX. Next Meeting Date

The next regular meeting will be June 30, 2021 at 6:00 p.m.

X. Adjournment:

Motion by David Chestnut

ADJOURN meeting at 7:50 p.m.

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



Enterprise First Tuesday

Join us July 6th at 6pm

Summer Safety

Come Meet our new Captain Josh
Martinez and Lt. Ailee Burnett

Windmill Library
7060 W. Windmill Lane



Comprehensive Master Plan Transportation Element 2019

Arterial Roadways/ Limited Access Arterials/Collector Streets/Local Street

Policy 1 Design arterials, collectors, and local streets to accommodate various modal options (keeping pedestrian and bicycle use as a high priority) identified in adopted alternative mode plans. The design should support adjacent land uses and be consistent with adopted street design standards.

Designing the Transportation System

Policy 1 Support street connectivity within and between neighborhoods for all types of non-motorized traffic.

Policy 2 Discourage vacating rights-of-way that forces movements onto local streets or a limited number of arterial roadways.

Policy 3 Prevent early right-of-way vacations before the neighborhood transportation network is determined.

Policy 4 Require development projects to design local street systems that complement planned land uses and reduce dependence on arterial streets for local circulation.

Implementing the Transportation System

Policy 6 Prevent early right-of-way vacations before the neighborhood transportation network is determined.

RESULTS OF ETAB MEETING WITH PUBLIC WORKS AUGUST 2019

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.*
 - *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

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.
- 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.

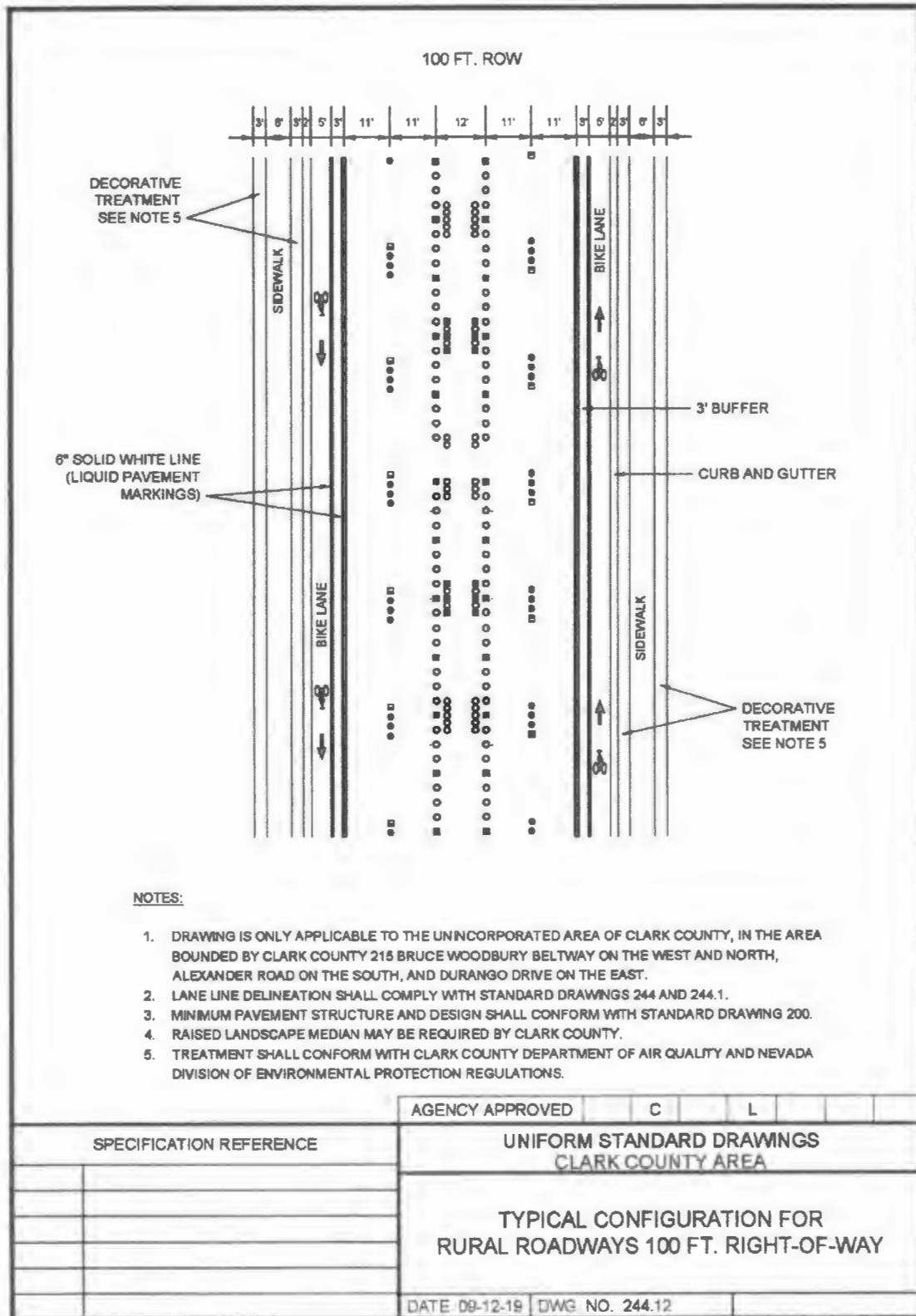
If Public Works' staff finds an alternate design for grading:

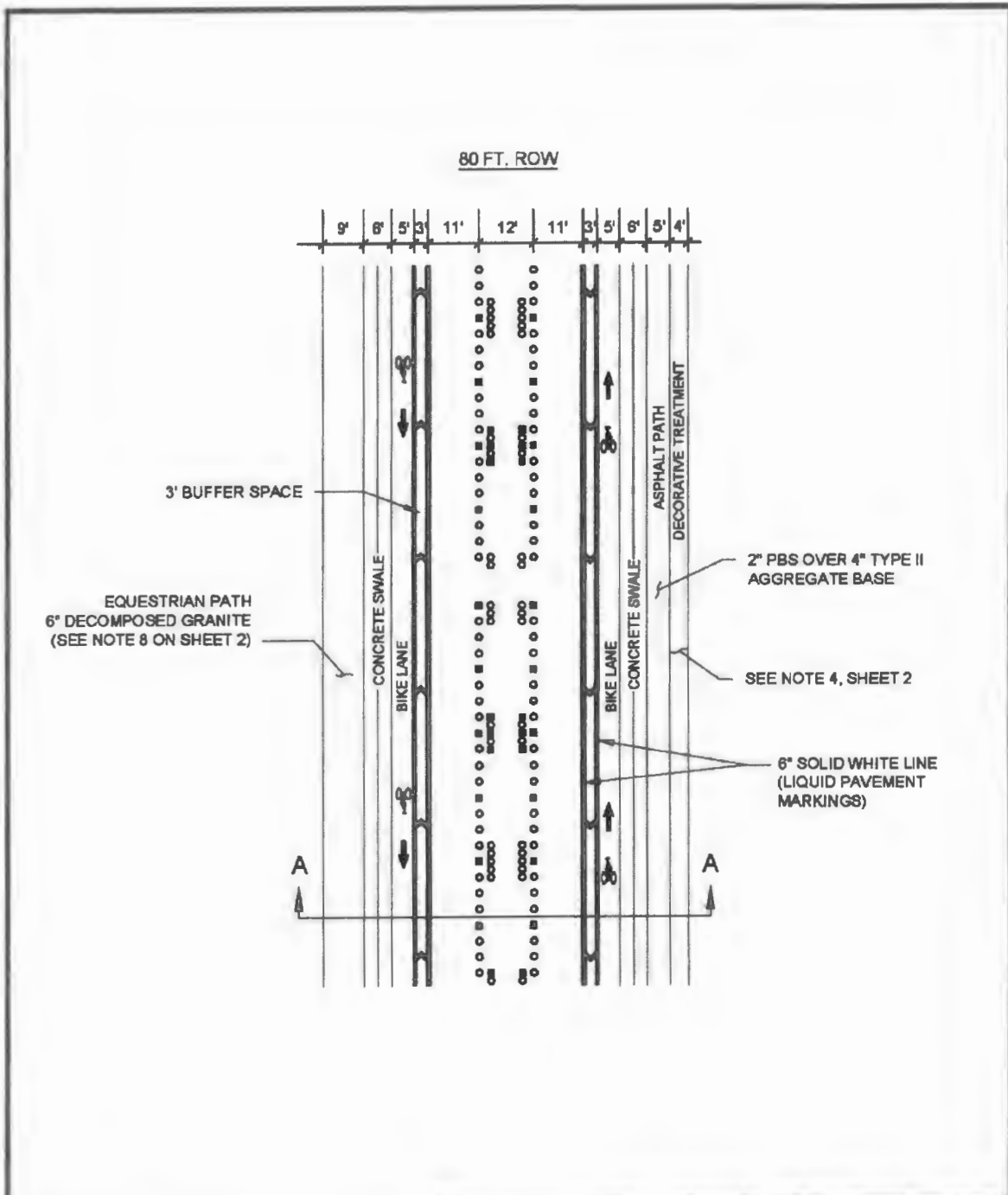
- How many project's grading plans have required alternate designs after BCC approval?
- What public notice or the opportunity for public input is provided?
- Is the alternate grading plan considered a significant plan change?
- Does the alternative grading plan trigger the Current Planning design review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

Does Public Works take into consideration the following?

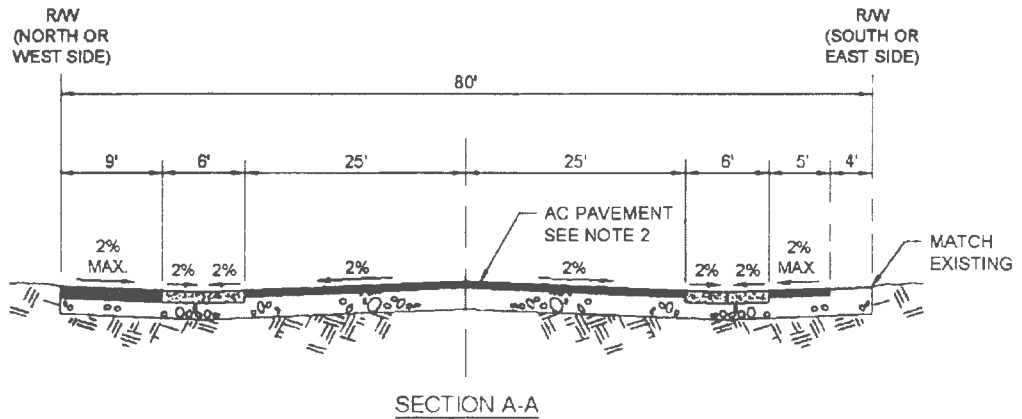
- Finished grade for new developments next to established residential/commercial.
 - Redundant walls
 - Retaining wall that is over code limits.
 - Effects on existing homeowners.
- Terracing of walls over 9 ft.
- Grade of existing property when analyzing new development?
- What criteria does Public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

RTC Road diagrams for Lone Mountain





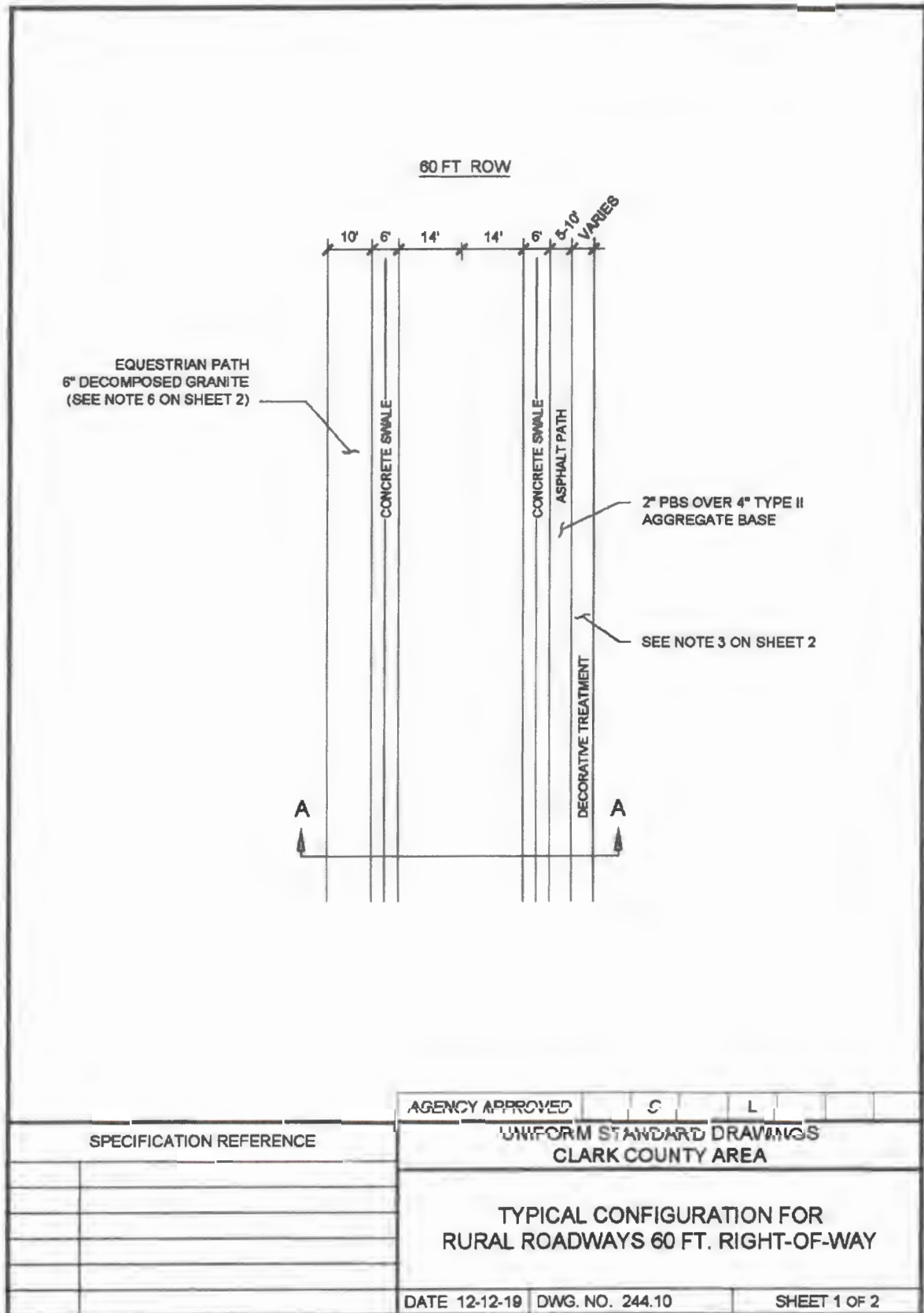
SPECIFICATION REFERENCE		AGENCY APPROVED		C	L		
		UNIFORM STANDARD DRAWINGS CLARK COUNTY AREA					
		TYPICAL TWO LANE CONFIGURATION FOR RURAL ROADWAYS 80 FT. RIGHT-OF-WAY					
		DATE 12-12-19		DWG. NO. 244.11		SHEET 1 OF 2	

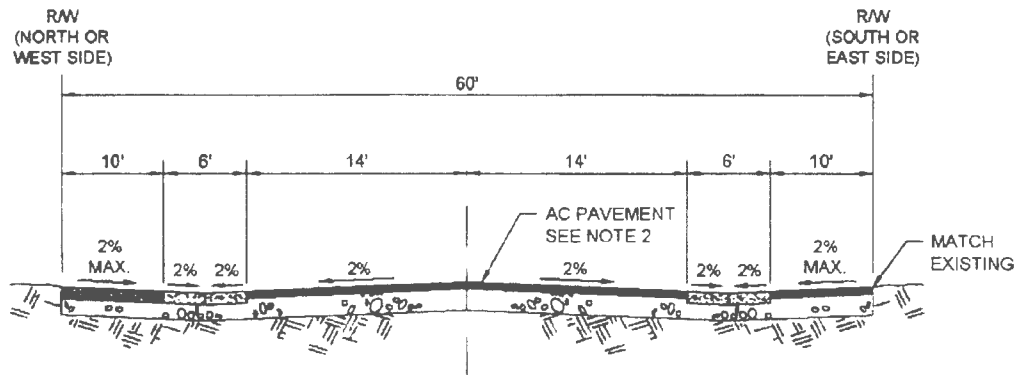


NOTES

1. DRAWING IS ONLY APPLICABLE TO THE CITY OF LAS VEGAS AND UNINCORPORATED AREA OF CLARK COUNTY, IN THE AREA BOUNDED BY CLARK COUNTY 215 BRUCE WOODBURY BELTWAY ON THE WEST AND NORTH, ALEXANDER ROAD ON THE SOUTH, AND DURANGO DRIVE ON THE EAST, OR IN OTHER AREAS APPROVED BY THE AGENCY.
2. LANE LINE DELINEATION SHALL COMPLY WITH STANDARD DRAWINGS 244 AND 244.1.
3. MINIMUM PAVEMENT STRUCTURE AND DESIGN SHALL CONFORM WITH STANDARD DRAWING 200.
4. TREATMENT SHALL CONFORM WITH CLARK COUNTY DEPARTMENT OF AIR QUALITY AND NEVADA DIVISION OF ENVIRONMENTAL PROTECTION REGULATIONS
5. THE CONCRETE SWALE SHALL BE 6' WIDE AND 6" THICK WITH MINIMAL STEEL REQUIRED PER ACI. WHEN VEHICULAR TRAFFIC IS REQUIRED TO CROSS THE SWALE, IT SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWING 228
6. THE STREET SECTION IS NOT ANTICIPATED TO MEET CCRFCD DRAINAGE REQUIREMENTS AND MAY REQUIRE A STORM DRAINAGE SYSTEM AS DETERMINED BY THE APPROVED TECHNICAL DRAINAGE STUDY.
7. RAISED LANDSCAPE MEDIAN MAY BE REQUIRED BY CLARK COUNTY
8. IT IS RECOMMENDED THAT THE EQUESTRIAN TRAIL BE LOCATED ON THE NORTH SIDE OF EAST-WEST ROADWAYS OR THE WEST SIDE OF NORTH-SOUTH ROADWAYS.
9. STREET LIGHTS REQUIRED ON ONE SIDE OF THE STREET AND AT INTERSECTIONS.
10. UTILITY PLACEMENT MUST BE APPROVED BY THE APPROVING AGENCY.

		AGENCY APPROVED		C					
SPECIFICATION REFERENCE		UNIFORM STANDARD DRAWINGS CLARK COUNTY AREA							
		TYPICAL TWO LANE CONFIGURATION FOR RURAL ROADWAYS 80 FT. RIGHT-OF-WAY							
		DATE 12-12-19	DWG. NO. 244.11		SHEET 2 OF 2				





SECTION A-A

NOTES

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7. STREET LIGHTS REQUIRED ONLY AT INTERSECTIONS
8. UTILITY PLACEMENT MUST BE APPROVED BY THE APPROVING AGENCY.

AGENCY APPROVED		C	L				
SPECIFICATION REFERENCE		UNIFORM STANDARD DRAWINGS CLARK COUNTY AREA					
		TYPICAL CONFIGURATION FOR RURAL ROADWAYS 60 FT. RIGHT-OF-WAY					
		DATE 12-12-19	DWG. NO 244.10	SHEET 2 OF 2			