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March 19, 2026

Joseph Browning, P.E.  
Hales Engineering  
1220 N. 500W. Ste2020  
Lehi, Utah 84043

**RE: Traffic Impact Analysis for Queensridge 2, 25-0389-SDR1, 23-0599-TMP1, TIA76286**

Dear Mr. Browning:

The Traffic Engineering Division has reviewed the traffic impact analysis for Queensridge 2 dated January 26, 2026. This development is located on the north side of Alta Drive approximately 2,115 feet east of Hualapai Way and consists of approximately 89,200 square feet of medical office in 2 buildings. The approved site plan 25-0389-SDR1 is for a total of 178,400 square feet of medical office in 4 buildings. **Therefore, an update to this analysis is required prior to the submittal of permits for buildings 3 or 4 (required Phase 2 update).** 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. An update to this study is required prior to the submittal of permits for any additional building beyond 89,200 square feet (required Phase 2 update).
3. The study recommends that an exclusive right-turn lane is warranted on WB Alta Drive at the project driveway, per 250389-SDR1 condition #17. Construct the maximum exclusive right-turn lane possible beginning at the easterly property line. Dedicate right-of-way for the exclusive right-turn lane all the way to the easterly property line, so that the turn lane may be extended in the future should additional right-of-way become available to the east of this property.
4. Construct a median in Alta Drive that separately assigns WB left-turn storage to Regents Park Road and EB left-turn storage to the project site. Provide a minimum of 75 feet of storage for WB lefts to Regents Park Road and EB lefts to the project site with 40 MPH transitions. The project site driveway is allowed all movements at this time. These movements may be

restricted in the future either by the required Phase 2 update or at the determination of the City Traffic Engineer. The median improvements should be tack-on medians, so that they may be more easily modified to accommodate any changes proposed by the required Phase 2 update.

5. The analysis recommends 250 feet of storage for WB lefts at Alta Drive & Hualapai Way intersection where only 195 feet of storage exists. The existing WB left-turn storage is continuous beyond 250 feet. Therefore, no mitigation is required.
6. The analysis recommends 225 feet of storage for EB rights at Alta Drive & Rampart Boulevard where only 110 feet of storage exists. The Badlands development is required to extend this right-turn and dedicate additional public right-of-way concurrent with their development. Therefore, no mitigation is required at this time.

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) 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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