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March 11, 2026

Jasmin Montenegro, P.E.  
Kimley-Horn  
6671 Las Vegas Boulevard  
Las Vegas, Nevada 89119

**RE: Traffic Impact Analysis for Marble Manor Phase 2, 25-0406-SDR1,  
TIA76264-1**

Dear Ms. Montenegro:

The Traffic Engineering Division has reviewed the traffic impact analysis for Marble Manor Phase 2 dated December 9, 2025. This development is located at the southwest corner of Washington Avenue and H Street and consists of 233 affordable housing units and 11,000 square feet of retail. 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. Per 25-0406-SDR1 condition #24, a dedicated bus turnout on Washington Avenue just east of J Street is required to be constructed concurrent with this development. The entire width of J Street is required to be dedicated as public right-of-way and traffic signal chord easement(s) must be granted for the traffic signal at Washington Avenue and J Street. McWilliams Avenue must be dedicated as public right-of-way per TIA76264 condition #4, together with granting any public pedestrian easements if required for sidewalk on McWilliams Avenue outside of the public right-of-way.
3. In the initial study, J Street was assumed to be a private street. However, J Street was established to be a public street with 25-0406-SDR1. In conformance with TIA76264 condition #3, the south leg of the Washington Avenue & J Street intersection shall have two (2) NB lanes: an exclusive left and a shared through/right with minimum storage lengths of 150 feet. The north leg of this intersection shall be re-striped and signed to align the SB lanes with the same configuration: an exclusive left and a shared through/right with storage lengths of 150 feet. This requires removing parking but maintaining the bike lanes in both directions on the north leg of the intersection. The remainder of the J Street cross section south of Washington Avenue shall provide bike lanes and conform to a Title 19 standard.

4. Per 25-0406-SDR1 condition #27, site improvements along Washington Avenue and H Street must be coordinated with the City's Historic Westside Complete Street project (MWA971).
5. Where private streets or driveways intersect with public streets, the lane and radii must be designed to accommodate the turning movements of a SU-30 without encroaching into adjacent lanes.
6. This site plan submitted with this update shows on-street public parking. Public Right-of-Way Accessibility Guidelines (PROWAG) must be followed for providing the correct number of accessible spaces. On-street public parking spaces may be adjusted during the civil plan review process. Parking distances from intersections shall comply with Title 11 and no proposed on-street parking may interfere with Sight Visibility Restriction Zones.
7. As all phases after phase 2 are conceptual, additional updates to the analysis shall be required for any or all subsequent phases, unless otherwise allowed by the City Traffic Engineer.

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: Ravi Seera, P.E.  
Lucien Paet, P.E.  
Cesar A. Lopez, P.E.  
Joshua Edelman, P.E.  
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