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February 25, 2025

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

RE: Ann/Shamber Commercial Traffic Impact Analysis first review, 24-0167-SDR1, TIA76260

Dear Mr. Fredericksen:

The Transportation Engineering Division of the City of Las Vegas has reviewed the traffic impact analysis for Ann & Shaumber Commercial, located on the southeast and southwest corners of Ann Road and Shaumber Road. The southeast corner will have a 4,000 square foot convenience store with a car wash and gas sales with 12 fueling positions. The southwest corner will have a 4,500 square foot tavern, a 2,300 square foot fast food restaurant with drive-through and a 5,600 square foot retail building. Before the analysis can be accepted, the following issues must be addressed:

1. Revise the Executive Summary to note that intersection Levels-of-Service (LOS) of E or F are not acceptable.
2. The trip generation section does not address pass-by trips, although Figure 5A indicates that pass-by reduction was applied. Please state if pass-by reduction was applied, and if so provide separate tables for total trips, pass-by trips and primary trips.
3. Trip Generation for 945 (convenience market with gas sales) does not appear to conform to Trip Generation, 11th Edition. It is noted that in the table on the first page of Appendix A uses Land Use Code 853, which is not in 11th Edition.
4. The average weekday trips for Land Use Codes 822 (retail plaza) and 934 (fast food with drive-through) do not appear consistent with Trip Generation 11th Edition.
5. LOS calculations for Ann Road/CC 215, both southbound and northbound ramps, should use FAST timing sheets. For the future scenarios where Ann/Shamber will be signalized, all three signals will need to have the same cycle length, as they will be coordinated. Due to capacity constraints at Ann/Shamber and Ann/CC 215 northbound ramps, the current cycle length may be raised. Discuss this with CLV staff during the analysis.

6. The analysis indicates that the intersections of Ann/Shamber and Ann/CC 215 northbound will operate at an unacceptable LOS in all scenarios. Although the mitigation of this unacceptable LOS may not be the responsibility of the developer, the analysis should make recommendation for mitigation, or explain why mitigation may not be possible.

Please contact me at 229-2452 if you have any questions. Note that, as this project will be subject to the Traffic Signal Impact Fee, no intersection participation will be applied; this section may be removed from the analysis.

Sincerely,



Rick Schroder, P.E.
Transportation Planning

RES

cc: Joseph Norby, P.E.
Sean Robinson, P.E.
Keith Letus, P.E.
Cesar A. Lopez, P.E.
Kent Chang, P.E., CCPW
file