

TAB Meeting with Public Works

Attachment 1

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

What is the status of improvement plans for arterials?

- Decatur Blvd south of Warm Springs
- Jones Blvd south of Blue Diamond Rd.
 - including the northbound lanes at Blue Diamond Rd.
 - realignment of Oleta Ave
- Buffalo south of Warm Springs to Blue Diamond Rd.
- Durango Dr./Blue Diamond Rd. intersection
- Cactus Ave. adjacent to regional park
- Valley View Blvd. north of Blue Diamond Rd.
- Warm Springs Rd. between Decatur Blvd. to Dean Martin Dr.

What is the status of the following:

- Insulation of LED street lights
- RTC Report on RNP-1 local roads
- New Standards for RNP-1 local roads

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 is the criteria for the vacation of local roads?

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.

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- 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.

- Enterprise has a significant slope that must be considered when planning a project.
- Grading Design Reviews do not provide the TAB with sufficient information.
- There is limited opportunity for public input.
- Little or no Public Works’ feedback on final decisions.

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- May drive significant change 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 projects' grading may affect decisions on the Design Review.

If Public Works staff finds an alternate design for grading:

- What public notice or the opportunity for public input is provided?
- Is the alternate grading plan considered a significant change of plan?
- 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
 - Significant retaining wall required.
 - 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 that is adjacent to established residential or commercial property?
- Are the aesthetics of an application ever considered?