

October 18, 2024

City of Las Vegas Development Services
495 S. Main St.
Las Vegas, NV
89101

Re: **Justification Letter for:**

Kyle Canyon and SMP – North: Vacation, Tentative Map and Variance
APN: 126-01-201-011 and -012

Kyle Canyon and SMP – South: Vacation, Tentative Map and Variance
APN: 126-01-301-014 and -015; 126-01-301-005 through -007
APN: 126-01-301-008 and -016 (Offsite Vacation)

Associated Entitlements:

Kyle Canyon and SMP: General Plan Amendment and Zone Change
Project Number: 24-0254

To Whom it May Concern:

Westwood Professional Services, on behalf of our client, Tri Pointe Homes Nevada, Inc, respectfully submit this justification letter for General Plan Amendment and Zone Change applications. These applications were previously submitted under project number 24-0254 (102692-PRE). The applications were held so that the site planning could be further coordinated with City staff and elected officials prior to tentative map submittal.

This submittal includes approximately 30 acres of real estate (note that the acreage listed on the Assessor's site does not match the area mapped by survey per deeds and title). The 30 acres will be sectioned into two separate communities to include a tentative map submittal for each. The northern community, Kyle Canyon and SMP – North, will be approximately 10.63 acres while the southern community, Kyle Canyon and SMP – South, will be approximately 19.32 acres. Our client's goal is to create a neighborhood with diverse and attainable home offerings that will appeal to a wide range of homebuyers. The feel of the communities will be similar to the existing communities of Skye Canyon to the south and Kyle Canyon Gateway Planned Development to the east. Please see the included documentation and exhibits for additional information.

General Plan Amendment

The requested Amendment is to change the Land Use from Planned Community Development (PCD) to Medium Low Attached (MLA) and Medium Low (ML). The area included in Kyle Canyon and SMP – South will be MLA to accommodate single-family attached product while the areas included in Kyle Canyon and SMP – North will be ML to accommodate single-family detached

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product. This change will allow the property to be developed without meeting the minimum acreage required for Planned Community Developments.

Given the fragmented ownership in the area combined with challenging physical features such as large washes, we believe the requested General Plan Amendment is justified. The site is currently undeveloped, but it is near infrastructure proposed and/or constructed by the Kyle Canyon Gateway Planned Development to the east. This proposed GPA will support the development of a residential neighborhood that will help bring workforce housing to this area. A Tentative Map and associated applications will be submitted with details specific to the neighborhood will follow.

Zone Change

The requested Zone Change will modify the zoning of Kyle Canyon and SMP - South property from Undeveloped to R-TH (Single Family Attached). The requested Zone Change will also modify the zoning of Kyle Canyon and SMP - North property from Undeveloped to R-CL (Single Family Compact-Lot). The existing Undeveloped zoning is a placeholder designation that necessarily must be changed for development to occur. The communities propose product types of varying size and price points to accommodate a diverse variety of workforce housing. These collections of homes will include both single-family detached lots (North) and single-family attached homes (South). All products are compatible with the existing designated Land Use for the Kyle Canyon Gateway Planned Development communities east of this property. The density of Kyle Canyon and SMP – South is 8.75 dwelling units per acre. The density of Kyle Canyon and SMP – North is 4.42 dwelling units per acre. The combined density of these communities is to be approximately 7.2± dwelling units per acre. The proximity of the US-95 freeway, the 200' wide SR-157 (Kyle Canyon Road), and planned commercial developments, along with the proposed Sheep Mountain Parkway corridor, makes this parcel a good candidate for the R-TH and R-CL zoning. Additionally, there are several large commercial and recreational areas nearby that provide shopping and entertainment for residential developments.

Kyle Canyon and SMP - North

Vacation Justification

The proposed vacations include patent easements that are encumbering the project. The existing easements to be vacated are within the subject site boundary for both Kyle Canyon and SMP -North and Kyle Canyon and SMP -South. They are no longer a public necessity. A vacation exhibit has been provided to show an overall view of the requested vacations.

Tentative Map Justification

The subject Tentative Map for Kyle Canyon and SMP – North provides a summary of the project information, sections of proposed streets, preliminary grading of the site from south to north and east to west, details of typical wall sections, and locations on existing and proposed utilities. The development will consist of 47 single family residential lots consisting of only detached homes. The community density will be 4.42 dwelling units per acre.

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The community will use modified roll curb in lieu of R-type curb as requested. Parking for residents is satisfied by the 2-car garage attached to each unit while guest parking is provided in excess of code requirements by on-street parking allowed throughout the community.

Pedestrian connectivity for the community is 1.43. Pedestrian connections are provided to Log Cabin Way and the north paseo trail, which in turn connects to Sheep Mountain Parkway and Larry McBryde Street/Ruston Road. These connections are in addition to the two connections provided at the gated entry.

Usable common open space, in the form of a small onsite park, is provided near the community entry. Additionally, a minimum 35'-wide offsite paseo with 12' trail is proposed along the north edge of the community. This is not a requirement but rather an amenity we've provided to help with external pedestrian connectivity along Ruston Road. This paseo will be accessible to the public and offer pedestrian connectivity from a future knuckle at Larry McBryde Street and Ruston Road to Sheep Mountain Parkway. Additionally, offset sidewalk is being installed along Log Cabin Way and Sheep Mountain Parkway. The sidewalk being offset allows for a 5' landscaped strip between the curb and sidewalk and another 5' landscape strip between sidewalk and the community wall. The aggregate landscape buffer along these public streets is 10', exceeding the minimum code requirement of 6'. A 15' trail will be installed in Kyle Canyon Road to further help pedestrian connectivity within the area. Details of the proposed amenities are shown on the included conceptual landscape plan. The landscape plan also includes details for the required planting along the perimeter public streets.

There is 34,756 square feet of usable common open space provided throughout the community. Additionally, there is open space provided throughout the community in the form of common areas, entry landscaping and required side corner landscaping. Combined open space provided throughout the community totals 50,273 square feet and over 10% of the gross area of the community. The amount of open space being provided shows Tri Pointe's commitment to creating highly desirable communities with varied amenities, given code only requires landscape buffers at block ends and along public streets.

The community incorporates concrete masonry retaining walls up to 6' high throughout the community and along adjacent streets and properties, consistent with Table 7 of 19.06.090 for sites over 2%. The combined maximum wall height with screen and retaining wall is 12'.

Variance Justification

Street Terminations Other Than at Intersections - Section 19.04.100

For public streets which terminate other than at an intersection with another public street, and private streets that terminate other than at an intersection with another private or public street, the termination shall be provided by one of the following, as applicable:

1. A cul-de-sac with a minimum radius of 40 feet as measured from the flowline of the curb for street lengths up to 600 feet; or
2. In the case of a private street up to 250 feet in length that is located behind a gate, a hammerhead meeting the Standard 212.1.S1 design.

Justification

The applicant respectfully requests the allowance of two (2) stub streets within the community where cul-de-sacs are required. The limited use of a stub street allows a more efficient use of the

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land while providing safe means of ingress and egress for residents as well as helping offset the loss of density that resulted from providing open space well in excess of code requirements. The stub street will be less than 150 feet in length.

Kyle Canyon and SMP – South

Vacation Justification

The proposed vacations include patent easements that are encumbering the project. The existing easements to be vacated are within the subject site boundary for both Kyle Canyon and SMP -North and Kyle Canyon and SMP -South. They are no longer a public necessity. A vacation exhibit has been provided to show an overall view of the requested vacations.

This application includes a proposed vacation for Randlett Way at the direction of City staff. This request was made due to the Randlett Way alignment not being included through the Kyle Canyon and SMP – South community. There is existing public right of way that will be vacated back to APN 126-01-301-008 as shown on the Kyle Canyon and SMP – South vacation map. A signed and notarized vacation application will be provided with the submittal for APN 126-01-301-016 to show their support of the vacation. Public right of way for the subject alignment is not a necessity for access to affected parcels.

Tentative Map Justification

The subject Tentative Map for Kyle Canyon and SMP – South provides a summary of the project information, sections of proposed streets, preliminary grading of the site from south to north and east to west, details of typical wall sections, and locations on existing and proposed utilities. The development will consist of 169 single family residential lots consisting of attached townhomes. We've limited the size of the buildings so that each will consist of just 3 or 4 residential units. The community density will be 8.75 dwelling units per acre.

The vehicular circulation plan for the community includes 41-foot primary private streets inclusive of sidewalk on one side. The 41-foot streets create nearly complete loop within the community. There are three streets within the community that are less than 41 feet wide. These streets are strategically placed where on-street parking is not available or desired on one or both sides of the street. The community will use modified roll curb in lieu of R-type curb as requested. Certain streets within the community may utilize "L" curb in lieu of modified roll curb where driveways are not present. The quantity of guest parking provided is in excess of code requirements and is provided throughout the community. Parking for residents is satisfied by the 2-car garage attached to each unit. Although driveways do not count toward resident or guest parking quantities, it is worth noting that all townhomes will have a full-length driveway at least 18-feet long and approximately 16' wide so that they can accommodate up to 2 cars each. Total guest parking spaces provided is 118 (i.e., 49 on street and 69 off street) and spread throughout the community where 28.3 spaces are required by code. Two van accessible handicap parking spaces are provided central to the community, adjacent to the pool and primary amenity area.

Pedestrian connectivity for the community is 1.41. Pedestrian connections are provided to Log Cabin Way, Sheep Mountain Parkway and to the trail along Kyle Canyon Road. These connections are in addition to the two connections provided at the gated entry.

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Highly amenitized, usable common open space is provided throughout the community. Features to be incorporated into the open spaces include a community pool near the primary gated entry along with additional areas reserved for sporting activities, trails and other robust amenities we believe future homeowners will greatly appreciate. Details of the proposed amenities are shown on the included conceptual landscape plan. The landscape plan also includes details for the required planting along the perimeter public streets.

There is 197,888 square feet of usable common open space provided throughout the community. Additionally, there is open space provided throughout the community in the form of common areas, entry landscaping and required side corner landscaping as well as mid-block paseos promoting pedestrian connectivity. Combined open space provided throughout the community totals 250,752 square feet and nearly 30% of the gross area of the community. The amount of open space being provided shows Tri Pointe's commitment to creating highly desirable communities with varied amenities, and nearly 30% of the gross area of the community. The amount of open space being provided shows Tri Pointe's commitment to creating highly desirable communities with varied amenities, given code only requires landscape buffers at block ends and along public streets.

The mid-block paseos are 29 to 48 feet wide. Including the 5-foot rear setback to each house, there will be 39 to 58 feet of separation between the buildings along these paseos where homes and front doors will face each other. Additional 10' wide cut-throughs are provided between the ends of each building to aide in pedestrian circulation and accessibility to the front door entries along the paseos. These cut-through and paseo sidewalks allow pedestrians to access open spaces and move throughout the community while reducing the need to utilize sidewalks adjacent to streets where cars travel. Note that in addition to the large building separations that exceed development code requirements, all homes will include at least 18-foot long driveways.

The architecture planned for this community is highly articulated. Renderings of the building elevations are included with the footprints to show the character of these buildings. Although the minimum rear setback is 5 feet, the elevations clearly show that limited portions of the buildings will utilize the minimum setback while liberal use of additional offset from the property lines and courtyard walls is provided. The front and sides of the buildings also include considerable articulation with nooks, second-story overhangs and mechanical equipment screening. The articulation of the buildings help increase the areas provided for each unit as private courtyards.

The community incorporates concrete masonry retaining walls up to 6' high throughout the community and along adjacent streets and properties, consistent with Table 7 of 19.06.090 for sites over 2%. The combined maximum wall height with screen and retaining wall is 12'.

Variance Justification

Street Terminations Other Than at Intersections - Section 19.04.100

For public streets which terminate other than at an intersection with another public street, and private streets that terminate other than at an intersection with another private or public street, the termination shall be provided by one of the following, as applicable:

3. A cul-de-sac with a minimum radius of 40 feet as measured from the flowline of the curb for street lengths up to 600 feet; or
4. In the case of a private street up to 250 feet in length that is located behind a gate, a hammerhead meeting the Standard 212.1.S1 design.

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Justification

The applicant respectfully requests the allowance of a single stub street where cul-de-sacs are required. The limited use of a stub street allows a more efficient use of the land while providing safe means of ingress and egress for residents as well as helping offset the loss of density that resulted from providing open space well in excess of code requirements. Additionally, the stub street location facilitates underground storm drain and sanitary sewer connections from the community to the public street without significant limitations to landscaping in the area. The stub street will be less than 150 feet in length.

Thank you for considering this application request. Please contact me at (702) 284-5300 if you have any questions.

Sincerely,

WESTWOOD PROFESSIONAL SERVICES

A handwritten signature in blue ink, appearing to read 'D. Poll', with a stylized flourish at the end.

Dan Poll, PE
Sr. Project Manager

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