

June 24, 2025

Mr. Cesar A. Lopez
Transportation Engineering Division
495 South Main Street
Las Vegas, NV 89101

Subject: Toll Brothers Summerlin Village 30 Parcel B
Lochsa Engineering Project No. – 191139.00

Dear Mr. Lopez,

Lochsa Engineering is currently assisting RCI Engineering in securing permits for a 148 dwelling unit residential project located on the southwest corner of Mountain Run Drive and Park Drift Trail within the City of Las Vegas, Nevada. The site is also known as Assessor’s Parcel Number 137-21-814-002.

A condition of permitting is to prepare a pedestrian circulation plan. In addition, the proposed project shall be gated. Therefore, a queueing analysis has also been prepared for the site.

In order to prepare a queueing analysis, trip generation rates were calculated. Trip generation information was obtained from the ITE publication entitled “Trip Generation- 12th Edition”. The independent variable was the number of dwelling units. The results are as follows:

TRIP GENERATION ITE CODE 210 SINGLE FAMILY DETACHED HOUSING 148 DWELLING UNITS	
AM PEAK HOUR	
$Ln(T) = 0.67(X) + 5.59$ $Ln(T) = 0.67(148) + 5.59$ T = 104.7 or 105 TRIPS	
<u>27% Entering</u> 28 Trips	<u>73% Exiting</u> 77 Trips
PM PEAK HOUR	
$Ln(T) = 0.92 Ln(X) + 0.33$ $Ln(T) = 0.92 Ln (148) + 0.33$ T = 138.1 or 139 TRIPS	
<u>62% Entering</u> 86 Trips	<u>38% Exiting</u> 53 Trips

In discussion with the developer of the project, residences shall be provided "clickers" for the gates. Only visitors to the subdivision shall utilize the call box at the gate. The analysis assumed that thirty percent of the entering vehicles shall be visitors. This equates to 26 vehicles ($0.30 * 86 = 25.8$). Based upon a thirty second service time the required storage distance is 25 feet. Referring to the enclosed site plan, the provided storage distance is approximately 95 feet.

Referring to the enclosed site plan, residents will have access to the public right of way via the driveway on Mountain Run Drive, an access onto Mountain Run Drive between lots 68 and 67 and an access on Park Drift Trail between lots 16 and 17. Amenities in the surrounding area that may attract residences include the following attractions:


Future Retail on the northeast corner of Lake Mead Boulevard and Park Drift Trail
Future Retail on the northeast corner of Lake Mead Boulevard and Sunset Run Drive

Pedestrian who wish to access the future retail center located on the northeast corner of Park Drift Trail and Lake Mead Boulevard will the exit the project onto the west side of Park Drift Trail and travel north along the west side of roadway crossing the west leg of Mountain Run Drive and Park Drift Trail until arriving at Lake Mead Boulevard. Pedestrians will cross the west and north legs of the intersection arriving at the retail center. In discussions with the project's civil engineer, the master developer will be responsible for all off-site improvements including sidewalks, ADA ramps and cross walks.

Pedestrians who wish to access the future retail building that will be located on the northeast corner of Lake Mead Boulevard and Sunset Run Drive will follow the same path but proceed east along the northside of Lake Mead Boulevard until arriving at Sunset Run Drive. Pedestrians will cross the north leg of the intersection arriving at the future retail establishment.

If you have any questions or further comments, please contact our office at your convenience.

Sincerely,


Ted T. Egerton P.E.
LOCHSA

Attachments

QUEUING ANALYSIS

SUMMERLIN V30 PARCEL B

SERVICE TIME= 0.5 MINUTES/VEHICLE

ARRIVAL RATE= 26 VEHICLES/HOUR

NO. OF LANES= 1 LANES

$Q = (60 \text{ min/hr}) / (\text{service rate}) = 120.00$ SERVICES/VEHICLE

$\rho = (\text{arrival rate}) / ((\text{no. of lanes}) \times Q) = 0.2167$

$Q_m(\text{from table 8-11}) = 0.2167$

* The acceptable probability of the queue, M, being longer than the storage is 5%.

$P(X > M) = 0.05$

$M = [(\ln P(X > M) - \ln Q_m) / \ln \rho] - 1 = -0.04$ VEHICLES

AVERAGE LENGTH PER VEHICLE = 25 FEET

CALCULATED STORAGE LENGTH = (M) X (25 ft/veh) = -1 FEET / LANE

REQUIRED STORAGE LENGTH = 25 FEET / LANE

p	NUMBER OF LANES						
	1	2	3	4	6	8	10
0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
0.1000	0.1000	0.0182	0.0037	0.0008	0.0000	0.0000	0.0000
0.2000	0.2000	0.0666	0.0247	0.0096	0.0015	0.0002	0.0000
0.3000	0.3000	0.1385	0.0700	0.0370	0.0111	0.0036	0.0011
0.4000	0.4000	0.2286	0.1411	0.0907	0.0400	0.0185	0.0088
0.5000	0.5000	0.3333	0.2366	0.1739	0.0991	0.0591	0.0360
0.6000	0.6000	0.4501	0.3548	0.2870	0.1965	0.1395	0.1013
0.7000	0.7000	0.5766	0.4923	0.4286	0.3359	0.2706	0.2218
0.8000	0.8000	0.7111	0.6472	0.5964	0.5178	0.4576	0.4093
0.9000	0.9000	0.8525	0.8172	0.7878	0.7401	0.7014	0.6687
1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000