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495 S. MAIN ST.  
LAS VEGAS, NV 89101  
702.229.6011 | VOICE  
711 | TTY



cityoflasvegas | lasvegasnevada.gov

November 26, 2025

Denmark L. Ignacio, P.E.  
The WLB Group, Inc.  
3663 East Sunset Road, Suite 204  
Las Vegas, Nevada 89120

**RE: Pedestrian Circulation Plan for Oakey Mohawk, 25-0234-TMP1,  
TIA76282**

Dear Denmark L. Ignacio:

The Traffic Engineering Division has reviewed the pedestrian circulation plan for Oakey Mohawk dated October 13, 2025. This development is located at the southeast corner of Oakey Boulevard and Mohawk Street and consists of 37 single-family residential units. The analysis is accepted with the following conditions:

1. This development is subject to the Traffic Signal Impact Fee Ordinance adopted by the City Council in 2003, effective January 5, 2004. Consequently, no area traffic signal contributions will be required with the civil plan review process. Traffic signal impact fees will be assessed at the time building permits are issued.
2. The development will provide pedestrian access to the adjacent public streets at the following locations:
  - a. On Common Element "C" between lots 8 & 9, to connect the Street "B" cul-de-sac with the sidewalk on Oakey Boulevard. Both Street "B" and Oakey Boulevard are public, but the pedestrian access on Common Element "C" will be private and can be gated in the future by the HOA.
  - b. On Common Element "F" adjacent to lots 25 & 37, to connect the Street "A" cul-de-sac with the sidewalk on El Parque Avenue. Both Street "A" and El Parque Avenue are public, but the pedestrian access on Common Element "F" will be private and can be gated in the future by the HOA.
3. Unless the sidewalk on Oakey Boulevard adjacent to the site already meets PROWAG, the development shall construct additional sidewalk on Oakey Boulevard around the existing streetlights and/or relocate the existing streetlights to provide adequate sidewalk clearance around each streetlight to meet PROWAG. Easements for "PUBLIC PEDESTRIAN ACCESS TO SIDEWALKS, TO BE PRIVATELY MAINTAINED" shall be granted on

the Final Map for sidewalks constructed outside of the public right-of-way around the streetlights.

4. The development shall construct a marked crosswalk on the west leg of the Oakey Boulevard and Mohawk Street intersection. The analysis mentioned a Rectangular Rapid Flashing Beacon (RRFB) at the crosswalk. However, an RRFB is not a countermeasure that should always be considered in this situation (see sheet 13 of the analysis, FHWA Table 1). Further, RRFB at this location is not recommended at this time due to the close proximity of the school zone flashers. Crosswalk improvements shall include:
  - a. Pedestrian ramp on the north side of Oakey Blvd; together with a curb extension to extend the ramp's curb/gutter adjacent to the bike lane unless drainage, utility conflicts, or other engineering constraints restrict the curb extension.
  - b. Median pedestrian refuge island in the two-way left turn lane immediately west of the proposed crosswalk; together with an in-street pedestrian crossing sign. The median island shall allow for left turns from northbound Mohawk Street.
  - c. Advance Yield Here To Pedestrians signs for both eastbound and westbound directions, and yield line pavement markings.

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,



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.  
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