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December 19, 2025

Ray F. Fredericksen, P.E.
Per4mance Engineering, LLC
4525 West Hacienda Avenue, Suite 1
Las Vegas, NV 89117

**RE: Traffic Impact Analysis second review for Ann & Shaumber
Commercial, 24-0167-SDR2 & 25-0402-SDR1, TIA76260**

Dear Mr. Fredericksen:

The Traffic Engineering Division has reviewed the traffic impact analysis and addendum for Ann & Shaumber Commercial dated January 30, 2025, and September 30, 2025, respectively. This development is located at the southwest (25-0402-SDR1) and southeast (24-0167-SDR2) corners of Ann Road and Shaumber Road and consists of a 4,500 sq-ft tavern and 10,562 sq-ft retail on the west side of Shaumber Road (25-0402-SDR1), and a 4,000 sq-ft convenience store, car wash, and gas pumps on the east side of Shaumber Road (24-0167-SDR2). 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 land use assumptions in the analysis are different than those on the approved site plan 25-0402-SDR1, which changed the drive-through restaurant to a retail building. Because the approved site plans are more conservative than the analysis, the trips in the analysis are acceptable.
3. Construct and dedicate public right-of-way and grant RTC easement for a bus pad on southbound Shaumber Road south of the Ann Road intersection.
4. Construct and dedicate public right-of-way for an exclusive right-turn lane with 300 feet of storage for northbound Shaumber Road at Ann Road. The analysis recommends 400 feet of storage; however, 300 feet is acceptable due to the low volume of through-traffic on northbound Shaumber Road.
5. The development on the west side of Shaumber Road (25-0402-SDR1) will have two (2) driveways on Shaumber Road.
 - a. The north driveway on Shaumber Road will be right-in/right-out only. The development shall construct a median in Shaumber Road to restrict the movements to right-in/right-out only; and, the median shall extend to the Ann Road intersection. These movements may

be restricted in the future at the discretion of the City Traffic Engineer.

- b. The south driveway on Shaumber Road shall align with the future south driveway of the development on the east side of Shaumber Road (24-0167-SDR2). All movements will be permitted at this time. These movements may be restricted in the future at the discretion of the City Traffic Engineer.
6. The development on the east side of Shaumber Road (24-0167-SDR2) will have two (2) driveways on Shaumber Road and one (1) driveway on Ann Road.
 - a. The south driveway on Shaumber Road shall align with the future south driveway of the development on the west side of Shaumber Road (25-0402-SDR1). All movements will be permitted at this time. Construct a southbound exclusive left-turn lane with 125 feet of storage. These movements may be restricted in the future at the discretion of the City Traffic Engineer.
 - b. The north driveway on Shaumber Road shall be right-in/right-out only. The development shall construct a median in Shaumber Road to restrict the movements to right-in/right-out only; and, the median shall extend to the Ann Road intersection. These movements may be restricted in the future at the discretion of the City Traffic Engineer.
 - c. The driveway on Ann Road shall be located at the far east end of the development. The driveway shall be right-in/right-out only. The development shall construct a median in Ann Road to restrict the movements to right-in/right-out only. These movements may be restricted in the future at the discretion of the City Traffic Engineer.
7. At the Hammer Lane and Shaumber Road intersection (north leg), the development shall construct a 2-ft wide median on the east edge of the southbound left turn lane for 100 feet.
8. If not already constructed by the city's Ann Road and Shaumber Road traffic signal project, the development shall install traffic signal underground improvements at the southwest and southeast corners of the Ann Road and Shaumber Road intersection. Contact the City Traffic Engineer to coordinate with the city's Ann Road and Shaumber Road traffic signal project.
9. The analysis shows an unacceptable LOS at Ann Road and Shaumber Road in 2027 with buildout in the current lane configurations. Only westbound lefts and northbound through movements are made worse by the proposed development. Therefore, if this development occurs prior to the construction of the city's Ann Road and Shaumber Road signal project, then the development shall provide traffic mitigation at the Ann Road and Shaumber Road intersection as follows:
 - a. East leg (westbound): Construct at least 1 left-turn lane, 1 through-lane, and 1 right-turn lane at the intersection.
 - b. South leg (northbound): Construct at least 1 left-turn lane, 1 through-lane, and 1 right-turn lane at the intersection.

10. The analysis shows an unacceptable LOS at the Ann Road and CC-215 NB off-ramp in all scenarios. This condition is existing and proposed to be addressed by the future CC-215 to Sheep Mountain Parkway flyover; therefore, no mitigation is required by this development.
11. Phasing of the development only applies to the full half-street improvements improvements and right-of-way dedications adjacent to each phase (west side of Shaumber (25-0402-SDR1) vs east side of Shaumber (24-0167-SDR2)). The improvements at the Ann Road and Shaumber Road intersection (see #9) are required with whichever development occurs first.

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 and Cesar A. Lopez at calopez@LasVegasNevada.gov if you have any questions.

Sincerely,



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

cc: Lucien Paet, P.E.
Michelle Thung, P.E.
Cesar A. Lopez, P.E.
Joshua Edelman, P.E.
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