

**NOTE: THE FOLLOWING DOCUMENTATION
WAS SUBMITTED FOR THE RECORD BEFORE
OR AT THE PLANNING COMMISSION HEARING
ON THIS ITEM WHICH IS NOW APPEARING
BEFORE THE CITY COUNCIL**



MEMORANDUM

Department of Public Works – Transportation Division

Date: October 6, 2022

Re: Vegas Rising Traffic Impact Study Non-Technical Summary

Background

Vegas Rising is a mixed-use development planned to contain 1,341 multi-family units and 85,000 square feet of retail. It is bounded by Richfield Blvd on the west, Wilmington Way on the north, Wyandotte St to the east, and extending one row of lots south of Milo Way. A connection to Rancho Dr is proposed by extending Wyandotte St to the south. A Traffic Impact Study, TIA76156, was performed by the developer’s consultant, Kimley-Horn & Associates, and was approved by the City of Las Vegas

The project is expected to generate 564 net new trips in the AM peak hour and 750 net new trips in the PM peak hour. The net increase in Average Daily Trips (ADT) is 9,878; note that in a Traffic Impact Study, analysis is based on the peak hours rather than the ADT, and on intersections rather than street segments. Level Of Service (LOS) is based on average delay per vehicle, with A being best and F being worst. Per the guidelines from the Regional Transportation Commission, the target LOS is C, with an LOS of D as acceptable. Note that is for an intersection, not every individual movement.

Table 1 – Project Trip Generation

ITE Code	Description	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
220	Multifamily Housing (Low-Rise)	456 Units	44	138	182	147	86	233
221	Multifamily Housing (Mid-Rise)	885 Units	75	252	327	210	135	345
821	Shopping Plaza (40-150k)	85,000 SF	91	56	147	216	225	441
Internal Capture			6	6	12	81	81	162
Proposed Total Trips			204	440	644	492	365	857
210	Single-Family Detached Housing (Existing Land Use)	114 Units	21	59	80	67	40	107
Net Proposed New Trips			183	381	564	425	325	750

Trip Distribution

The study assumed that 50% of the trips to and from the development would be to and from I-15. OF the remainder, 15% would use Sahara Ave. to the east, 15% would use Sahara Ave. to the west, 10% would use Rancho Dr. to Desert Inn Rd, 2% would use Rancho Dr. to Sirius Ave. and the final 8% would use Rancho Dr. north of Sahara Ave.

Wilmington Way and Richfield Boulevard

The study assumed that the 15% of the traffic going to and from the west on Sahara Avenue would use Fairfield Blvd; 10% using Milo Way and 5% using Wilmington Way. At the intersection of Wilmington Way and Richfield Blvd., total traffic is expected to increase from 210 to 314 in the AM peak hour and from 301 to 331 in the PM peak hour. Delays at this intersection are expected to increase but remain

Item 42a-e

acceptable. The worst delay is expected to be eastbound Wilmington Way in the AM peak hour, which will go from an average delay of 12.3 seconds to an average delay of 14.0 seconds, both LOS B.

Wilmington Way and Wyandotte Street

The study assumed that of the 15% of the traffic going to and from west Sahara Ave., 5% would use Wyandotte St. to Wilmington Way, and that of the 73% of the traffic going through the Sahara Ave/Rancho Dr intersection, 25% would use Wyandotte Way to Teddy Dr. So, 30% of the project traffic is expected to use the Wilmington/Wyandotte intersection. Total traffic at the intersection is expected to increase from 607 to 981 in the AM peak hour and from 836 to 1,264 in the PM peak hour. Delays at this intersection are expected to increase but remain acceptable. The worst delay is expected to be northbound Wyandotte St. in the PM peak hour, which will go from an average delay of 10.4 seconds (LOS B) to an average delay of 16.6 seconds (LOS C).

Wyandotte Street/Kings Way and Teddy Drive

The study assumed that of the 73% of the traffic going through the Sahara Ave/Rancho Dr intersection, 25% would use Wyandotte Way to Teddy Dr and 48% would use Rancho Dr. to Teddy Dr. 10% of Rancho traffic going to the site would use Teddy Dr. and 38% only use Rancho. All of the outbound traffic would use Teddy Dr. So, 30% of the project traffic is expected to use the Wilmington/Wyandotte intersection. Total traffic at the intersection is expected to increase from 251 to 436 in the AM peak hour and from 223 to 463 in the PM peak hour. Delays at this intersection are expected to increase but remain acceptable. The worst intersection delay is in the AM peak hour, which will go from an average delay of 13.2 seconds (LOS B) to an average delay of 16.3 seconds (LOS B).

Wyandotte Street and Rancho Drive

The study assumed that of the 73% of the traffic going through the Sahara Ave/Rancho Dr intersection, 48% would use Rancho Dr. to Teddy Dr. The 12% of traffic going to the south would also use Rancho. Total traffic at the intersection is expected to increase from 351 to 879 in the AM peak hour and from 396 to 1,390 in the PM peak hour. There is no intersection today. With the project, the worst delay is for the eastbound lefts (on Wyandotte to northbound Rancho Dr.), with an average delay of 73.5 seconds (LOS D). This is considered to be acceptable as the overall intersection delay is still low at 9.1 seconds (LOS A).

KAEMPFER

CROWELL

ATTORNEYS AT LAW

LAS VEGAS OFFICE

JENNIFER LAZOVICH
jlazovich@kcnvlaw.com
702.792.7050

LAS VEGAS OFFICE
1980 Festival Plaza Drive
Suite 650
Las Vegas, NV 89135
Tel: 702.792.7000
Fax: 702.796.7181

RENO OFFICE
50 West Liberty Street
Suite 700
Reno, NV 89501
Tel: 775.852.3900
Fax: 775.327.2011

CARSON CITY OFFICE
510 West Fourth Street
Carson City, NV 89703
Tel: 775.884.8300
Fax: 775.882.0257

October 10, 2022

VIA EMAIL – ldholmes@lasvegasnevada.gov

Ms. LuAnn Holmes, City Clerk
City of Las Vegas
495 S. Main Street
Las Vegas, NV 89101

**Re: *Hold Letter – Vegas Rising (22-0441-GPA1, 22-0442 and 22-0450)
City of Las Vegas Planning Commission hearing on October 11, 2022***

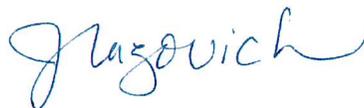
Dear Ms. Holmes:

We are respectfully requesting that Items 39, 40 and 44, which are companion items to the same project, be held until the City of Las Vegas Planning Commission hearing on November 15, 2022. As these applications are related, we would request that all items be held. The applicant will be holding a voluntary neighborhood meeting before the next hearing.

Thank you.

Sincerely,

KAEMPFER CROWELL



Jennifer Lazovich

JLL/jmd

cc: Peter Lowenstein (plowenstein@lasvegasnevada.gov)
Fred Solis (fsolis@lasvegasnevada.gov)

Submitted after final agenda

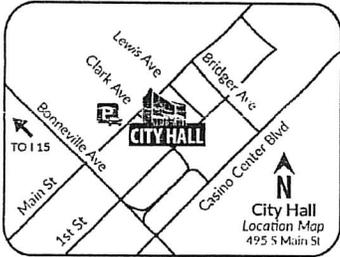
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10/10/2022

Item 39, 40a-e, 44

City of Las Vegas, Department of Community Development
495 South Main Street
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I SUPPORT
this Request

I OPPOSE
this Request

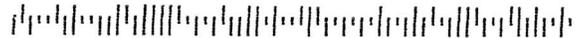
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22-0442 and 22-0442-ZON1 and 22-0442-SUP1 and 22-0442-SUP2 and 22-0442-VAC1 and 22-0442-TMP1

Planning Commission Meeting of 10/11/2022

22-0442
16208210035
MILLER MICHAEL W
2705 NORTHAM ST
LAS VEGAS NV 89102-5985

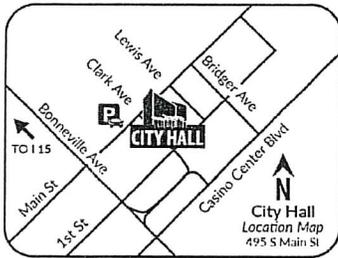
88 HRFNFI 88102



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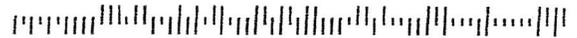
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I OPPOSE
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Please use available blank space on card for your comments.
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BARBOUR DESIREE A
2832 NORTHAM ST
LAS VEGAS NV 89102-0130

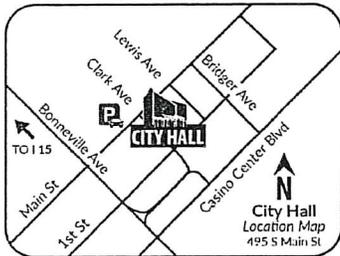
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*Too big a development,
with way too much traffic
for the neighborhood!*

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22-0442
16208511009
DORSEY RICHARD
2820 ALCOA AVE
LAS VEGAS NV 89102-6023

66 4420442 66102

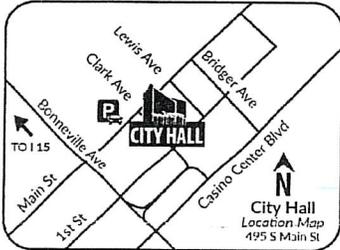


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22-0442
16208211029
GUTHRIE RONALD G
CORDELL TERRANCE A
3016 MILO WAY
LAS VEGAS NV 89102-5982

I SUPPORT
this Request

I OPPOSE
this Request

Please use available blank space on card for your comments.

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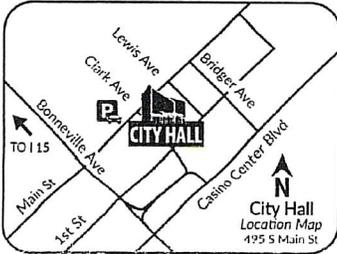
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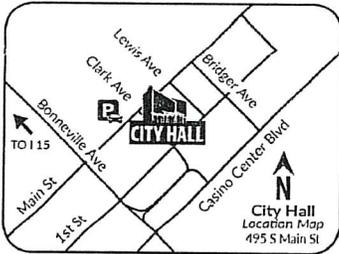
22_0442
16208201003
Occupant Space 320
Meadows Mobile Home Park
2900 South Valley View Boulevard
Las Vegas, Nevada 89102



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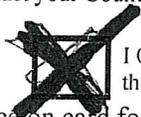
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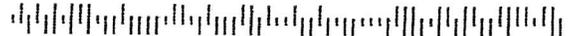


I OPPOSE
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22-0442
16208511055
BOYTER GARY L LIVING TRUST
BOYTER GARY L TRS
2725 MERRITT AVE
LAS VEGAS NV 89102-6080

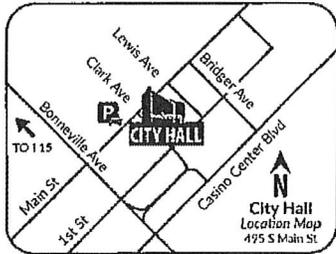
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22-0442
16208113001
ZEPEDA JORGE
2620 CABOT ST
LAS VEGAS NV 89102-5904

I SUPPORT
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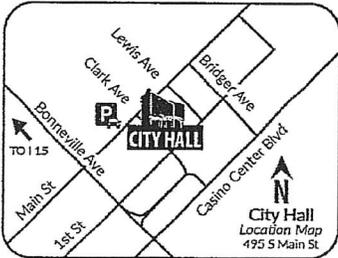


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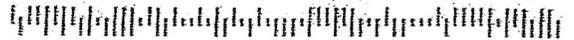
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16208210044
STOCKMAN JOSEPH LYNN REV LIV TR
ETAL
STOCKMAN JOSEPH LYNN TRS
3204 WILMINGTON WAY
LAS VEGAS NV 89102-0119

I SUPPORT
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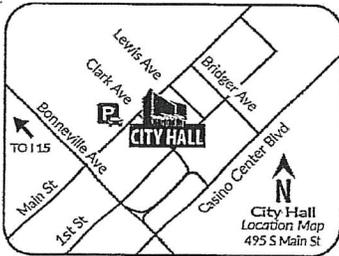
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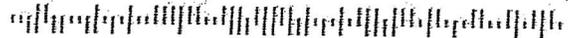
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22-0442
16208114044
WOO RUTH L & LAWRENCE C
3104 KINGS WAY
LAS VEGAS NV 89102-0156

88 HRFNFI 89102



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① Build BLOCK WALL on Richfield - NO AUTO EXITS - ONLY FIRE GATE ON MILD OPENING.

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495 South Main Street
Las Vegas, Nevada 89101

② open Walkway only on TRONAST for school kids.
③ open backside of PALMS WAY for auto exit to WYANDOTTE ST.

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④ POST-NOT TRUST on west side palms way, and Wilmington

⑤ Build UNDERGROUND or STRUCTURE for 100'-200' buildings.
⑥ Put STOP signs on all cross streets (2way-4way) on Richfield
TO SHOW DOWN TRAFFIC.

⑦ Project benefits NO ONE except Fischer Bros, Area 15,
and Palace Station - for 1,000+ new customers

⑧ Are you aware some streets off Richfield, closest to Palace
Station were gated off to traffic from A Station
due to raising up residential streets to get to
Richfield & then Sahara? Has traffic study
been done for all affected area?



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I SUPPORT this Request

I OPPOSE this Request

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⑨ Area quiet and low crime Now, project as is
is TOO LARGE - GREED is NOT a virtue. - LOWER these
buildings.

⑩ a Plus would be a grocery store, small like sprouts, whole foods, (MEXICAN AMERICAN) we have 2 in area
and a PARK like Bob Baskin

22-0442
16208210029

MORTON VINCENETTE FAMILY TRUST
MORTON VINCENETTE TRS
2817 NORTHAM ST
LAS VEGAS NV 89102-5986

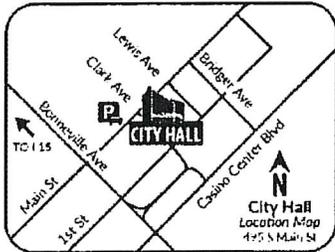
Will lower property
value! effect taxes?

Morton
10/2/2022

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22-0442
16208210048
ALLSUP SANDRA
ABELL JERRY
2705 YARDLEY ST
LAS VEGAS NV 89102-0161

I SUPPORT
this Request

I OPPOSE
this Request

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Oct. 1, 2022

Joseph Lynn Stockman
3204 Wilmington Way
Las Vegas, NV 89102

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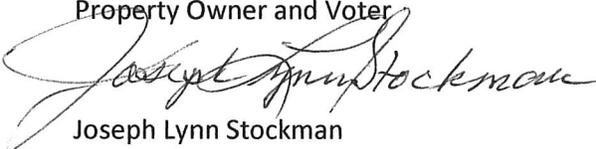
To:

City of Las Vegas Planning Commission
495 S Main Street
Las Vegas, NV 89101
Parcel 162-08-210-044 Meadow Terrace

Attention: Commissioners

I have lived in this neighborhood since it was built in 1973 by developers and I do not consent to the changes in zoning status residential to commercial and/ or raise building height restrictions. To continue, due to the major impacts to property in the area and the school, this must be brought to a minority 80% approval vote by current established Property Owners in the area. This is a very poor way to increase Population Density for Ward voting in the area. Regarding: 22-0442- GPA1, 21-0442-ZON1, 22-0442-SUP1, 22-0442-SUP2, 22-0442VAC1, and/or 22-0442-TMP1. Currently the traffic and parking is highly congested with drop off and pick up at the school now.

Property Owner and Voter


Joseph Lynn Stockman

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