

April 27, 2026

Mr. Keith Letus, P.E,  
Engineering Project Manager  
495 South Main Street  
Las Vegas, NV 89101

Subject: Summerlin Village 27 Parcel B  
Lochsa Engineering Project No. – 261139.00

Dear Mr. Letus,

Lochsa Engineering is currently assisting RCI Engineering in securing permits for a 97 dwelling unit residential project located on the south side of Park Drift Trail approximately 1500 feet west of Lake Mead Boulevard within the City of Las Vegas, Nevada. The site is also known as Assessor’s Parcel Numbers 137-15-817-002.

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- 12<sup>th</sup> Edition”. The independent variable was the number of dwelling units. The results are as follows:

<b>TRIP GENERATION</b> <b>ITE CODE 210</b> <b>SINGLE FAMILY DETACHED HOUSING</b> <b>97 DWELLING UNITS</b>	
<b>AM PEAK HOUR</b>	
$T = 0.67 (X) + 5.59$ $T = 0.67 (97) + 5.59$ <b>T = 70.6 or 71 TRIPS</b>	
<u>27% Entering</u> 19 Trips	<u>73% Exiting</u> 52 Trips
<b>PM PEAK HOUR</b>	
$\ln(T) = 0.92 \ln(X) + 0.33$ $\ln(T) = 0.92 \ln (97) + 0.33$ <b>T = 93.6 or 94 TRIPS</b>	
<u>62% Entering</u> 58 Trips	<u>38% Exiting</u> 36 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 18 vehicles ( $0.30 * 58 = 17.4$ ). 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 115 feet.

Referring to the enclosed site plan, residents will have access to the public right of way via the driveway on Park Drive and an access between lots 43 and 44. There is also a pedestrian access to the green belt to the south of the project between lots 30 and 31. This site plan has been approved by Howard Hughes and their approval letter is contained herein.

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 VILLAGE 27 PARCEL B**

SERVICE TIME= **0.5** MINUTES/VEHICLE

ARRIVAL RATE= **18** VEHICLES/HOUR

NO. OF LANES= **1** LANES

Q = (60 min/hr) / (service rate) = **120.00** SERVICES/VEHICLE

$\rho$ =(arrival rate) / ((no. of lanes) X (Q)) = **0.1500**

Qm(from table 8-11)= **0.1500**

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

$P(X>M) = 0.05$

$M = [ ( \ln P(X>M) - \ln Q_m ) / \ln \rho ] - 1 =$  **-0.42** VEHICLES

AVERAGE LENGTH PER VEHICLE = 25 FEET

CALCULATED STORAGE LENGTH = (M) X (25 ft/veh) = **-10** FEET / LANE

**REQUIRED STORAGE LENGTH = 25 FEET / LANE**

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

April 24, 2026

Isaac Summers  
Vice President, LD  
Toll Brothers  
1140 North Town Center Suite 250  
Las Vegas, NV 89144

**Re: SDRC | Parcel B | TIA 76085 - Ped Crossing | Approved | Summerlin Village 27 |  
Toll Brothers**

Isaac -

The Summerlin Design Review Committee (SDRC) reviewed and **approved** the above-mentioned submittals, received on 4/23/26. Hughes approves Toll to have a pedestrian connection at COS-3, next to lots 16 and 30. Please also note that a pedestrian crossing is not anticipated or required across Park Drift Trail adjacent to lot 44, as the COS-1 on the north side will be part of the private custom lot community, therefore not open for public use.

Sincerely,



Caryn Garcia  
Manager, Land Sales & Design Review