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May 14, 2025

Bryan C. Gant, P.E.
Wood Rodgers
8345 W. Sunset Road, Suite 150
Las Vegas, NV 89113

RE: Marble Manor Amended Traffic Impact Analysis, 24-0528-SDR1, TIA76264

Dear Mr. Gant:

The Transportation Engineering Division of the City of Las Vegas has reviewed the amended traffic impact analysis for Marble Manor, located on the southwest corner of Washington Avenue and H Street. This project is proposed to consist of 235 multi-family dwelling units (MFDUs) (replacing the existing 235 MFDUs), 254 affordable MFDUs, 138 market rate MFDUs (total of 627 MFDUs), and 21,800 square feet of commercial uses on 35.74 acres.

The overall site is bounded by Washington Avenue on the north, H Street on the east, McWilliams Avenue on the south and N Street on the west. The site will also be served by one east-west private street (Morgan Avenue) and three north-south private streets. Morgan Avenue will align with the public street of the same name on the east side of H Street and will extend to N Street. The eastern north-south street will align with I Street on the north side of Washington Avenue and the center north-south street will align with J Street on the north side of Washington Avenue.

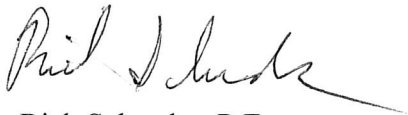
Note that this project will be phased. Phase 1, located on the northwest corner of McWilliams Avenue and H Street, will consist of 138 MFDUs on 4.21 acres. The analysis is accepted, with the following conditions:

1. Coordinate with the City of Las Vegas Historic Westside Complete Street project. Provide bus shelter pads and/or appropriate bus shelter pad easements at the existing bus stops on Washington Avenue and H Street if requested by the RTC or the City Engineer.
2. Additional rights-of-way in accordance with Clark County Area Standard Drawings #201.1, 234.1 or 234.3 are required if requested for the Historic Westside Complete Streets project.
3. Where private streets intersect public streets, the lane and radii must be designed to accommodate the turning movements of an SU-30 without encroaching into adjacent lanes. In addition, at the signalized intersection of Washington Avenue and J Street, the private street leg must provide a minimum of 32' face-of-curb to face-of-curb in order to accommodate separate left and through/right northbound lanes.

4. This project is required to dedicate the northern portion of McWilliams Avenue from the existing property line to the back of the existing curbline. In addition, this project is required to dedicate rights-of-way or grant public access easements for the sidewalk on the north side of McWilliams Avenue adjacent to this project.
5. Phase 1 will be served by private streets on the north and west sides of the phase, as well as two driveways on McWilliams Street. These driveways shall have a minimum throat width of 28'.
6. On-street parking on private streets internal to the site are not permitted to interfere with the operation of the adjacent public streets. The site plan submitted with the TIA shows a minimum of 45' from the BCR to the on-street parking. This is acceptable.
7. As all phases after Phase 1 are conceptual, additional updates shall be required for any or all subsequent phases unless otherwise allowed by the City Traffic Engineer.

This approval does not supersede or eliminate conditions of approval imposed by the Planning Commission and/or the City Council. An addendum to this traffic study may be 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 Keith Letus at 229-2165 if you have any questions.

Sincerely,



Rick Schroder, P.E.
Transportation Planning

RES

cc: Joseph Norby, P.E.
Sean Robinson, P.E.
Keith Letus, P.E.
Lucien Paet, P.E.
Randy McConnell, P.E.
Cesar A. Lopez, EI
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