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August 11, 2022

John Tobin, P.E.
GCW
1555 S. Rainbow Boulevard
Las Vegas, NV 89146

RE: Summerlin Village 27 Master Traffic Study Update, T76085-1

Dear Mr. Tobin:

The Traffic Engineering Division has reviewed the master traffic study update for Summerlin Village 27. The principal purpose of this update is to address changes to Parcel F and nearby streets as a result of placing a public elementary school on most of Parcel F. In addition, it addresses Lake Mead Boulevard changing from a public street to a private street west of Park Drift Trail. The update is accepted, with the following conditions:

1. Parcel F was previously and is still bounded by Lake Mead Boulevard to the east and Sunset Run Drive to the south; it will now be bounded on the north and west by a new street (Street F). Street F will intersect Sunset Run Drive opposite Calico Bend Drive and will intersect Lake Mead Boulevard with a new T intersection.
2. Street F will serve Parcel F and COS-2, which is located north of Parcel F. This street will have a single travel lane and parking lane in each direction within a 41' back-of-curb right-of-way and is intended to accommodate most of the drop-off/pick-up operations for the elementary school. Street F will also serve as the sole vehicular access to COS-2.
3. The median in Lake Mead Boulevard must be modified to provide a minimum of 200' of left turn storage for Street F. This median opening must be designed to provide for an acceleration lane within the median area for traffic from Street F joining the northbound Lake Mead Boulevard traffic. Street F must provide for separate left and right turn lanes for a minimum of 150' approaching both Lake Mead Boulevard and Sunset Run Drive.
4. In the site plan submitted with the update, there appears to be a median opening on Lake Mead Boulevard between Sunset Run Drive and Street F; no median openings are permitted between Sunset Run Drive and Street F.

5. Sunset Run Drive between Lake Mead Boulevard and Park Drift Trail was originally planned to have one travel lane in each direction, a center turn lane and parking on the south side. This section will remain the same, except that a parking lane must now also be provided on the north side of the street between Lake Mead Boulevard and Park Drift Trail.
6. The Sunset Run Improvement Plans currently have Sunset Run Drive designed for two through lanes with exclusive left and right turn lanes as it approaches Lake Mead Boulevard from the east. As there is only one receiving lane on the west leg of the intersection, the design must be changed to an exclusive left turn lane, a through lane, and a right turn drop lane.
7. Lake Mead Boulevard in the vicinity of the project was not planned to have a parking lane on the west side; parking is still to be prohibited on the west side.
8. The developer is required show locations for pedestrian activated Rectangular Rapid Flashing Beacons (RRFBs) on the civil drawings and install conduit and pullboxes at the intersection of Sunset Run Drive and Park Drift Trail for the future RRFBs.
9. Parcel H was planned to have access to Sunset Run Drive; this access is no longer permitted. Access must be provided from Calico Bend Drive.
10. Parcel G was originally planned to have 109 SFDUs. The remaining portion of Parcel F will be incorporated into Parcel G, which is now planned to have 250 SFDUs.
11. At the intersection of Lake Mead Boulevard and Sunset Run Drive, the left turn storage on the north leg (Lake Mead Boulevard) and the west leg (Sunset Run Drive) must be increased to 200'.

12. Lake Mead Boulevard west of Park Drift Trail will be a private street, providing access to Parcel M as well as Village 31. This private street will be gated approximately 1,600' west of Park Drift Trail with a turnaround near the gate. The exact configuration of the gate and turnaround will be reviewed with the Summerlin Village 31 TIA. This is acceptable.

This acceptance does not supersede or eliminate conditions of approval imposed by the Planning Commission and/or the City Council. An addendum to this traffic study may be required if the development of the site occurs in a manner not in keeping with the land use assumptions contained in the report. Please contact me at 229-2452 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Schroder", with a long horizontal line extending to the right.

Rick Schroder, P.E.
Transportation Planning

RES

cc: Joey Paskey, P.E.
Christina Karanikolas, P.E.
Bart Anderson, P.E.
Lucien Paet, P.E.
Victor Bolanos
file