January 23, 2025

Randy W. Carroll, P.E.
Westwood Professional Services
5725 Badura Avenue
Las Vegas, NV 89118

RE:TIA76229 BLM 505 Master Traffic Impact Study and Addenda Revised Acceptance

Dear Mr. Carroll:

The Transportation Engineering Division of the City of Las Vegas has reviewed the amended master traffic study for the BLM 505 Master Planned Community. The development is to be located on the west side of Sheep Mountain Parkway from the Tropical Parkway alignment to the drainage basin in the vicinity of the Farm Road alignment. The development is planned to include 2,454 single-family detached dwelling units, 889 single-family attached dwelling units, and 66,000 square feet of retail use, as well as approximately 32 acres of parks and trails. Condition #12 has been revised to change the default left turn storage from 250' to 150'. The study is accepted, with the following conditions:

1. Additional rights-of-way in accordance with Clark County Area Standard Drawing #201.1 are required at the intersection of Centennial Parkway and Street A (105) to provide exclusive right turn lanes and dual left turn lanes on all approaches. All right turn lanes will have a minimum of 150' of storage except for the northbound right turn lane, which will have a minimum of 300' of storage. All left turn lanes will have a minimum of 300' of storage per lane except for westbound, which will have a minimum of 400' of storage per lane.

2. All internal public streets are required to be constructed by the master developer. These streets are Dorrell Lane (76' ROW), Centennial Parkway (90' ROW east of Street A, 78' west of Street A), Tropical Parkway (31.5' ROW, north side only), Street A (76' ROW between the entrances to Parcels 1.3 and 2.8, transitioning to a 70' ROW south of the Parcel 1.3 entrance and north of the Parcel 2.8 entrance) and Street B (67' ROW adjacent to the park, transitioning to a 47' ROW north of the park). The typical lane and median configurations will be defined in the Design Guidelines. Note that standard overpaving is required on Tropical Parkway if legally able.

3. Phase 1 consists of Parcels 1.1 through 1.9. To support Phase 1, the developer must construct Centennial Parkway from Street A (105) to the existing Centennial Parkway to the east and Street A from Centennial Parkway (105) to Tropical Parkway (110).

4. Phase 2 consists of Parcels 2.1 through 2.11 as well as the park on the northwest corner of Tropical Parkway and Street B. To support Phase 2, the developer must construct Centennial Parkway from Street A (105) to Street

B (116), Street A from Centennial Parkway (105) to the entrance to Parcel 2.1 (104), Street B from Tropical Parkway (119) to Centennial Parkway (116) and Tropical Parkway from Street A (110) to Street B (119).

5. Phase 3 consists of Parcels 3.1 through 3.9. To support Phase 3, the developer must construct Dorrell Lane from Street A (100) to the existing Dorrell Lane to the east and Street A from Dorrell Lane (100) to the entrance to Parcel 2.1 (104).

6. At the intersection of Centennial Boulevard and Street A (105), the developer shall install infrastructure for a future traffic signal with the construction of the adjacent roadway, including conduit, preformed detection loops, pull boxes, poles bases, poles, luminaires and controller cabinets. This infrastructure shall be connected with underground communications infrastructure acceptable to RTC-FAST and to the City Traffic Engineer. Please note that this includes both RTC and CLV communications facilities. Note that placing this infrastructure in the medians is unacceptable.

7. At the following intersections, the developer shall install infrastructure for possible future traffic signals with the construction of the adjacent roadway, including conduit, pull boxes, poles bases, poles and luminaires. Locations for controller cabinets shall be provided and clearly called out on the civil drawings. This infrastructure shall be connected with underground communications infrastructure acceptable to RTC-FAST and to the City Traffic Engineer. Please note that this includes both RTC and CLV communications facilities. Note that placing this infrastructure in the medians is unacceptable.
    a) Dorrell Lane and Street A (100)
    b) Entries to Parcels 1.3 & 1.4 and Street A (106)
    c) Tropical Parkway and Street A (110)

8. Per section 7.06e of the Development Agreement, the developer is required to provide traffic signal undergrounds, a controller cabinet, lighting and a power source as part of the Sheep Mountain Parkway construction. The timing of the construction of these improvements will be per the Development Agreement; however with Phase 1 the developer is required to install sufficient infrastructure that a future closure of Centennial Parkway will not be required.

9. Underground communications infrastructure acceptable to RTC-FAST and to the City Traffic Engineer shall be placed in Street A from Dorrell Lane (100) to Tropical Parkway (110), as well as in Centennial Parkway from Street A (105) to the eastern limits of the development, and in Dorrell Lane from Street A (100) to the eastern limits of the development. Please note that this includes both RTC and CLV communications facilities. Note that placing this infrastructure in the medians is unacceptable.

10. At the following locations, the developer shall install infrastructure for a future pedestrian beacon with the construction of the adjacent roadway, including conduit, pull boxes, poles bases, poles and luminaires:
    a) Street A, between P1.7 and P1.9 (A)
    b) Street A, between P3.8 and P3.9 (B)
    c) Street B, between P2.10 and the CLV park (C)

11. At this time, all parcels and streets will be permitted all movements at this time. Any movements may be restricted in the future at the discretion of the City Traffic Engineer.

12. With the exception of Centennial Parkway and Street A (105), addressed in #1 above, a minimum of 150' of left turn storage shall be provided at all median openings.

13. Per your study, the intersection of Dorrell Lane and Hualapai Way is expected to operate at an unacceptable level of service in the 2036 background and buildout scenarios. As this condition is expected to occur without project traffic, no mitigation is required at this time.

14. Per your study, the intersection of Centennial Parkway and Alpine Ridge Way is expected to require signalization in the 2036 buildout scenario without fly-over ramps. As this intersection is expected to be signalized with the City's Centennial Alpine to Durango project, no mitigation is required at this time.

15. Per your study, the intersection of Centennial Parkway and Hualapai Way is expected to operate at an unacceptable level of service in the 2036 buildout scenario without fly-over ramps. It is anticipated that this condition may be mitigated by providing a left turn overlap for the southbound right turn movement. This overlap has recently been implemented.

16. Per your study, the intersection of Sheep Mountain Parkway and Shaumber Road is expected require signalization in all 2030 and 2036 scenarios. As this condition is expected to occur without project traffic, no mitigation is required at this time.

17. Per your study, the intersection of Ann Road and Shaumber Road is operating at an unacceptable level of service in all scenarios. In addition, the southbound left turn storage and westbound right turn storage are being exceeded in all scenarios. As these conditions have occurred without project traffic, no mitigation is required at this time.

18. Per your study, the intersection of Ann Road and CC-215 Southbound Ramps is operating at an unacceptable level of service in all scenarios. In addition, the eastbound right turn lane storage is exceeded in all scenarios. As these conditions have occurred without project traffic, no mitigation is required at this time.

19. Per your study, the northbound left turn storage at the intersection of Shaumber Road and Dorrell Lane is expected to be exceeded in all 2030 and 2036 scenarios. It is anticipated that this condition may be mitigated by changing this movement to dual left turn lanes (the second left turn lane is currently constructed but gored out). As these conditions are expected to occur without project traffic, no mitigation is required at this time.

20. Per your study, at the intersection of Dorrell Lane and Hualapai Way, the eastbound right turn storage is exceeded in all scenarios, the eastbound left turn storage in all 2030 and 2036 scenarios and the northbound left turn storage in all 2036 scenarios. As these conditions are expected to occur without project traffic, no mitigation is required at this time.

21. Per your study, at the intersection of CC-215 Westbound Ramps and Hualapai Way, the southbound right turn storage is exceeded in all scenarios and the westbound right turn storage in the existing scenario. As these conditions are expected to occur without project traffic, no mitigation is required at this time.

22. Per your study, at the intersection of CC-215 Eastbound Ramps and Hualapai Way, the northbound right turn storage is exceeded in all scenarios and the southbound left turn storage in all 2030 and 2036 scenarios. As these conditions are expected to occur without project traffic, no mitigation is required at this time.

23. Per your study, at the intersection of Centennial Parkway and Hualapai Way, the eastbound left turn storage is exceeded in all 2030 and 2036 scenarios. As these conditions are expected to occur without project traffic, no mitigation is required at this time.

24. Per your study, at the intersection of Ann Road and CC-215 Westbound Ramps, the northbound left turn storage in all 2030 and 2036 scenarios. As these conditions are expected to occur without project traffic, no mitigation is required at this time.

This acceptance 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 study. Please contact me at 229-2452 if you have any questions.

Sincerely,

Rick Schroder, P.E.
Transportation Planning

RES

cc: Joseph Norby, P.E.
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