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November 12, 2025

John Tobin, P.E.  
GCW  
1555 South Rainbow Boulevard  
Las Vegas, Nevada 89146

**RE: Traffic Impact Analysis for Summerlin West Village 32A/B/C,  
TIA76278**

Dear Mr. Tobin:

The Traffic Engineering Division has reviewed the traffic impact analysis for Summerlin West Village 32A/B/C dated August 7, 2025. This development is located northwest of Villages 28A, 28B, and 29 and southwest of Village 30 and consists of 2,419 single family detached units, 232 higher-density single family special development units, a 750-student elementary school, and a worship site. Note that the intersections are followed by a number; refer to the attached intersection identification sheet. These are the same identifications as those used in the analysis. The analysis is accepted with the following conditions:

1. This development is subject to the Summerlin West Development Agreement and therefore is responsible for constructing all required traffic signals. Consequently, no area traffic signal contributions will be required with the civil plan review process and no traffic signal impact fees will be assessed at the time building permits are issued.
2. At the following locations, the developer shall install traffic signals with the construction of the adjacent roadway. The signals will operate in all-way flashing red operation until signal warrants are met and the signals are transferred to red/yellow/green operation by the City Traffic Engineer:
  - a. Park Drift Trail and Road C (N) (13)
  - b. Park Drift Trail and Road B (70)
3. All locations identified in 2) above shall be connected with underground communications infrastructure acceptable to RTC-FAST and to the City Traffic Engineer. Please note that this includes both RTC and CLV communications facilities. Note that placing this infrastructure in the medians is unacceptable.

4. At the following locations, the developer shall install pedestrian activated Rectangular Rapid Flashing Beacons (RRFB) at crosswalks. All RRFBs must be overhead and/or situated in both the median and right-hand side of the roadway. Solar power is unacceptable:
  - a. Alta Drive and Park Drift Trail RAB (14), all approaches
  - b. Park Drift Trail and Road C (W) 40), east leg of intersection
  - c. Road C and Road A (E) (80), north leg of intersection
5. At the following locations, the developer shall install marked and signed pedestrian crossings with bulbed out curbs. No flashers or advanced yield signs are required at these locations (see attached identification sheet):
  - a. Road A and COS-3/Parcel B (Village 32A)
  - b. Road C and COS-6/COS-2 (Village 32A/32B)
  - c. Road C and COS-1/COS-2 (Village 32A/32B/32C)
  - d. Road C and COS-6/Road A, north leg (Village 32A, 32C)
  - e. Road D and COS-5/COS-6 (Village 32B)
  - f. Road D and COS-8/COS-9 (Village 32B)
  - g. Road D and COS 8/COS-13 (Village 32B/28B)
  - h. Road D and COS-8/COS-9 (Village 32C)
  - i. Road D and COS-8/COS-11 (Village 32C)
6. Dedicate public right-of-way for exclusive turn storage lanes at the following locations:
  - a. At all intersections and Parcel driveways, 100-ft storage for exclusive left turns unless otherwise described below.
  - b. Park Drift Trail and Road C (N) (13) – north leg shall have 300-ft storage for dual lefts.
  - c. Park Drift Trail and Road B (70) – north leg shall have 250-ft storage for dual lefts and 100-ft storage for right turns; west leg shall have 150-ft storage for left turns; east leg shall have 250-ft storage for left turns and 100-ft storage for right turns.
  - d. Road C and Road A (E) (80) – east leg shall have 250-ft storage for left turns.
7. Park Drift Trail shall have a parking lane adjacent to Parcels ES-1 & WS-1, in addition to the through lanes and bicycle lanes shown in the cross sections, to accommodate student pick-up/drop-off. In the event Parcels ES-1 & ES-2 do not develop as schools, the parking lane can be eliminated on Park Drift Trail.
8. Updates may be required for individual parcels as deemed necessary. A site specific update will be required for Parcel ES-1 and/or WS-1 in the event that Parcel ES-1 and/or WS-1 develop as a school, and for any parcel that generates over 300 peak hour trips. In general, updates other than gated queuing analysis and pedestrian circulation plans will not be required for other parcels that develop in accordance with the assumptions of this village master study.

These conditions of approval do not supersede or eliminate conditions of approval imposed by the Planning Commission and/or the City Council. An addendum to this traffic study is required if the development of the site occurs in a manner not in keeping with the land use assumptions

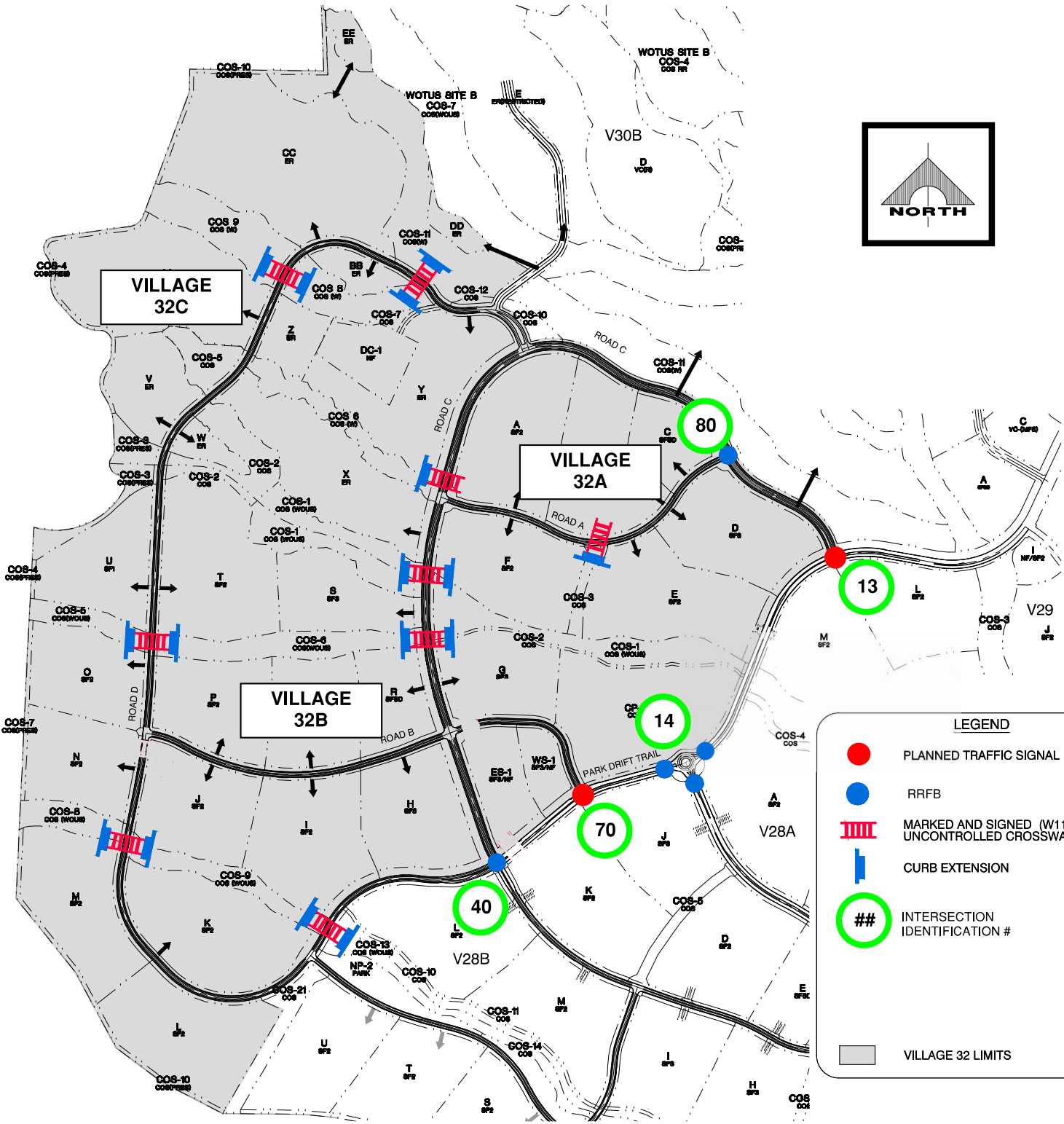
contained in the report. Please contact me at [kletus@LasVegasNevada.gov](mailto:kletus@LasVegasNevada.gov) and Cesar A. Lopez at [calopez@LasVegasNevada.gov](mailto:calopez@LasVegasNevada.gov) if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Keith Letus". The signature is written in a cursive, flowing style.

Keith Letus, P.E.  
Engineering Project Manager  
Transportation Engineering Division

cc: Sean Robinson, P.E.  
Lucien Paet, P.E.  
Cesar A. Lopez, EIT  
Joshua Edelman, P.E.  
file



**LEGEND**

- PLANNED TRAFFIC SIGNAL
- RRFB
- |||| MARKED AND SIGNED (W11-2 OR S1-1) UNCONTROLLED CROSSWALK
- T CURB EXTENSION
- ## INTERSECTION IDENTIFICATION #
- VILLAGE 32 LIMITS