

Campo Rico Specific Plan

Application to Washoe County for a:

***Master Plan Amendment
Regulatory Zone Amendment
Development Code Amendment***

Prepared by:



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Application Materials

Master Application
Property Owner Affidavit
Master Plan Amendment Application Checklist
Master Plan Amendment Supplemental Information
Regulatory Zone Amendment Application Checklist
Regulatory Zone Amendment Supplemental Information
Development Code Amendment Application Checklist
Development Code Amendment Supplemental Information
Proof of Property Tax Payment
Traffic Impact Report
Site Plan
Campo Rico SP Handbook

Project Requests - This application includes the following requests:

- A **Master Plan Amendment** from *Suburban Residential (SR)* / *Rural Residential (RR)* to *Industrial (I)*.
- A **Regulatory Zone Amendment** from *Low Density Suburban (LDS)* / *Low Density Rural (LDR)* to *Specific Plan (SP)*.
- A **Development Code Amendment** to change the map titled 110.216.1 Spanish Springs Planning Area Communities by removing this site from the Western Theme Design Guidelines and making it Specific Plan.

Property Location

The site consists of four parcels totaling 40.87± acres (APN's 534-600-03, 04, 05, and 06) located on Campo Rico Lane in Spanish Springs area of Washoe County, Nevada. Specifically, the site is adjacent to Pyramid Highway, with an access connection to the highway. Campo Rico Lane is private access easement that serves parcels to the north of the site. (see Figure 1 below).



Figure 1 - Vicinity Map

Land Use and Zoning

The site currently has Suburban Residential (SR) and Rural Residential (RR) Master Plan Land Use and Low Density Suburban (LDS) and Low Density Rural (LDR) zoning. The proposed land use is Industrial (I), and the proposed zoning is Specific Plan (SP) for the entire site (see Figures 2-5 below).



Figure 2 - Existing Land Use



Figure 3 – Proposed Land Use

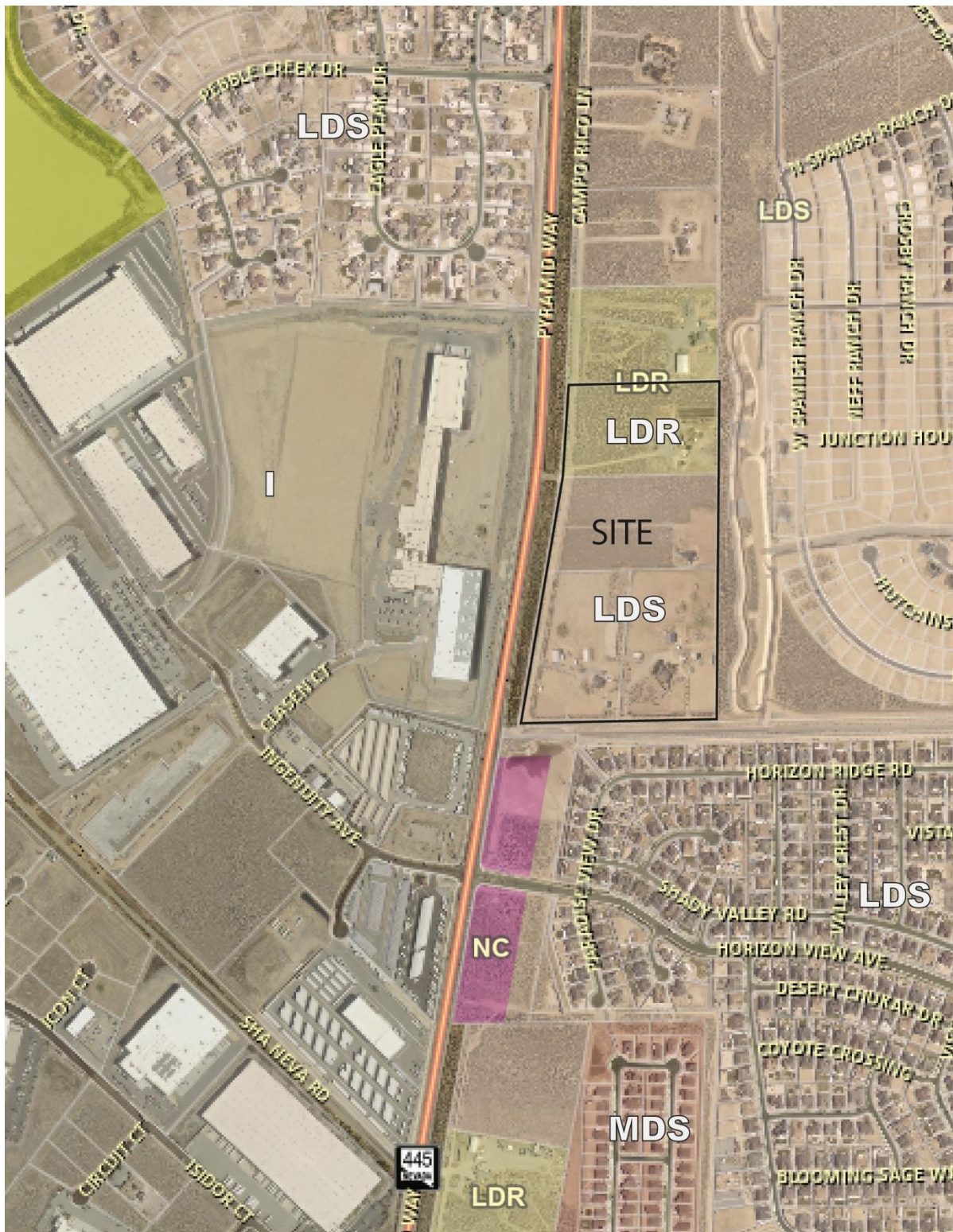


Figure 4 – Existing Zoning

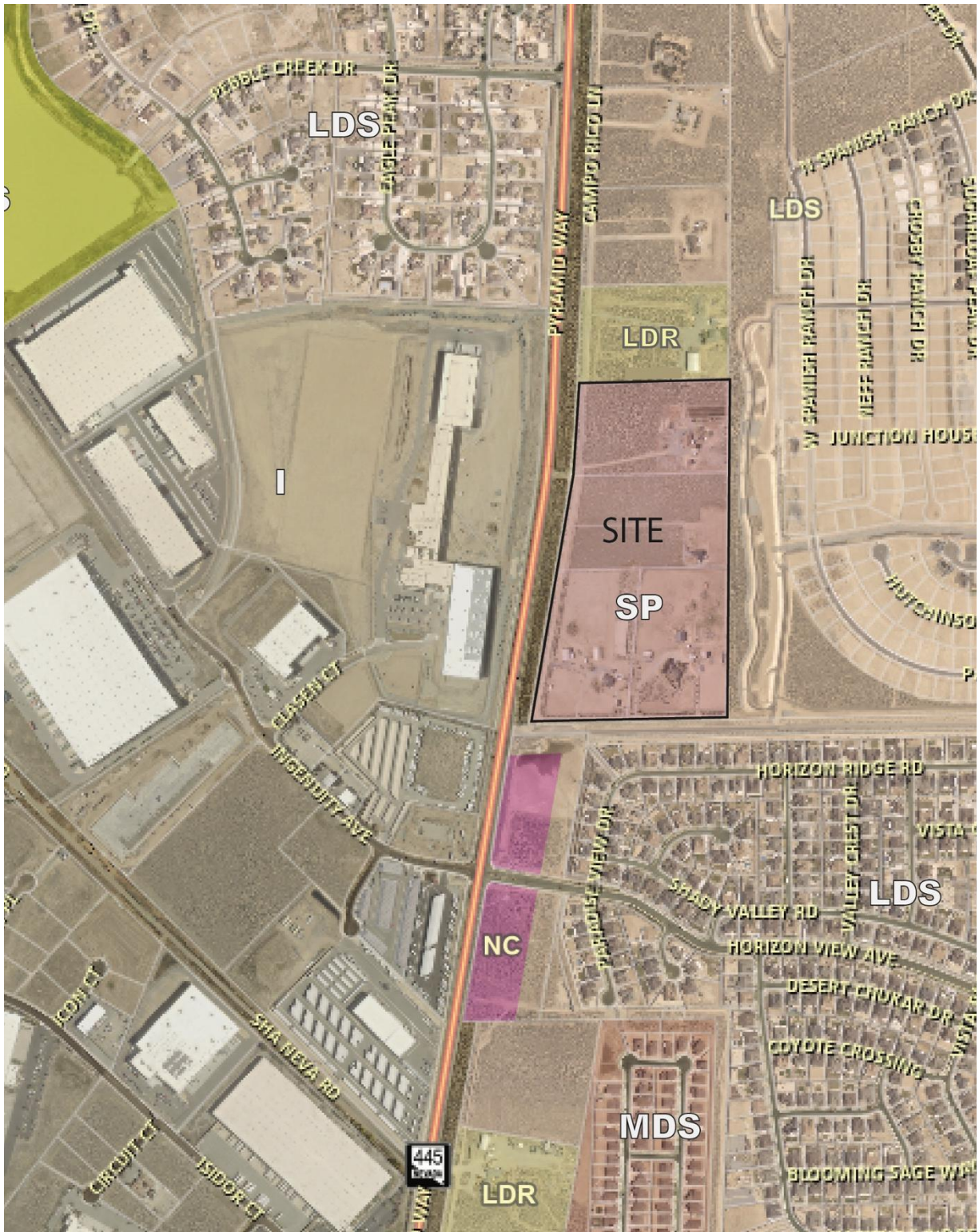


Figure 5 – Proposed Zoning

Project Description

The site includes four single-family residential parcels that were acquired over time by the current property owners and applicants. The site is relatively flat with approximately 3.5% downslope from east to west. It is not encumbered by any FEMA flood zones on the property. Surrounding land uses include single family to the north, a 325' wide open space buffer to the east, Pyramid Highway on the west, and the Donovan Pit Haul Road on the south.

Figure 6 (below) shows an enhanced aerial view of the site, and Figure 7 (following page) includes photographs of the existing site conditions.

All details regarding development standards and site characteristics for the project can be found in the attached Specific Plan Development Standards Handbook for Campo Rico.



Figure 6 – Enhanced Aerial View

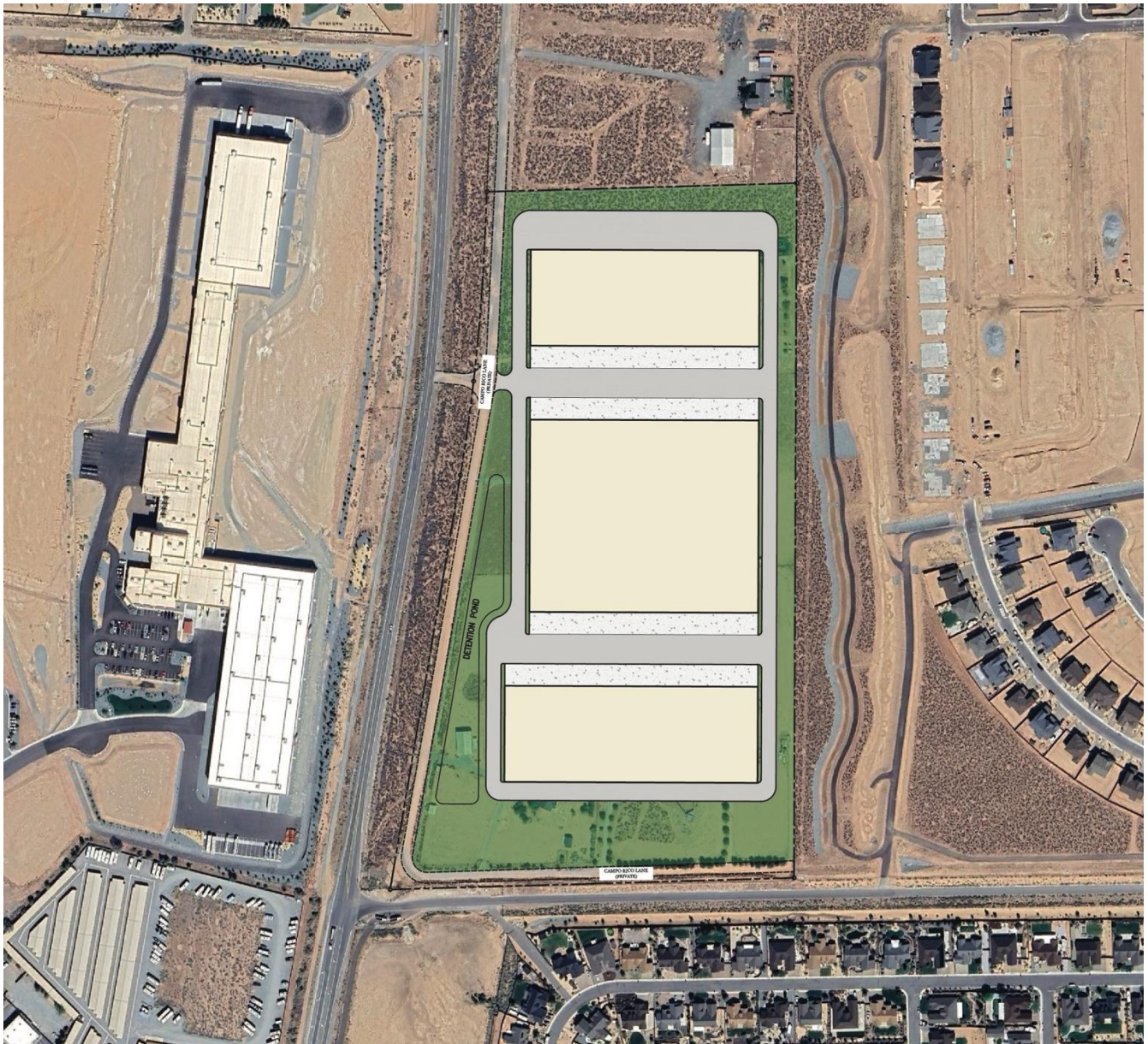


Figure 7 – Conceptual Site Plan

Master Plan Analysis

Envision 2040 – Spanish Springs Area Plan

PRIORITY PRINCIPLES & POLICIES

NCR Principle 1. Maintain scenic resources within the County.

- Policy 1.1 Collaborate with all planning partners to identify and protect the region's significant visual gateways and viewsheds including ridge lines, buttes, mountains, and riparian corridors.

The project is primarily neutral on this policy but does consider views from the adjacent residential development that is higher in elevation. The SP has a reduced maximum building height, and lowering the height of the building in the grading plan will support this policy.

- Policy 1.2 Maintain dark night skies.

The lighting technology will support this policy with restrictions on hours of operation and lighting standards and controllers to support dark sky criteria.

NCR Principle 6. Acquire, develop, and maintain a system of regional parks and trails that provide for both active and passive recreational opportunities.

- Policy 6.5 Work with partner agencies including TMRPA, WCSO, NDOT, and RTC to support a collaborative approach to the creation of a network of parks, bikeways, greenbelts, recreational trails, multi-purpose corridors, and public facilities.
- Policy 6.7 Require public access easements from subdivisions that are adjacent to public lands.
- Policy 6.8 Pursue long-term funding opportunities for acquisition, development, and maintenance of parks, trails, open space, and other recreational facilities.

The project is neutral on this policy, given the policy is geared to regional parks and trails that are absent in a development project fronting a regional highway.

LU Principle 5. Maintain the rural character of communities in the Rural Area.

- Policy 5.5 Preserve and promote the rural communities and rural area's natural, historical, scenic, and recreational resources to residents and visitors.

The project is neutral on this policy in that the area is not rural as it is designated Suburban in the Master Plan.

TR Principle 1. Create an interconnected transportation network.

- Policy 1.4 Support mixed-use, transit-oriented development, and community revitalization projects that encourage walking, bicycling, and easy access to existing and planned transit stops.

The project will support this policy to the extent that it applies, as the land use supports the mixed-use aspect but modes of transportation are limited on a Highway. There will be support for the policy by helping with safety and operation improvements on the highway which the project will help fund.

TR Principle 3. Prioritize multi-modal transportation to support healthy communities.

- Policy 3.3 Prioritize development of alternative modes of transportation before expanding the roadway network.

The project is neutral on this policy as this will be influenced by transportation authorities including NDOT, Washoe County and RTC.

TR Principle 4. Coordinate transportation decisions with regional and local partners.

- Policy 4.1 Advocate for a regional evaluation of how transportation infrastructure could be developed concurrently with development to meet transportation demands.

The project will strongly support this policy as the applicant has prepared a traffic study to include Pyramid Highway improvements. These will be sponsored by the project with benefit to the public for safety and operations on the highway. The transportation partners will include Washoe County, RTC, and NDOT and the applicant technical team to address transportation demand and infrastructure.

Findings

Following are four sections of Washoe County Development Code that are the key sections of code applicable to this application. Those sections include Master Plan Amendment Findings, Regulatory Zone Amendment Findings, Approval of a Specific Plan Findings, and Development Code Amendment Findings. Comments addressing the WC Development Code regarding applicability, standards, and findings are written in *italics* below each section.

Master Plan Amendment

Section 110.820.15 Review Procedures.

(d) Findings. When adopting an amendment, the Commission shall make all required findings contained in the area plan for the planning area in which the property that is the subject of the Master Plan amendment is located and, at a minimum, make at least three of the following findings of fact unless a military installation is required to be noticed, then in addition to the above, a finding of fact pursuant to subsection (6) shall also be made:

- (1) **Consistency with Master Plan.** The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.

The amendment is consistent with the Master Plan in that the proposed land use is allowed in the Envision 2040 version of the Master Plan, and the proposal specifically supports several of the policies in that version of the Master Plan.

- (2) **Compatible Land Uses.** The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.

The proposed land use is compatible with adjacent land uses given the detailed aspects of the Specific Plan that include measures to ensure compatibility with residential. Compatibility is precisely addressed by implementing the Washoe County standards for Industrial next to residential as part of the project design in the Specific Plan. All of those standards are in place as a way to measure compatibility with residential. Similarly, the traffic study is to show improvements on Pyramid Highway that will be the responsibility of the project and assist in the compatibility effort.

- (3) **Response to Change Conditions.** The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.

Change conditions are the primary basis for this application. The property owners purchased land years ago when the area was rural. It has been changed to Suburban as defined in the Master Plan. The change conditions are not conducive to the lifestyle that the property owners invested in years ago. In addition, there has been a pattern of leapfrog development where intensification of land has occurred in all directions around the site which is a fundamental change conditions.

- (4) **Availability of Facilities.** There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed Master Plan designation.

There are planned transportation and utility facilities available for this site that are in alignment with the proposed land use intensity and related impacts created. The proposed land use is on the very low end of burden on water and sewer demands in comparison to the spectrum of land use intensities. There is a notable opportunity to improve make improvements on the highway by combing access points and improving that access for safety. This weaves into the RTC project called Pyramid Highway Operation Improvements which is currently underway in design. The north limit of that project ends just south of the subject site.

- (5) **Desired Pattern of Growth.** The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.

This land use does reflect a desired pattern of growth given the presence of a highway as the site frontage and the proposed use with its restrictions will serve as a screen and noise buffer to the highway. Design restrictions in the SP handbook will help manage the growth pattern by orienting the intensity to the highway and turning activity away

from residential. The highway frontage is a dominant feature that lends itself to this type of land use versus residential.

- (6) **Effect on a Military Installation.** The proposed amendment will not affect the location, purpose and mission of the military installation.

This is not applicable.

Regulatory Zone Amendment

Section 110.821.15 Review by Planning Commission.

(d) Findings. To make a recommendation for approval, all of the following findings must be made by the Commission:

- (1) **Consistency with Master Plan.** The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.

The amendment is consistent with the Master Plan in that the proposed land use is allowed in the Envision 2040 version of the Master Plan, and the proposal specifically supports several of the policies in that version of the Master Plan.

- (2) **Compatible Land Uses.** The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.

The proposed zoning is compatible with adjacent land uses given the detailed aspects of the Specific Plan that include measures to ensure compatibility with residential. Compatibility is precisely addressed by implementing the Washoe County standards for Industrial next to residential as part of the project design in the Specific Plan. All of those standards are in place as a way to measure compatibility with residential. Similarly, the traffic study is to show improvements on Pyramid Highway that will be the responsibility of the project and assist in the compatibility effort.

- (3) **Response to Change Conditions; more desirable use.** The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.

This land use does reflect a more desirable utilization of land given that it defines exactly how the site will develop and considers compatibility issues and intensity concerns by adding standards in the SP handbook to satisfy these issues. The current master plan allows for residential uses with attached product of up to 9 dwellings per acre which would create more concerns with intensity and likely a less desirable pattern of growth.

- (4) **Availability of Facilities.** There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed amendment.

There are planned transportation and utility facilities available for this site that are in alignment with the proposed land use intensity and related impacts created. The proposed land use is on the very low end of burden on water and sewer demands in comparison to the spectrum of land use intensities. There is a notable opportunity to improve make improvements on the highway by combing access points and improving that access for safety. This weaves into the RTC project called Pyramid Highway Operation Improvements which is currently underway in design. The north limit of that project ends just south of the subject site.

- (5) **No Adverse Effects.** The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan.

There is no adverse impact to the policies and action program of the WC master plan as can be ascertained at this time. The land use change does support policies that apply to this request.

- (6) **Desired Pattern of Growth.** The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.

This land use change does reflect physical orderly growth without impairment to the population growth projections and any notable impairment on natural resources. Natural resource elements such as topography restrictions, tree and vegetative cover or significant botanical features, wildlife presence, drainageways and water resource elements are all absent on site. The use is more consistent with highway frontage and the development criteria that goes with highway frontage.

- (7) **Effect on a Military Installation When a Military Installation is Required to be Noticed.** The proposed amendment will not affect the location, purpose and mission of a military installation.

This is not applicable.

Specific Plan

Section 110.442.55 Application and Tentative Approval of Specific Plan.

Findings. Consistent with NRS 278A.500 and in addition to making all the findings required by Section 110.821.15 of this code for regulatory zone amendments, the commissioners shall consider and set forth in the minutes of the meeting (either as a part of the motion or by individual comments) with particularity in what respects the Plan would or would not be in the public interest, including, but not limited to findings on the following:

- a) **Consistency with Specific Plan Standards.** In what respects the plan is or is not consistent with the statements of objectives of a Specific Plan set forth in this Article;

The Specific Plan as written meets all of the criteria and statements of objectives as applicable for a Specific Plan.

- b) **Departures from regulatory zone requirements are in public interest.** The extent to which the plan departs from regulatory zone and subdivision regulations otherwise applicable to the property, including but not limited to density, bulk and use, and the reasons why these departures are or are not deemed to be in the public interest;

The Washoe County Development Code section 110.216 mandates departure from a traditional regulatory zone for this use in the Spanish springs area and requires a Specific Plan. This is a basic requirement to suggest the SP is necessary and important to reflect public interests.

- c) **Residential/nonresidential ratio.** The ratio of residential to nonresidential use in the planned development;

This finding is not applicable. There is no ratio for residential to nonresidential in this SP as it is not required or desired.

- d) **Adequacy of common open space.** The purpose, location and amount of the common open space in the development and the adequacy or inadequacy of the amount and purpose of common open space as related to the proposed density and type of residential development.

This finding is written for an SP with a residential component and likely does not apply to this proposal. There is open space designed into the site by way of the buffer and landscaping areas. It is not common open space. Landscaping is required and will satisfy the development code sections as applicable.

- e) **Maintenance of Common Open Space.** The reliability of the proposals for the maintenance and conservation of the open space.

Same as above and not applicable.

- f) **Adequacy of public services, traffic and amenities.** The physical design of the plan and the manner in which design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, and further the amenities of light and air, recreation and visual enjoyment.

There are planned transportation and utility facilities available for this site that are in alignment with the proposed land use intensity and related impacts created. The proposed land use is on the very low end of burden on water and sewer demands in comparison to the spectrum of land use intensities. There is a notable opportunity to improve make improvements on the highway by combing access points and improving

that access for safety. This weaves into the RTC project called Pyramid Highway Operation Improvements which is currently underway in design. The north limit of that project ends just south of the subject site.

- g) **Relationship to neighborhood.** The relationship, beneficial or adverse, of the proposed Specific Plan to the neighborhood in which it is proposed to be established.

There are elements in the land use and design that are sensitive to the adjacent neighborhood. The burden on the applicant is to thoroughly address the use and that intensity items are of minimal impact and beneficial to the neighborhood. Those are addressed with separation, height controls, building orientation standards, screening of the building, lowering of the buildings, restricted hours of operation, and making sure the quiet side of the site is oriented to residential.

- h) **Schedule sufficiency.** If the development is to be built over a period of years, the sufficiency of the terms and conditions in the plan intended to protect the interests of the public, residents and owners of the development in the integrity of the plan.

The plan as proposed becomes the legal document that will stand the test of time which is the integrity of the plan. A development schedule includes a phasing plan and will be responsive to market conditions. There is a high level of detail and precision in the plan to protect the interests of the public that requires approval of the government agencies for any variation in the plan.

Amendment of the Development Code

Section 110.818.15 Review Procedures.

(e) Findings. When making its recommendation to the Board of County Commissioners for approval, modification of an amendment, or denial, the Planning Commission shall, at a minimum, make at least one of the following findings of fact:

- (1) **Consistency with Master Plan.** The proposed Development Code amendment is in substantial compliance with the policies and action programs of the Washoe County Master Plan.

The amendment is consistent with the master plan in that the proposed land use is allowed in the Envision 2040 version of the Master Plan and that proposal specifically supports several of the policies in that master plan.

- (2) **Promotes the Purpose of the Development Code.** The proposed Development Code amendment will not adversely impact the public health, safety or welfare, and will promote the original purposes for the Development Code as expressed in Article 918, Adoption of Development Code.

The Development Code Amendment (DCA) does promote the original purpose as it advances the purpose to reflect the current state of the industrial industry design

standards. Specifically, we are addressing the obsolete and dated design standards that don't have relevance in the industry today. That update is to craft the design standards as proposed which drive the DCA. Simply put, the buildings today have a much nicer impact to public interests versus those that would be built under the Western Theme design standards.

- (3) **Response to Changed Conditions.** The proposed Development Code amendment responds to changed conditions or further studies that have occurred since the Development Code was adopted by the Board of County Commissioners, and the requested amendment allows for a more desirable utilization of land within the regulatory zones.

Changed conditions are the primary basis for this application. The property owners purchased land years ago when the area was rural. It has been changed to Suburban as defined in the Master Plan. The changed conditions are not conducive to the lifestyle that the property owners invested in years ago. In addition, there has been a pattern of leapfrog development where intensification of land has occurred in all directions around the site which is a fundamental change condition.

- (4) **No Adverse Affects.** The proposed Development Code amendment will not adversely affect the implementation of the policies and action programs of the Conservation Element or the Population Element of the Washoe County Master Plan.

There is no adverse impact to the policies and action program of the WC master plan as can be ascertained at this time. The land use change does support policies that apply to this request.

Appendix A

Application Materials

Master Application

Property Owner Affidavit

Master Plan Amendment Application Checklist

Master Plan Amendment Supplemental Information

Regulatory Zone Amendment Application Checklist

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Development Code Amendment Application Checklist

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Proof of Property Tax Payment

Traffic Impact Report

Site Plan

Campo Rico SP Handbook

Washoe County Development Application

Your entire application is a public record. If you have a concern about releasing personal information, please contact Planning and Building staff at 775.328.6100.

Project Information		Staff Assigned Case No.: _____	
Project Name:			
Project Description:			
Project Address:			
Project Area (acres or square feet):			
Project Location (with point of reference to major cross streets AND area locator):			
Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No.(s):	Parcel Acreage:
Indicate any previous Washoe County approvals associated with this application: Case No.(s).			
Applicant Information (attach additional sheets if necessary)			
Property Owner:		Professional Consultant:	
Name:		Name:	
Address:		Address:	
Zip:		Zip:	
Phone:	Fax:	Phone:	Fax:
Email:		Email:	
Cell:	Other:	Cell:	Other:
Contact Person:		Contact Person:	
Applicant/Developer:		Other Persons to be Contacted:	
Name:		Name:	
Address:		Address:	
Zip:		Zip:	
Phone:	Fax:	Phone:	Fax:
Email:		Email:	
Cell:	Other:	Cell:	Other:
Contact Person:		Contact Person:	
For Office Use Only			
Date Received:		Planning Area:	
County Commission District:		Master Plan Designation(s):	
CAB(s):		Regulatory Zoning(s):	

Property Owner Affidavit

Applicant Name: Brian Darren Markowski

The receipt of this application at the time of submittal does not guarantee the application complies with all requirements of the Washoe County Development Code, the Washoe County Master Plan or the applicable area plan, the applicable regulatory zoning, or that the application is deemed complete and will be processed.

STATE OF NEVADA)
)
COUNTY OF WASHOE)

I, Brian D. Markowski
(please print name)

being duly sworn, depose and say that I am the owner* of the property or properties involved in this application as listed below and that the foregoing statements and answers herein contained and the information herewith submitted are in all respects complete, true, and correct to the best of my knowledge and belief. I understand that no assurance or guarantee can be given by members of Planning and Building.

(A separate Affidavit must be provided by each property owner named in the title report.)

Assessor Parcel Number(s): 534-600-06

Printed Name Brian Markowski

Signed [Signature]

Address 11580 Campo Rico Lane
Sparks, NV 89441

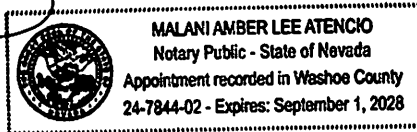
Subscribed and sworn to before me this
18th day of January, 2025.

(Notary Stamp)

[Signature]

Notary Public in and for said county and state

My commission expires: 09/01/2028



*Owner refers to the following: (Please mark appropriate box.)

- ☒ Owner
- ☐ Corporate Officer/Partner (Provide copy of record document indicating authority to sign.)
- ☐ Power of Attorney (Provide copy of Power of Attorney.)
- ☐ Owner Agent (Provide notarized letter from property owner giving legal authority to agent.)
- ☐ Property Agent (Provide copy of record document indicating authority to sign.)
- ☐ Letter from Government Agency with Stewardship

Property Owner Affidavit

Applicant Name: Jennifer Gheno

The receipt of this application at the time of submittal does not guarantee the application complies with all requirements of the Washoe County Development Code, the Washoe County Master Plan or the applicable area plan, the applicable regulatory zoning, or that the application is deemed complete and will be processed.

STATE OF NEVADA)
COUNTY OF WASHOE)

I, Jennifer Gheno
(please print name)

being duly sworn, depose and say that I am the owner* of the property or properties involved in this application as listed below and that the foregoing statements and answers herein contained and the information herewith submitted are in all respects complete, true, and correct to the best of my knowledge and belief. I understand that no assurance or guarantee can be given by members of Planning and Building.

(A separate Affidavit must be provided by each property owner named in the title report.)

Assessor Parcel Number(s): 534 - 600 - 06

Printed Name Jennifer Gheno

Signed Jen Gheno

Address 11580 Campo Rico Ln. Sparks, NV 89436

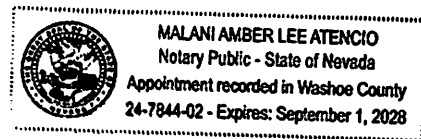
Muller attw

(Notary Stamp)

Subscribed and sworn to before me this
18th day of JANUARY, 2025.

Muller attw
Notary Public in and for said county and state

My commission expires: 09/01/2028



*Owner refers to the following: (Please mark appropriate box.)

- ☒ Owner
- ☐ Corporate Officer/Partner (Provide copy of record document indicating authority to sign.)
- ☐ Power of Attorney (Provide copy of Power of Attorney.)
- ☐ Owner Agent (Provide notarized letter from property owner giving legal authority to agent.)
- ☐ Property Agent (Provide copy of record document indicating authority to sign.)
- ☐ Letter from Government Agency with Stewardship

Property Owner Affidavit

Applicant Name: BRUCE C. HALL

The receipt of this application at the time of submittal does not guarantee the application complies with all requirements of the Washoe County Development Code, the Washoe County Master Plan or the applicable area plan, the applicable regulatory zoning, or that the application is deemed complete and will be processed.

STATE OF NEVADA)
)
COUNTY OF WASHOE)

I, BRUCE C. HALL
(please print name)

being duly sworn, depose and say that I am the owner* of the property or properties involved in this application as listed below and that the foregoing statements and answers herein contained and the information herewith submitted are in all respects complete, true, and correct to the best of my knowledge and belief. I understand that no assurance or guarantee can be given by members of Planning and Building.

(A separate Affidavit must be provided by each property owner named in the title report.)

Assessor Parcel Number(s): 534-600-03

Printed Name BRUCE C. HALL

Signed

Bruce C. Hall
11500 CAMPO RICO LN.
Address SPARKS, NV, 89441

Subscribed and sworn to before me this
28 day of January, 2015.

Elizabeth Spezia
Notary Public in and for said county and state

My commission expires: April 8, 2027

(Notary Stamp)



*Owner refers to the following: (Please mark appropriate box.)

- ☐ Owner
- ☐ Corporate Officer/Partner (Provide copy of record document indicating authority to sign.)
- ☐ Power of Attorney (Provide copy of Power of Attorney.)
- ☐ Owner Agent (Provide notarized letter from property owner giving legal authority to agent.)
- ☐ Property Agent (Provide copy of record document indicating authority to sign.)
- ☐ Letter from Government Agency with Stewardship

Property Owner Affidavit

Applicant Name: EMILY F. HALL

The receipt of this application at the time of submittal does not guarantee the application complies with all requirements of the Washoe County Development Code, the Washoe County Master Plan or the applicable area plan, the applicable regulatory zoning, or that the application is deemed complete and will be processed.

STATE OF NEVADA)
)
COUNTY OF WASHOE)

I, EMILY F. HALL

(please print name)

being duly sworn, depose and say that I am the owner* of the property or properties involved in this application as listed below and that the foregoing statements and answers herein contained and the information herewith submitted are in all respects complete, true, and correct to the best of my knowledge and belief. I understand that no assurance or guarantee can be given by members of Planning and Building.

(A separate Affidavit must be provided by each property owner named in the title report.)

Assessor Parcel Number(s): 534-600-03

Printed Name EMILY F. HALL

Signed

Emily F. Hall

Address 11500 CAMPO RICO LN,
SPARKS NV. 89441

Subscribed and sworn to before me this
28 day of January, 2025.

Washoe, Nevada
Notary Public in and for said county and state

My commission expires: April 8, 2027

Elizabeth Spezia
(Notary Stamp)



*Owner refers to the following: (Please mark appropriate box.)

- ☐ Owner
- ☐ Corporate Officer/Partner (Provide copy of record document indicating authority to sign.)
- ☐ Power of Attorney (Provide copy of Power of Attorney.)
- ☐ Owner Agent (Provide notarized letter from property owner giving legal authority to agent.)
- ☐ Property Agent (Provide copy of record document indicating authority to sign.)
- ☐ Letter from Government Agency with Stewardship

Property Owner Affidavit

Applicant Name: Bonnie Gail Romero

The receipt of this application at the time of submittal does not guarantee the application complies with all requirements of the Washoe County Development Code, the Washoe County Master Plan or the applicable area plan, the applicable regulatory zoning, or that the application is deemed complete and will be processed.

STATE OF NEVADA)
COUNTY OF WASHOE)

I, Bonnie Gail Romero
(please print name)

being duly sworn, depose and say that I am the owner* of the property or properties involved in this application as listed below and that the foregoing statements and answers herein contained and the information herewith submitted are in all respects complete, true, and correct to the best of my knowledge and belief. I understand that no assurance or guarantee can be given by members of Planning and Building.

(A separate Affidavit must be provided by each property owner named in the title report.)

Assessor Parcel Number(s): 534-600-04

Printed Name Bonnie Gail Romero

Signed Bonnie Gail Romero

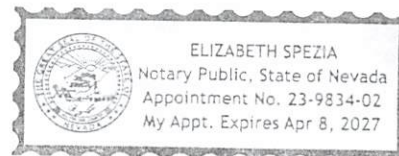
Address 1520 Campo Rico NW Sparks NV 89441

Subscribed and sworn to before me this
16 day of January, 2025.

Elizabeth Spezia
Notary Public in and for said county and state

My commission expires: April 8, 2027

(Notary Stamp)



*Owner refers to the following: (Please mark appropriate box.)

- ☒ Owner
- ☐ Corporate Officer/Partner (Provide copy of record document indicating authority to sign.)
- ☐ Power of Attorney (Provide copy of Power of Attorney.)
- ☐ Owner Agent (Provide notarized letter from property owner giving legal authority to agent.)
- ☐ Property Agent (Provide copy of record document indicating authority to sign.)
- ☐ Letter from Government Agency with Stewardship

February 2024

Master Plan Amendment

Washoe County Code (WCC) Chapter 110, Article 820, Amendment of the Master Plan, provides the method for amending the Master Plan, including requests to change a master plan designation affecting a parcel of land or a portion of a parcel. A Master Plan Amendment may be initiated by the Board of County Commissioners, by the Director of Planning and Building, or an owner of real property or the property owner's authorized agent may initiate an amendment by submitting an application. See WCC 110.820, for further information.

Development Application Submittal Requirements

Applications are accepted on the 8th of January, May, and September. If the 8th falls on a non-business day, applications will be accepted on the next business day.

If you are submitting your application online, you may do so at [OneNV.us](https://www.onenv.us)

1. **Fees:** See Master Fee Schedule. **Most payments can be made directly through the OneNV.us portal.** If you would like to pay by check, please make the check payable to Washoe County and bring your application and payment to the Community Services Department (CSD).
2. **Development Application:** A completed Washoe County Development Application form.
3. **Owner Affidavit:** The Owner Affidavit must be signed and notarized by all owners of the property subject to the application request.
4. **Proof of Property Tax Payment:** The applicant must provide a written statement from the Washoe County Treasurer's Office indicating all property taxes for the current quarter of the fiscal year on the land have been paid.
5. **Neighborhood Meeting:** This project may require a Neighborhood Meeting to be held prior to application submittal. Please contact Washoe County Planning at Planning@washoecounty.gov or by phone at 775-328-6100 to discuss requirements.
6. **Application Materials:** The completed Master Plan Amendment Application materials.
7. **Traffic Impact Report:** Traffic impact reports are required whenever the proposed amendment will create the potential to generate 80 or more weekday peak hour trips as determined using the latest edition of the Institute of Transportation Engineers (ITE) trip generation rates or other such sources, as may be acceptable by Washoe County Engineering. Projects with less than 200 peak hour trips may not need to perform an impact analysis for future years. Traffic consultants are encouraged to contact Engineering staff prior to preparing a traffic impact report.
8. **Application Map Specifications:** If this request involves a change to a map within the Master Plan, provide a map to be drawn using standard engineering scales (e.g. scale 1" = 100', 1" = 200', or 1" = 500') clearly depicting the area subject to the request, in relationship to the exterior property lines. All dimensions and area values shall be clearly labeled and appropriate symbols and/or line types shall be included in the map legend to depict the map intent.
9. **Compliance with Planning Area Special Requirements:** Several planning areas (e.g. North Valleys, South Valleys, etc.) have additional submittal requirements, especially related to proof of sufficient water rights to serve the proposed master plan amendment. Please consult the Master Plan and the Washoe County Development Code, Division Two, for the planning area(s) to be impacted prior to submitting a Master Plan Amendment Application.
10. **Digital File:** If this request involves a change to a map within the Master Plan, the applicant must provide an electronic file representing the scale, location, and size (in acres) of the proposed Master Plan changes. The file shall match any exhibits and/or acreage information contained within the original paper application. Preferred file format will be compatible with ESRI Geographic Information System (GIS) software technology (AutoCAD files are acceptable but should only include the polygon

layer information necessary to determine the location and size of the proposed land use change request). The data provided will be used by staff to create a “side-by-side” comparison map of existing and proposed land use and will also be the basis for official changes to the Washoe County land use database should the request be approved. The data may also be used for three dimensional (3D) modeling of the request during the permit review and public hearing process.

11. **Submission Packets:** One (1) packet and a flash drive. Any digital documents need to have a resolution of 300 dpi. If materials are unreadable, you will be asked to provide a higher quality copy. The packet shall include one (1) 8.5” x 11” reduction of any applicable site plan, development plan, and/or application map. Labeling on these reproductions should be no smaller than 8 point on the 8.5” x 11” display. Large format sheets should be included in a slide pocket(s). Any specialized reports identified above shall be included as attachments or appendices and be annotated as such.

Notes:

- (i) Application and map submittals must comply with all specific criteria as established in the Washoe County Development Code and/or the Nevada Revised Statutes.
- (ii) Appropriate map engineering and building architectural scales are subject to the approval of the Planning and Building and/or Engineering and Capital Projects.
- (iii) All oversized maps and plans must be folded to a 9” x 12” size.
- (iv) Based on the specific nature of the development request, Washoe County reserves the right to specify additional submittal packets, additional information and/or specialized studies that clarify the potential impacts and potential conditions of development in order to minimize or mitigate impacts resulting from the project. No application shall be processed until the information necessary to review and evaluate the proposed project is deemed complete by the Director of Planning and Building.
- (v) **Labels:** If the assigned planner determines the abandonment will affect the access to a mobile home park, the applicant will be required to submit a list of mailing addresses for every tenant residing in the mobile home park.
- (vi) **Master Plan Amendments that propose a change to the Vision or Character Statement or any of their associated goals and/or policies of an Area Plan may require a series of community visioning workshops with the applicable Citizen Advisory Board(s). Please see the Plan Maintenance section of the subject Area Plan for more information.**

Master Plan Amendment Supplemental Information

(All required information may be separately attached)

The Washoe County Master Plan describes how the physical character of the County exists today and is planned for the future. The plan is adopted by the community and contains information, policies and a series of land use maps. The Master Plan provides the essential framework for creating a healthy community system and helps guide decisions about growth and development in the County. The following are general types of requests the County receives to amend the Master Plan. Please identify which type of amendment you are requesting:

☐ A request to change a master plan designation(s) from the adopted master plan and/or area plan maps
☐ A request to add, amend, modify or delete any of the adopted policies found in the elements of the Master Plan
☐ A request to add, amend, modify or delete any of the adopted policies in the area plans and/or specific language found in the area plans
☐ Other (please identify):

Please complete this questionnaire to ensure consistent review of your request to amend the Washoe County Master Plan. Staff will review the application to determine if the amendment request is in conformance with the policies and language within the elements and area plans of the Master Plan or if the information provided supports a change to the plan. Please provide an explanation to all questions; attach additional sheets if necessary.

1. What is the Master Plan amendment being requested at this time?

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2. What conditions have changed and/or new studies have occurred since the adoption of the Washoe County Master Plan that supports the need for the amendment request?

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3. Please provide the following specific information:

- a. What is the location (address or distance and direction from the nearest intersection of the subject property)? Attach, for map amendments, a legal description. For all other amendments, what is the area subject to the request?

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- b. Please list the following proposed changes (attach additional sheet if necessary):

Assessor's Parcel Number	Master Plan Designation	Existing Acres	Proposed Master Plan Designation	Proposed Acres

- c. What are the adopted land use designations of adjacent parcels?

North	
South	
East	
West	

4. Describe the existing conditions and uses located at the site or in the vicinity (i.e. vacant land, roadways, buildings, etc.).

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5. Describe the natural resources associated with the site under consideration. Your description should include resource characteristics such as water bodies, vegetation, topography, minerals, soils and wildlife habitat.

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6. Describe whether any of the following natural resources or systems are related to the proposed amendment:

- a. Is property located in the 100-year floodplain? (If yes, attach documentation of the extent of the floodplain and any proposed floodplain map revisions in compliance with Washoe County Development Code, Article 416, Flood Hazards, and consultation with the Washoe County Engineering & Capital Projects Division.)

☐ Yes	☐ No
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Explanation:

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- b. Does property contain wetlands? (If yes, attach a preliminary delineation map and describe the impact the proposal will have on the wetlands. Impacts to the wetlands may require a permit issued from the U.S. Army Corps of Engineers.)

☐ Yes	☐ No
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Explanation:

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- c. Does the property contain slopes or hillsides in excess of 15 percent and/or significant ridgelines? (If yes, submit the slope analysis requirements as contained in Article 424, Hillside Development of the Washoe County Development Code.)

☐ Yes	☐ No
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Explanation:

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- d. Does the property contain geologic hazards such as active faults, hillside, or mountainous areas? Is it subject to avalanches, landslides, or flash floods? Near a stream or riparian area such as the Truckee River, and/or an area of groundwater recharge? If the answer is yes to any of the above, check yes and provide an explanation.

☐ Yes	☐ No
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Explanation:

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- e. Does the property contain prime farmland, within a wildfire hazard area, geothermal or mining area, and/or wildlife mitigation route? If the answer is yes to any of the above, check yes and provide an explanation.

☐ Yes	☐ No
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Explanation:

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7. Are any archaeological, historic, cultural, or scenic resources in the vicinity or associated with the proposed amendment? If the answer is yes to any of the above, check yes and provide an explanation.

☐ Yes	☐ No
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Explanation:

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8. Do you own sufficient water rights to accommodate the proposed amendment? (Amendment requests in some groundwater hydrographic basins [e.g. Cold Springs, Warm Springs, etc.] require proof of water rights be submitted with applications. Provide copies of all water rights documents, including chain of title to the original water right holder.)

☐ Yes	☐ No
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If yes, please identify the following quantities and documentation numbers relative to the water rights. Please attach a copy(s) of the water rights title (as filed with the State Engineer in the Division of Water Resources of the Department of Conservation and Natural Resources).

a. Permit #		acre-feet per year	
b. Certificate #		acre-feet per year	
c. Surface Claim #		acre-feet per year	
d. Other #		acre-feet per year	

- a. If the proposed amendment involves an intensification of land use, please identify how sufficient water rights will be available to serve the additional development.

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9. Please describe the source and timing of the water facilities necessary to serve the amendment.

- a. System Type:

☐ Individual wells		
☐ Private water	Provider:	
☐ Public water	Provider:	

- b. Available:

☐ Now	☐ 1-3 years	☐ 3-5 years	☐ 5+ years
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- c. If a public facility is proposed and is currently not available, please describe the funding mechanism for ensuring availability of water service.

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10. What is the nature and timing of sewer services necessary to accommodate the proposed amendment?

- a. System Type:

☐ Individual septic		
☐ Public system	Provider:	

- b. Available:

☐ Now	☐ 1-3 years	☐ 3-5 years	☐ 5+ years
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- c. If a public facility is proposed and is currently not available, please describe the funding mechanism for ensuring availability of sewer service. If a private system is proposed, please describe the system and the recommended location(s) for the proposed facility.

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11. Please identify the street names and highways near the proposed amendment that will carry traffic to the regional freeway system.

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12. Will the proposed amendment impact existing or planned transportation systems? (If yes, a traffic report will be required.)

☐ Yes	☐ No
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13. Community Services (provided and nearest facility):

a. Fire Station	
b. Health Care Facility	
c. Elementary School	
d. Middle School	
e. High School	
f. Parks	
g. Library	
h. Citifare Bus Stop	

14. Describe how the proposed amendment fosters, promotes, or complies with the policies of the adopted area plans and elements of the Washoe County Master Plan.

- a. Population Element:

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- b. Conservation Element:

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- c. Housing Element:

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- d. Land Use and Transportation Element:

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- e. Public Services and Facilities Element:

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- f. Adopted area plan(s):

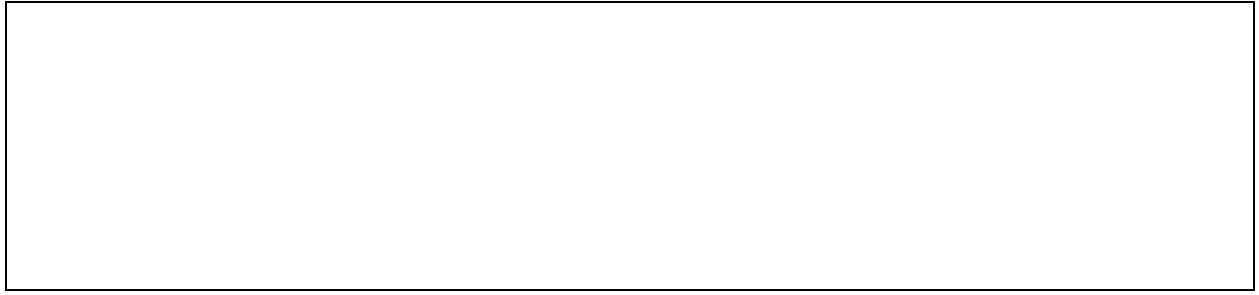
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15. If the area plan includes a Plan Maintenance component, address all policies and attach all studies and analysis required by the Plan Maintenance criteria.

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Applicant Comments

This page can be used by the applicant to support the master plan amendment request and should address, at a minimum, how one or more of the findings for an amendment is satisfied. (Please refer to Article 820 of the Washoe County Development Code for the list of Findings.)



Regulatory Zone Amendment

Washoe County Code (WCC) Chapter 110, Article 821, Amendment of Regulatory Zone, provides for the method for amending the Regulatory Zone map, including requests to change a Regulatory Zone affecting a parcel of land or a portion of a parcel. A Regulatory Zone Amendment may be initiated by the Board of County Commissioners, by the Director of Planning and Building, or an owner of real property or the property owner's authorized agent may initiate an amendment by submitting an application. See WCC 110.821 for further information.

Development Application Submittal Requirements

Applications are accepted on the 8th of each month. If the 8th falls on a non-business day, applications will be accepted on the next business day.

If you are submitting your application online, you may do so at [OneNV.us](https://www.onenv.us)

1. **Fees:** See Master Fee Schedule. **Most payments can be made directly through the OneNV.us portal.** If you would like to pay by check, please make the check payable to Washoe County and bring your application and payment to the Community Services Department (CSD).
2. **Development Application:** A completed Washoe County Development Application form.
3. **Owner Affidavit:** The Owner Affidavit must be signed and notarized by all owners of the property subject to the application request.
4. **Proof of Property Tax Payment:** The applicant must provide a written statement from the Washoe County Treasurer's Office indicating all property taxes for the current quarter of the fiscal year on the land have been paid.
5. **Neighborhood Meeting:** This project may require a Neighborhood Meeting to be held prior to application submittal. Please contact Washoe County Planning at Planning@washoecounty.gov or by phone at 775-328-6100 to discuss requirements.
6. **Application Materials:** The completed Regulatory Zone Amendment Application materials.
7. **Application Map Specifications:** Map to be drawn using standard engineering scales (e.g. scale 1" = 100', 1" = 200', or 1" = 500') clearly depicting the area subject to the request, in relationship to the exterior property lines. All dimensions and area values shall be clearly labeled, and appropriate symbols and/or line types shall be included in the map legend to depict the map intent.
8. **Compliance with Planning Area Special Requirements:** Several planning areas (e.g. North Valleys, South Valleys, etc.) have additional submittal requirements, especially related to proof of sufficient water rights to serve the proposed land use. Please consult the Master Plan and the Washoe County Development Code, Division Two, for the planning area(s) to be impacted prior to submitting a Regulatory Zone Amendment Application.
9. **Submission Packets:** One (1) packet and a flash drive. Any digital documents need to have a resolution of 300 dpi. If materials are unreadable, you will be asked to provide a higher quality copy. The packet shall include one (1) 8.5" x 11" reduction of any applicable site plan, development plan, and/or application map. Labeling on these reproductions should be no smaller than 8 point on the 8.5" x 11" display. Large format sheets should be included in a slide pocket(s). Any specialized reports identified above shall be included as attachments or appendices and be annotated as such.

Notes:

- (i) Application and map submittals must comply with all specific criteria as established in the Washoe County Development Code and/or the Nevada Revised Statutes.

- (ii) Appropriate map engineering and building architectural scales are subject to the approval of the Planning and Building and/or Engineering and Capital Projects.
- (iii) All oversized maps and plans must be folded to a 9" x 12" size.
- (iv) Based on the specific nature of the development request, Washoe County reserves the right to specify additional submittal packets, additional information and/or specialized studies that clarify the potential impacts and potential conditions of development in order to minimize or mitigate impacts resulting from the project. No application shall be processed until the information necessary to review and evaluate the proposed project is deemed complete by the Director of Planning and Building.
- (v) **Labels:** If the assigned planner determines the abandonment will affect the access to a mobile home park, the applicant will be required to submit a list of mailing addresses for every tenant residing in the mobile home park.

Regulatory Zone Amendment Supplemental Information

(All required information may be separately attached)

Please complete the following supplemental information to ensure consistent review of your request to amend the Washoe County Zoning Map. Please provide a brief explanation to all questions answered in the affirmative.

1. List the Following information regarding the property subject to the Regulatory Zone Amendment.

- a. What is the location (address, distance and direction from nearest intersection)?

- b. Please list the following proposed changes (attach additional sheet if necessary).

APN of Parcel	Master Plan Designation	Current Zoning	Existing Acres	Proposed Zoning	Proposed Acres

- c. What are the regulatory zone designations of adjacent parcels?

	Zoning	Use (residential, vacant, commercial, etc.)
North		
South		
East		
West		

3. Describe the existing conditions and uses located on the site (i.e. vacant land, roadways, easements, buildings, etc.).

4. Describe the natural resources associated with the site under consideration. Your description should include resource characteristics such as water bodies, vegetation, topography, minerals, soils, and wildlife habitat.

5. Does the property contain development constraints such as floodplain or floodways, wetlands, slopes, or hillsides in excess of 15%, geologic hazards such as active faults, significant hydrologic resources, or major drainages or prime farmland?

☐ Yes, provide map identifying locations	☐ No
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6. Is the site located in an area where there is potentially an archeological, historic, or scenic resource?

☐ Yes	☐ No
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Explanation:

7. Are there sufficient water rights to accommodate the proposed amendment? Please provide copies of all water rights documents, including chain of title to the original water right holder.)

☐ Yes	☐ No
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If yes, please identify the following quantities and documentation numbers relative to the water rights:

a. Permit #		acre-feet per year	
b. Certificate #		acre-feet per year	
c. Surface Claim #		acre-feet per year	
d. Other #		acre-feet per year	

- a. Title of those rights (as filed with the State Engineer in the Division of Water Resources of the Department of Conservation and Natural Resources):

- b. If the proposed amendment involves an intensification of land use, please identify how sufficient water rights will be available to serve the additional development.

8. Please describe the source and timing of the water facilities necessary to serve the amendment.

- a. System Type:

☐ Individual wells		
☐ Private water	Provider:	
☐ Public water	Provider:	

- b. Available:

☐ Now	☐ 1-3 years	☐ 3-5 years	☐ 5+ years
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- c. Is this part of a Washoe County Capital Improvements Program project?

☐ Yes	☐ No
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- d. If a public facility is proposed and is currently not listed in the Washoe County Capital Improvements Program or not available, please describe the funding mechanism for ensuring availability of water service.

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9. What is the nature and timing of sewer services necessary to accommodate the proposed amendment?

- a. System Type:

☐ Individual septic		
☐ Public system	Provider:	

- b. Available:

☐ Now	☐ 1-3 years	☐ 3-5 years	☐ 5+ years
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- c. Is this part of a Washoe County Capital Improvements Program project?

☐ Yes	☐ No
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- d. If a public facility is proposed and is currently not listed in the Washoe County Capital Improvements Program or not available, please describe the funding mechanism for ensuring availability of sewer service. If a private system is proposed, please describe the system and the recommended location(s) for the proposed facility.

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10. Please identify the street names and highways near the proposed amendment that will carry traffic to the regional freeway system.

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11. Will the proposed amendment impact existing or planned transportation systems? (If yes, a traffic report is required.)

☐ Yes	☐ No
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12. Community Services (provided name, address and distance to nearest facility).

a. Fire Station	
b. Health Care Facility	
c. Elementary School	
d. Middle School	
e. High School	
f. Parks	
g. Library	
h. Citifare Bus Stop	

Projects of Regional Significance Information For Regulatory Zone Amendments

Nevada Revised Statutes 278.026 defines “Projects of Regional Significance”. Regulatory Zone amendment requests for properties within the jurisdiction of the Truckee Meadows Regional Planning Commission (TMRPC) must respond to the following questions. A “Yes” answer to any of the following questions may result in the application being referred first to the Truckee Meadows Regional Planning Agency (TMRPA) for submission as a project of regional significance. Applicants should consult with County or Regional Planning staff if uncertain about the meaning or applicability of these questions.

1. Will the full development potential of the Regulatory Zone amendment increase employment by not less than 938 employees?

☐ Yes	☐ No
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2. Will the full development potential of the Regulatory Zone amendment increase housing by 625 or more units?

☐ Yes	☐ No
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3. Will the full development potential of the Regulatory Zone amendment increase hotel accommodations by 625 or more rooms?

☐ Yes	☐ No
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4. Will the full development potential of the Regulatory Zone amendment increase sewage by 187,500 gallons or more per day?

☐ Yes	☐ No
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5. Will the full development potential of the Regulatory Zone amendment increase water usage by 625 acre-feet or more per year?

☐ Yes	☐ No
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6. Will the full development potential of the Regulatory Zone amendment increase traffic by 6,250 or more average daily trips?

☐ Yes	☐ No
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7. Will the full development potential of the Regulatory Zone amendment increase the student population from kindergarten to 12th grade by 325 students or more?

☐ Yes	☐ No
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Regulatory Zone Amendment Findings

Please attach written statements that addresses how the required findings for a Regulatory Zone Amendment and any goals and policies of the affected Area Plan, are being address by this proposal. Below are the required finds as listed in the Washoe County Development Code, Article 821. The individual Area Plans are available on the Washoe County web page, under Planning.

Findings. To make a recommendation for approval, all of the following findings must be made by the Commission:

- (1) Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and action programs of the Master Plan.
- (2) Compatible Land Uses. The proposed amendment will provide for land uses compatible with (existing or planned) adjacent land uses, and will not adversely impact the public health, safety or welfare.
- (3) Response to Change Conditions; more desirable use. The proposed amendment responds to changed conditions or further studies that have occurred since the plan was adopted by the Board of County Commissioners, and the requested amendment represents a more desirable utilization of land.
- (4) Availability of Facilities. There are or are planned to be adequate transportation, recreation, utility, and other facilities to accommodate the uses and densities permitted by the proposed amendment.
- (5) No Adverse Effects. The proposed amendment will not adversely affect the implementation of the policies and action programs of the Washoe County Master Plan.
- (6) Desired Pattern of Growth. The proposed amendment will promote the desired pattern for the orderly physical growth of the County and guides development of the County based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.
- (7) Effect on a Military Installation When a Military Installation is Required to be Noticed. The proposed amendment will not affect the location, purpose and mission of a military installation.

Development Code Amendment

Washoe County Code (WCC) Chapter 110, Article 818, Amendment of Development Code provide for the method for amending the Development Code.

Initiation of Amendment. Except as provided in Section 110.818.60, amendments shall be initiated as provided in this subsection. The Board of County Commissioners or the Planning Commission may initiate an amendment to the Development Code through resolution. An owner of real property or the property owner's authorized agent may initiate an amendment through an application to the Planning Commission. Citizen advisory boards established by the Board of County Commissioners may petition the Planning Commission to initiate an amendment to the Development Code.

Development Application Submittal Requirements

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If you are submitting your application online, you may do so at OneNV.us

1. **Fees:** See Master Fee Schedule. **Most payments can be made directly through the OneNV.us portal.** If you would like to pay by check, please make the check payable to Washoe County and bring your application and payment to the Community Services Department (CSD).
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4. **Proof of Property Tax Payment:** The applicant must provide a written statement from the Washoe County Treasurer's Office indicating all property taxes for the current quarter of the fiscal year on the land have been paid.
5. **Neighborhood Meeting:** This project may require a Neighborhood Meeting to be held prior to application submittal. Please contact Washoe County Planning at Planning@washoecounty.gov or by phone at 775-328-6100 to discuss requirements.
6. **Application Materials:** The completed Development Code Amendment Application materials.
7. **Submission Packets:** One (1) packet and a flash drive. Any digital documents need to have a resolution of 300 dpi. If materials are unreadable, you will be asked to provide a higher quality copy.

Notes:

- (i) Application and map submittals must comply with all specific criteria as established in the Washoe County Development Code and/or the Nevada Revised Statutes.
- (ii) Based on the specific nature of the development request, Washoe County reserves the right to specify additional submittal packets, additional information and/or specialized studies that clarify the potential impacts and potential conditions of development in order to minimize or mitigate impacts resulting from the project. No application shall be processed until the information necessary to review and evaluate the proposed project is deemed complete by the Director of Planning and Building.

Development Code Amendment Application Supplemental Information

(All required information may be separately attached)

1. What section of the Washoe County Code (WCC) 110 of the Development Code is being requested to be amended?

2. Provide the specific language you are seeking to delete and/or add to the Development Code?

3. What is the purpose to amend the Development Code?

4. Are there any negative impacts to amending this section of the Development Code?

DEVELOPMENT CODE (Washoe County Code Chapter 110)
MASTER FEE SCHEDULE
Applications accepted by CSD, Planning and Building

APPLICATIONS	COMMUNITY SERVICES DEPARTMENT FEES								HEALTH FEES		NLTFPD FEES	TOTAL
	Planning			Engineering			Parks		Health District		NLTFPD	
	PLANNING	NOTICING	RTF	ENGINEERING	UTILITIES	RTF	PARKS	RTF	ENVIRON.	VECTOR	North Lake Tahoe Fire	
ABANDONMENT												
Not Tahoe	\$1,111	\$200	\$52.44	\$195	\$26	\$8.84	-		\$174	-	-	\$1,767.28
Tahoe	\$1,111	\$200	\$52.44	\$195	-	\$7.80	-		\$174	-	\$87	\$1,827.24
ADMINISTRATIVE PERMIT									\$174			
Not Tahoe	\$1,265	\$200	\$58.60	\$65	\$38	\$4.12	-		\$174	\$0	-	\$1,804.72
Tahoe	\$1,265	\$200	\$58.60	\$65	-	\$2.60	-		\$174	\$0	\$87	\$1,852.20
ADMINISTRATIVE REVIEW PERMIT												
Detached Accessory Dwelling (DADAR)												
Not Tahoe	\$1,000	\$200	\$48.00	\$65	\$203	\$10.72	-		\$324	-	-	\$1,850.72
Tahoe	\$1,000	\$200	\$48.00	\$121	-	\$4.84	-		\$324	-	\$87	\$1,784.84
Short-Term Rental - Tier II (STRAR) (See Note 0)												
Not Tahoe	\$1,000	\$200	\$48.00		-	\$0.00	-			-	-	\$1,248.00
Tahoe	\$1,000	\$200	\$48.00		-	\$0.00	-			-	\$87	\$1,335.00
AGRICULTURAL EXEMPTION LAND DIVISION	\$250	-	\$10.00	\$500	-	\$20.00	-		\$1,138	-	-	\$1,918.00
AMENDMENT OF CONDITIONS	\$700	\$200	\$36.00	\$390	-	\$15.60	-		-	-	-	\$1,341.60
APPEALS/INITATION OF REVOCATION												
No Map	\$803	\$200	\$40.12	-	-		-		-	-	-	\$1,043.12
With Map	\$803	\$200	\$40.12	\$390	-	\$15.60	-		-	-	-	\$1,448.72
Administrative/Code Enforcement Decision	-	-		-	-		-		-	-	-	\$0.00
BOUNDARY LINE ADJUSTMENT												
Not Tahoe	\$51	-	\$2.04	\$268	\$38	\$12.24	-		\$174	-	-	\$545.28
Tahoe	\$51	-	\$2.04	\$268	-	\$10.72	-		\$174	-	\$87	\$592.76
COOPERATIVE PLANNING	\$1,230	-	\$49.20	-	-		-		-	-	-	\$1,279.20
DEVELOPMENT AGREEMENT												
Less Than 5 Parcels	\$3,500	\$200	\$148.00	-	-		-		\$324	\$0	-	\$4,172.00
5 or More Parcels (See Note 1)	\$5,000	\$200	\$208.00	-	-		-		\$324	\$0	-	\$5,732.00
DEVELOPMENT CODE AMENDMENT	\$2,242	\$200	\$97.68	\$1,299	-	\$51.96	-		-	-	-	\$3,890.64
DIRECTOR'S MODIFICATION OF STANDARDS	\$338	-	\$13.52	-	-		-		-	-	-	\$351.52
DISPLAY VEHICLES	\$65	-	\$2.60	-	-		-		\$174	-	-	\$241.60
DIVISION OF LAND INTO LARGE PARCELS	\$252	-	\$10.08	\$416	\$35	\$18.04	-		\$47	-	-	\$778.12
(See Note 2)												

In accordance with Nevada Revised Statutes, application fees must be deposited the day of receipt. This does not guarantee the application is complete. Pursuant to section 110.90610 of the Washoe County Code, no fees shall be required of a governmental entity or agency thereof.

APPLICATIONS	COMMUNITY SERVICES DEPARTMENT FEES								HEALTH FEES		NLTFPD FEES	TOTAL
	Planning			Engineering			Parks		Health District		NLTFPD	
	PLANNING	NOTICING	RTF	ENGINEERING	UTILITIES	RTF	PARKS	RTF	ENVIRON.	VECTOR	North Lake Tahoe Fire	
EXTENSION OF TIME REQUESTS												
Subdivision	\$340	-	\$13.60	-	-		-		-	-	-	\$353.60
Not Subdivision	\$546	-	\$21.84	-	-		-		-	-	-	\$567.84
MASTER PLAN AMENDMENT												
Not Tahoe	\$3,576	\$400	\$159.04	\$54	\$2,549	\$104.12	-		\$325	-	-	\$7,167.16
Tahoe	\$3,576	\$400	\$159.04	\$54	-	\$2.16	-		\$325	-	\$87	\$4,603.20
NOTICING, ADDITIONAL OR RE-NOTICING AT APPLICANT'S REQUEST	\$52	-		-	-		-		-	-	-	\$52.00
REGULATORY ZONE AMENDMENT												
Not Tahoe	\$2,481	\$200	\$107.24	\$54	\$2,549	\$104.12	-		\$324	-	-	\$5,819.36
Tahoe	\$2,481	\$200	\$107.24	\$54	-	\$2.16	-		\$324	-	\$87	\$3,255.40
REGULATORY ZONE AMENDMENT (Article 442, Specific Plan)												
Not Tahoe	\$3,449	\$200	\$145.96	\$1,039	\$1,274	\$92.52	\$65	\$2.60	\$324	-	-	\$6,592.08
Tahoe	\$3,449	\$200	\$145.96	\$1,039	-	\$41.56	\$65	\$2.60	\$324	-	\$87	\$5,354.12
REINSPECTION FEE	-	-		-	-		-		-	-	-	\$50/hr.
RESEARCH/COPIES (See Note 3 for Total)	-	-		-	-		-		-	-	-	Note 3
REVERSION TO ACREAGE												
Not Tahoe	\$51	-	\$2.04	\$215	\$26	\$9.64	-		\$174	-	-	\$477.68
Tahoe	\$51	-	\$2.04	\$215	-	\$8.60	-		\$174	-	-	\$450.64
SIGN PERMIT INSPECTION - (Permanent or Temporary)	To Be Determined											
SPECIAL USE PERMIT												
Residential												
Not Tahoe	\$1,162	\$200	\$54.48	\$65	\$203	\$10.72	-		\$324	-	-	\$2,019.20
Tahoe	\$1,162	\$200	\$54.48	\$65	-	\$2.60	-		\$324	-	\$87	\$1,895.08
With Environmental Impact Statement	\$1,162	-	\$46.48	-	-		-		-	-	-	\$1,208.48
Commercial, Industrial, Civic												
Minor (See Note 6)	\$2,165	\$200	\$94.60	\$130	\$203	\$13.32	-		\$324	\$0	-	\$3,129.92
Major (See Note 6)	\$2,165	\$200	\$94.60	\$520	\$203	\$28.92	-		\$324	\$0	-	\$3,535.52
Tahoe Minor (See Note 6)	\$2,165	\$200	\$94.60	\$130	-	\$5.20	-		\$324	\$0	\$87	\$3,005.80
Tahoe Major (See Note 6)	\$2,165	\$200	\$94.60	\$520	-	\$20.80	-		\$324	\$0	\$87	\$3,411.40
With Environmental Impact Statement	\$2,240	-	\$89.60	-	-		-		-	-	-	\$2,329.60

In accordance with Nevada Revised Statutes, application fees must be deposited the day of receipt. This does not guarantee the application is complete. Pursuant to section 110.90610 of the Washoe County Code, no fees shall be required of a governmental entity or agency thereof.

APPLICATIONS	COMMUNITY SERVICES DEPARTMENT FEES								HEALTH FEES		NLTFPD FEES	TOTAL
	Planning			Engineering			Parks		Health District		NLTFPD	
	PLANNING	NOTICING	RTF	ENGINEERING	UTILITIES	RTF	PARKS	RTF	ENVIRON.	VECTOR	North Lake Tahoe Fire	
TENTATIVE PARCEL MAP/PARCEL MAP WAIVER												
No System	\$803	\$200	\$40.12	\$345	\$68	\$16.52	-		\$1,162	-	-	\$2,634.64
1 System (Sewer)	\$803	\$200	\$40.12	\$345	\$153	\$19.92	-		\$603	-	-	\$2,164.04
1 System (Water)	\$803	\$200	\$40.12	\$345	\$153	\$19.92	-		\$1,162	-	-	\$2,723.04
2 Systems (Water and Sewer)	\$803	\$200	\$40.12	\$345	\$203	\$21.92	-		\$603	-	-	\$2,216.04
Tahoe (Sewer)	\$803	\$200	\$40.12	\$345	-	\$13.80	-		\$603	-	\$87	\$2,091.92
Sun Valley (No WC Utilities)	\$803	\$200	\$40.12	\$345	\$51	\$15.84	-		\$603	-	-	\$2,057.96
TENTATIVE SUBDIVISION MAP (See Note 5a & 5b)												
No System	\$2,422	\$200	\$104.88	\$1,299	-	\$51.96	\$129	\$5.16	\$1,176	\$0	-	\$5,388.00
1 System (Sewer)	\$2,422	\$200	\$104.88	\$1,299	\$2,039	\$133.52	\$129	\$5.16	\$620	\$0	-	\$6,952.56
1 System (Water)	\$2,422	\$200	\$104.88	\$1,299	\$1,019	\$92.72	\$129	\$5.16	\$1,176	\$0	-	\$6,447.76
2 Systems (Water and Sewer)	\$2,422	\$200	\$104.88	\$1,299	\$3,059	\$174.32	\$129	\$5.16	\$620	\$0	-	\$8,013.36
Tahoe (Sewer)	\$2,422	\$200	\$104.88	\$1,299	-	\$51.96	\$129	\$5.16	\$620	\$0	\$87	\$4,919.00
With Hillside Ordinance - ADD	\$2,422	-	\$96.88	-	-		-		-	-	-	\$2,518.88
With Significant Hydrologic Resource - ADD	\$2,422	-	\$96.88	-	-		-		-	-	-	\$2,518.88
With Common Open Space - ADD	\$2,422	-	\$96.88	-	-		-		-	-	-	\$2,518.88
TRUCKEE MEADOWS REGIONAL PLANNING AGENCY	See Note 4											
VARIANCE -												
Not Tahoe	\$1,060	\$200	\$50.40	\$65	\$26	\$3.64	-		\$174	-	-	\$1,579.04
Tahoe	\$1,060	\$200	\$50.40	\$65	-	\$2.60	-		\$174	-	\$87	\$1,639.00

NOTE 0: Administrative Review Permits for Tier 2 Short-Term Rentals are exempt from Engineering and Health District fees.

NOTE 1: \$5,000 deposit on time and materials. Additional \$5,000 increments may be required.

NOTE 2: \$750 fee capped by NRS for Division of Land into Large Parcels only. (Excludes RTF)

NOTE 3: \$50 per hour after first 1/2 hour for Planner, \$20 per hour after first 1/2 hour for Clerk, Public Records Research/Copying.

NOTE 4: Fee to be established by Truckee Meadows Regional Planning Agency.

NOTE 5a: Separate checks are required for the Nevada Departments of Environmental Health and Water Resources. See Submittal Requirements.

NOTE 5b: Required for Submission: Tentative map; NDOW Application form; and Fee required pursuant to section 8 of regulation (\$250 + \$5/acre of project area).

NOTE 6: The following are major permit applications: bed and breakfast inns; commercial animal slaughtering; convention and meeting facilities; destination resorts; eating and drinking establishments; gasoline sales and service stations - convenience and full service; gaming facilities: limited and unlimited; hostels; hotels and motels; liquor sales on premises; lodging services; major public facilities; recycling centers: full service and remote collection and residential hazardous substances; vacation time shares. All other uses constitute minor permits.

In accordance with Nevada Revised Statutes, application fees must be deposited the day of receipt. This does not guarantee the application is complete.

Pursuant to section 110.90610 of the Washoe County Code, no fees shall be required of a governmental entity or agency thereof.

TAX <Tax@washoecounty.gov>

Mon, Sep 8, 2025 at 8:08 AM

To: Brian Markowski <brian.markowski@gmail.com>

Cc: Bonnie Romero <bonniegromero@gmail.com>

Good Morning, Brian –

Per our previous email, APN 534-600-03 was not current. I have checked this morning and please see attached that this was made current with payments made for first and second installment.

All listed APN's are now paid through the first installment and current on our side.

APN 534 600 06

APN 534 600 05

APN 534 600 04

APN 534 600 03

Thank you,

Jordan Buxton

Office Assistant | Washoe County Treasurer

jbuxton@washoecounty.gov | Office: 775.328.2510 | Fax: 775.328.2500

PO Box 30039, Reno, NV 89520-3039

Pay online: | www.washoecounty.gov/treas

Office Hours: Mon-Fri 8:00AM-5:00PM

Disclaimer: The Washoe County Treasurer's Office will retain e-mail correspondence for 30 days. It is your responsibility to retain copies for future reference.

Date: 09/08/2025

Property Tax Reminder Notice

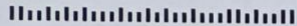
Page: 1

WASHOE COUNTY
PO BOX 30039
RENO, NV 89520-3039
775-328-2510

PIN: 53460003
AIN:

Balance Good Through:	09/08/2025
Current Year Balance:	\$2,223.16
Prior Year(s) Balance: (see below for details)	\$0.00
Total Due:	\$2,223.16

AUTO



BRUCE C & EMILY F HALL
11500 CAMPO RICO LN
SPARKS NV 89441

Description:

Situs: 11500 CAMPO RICO LN
WCTY

This is a courtesy notice. If you have an impound account through your lender or are not sure if you have an impound account and need more information, please contact your lender directly. Please submit payment for the remaining amount(s) according to the due dates shown. Always include your PIN number with your payment. Please visit our website: www.washoecounty.gov/treas

Current Charges									
PIN	Year	Bill Number	Inst	Due Date	Charges	Interest	Pen/Fees	Paid	Balance
53460003	2025	2025171887	1	08/18/2025	1,111.79	0.00	44.47	1,156.26	0.00
53460003	2025		2	10/06/2025	1,111.58	0.00	0.00	1,111.58	0.00
53460003	2025		3	01/05/2026	1,111.58	0.00	0.00	0.00	1,111.58
53460003	2025		4	03/02/2026	1,111.58	0.00	0.00	0.00	1,111.58
Current Year Totals					4,446.53	0.00	44.47	2,267.84	2,223.16

Prior Years							
PIN	Year	Bill Number	Charges	Interest	Pen/Fees	Paid	Balance
		Totals					
Prior Years Total							

Overall Totals 4,446.53 0.00 44.47 2,267.84 2,223.16

Date: 09/03/2025

Property Tax Reminder Notice

Page: 1

WASHOE COUNTY
PO BOX 30039
RENO, NV 89520-3039
775-328-2510

PIN: 53460004
AIN:

Balance Good Through:	09/03/2025
Current Year Balance:	\$3,252.00
Prior Year(s) Balance: (see below for details)	\$0.00
Total Due:	\$3,252.00

AUTO



BONNIE G ROMERO FAMILY TRUST
11520 CAMPO RICO LN
SPARKS NV 89441-7245

Description:

Situs: 11520 CAMPO RICO LN
WCTY

This is a courtesy notice. If you have an impound account through your lender or are not sure if you have an impound account and need more information, please contact your lender directly. Please submit payment for the remaining amount(s) according to the due dates shown. Always include your PIN number with your payment. Please visit our website: www.washoecounty.gov/treas

Current Charges									
PIN	Year	Bill Number	Inst	Due Date	Charges	Interest	Pen/Fees	Paid	Balance
53460004	2025	2025171760	1	08/18/2025	1,084.20	0.00	0.00	1,084.20	0.00
53460004	2025		2	10/06/2025	1,084.00	0.00	0.00	0.00	1,084.00
53460004	2025		3	01/05/2026	1,084.00	0.00	0.00	0.00	1,084.00
53460004	2025		4	03/02/2026	1,084.00	0.00	0.00	0.00	1,084.00
Current Year Totals					4,336.20	0.00	0.00	1,084.20	3,252.00

Prior Years							
PIN	Year	Bill Number	Charges	Interest	Pen/Fees	Paid	Balance
		Totals					
Prior Years Total							

Overall Totals	4,336.20	0.00	0.00	1,084.20	3,252.00
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Date: 09/03/2025

Property Tax Reminder Notice

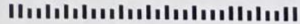
Page: 1

WASHOE COUNTY
PO BOX 30039
RENO, NV 89520-3039
775-328-2510

PIN: 53460005
AIN:

Balance Good Through:	09/03/2025
Current Year Balance:	\$2,466.15
Prior Year(s) Balance: (see below for details)	\$0.00
Total Due:	\$2,466.15

AUTO



PASEO REDONDO TRUST
11540 CAMPO RICO LN
SPANISH SPRINGS NV 89441

Description:

Situs: 11540 CAMPO RICO LN
WASHOE COUNTY

This is a courtesy notice. If you have an impound account through your lender or are not sure if you have an impound account and need more information, please contact your lender directly. Please submit payment for the remaining amount(s) according to the due dates shown. Always include your PIN number with your payment. Please visit our website: www.washoecounty.gov/treas

Current Charges									
PIN	Year	Bill Number	Inst	Due Date	Charges	Interest	Pen/Fees	Paid	Balance
53460005	2025	2025172088	1	08/18/2025	831.57	0.00	0.00	831.57	0.00
53460005	2025		2	10/06/2025	831.36	0.00	0.00	27.93	803.43
53460005	2025		3	01/05/2026	831.36	0.00	0.00	0.00	831.36
53460005	2025		4	03/02/2026	831.36	0.00	0.00	0.00	831.36
Current Year Totals					3,325.65	0.00	0.00	859.50	2,466.15

Prior Years								
PIN	Year	Bill Number	Charges	Interest	Pen/Fees	Paid	Balance	
		Totals						
Prior Years Total								

Overall Totals	3,325.65	0.00	0.00	859.50	2,466.15
----------------	----------	------	------	--------	----------



TRAFFIC IMPACT STUDY

CAMPO RICO WAREHOUSING DEVELOPMENT

WASHOE COUNTY, NEVADA

APN: 534-600-03, 534-600-04, 534-600-05, 534-600-06

Prepared for:

Brian Markowski

11580 Campo Rico Lane

Sparks, NV 89441

(775) 843-5852

Prepared by:

Kimley»Horn

September 2025

192859000

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TRAFFIC IMPACT STUDY

FOR

**CAMPO RICO WAREHOUSING
DEVELOPMENT**

Prepared for:

Brian Markowski

11580 Campo Rico Lane
Sparks, NV 89441
(775) 843-5852

Prepared by:

Kimley-Horn and Associates, Inc.

7900 Rancharrah Parkway
Suite 100
Reno, Nevada 89511
(775) 787-7552



This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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EXECUTIVE SUMMARY

The proposed industrial warehousing development is to be located east of Campo Rico Lane in Sparks, Nevada. It is planned to be built on 40.88-acres with the APNs 534-600-03, 534-600-04, 534-600-05, and 534-600-06.

Regional access to the project site is expected to be provided by Interstate 80 (I-80). Primary access to the project site is anticipated to be from Pyramid Way (SR-445). Direct access to the project sites is anticipated from a project access driveway off Pyramid Way (SR-445).

The following intersections were identified for a full level of service (LOS) analysis:

- Pyramid Way (SR-445) and Pebble Creek Drive (#1)
- Pyramid Way (SR-445) and Project Access Drive A
- Pyramid Way (SR-445) and Donovan Pit (#2)

Figure E-1 shows the study area intersections.

The proposed industrial warehousing development is expected to generate approximately 1,147 daily trips, with 108 trips anticipated to occur during the AM peak hour and 111 trips anticipated to occur during the PM peak hour.

The proposed industrial warehousing development is anticipated to generate traffic volumes resulting in the following recommendations:

- At the intersection of Pyramid Way (SR-445) and Project Access Drive A:
 - It is recommended to install a right-turn deceleration lane for vehicles making the northbound right-turn movement from Pyramid Way (SR-445) onto Project Access Drive A. Design shall comply with the latest version of the *NDOT Access Management System and Standards*.
 - It is recommended to install a left-turn deceleration lane for vehicles making the southbound left-turn movement from Pyramid Way (SR-445) onto Project Access Drive A. Design shall comply with the latest version of the *NDOT Access Management System and Standards*.
- The intersection of Pyramid Way (SR-445) and Project Access Drive A be constructed as a three-leg, “High-T” intersection with an R1-1 “STOP” sign with appropriate pavement markings installed for the westbound egress.
- All on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings and conform to the current Manual on Uniform Traffic Control Devices (MUTCD), as applicable.



Study Area Intersections

- 1. Pyramid Way (SR-445) and Pebble Creek Dr (#1)
- 2. Pyramid Way (SR-445) and Donovan Pit (#2)
- 2. Pyramid Way (SR-445) and Project Access Drive (A)



Source: Nearmap US, Inc. Image Date: August 2025

Campo Rico Traffic Impact Study Study Area

Legend

#

Study Area Key Intersection

X

Project Access Drive

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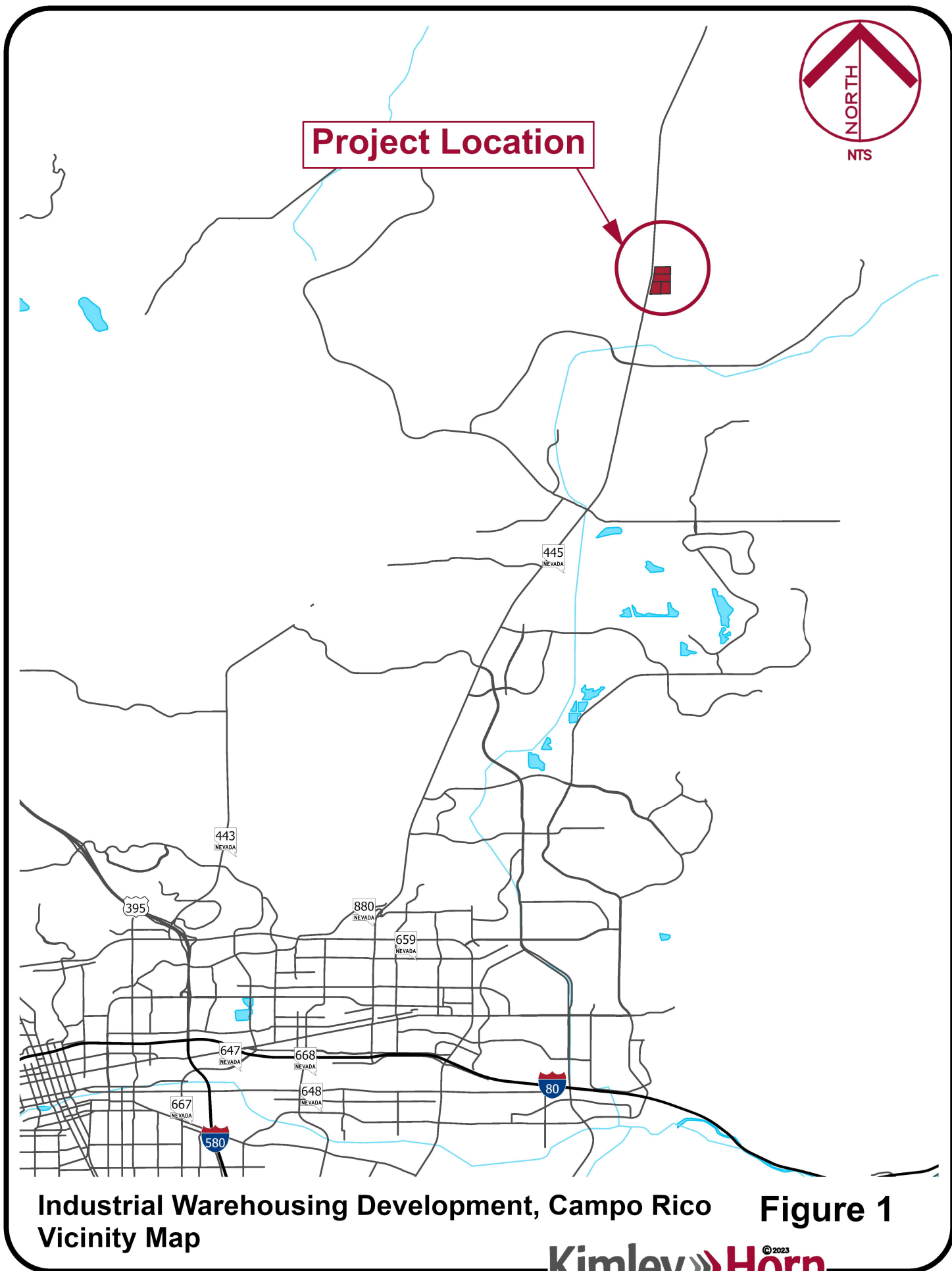
Appendix A	Count Data
Appendix B	Growth Rate Calculations
Appendix C	Trip Generation Calculations
Appendix D	Key Intersection Peak Hour LOS Calculations
Appendix E	Project Access Peak Hour LOS Calculations

1. INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained by Brian Markowski to prepare a traffic impact study for the proposed industrial warehousing development. The purpose of this traffic impact study is to identify traffic generation characteristics of the proposed development, identify potential traffic-related impacts on the local street system, and develop mitigation measures required for the identified impacts.

The proposed industrial warehousing development is to be located east of Campo Rico Lane in Sparks, Nevada. It will be built on 40.88-acres with the APNs 534-600-03, 534-600-04, 534-600-05, and 534-600-06. The location of the project site is shown on **Figure 1**.

Regional access to the project site is expected to be provided by Interstate 80 (I-80). Primary access to the project site is anticipated to be from Pyramid Way (SR-445). Direct access to the project sites is anticipated from a project access driveway off Pyramid Way (SR-445).



**Industrial Warehousing Development, Campo Rico
Vicinity Map**

Figure 1

2. EXISTING CONDITIONS

This section of the report details existing conditions near the project sites.

2.1. Study Area Intersections

The following intersections were identified for a full level of service (LOS) analysis:

- Pyramid Way (SR-445) and Pebble Creek Drive (#1)
- Pyramid Way (SR-445) and Project Access Drive A
- Pyramid Way (SR-445) and Donovan Pit (#2)

The study area intersections are shown in **Figure 2**.

2.2. Existing Land Uses

The location for the proposed project site is currently residential properties. The area surrounding the project site is composed primarily of residential and industrial land uses. The location of the project site, study area intersections and existing land uses are shown in **Figure 2**.

2.3. Existing Lane Configurations and Control

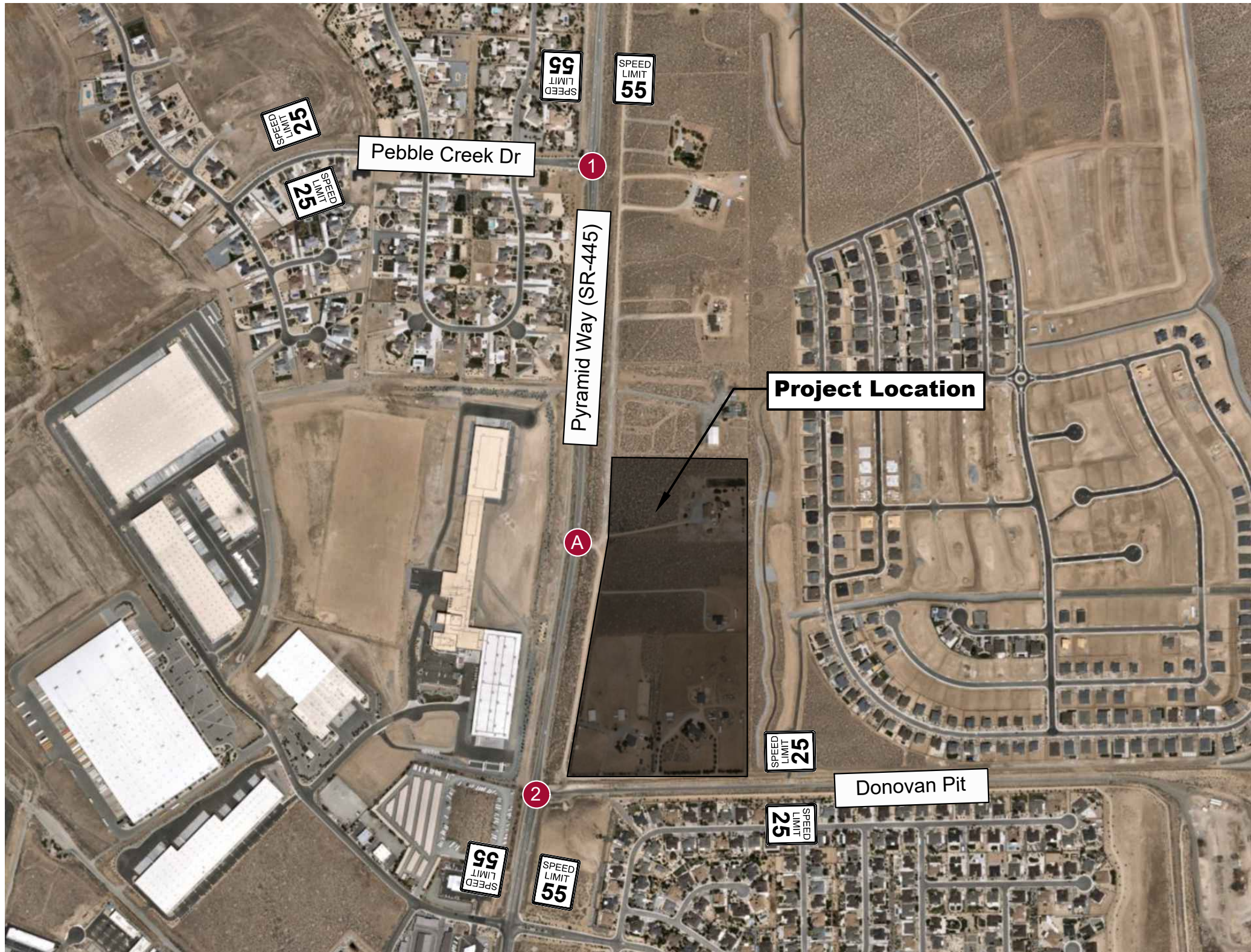
Regional access to the project site is expected to be provided by I-80. Primary access to the project site is anticipated to be from Pyramid Way (SR-445). Direct access to the project sites is anticipated from a project access driveway off Pyramid Way (SR-445). Existing speed limits, lane configuration, and traffic control are illustrated in **Figure 2**.

2.4. Existing Turning Movement Counts

Twenty-four-hour turning movement data was field counted in 2025 at the study intersections, as summarized in **Table 1**. Count data sheets are provided in **Appendix A**. Traffic volumes for the project access driveways were extrapolated from the adjacent intersections. **Figure 3** illustrates the existing peak hour traffic volumes.

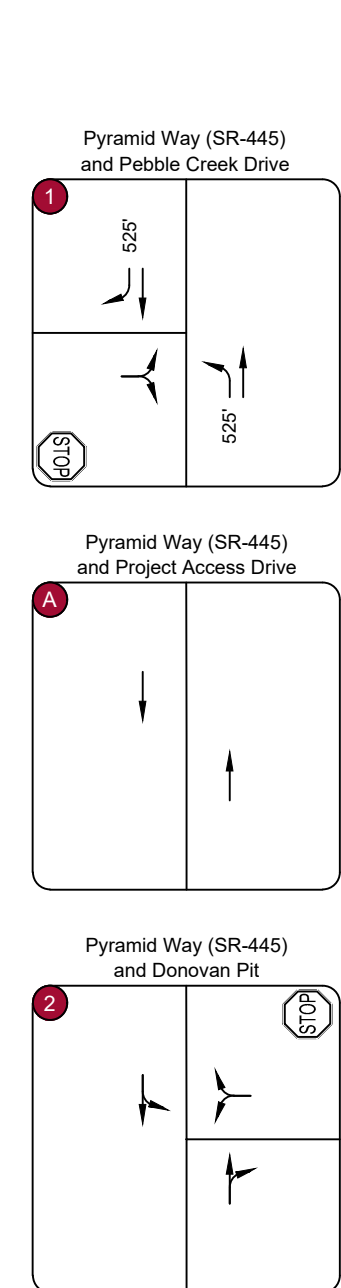
Table 1 – Peak Hour Turning Movement Count Dates

Intersection	Count Date
Pyramid Way (SR-445) and Pebble Creek Drive (#1)	Thursday, August 14, 2025
Pyramid Way (SR-445) and Donovan Pit (#2)	Thursday, August 14, 2025



Source: Nearmap US, Inc. Image Date: August 2025

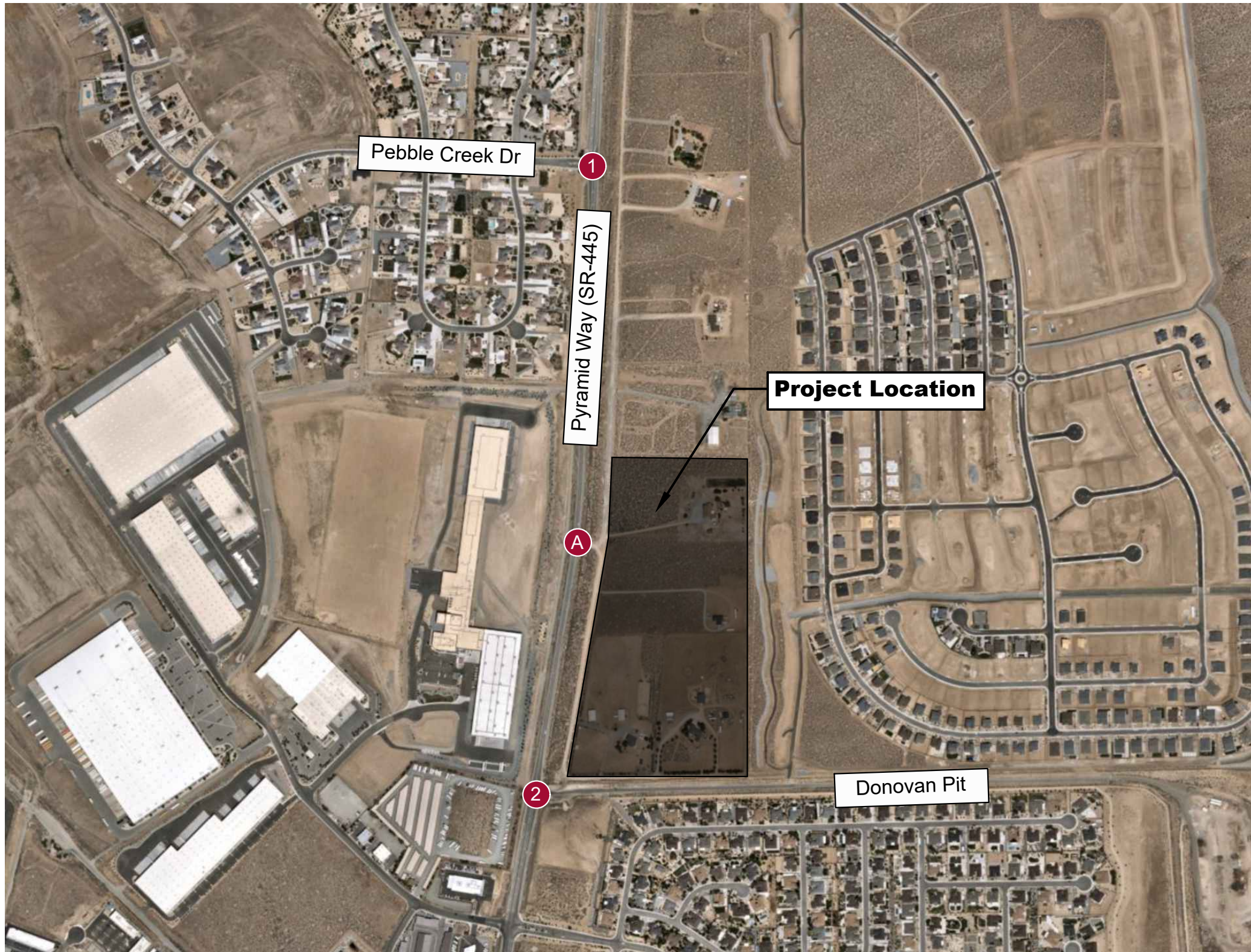
Campo Rico Traffic Impact Study 2025 Existing Lane Configuration and Control



Legend

- # Study Area Key Intersection
- X Project Access Drive
- Roadway Speed Limit
- Stop Controlled Approach
- ← Existing Approach

Figure 2
Kimley»Horn © 2025



Source: Nearmap US, Inc. Image Date: August 2025

Campo Rico Traffic Impact Study 2025 Existing Peak Hour Traffic Volumes (AM & PM)

Pyramid Way (SR-445) and Pebble Creek Drive	
1	← 1(0) ← 272(277)
	1(3) → 60(37) → 22(60) → 191(247) →

Pyramid Way (SR-445) and Project Access Drive	
A	← 332(326)
	216(329) →

Pyramid Way (SR-445) and Donovan Pit	
2	← 332(326)
	1(1) → 2(0) → 215(328) → 2(1) →

Legend

- # Study Area Key Intersection
- X Project Access Drive
- ← xx (xx) AM(PM) Peak Hour Volume

Figure 3
Kimley»Horn © 2025

3. FUTURE CONDITIONS

This section of the report details the conditions that are expected in the future.

3.1. Background Lane Configuration and Control

Expected speed limits, lane configuration, and traffic control in the 2027 and 2047 background scenarios are expected to remain the same as speed limits, lane configuration, and traffic control in the 2025 existing scenario, as illustrated in **Figure 2**.

3.2. Background Traffic Growth

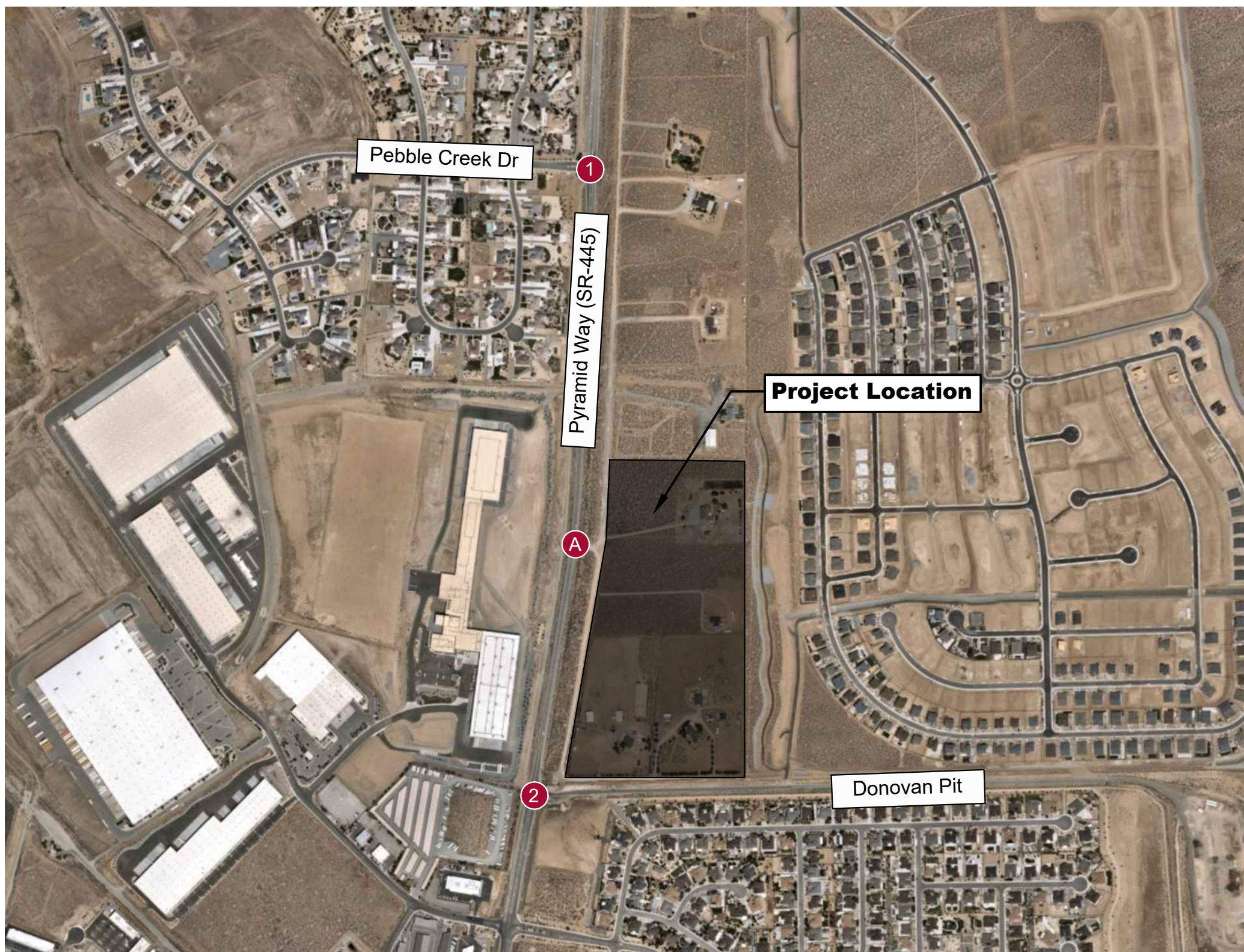
To accurately determine the impact of project traffic, it is necessary to establish future baseline traffic volumes along roadways in the vicinity of the proposed development site. An annual growth rate of approximately 3.4% was obtained from the evaluation of three NDOT count stations (0311034, 0312270, 0311032). The count stations were located on Pyramid Way (SR-445). Detailed growth calculations are included in **Appendix B**.

To provide conservative analysis, the existing year peak hour traffic volumes were grown for two years at a 3.4% annual growth rate to obtain future background traffic volumes in 2027 when the proposed development is anticipated to be fully completed. The 2027 and 2047 background peak hour traffic volumes at the key intersections are illustrated in **Figure 4** and **Figure 5**, respectively.

3.3. Background Plus Project Lane Configuration and Control

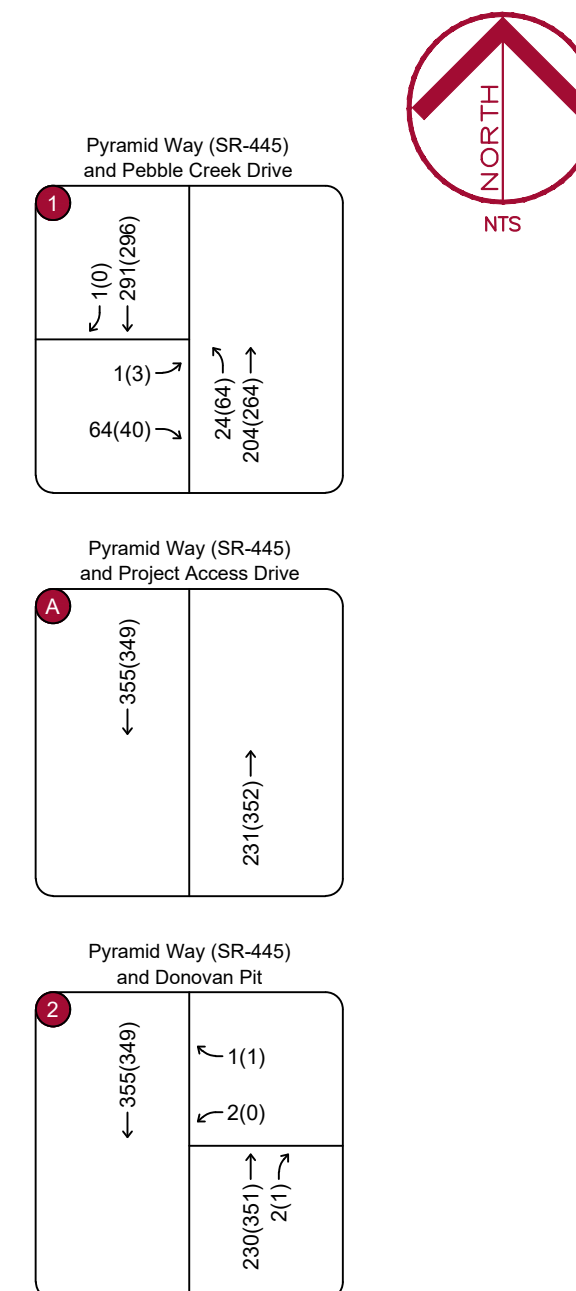
Regional access to the project site is expected to be provided by I-80. Primary access to the project site is anticipated to be from Pyramid Way (SR-445). Direct access to the project sites is anticipated from a project access driveway off Pyramid Way (SR-445).

Expected speed limits, lane configuration, and traffic control for the 2027 and 2047 background plus project scenario are illustrated in **Figure 6**.



Source: Nearmap US, Inc. Image Date: August 2025

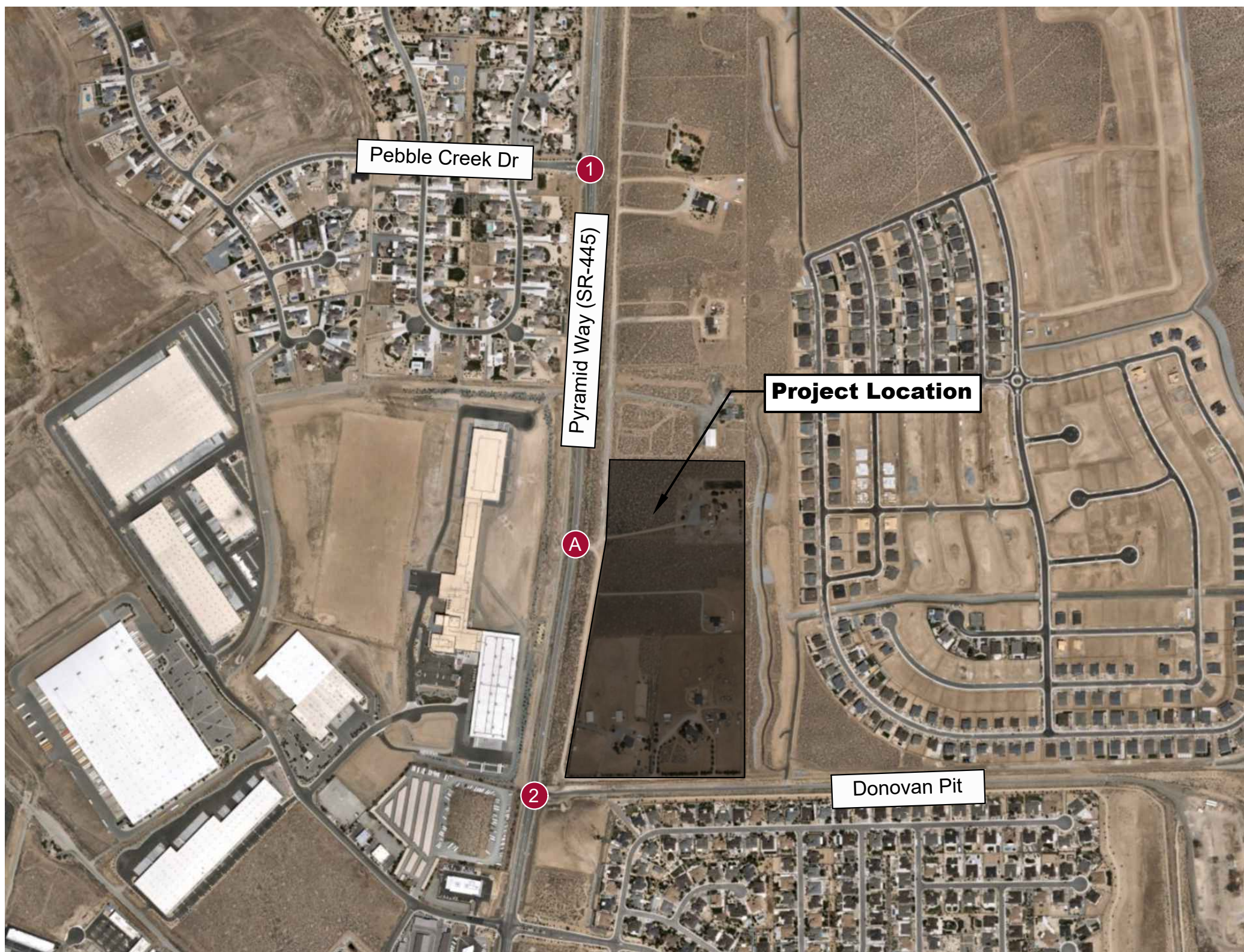
Campo Rico Traffic Impact Study 2027 Background Peak Hour Traffic Volumes (AM & PM)



Legend

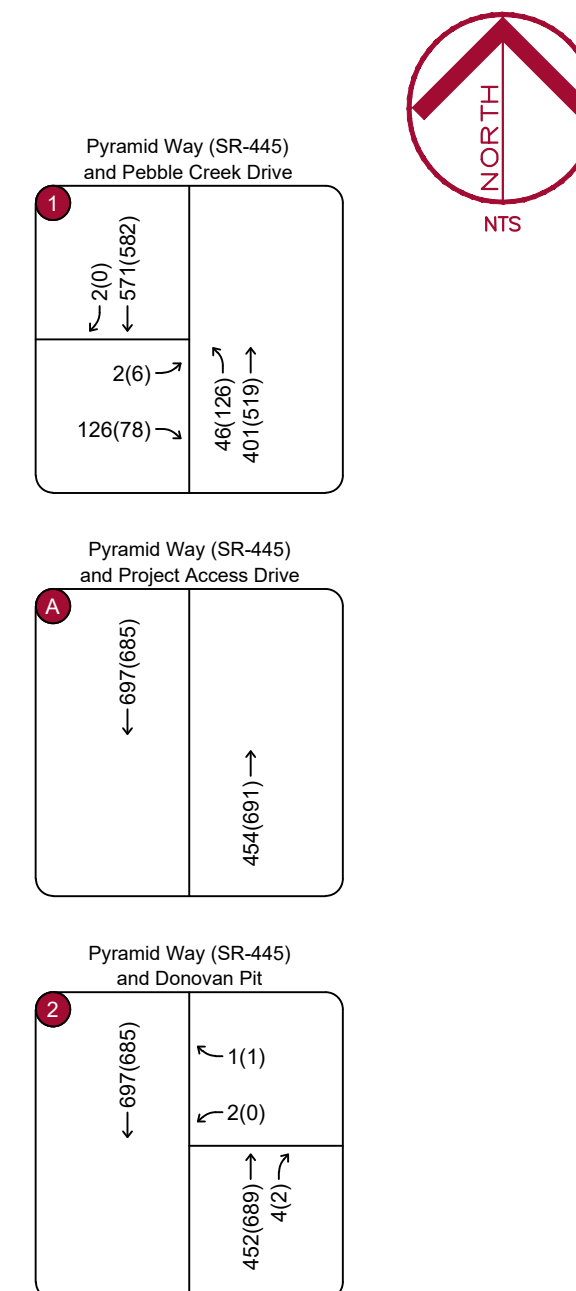
- # Study Area Key Intersection
- X Project Access Drive
- ← xx (xx) AM(PM) Peak Hour Volume

Figure 4
Kimley»Horn



Source: Nearmap US, Inc. Image Date: August 2025

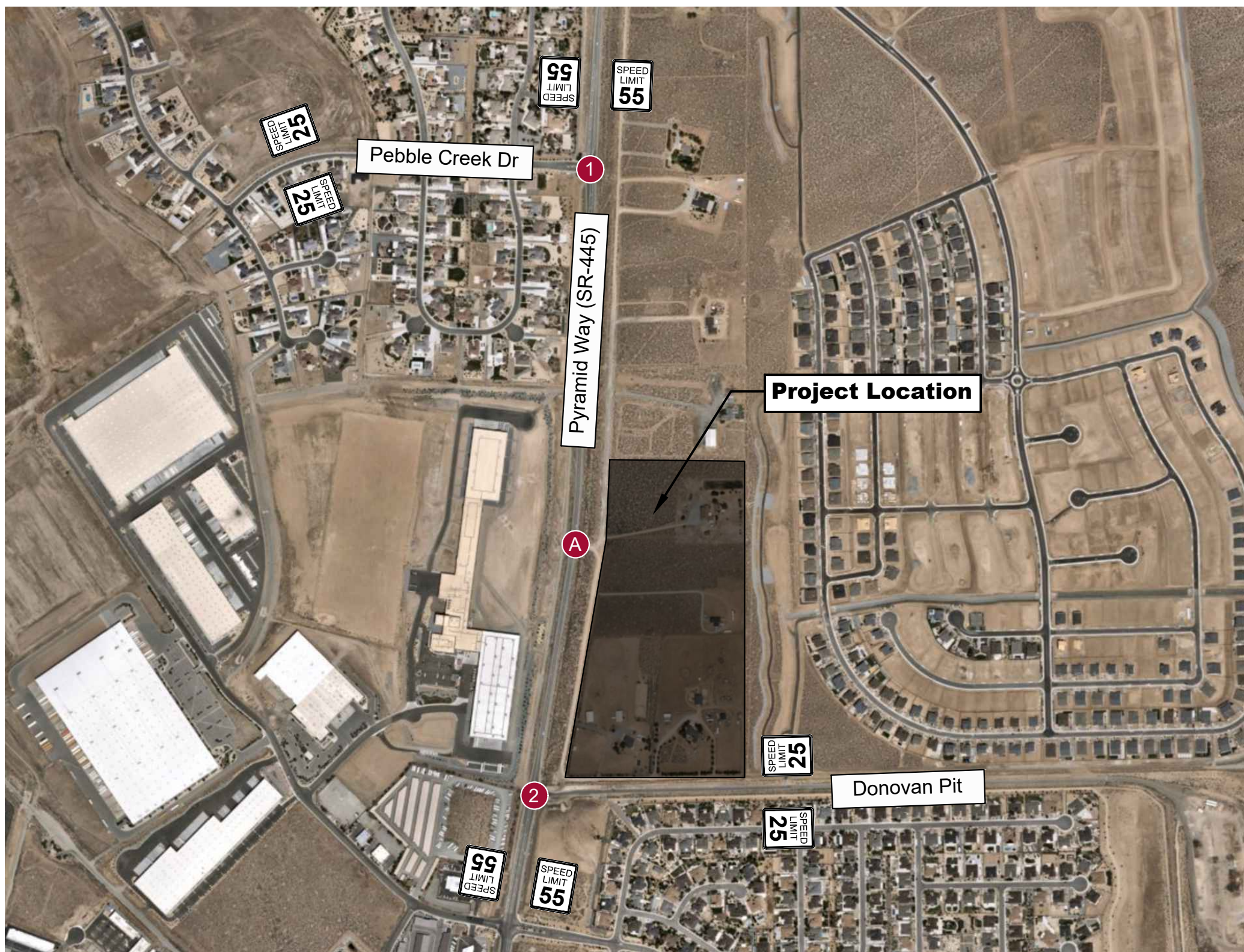
Campo Rico Traffic Impact Study 2047 Background Peak Hour Traffic Volumes (AM & PM)



Legend

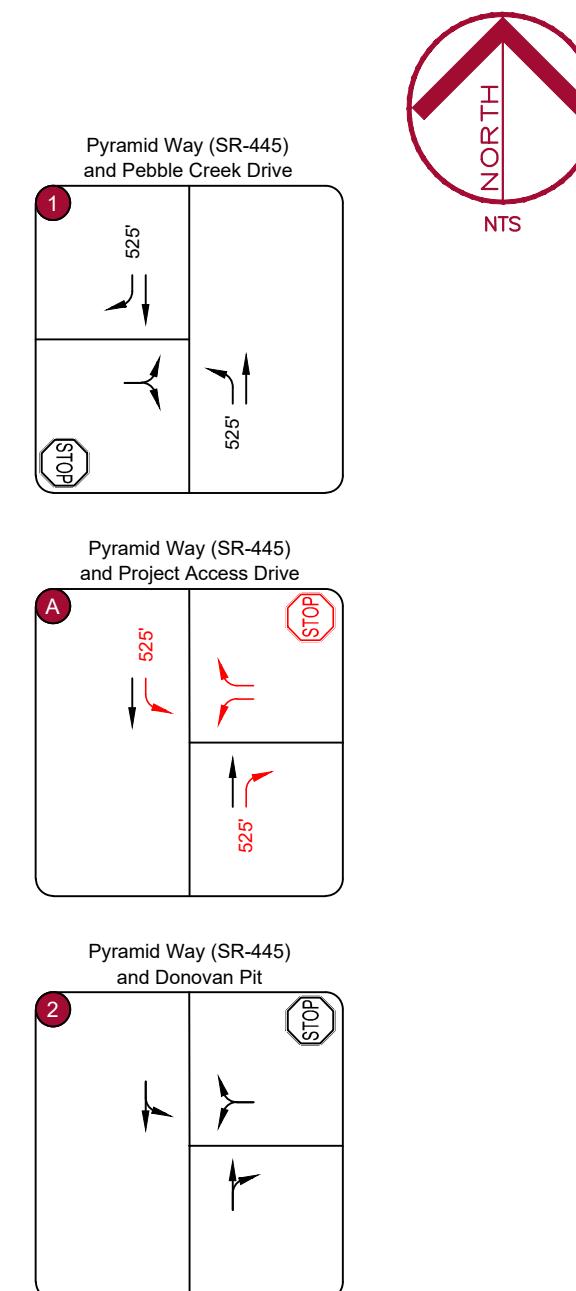
- # Study Area Key Intersection
- X Project Access Drive
- ← xx (xx) AM(PM) Peak Hour Volume

Figure 5
Kimley»Horn



Source: Nearmap US, Inc. Image Date: August 2025

Campo Rico Traffic Impact Study 2027 and 2047 Background Plus Project Lane Configuration and Control



Legend

- # Study Area Key Intersection
- X Project Access Drive
- Roadway Speed Limit
- Stop Controlled Approach
- ← Existing Approach
- Project Improvement

Figure 6
Kimley»Horn © 2025

3.4. Project Trip Generation

To estimate the number of new trips anticipated to be generated by the development, the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition (ITE Land Use Code 150 – Warehousing) was used. The ITE Trip Generation informational report is a standard reference used by jurisdictions throughout the country and is based on actual trip generation studies performed at numerous locations in areas of various populations.

The industrial warehousing development site, to be built on 40.88-acres, is anticipated to generate approximately 1,147 daily trips, with 108 trips anticipated to occur during the AM peak hour and 111 trips anticipated to occur during the PM peak hour.

The number of anticipated trips generated is shown in **Table 2**. Calculations are provided in **Appendix C**.

Table 2 – Trip Generation

ITE Code	Description	Size	AM Peak Hour			PM Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
150	Warehousing	702,000 SF	83	25	108	31	80	111	1,147
Net Total Trips			83	25	108	31	80	111	1,147

Source: ITE Trip Generation Manual, 11th Edition

3.5. Project Trip Distribution

The study area street network characteristics, including the existing traffic patterns, expected street network, and access to regional facilities (I-80) were used to determine the distribution of site generated traffic. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site in the same or different direction. **Figure 7** shows the project trip distribution at the study area intersections.

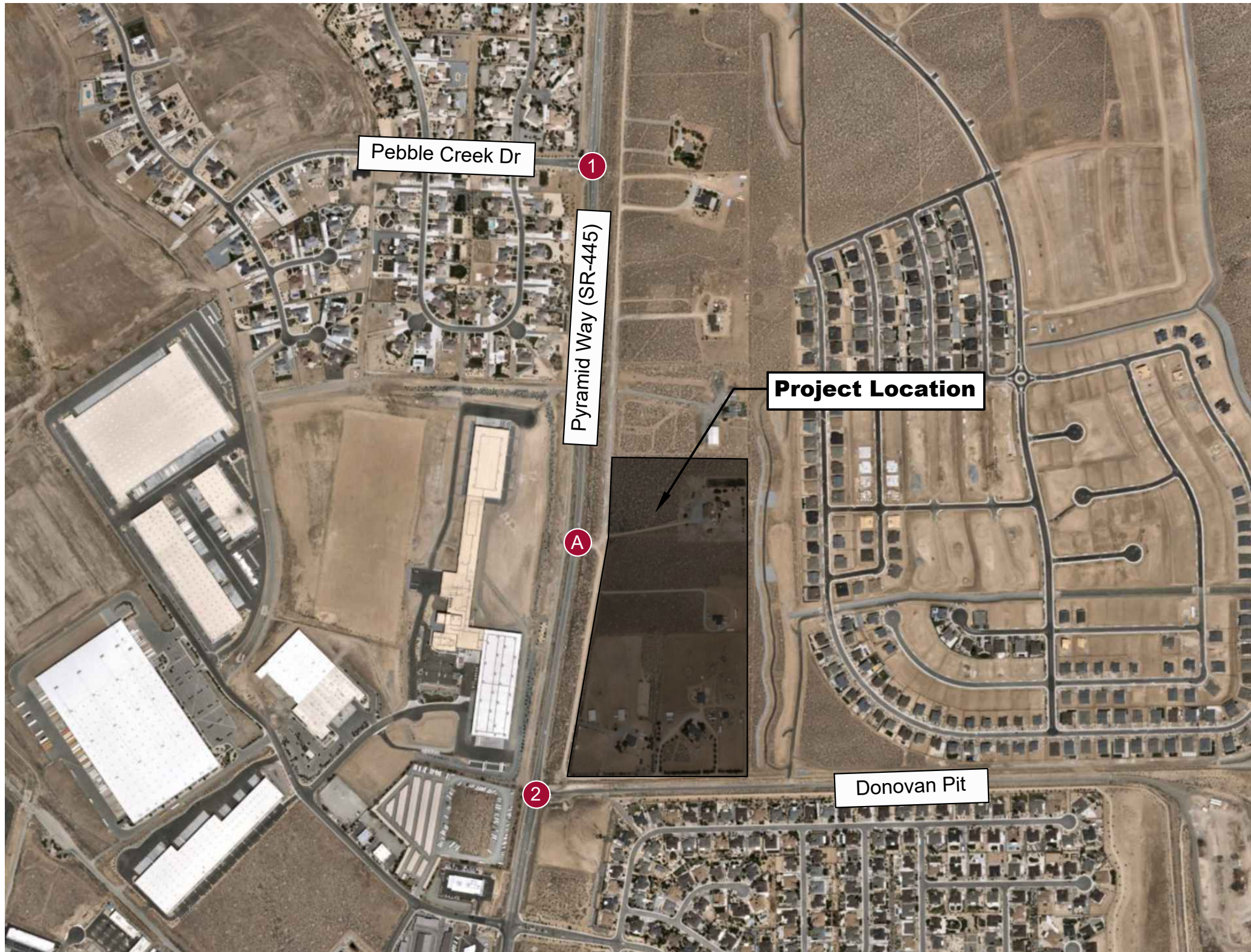
3.6. Traffic Assignment

Project traffic assignment was obtained by applying the project trip distribution from Error! Reference source not found. to the estimated traffic generation of the development shown in **Table 2**. Project traffic assignment is illustrated in **Figure 8** for the study area intersections.

The entering and exiting trips generated by the proposed development are rounded to the nearest whole number when assigned. Therefore, the number of trips assigned may differ slightly from the total trip generation.

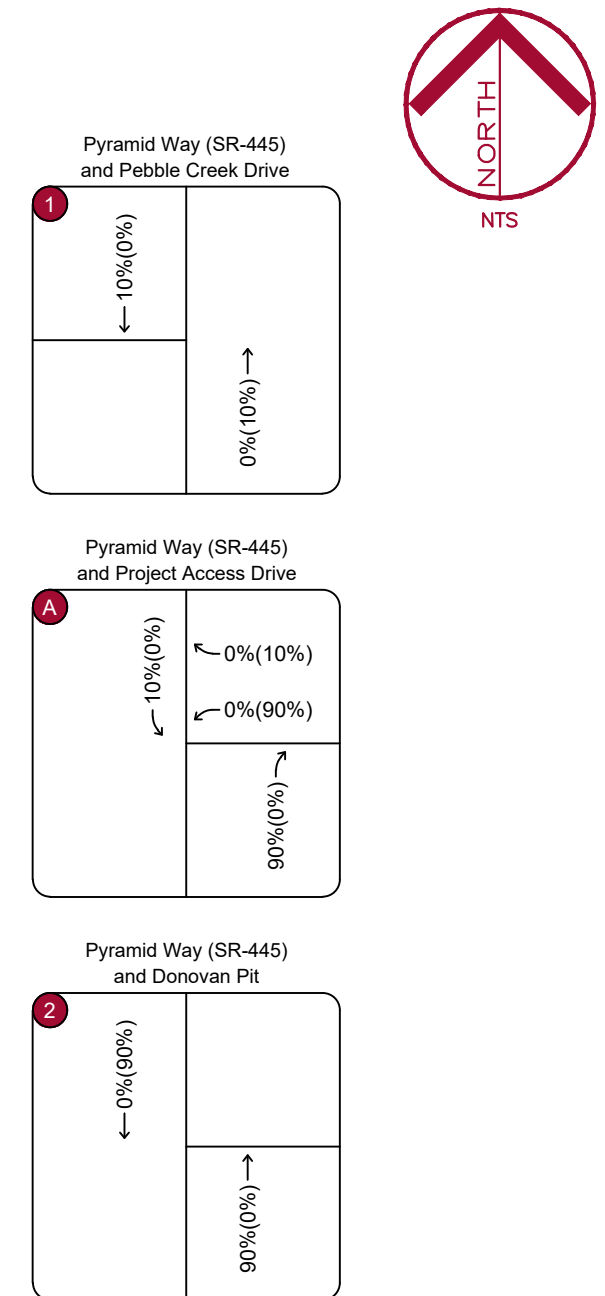
3.7. Project Buildout Traffic Volumes

The project generated traffic volumes in **Figure 8** were added to the 2027 and 2047 background scenarios traffic volumes in **Figure 4** and **Figure 5**, respectively, to represent estimated traffic conditions at project completion. The 2027 and 2047 background plus project peak hour traffic volumes for the study area intersections are illustrated in **Figure 9** and **Figure 10**, respectively.



Source: Nearmap US, Inc. Image Date: August 2025

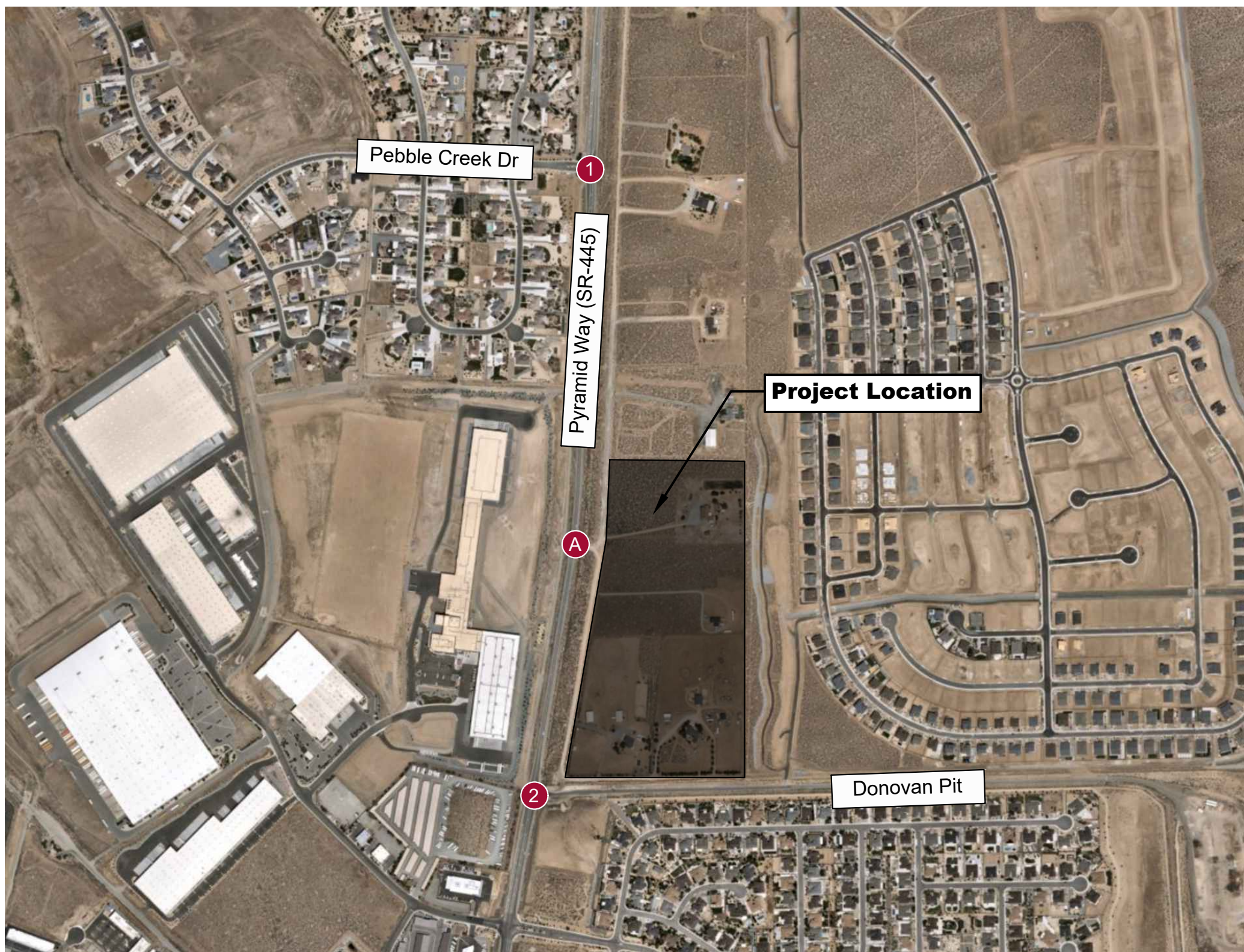
Campo Rico Traffic Impact Study Project Trip Distribution



Legend

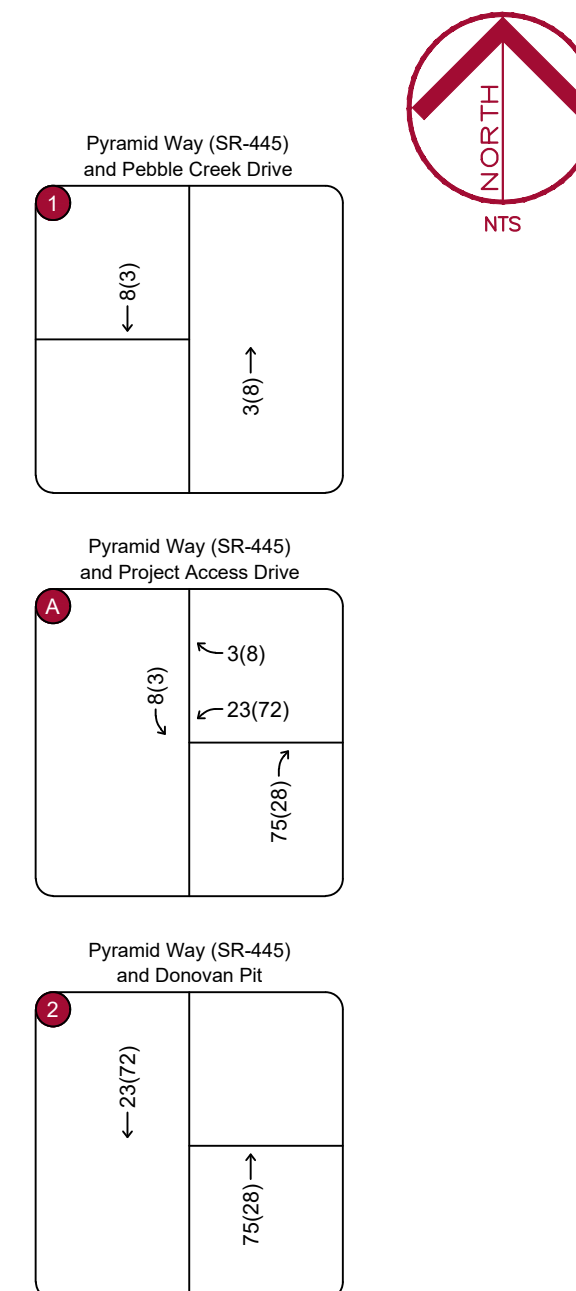
- # Study Area Key Intersection
- X Project Access Drive
- ← xx%(xx%) IN(OUT) Peak Hour Trip Distribution

Figure 7
Kimley»Horn © 2025



Source: Nearmap US, Inc. Image Date: August 2025

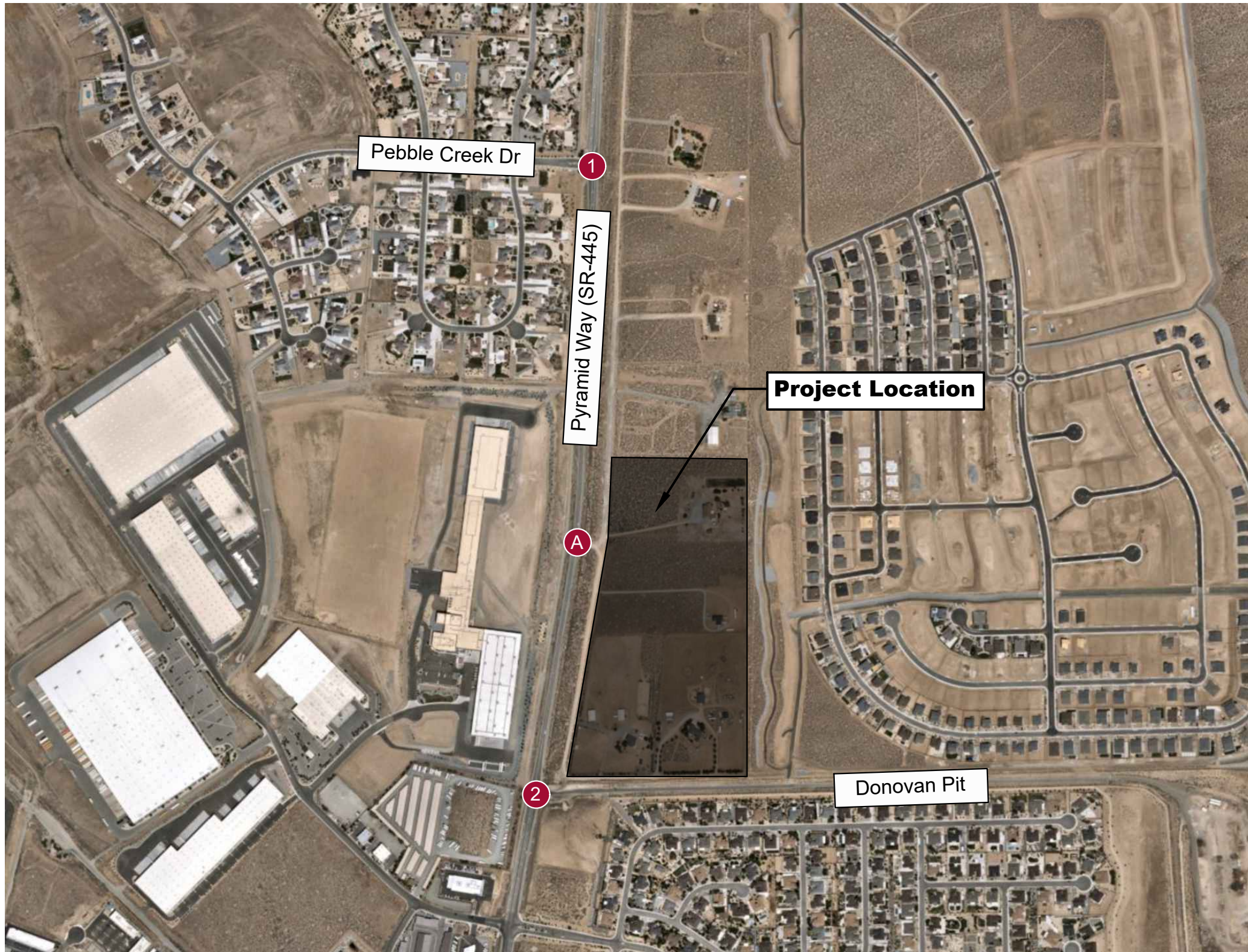
Campo Rico Traffic Impact Study Project Traffic Assignment



Legend

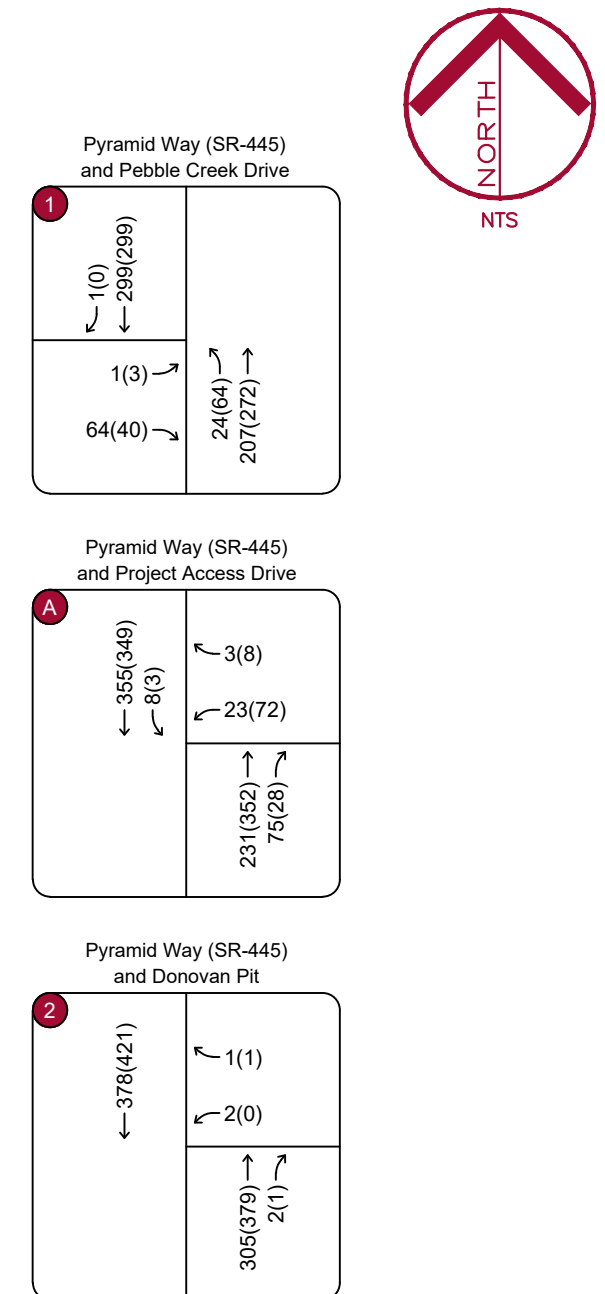
- # Study Area Key Intersection
- X Project Access Drive
- ← xx (xx) AM(PM) Peak Hour Volume

Figure 8
Kimley»Horn



Source: Nearmap US, Inc. Image Date: August 2025

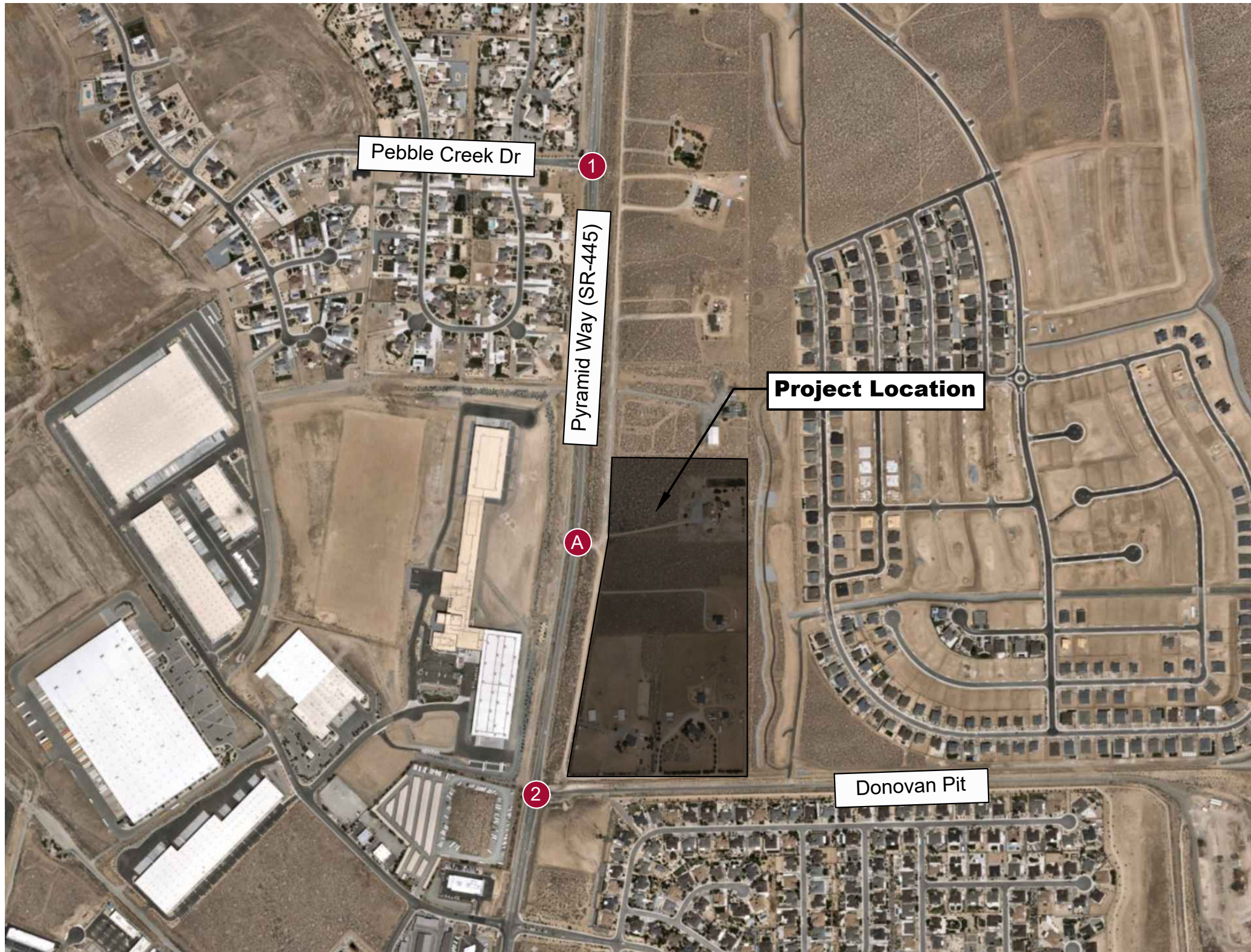
Campo Rico Traffic Impact Study 2027 Background Plus Project Peak Hour Traffic Volumes (AM & PM)



Legend

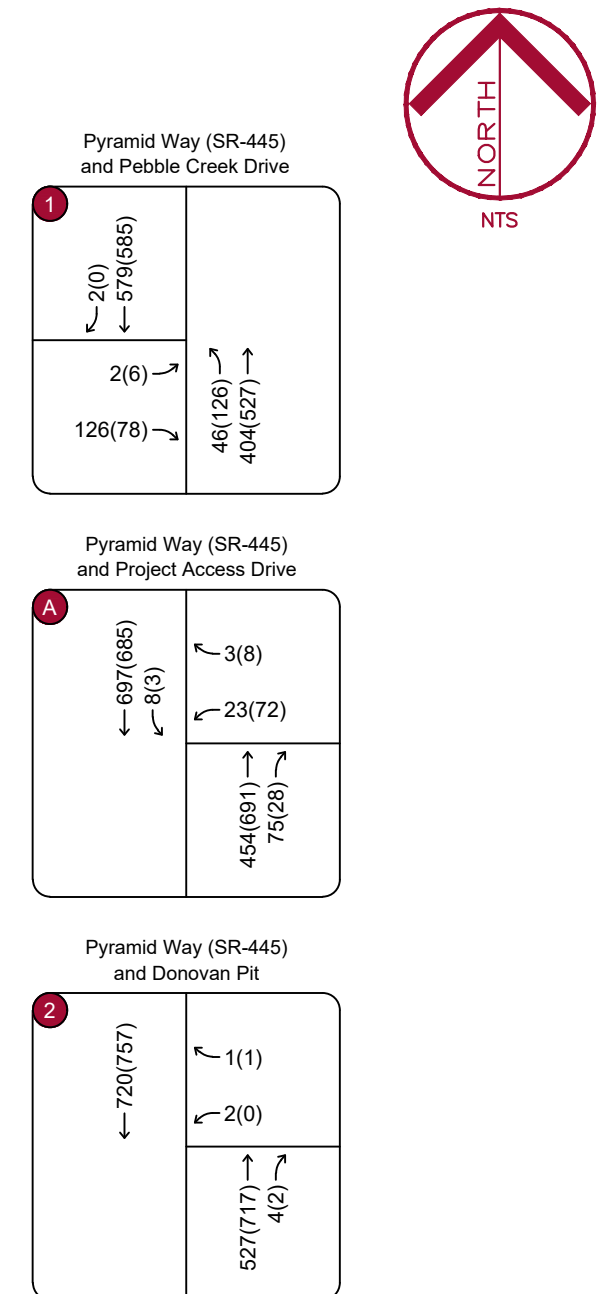
- # Study Area Key Intersection
- X Project Access Drive
- ← xx (xx) AM(PM) Peak Hour Volume

Figure 9
Kimley»Horn © 2025



Source: Nearmap US, Inc. Image Date: August 2025

Campo Rico Traffic Impact Study 2047 Background Plus Project Peak Hour Traffic Volumes (AM & PM)



Legend

- # Study Area Key Intersection
- X Project Access Drive
- ← xx (xx) AM(PM) Peak Hour Volume

Figure 10
Kimley»Horn © 2025

4. TRAFFIC IMPACT ANALYSIS

Traffic analyses for existing, background, and background plus project scenarios were conducted at the identified key intersections to determine possible existing and/or future deficiencies in the street network.

4.1. Analysis Methodology

Study area intersections were analyzed based on the average total delay for signalized and unsignalized intersections presented in the Transportation Research Board's *Highway Capacity Manual*, 7th Edition (HCM 7). For unsignalized intersections, the level of service (LOS) for two-way stop-control is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for signalized and four-way stop-controlled intersections can be defined for the whole intersection. **Table 3** shows the LOS criteria for motorized vehicle modes at intersections.

Table 3 – Level of Service Criteria

Level of Service	Signalized Intersection Average Control Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Source: *Highway Capacity Manual*, 7th Edition, Transportation Research Board.

Synchro 12 was used to analyze the study area's intersections and driveways for LOS. Synchro is an interactive computer program that enables planners and engineers to conduct traffic operations analysis (capacity and level of service). It utilizes the HCM 7 methodology to analyze intersection delay and LOS.

4.2. Intersection Operational Analysis

Calculations for the LOS at the study intersections are provided in **Appendix D**. The 2025 existing scenario analysis and the 2027 and 2047 background scenarios analyses are based on the lane geometry and intersection control shown in **Figure 2**. The 2027 and 2047 background plus project scenario analyses are based on the lane geometry and intersection control shown in **Figure 6**.

Table 4 summarizes the results of the intersection LOS Analysis for existing, background, and background plus project conditions. All key intersections are expected to operate at acceptable LOS (as defined by NDOT and Washoe County) across all scenarios.

Table 4 – Existing and Background Key Intersection Peak Hour LOS Analysis

Intersection	2025 Existing		2027 Background		2047 Background		2027 Background Plus Project		2047 Background Plus Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Pyramid Way (SR-445) and Pebble Creek Drive (#1) Two-Way Stop Control Northbound Left Eastbound Left/Right	7.9 (A) 10.3 (B)	8.1 (A) 10.7 (B)	7.9 (A) 10.5 (B)	8.1 (A) 10.9 (B)	8.9 (A) 15.3 (C)	9.6 (A) 17.7 (C)	8.0 (A) 10.6 (B)	8.1 (A) 10.9 (B)	8.9 (A) 15.4 (C)	9.6 (A) 17.8 (C)
Pyramid Way (SR-445) and Donovan Pit (#2) Two-Way Stop Control Southbound Left Westbound Left/Right	0.0 (A) 11.8 (B)	0.0 (A) 10.2 (B)	0.0 (A) 12.1 (B)	0.0 (A) 10.4 (B)	0.0 (A) 20.4 (C)	0.0 (A) 13.8 (B)	0.0 (A) 13.2 (B)	0.0 (A) 10.6 (B)	0.0 (A) 22.8 (C)	0.0 (A) 14.1 (B)

4.3. Project Access Operational Analysis

Calculations for the LOS at the study intersections are provided in **Appendix E**. The 2027 and 2047 background plus project analyses are based on the lane configuration and intersection control shown in **Figure 6**. The analysis is based on traffic volumes shown in **Figure 9**. The results of the LOS analysis for the intersection of Pyramid Way (SR-445) and Project Access Drive A are presented in **Table 5**.

Table 5 – High-T Intersection Project Access Drive Peak Hour LOS Analysis

Intersection	2027 Background Plus Project		2047 Background Plus Project	
	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Pyramid Way (SR-445) and Project Access Drive A				
Two-Way Stop Control				
Southbound Left	8.0 (A)	8.2 (A)	8.7 (A)	9.4 (A)
Westbound Left	14.0 (B)	17.6 (C)	28.0 (A)	66.4 (F)
Westbound Right	9.6 (A)	10.5 (B)	11.4 (B)	14.1 (B)
High-T Intersection				
Southbound Left	8 (A)	8.2 (A)	8.7 (A)	9.4 (A)
Westbound Left	10.3 (B)	11.8 (B)	12.4 (B)	17.3 (C)
Westbound Right	9.6 (A)	10.5 (B)	11.4 (B)	14.1 (B)

It is anticipated that there will be significant delays on the stop-controlled westbound left-turn approach at the intersection of Pyramid Way (SR-445) and Project Access Drive A. As a result, the intersection was analyzed as a High-T intersection with stop control on the westbound approach.

Construction of a High-T intersection allows the key intersection to operate at an acceptable LOS (as defined by the NDOT) in 2027 and 2047 background plus project AM and PM peak hours.

4.4. Queuing Analysis

A queuing analysis was conducted at the intersection of Pyramid Way (SR-445) and Project Access Drive A to analyze project impacts to the existing queues on the network and determine the need for any acceleration/deceleration lanes. The analysis was conducted using HCM 7 to obtain the 95th percentile queue for unsignalized. The results are summarized in **Table 6**. The queuing reports for all intersections can be found with the LOS reports in **Appendix D**. It should be noted that neither HCM 7 nor Synchro 12 calculates right-turn queues at unsignalized intersections. As such, no right-turn queues are reported.

Table 6 – Queueing Analysis

Intersection	Storage Provided	2027 Background Plus Project Queue (ft)		2047 Background Plus Project Queue (ft)	
		AM	PM	AM	PM
Pyramid Way (SR-445) and Project Access Drive A High T-Intersection Southbound Left	525'	< 25'	< 25'	< 25'	< 25'

**Synchro 12 was used to report the right-turn queue length since HCM 7 does not calculate queue lengths for right turn movements.*

The intersection of Pyramid Way (SR-445) and Project Access Drive A was found to have adequate storage length to serve the 2027 and 2047 background plus project conditions during the AM and PM peak hour scenarios.

4.5. NDOT Access Management System and Standards Review

Chapter 4: Design Standards and Specifications of the NDOT *Access Management System and Standards (AMSS)*, 2017 Edition, details design and construction standards and specifications for access to sites via major and minor roadways. Section 4.4 defines the standards for intersection auxiliary lanes and the requirements for an acceleration and deceleration lane warrant. More specifically, Section 4.4.1 defines the requirements for auxiliary deceleration lanes at unsignalized intersections and Section 4.4.3 defines the requirements for acceleration lanes.

Within Section 4.4.1, Table 4-12 and Table 4-16 of the NDOT AMSS describes the required turning volume and minimum volume in the adjacent through lane for left-turn and right-turn lanes at unsignalized intersections on two-lane roadways in urban areas, respectively. Table 4-12 and Table 4-16 are summarized in **Table 7** and **Table 8**, respectively.

Table 7 – Summary of Table 4-12: Left-Turn Lane Warrants at Unsignalized Intersections, Two-Lane Roadways in Urban Areas

Turning Volume (vph)	Minimum Direction in the Through Lane (vphpl)		
	≤ 30 mph	35 to 40 mph	≥ 40 mph
10	700	400	240
15	50	280	170

Source: NDOT Access Management System and Standards, 2017 Edition

Table 8 – Summary of Table 4-16: Right-Turn Lane Warrants at Unsignalized Intersections, Two-Lane Roadways in Urban Areas

Turning Volume (vph)	Minimum Direction in the Through Lane (vphpl)		
	≤ 30 mph	35 to 40 mph	≥ 40 mph
> 46	Required	Required	Required

Source: NDOT Access Management System and Standards, 2017 Edition

The highest turning movement volumes from the AM and PM scenarios from the 2027 background plus project condition (122 vehicles for southbound-left and 14 vehicles for northbound-right) were used to determine if turn warrants were met for the project access driveway. Per **Table 7** and **Table 8**, a southbound left-turn lane and a northbound right-turn lane are warranted at the intersection of Pyramid Way (SR-445) and Project Access Drive A.

Acceleration lanes are warranted at high speeds (≥ 45 mph, high volume AADT ≥ 10,000 vehicles per day, based on a 20-year forecast) when entering vehicles do not have a sufficient gap to enter traffic safely. Since the area does not meet the AADT requirement based on the Regional Transportation Commission (RTC) Washoe Travel Demand Model (TDM) in 2050, (9,392 vehicles), the addition of acceleration lanes are not warranted.

5. CRASH DATA SUMMARY

Crash data was requested for the two existing study intersections from the NDOT Safety Engineering Division for the most recently available five-year period (January 2019 - December 2023). The crash data for the study intersections is summarized in **Table 9**.

Table 9 – Crash Data Summary

Intersection Name	Total Crashes	Property Damage Only	Injury	Fatal
Pyramid Way (SR-445) and Pebble Creek Drive (#1)	1 (100%)	1 (100%)	0 (0%)	0 (0%)
Pyramid Way (SR-445) and Donovan Pit (#2)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Total	1 (100%)	1 (100%)	0 (0%)	0 (0%)

A total of one crash was recorded at the study intersections in the most recently available five-year period. The one crash resulted in one property damage only crash (100%). No fatal or injury crashes were reported for the two existing study intersections.

6. CONCLUSIONS/RECOMMENDATIONS

The proposed industrial warehousing development is anticipated to generate traffic volumes resulting in the following recommendations:

- At the intersection of Pyramid Way (SR-445) and Project Access Drive A:
 - It is recommended to install a right-turn deceleration lane for vehicles making the northbound right-turn movement from Pyramid Way (SR-445) onto Project Access Drive A. Design shall comply with the latest version of the *NDOT Access Management System and Standards*.
 - It is recommended to install a left-turn deceleration lane for vehicles making the southbound left-turn movement from Pyramid Way (SR-445) onto Project Access Drive A. Design shall comply with the latest version of the *NDOT Access Management System and Standards*.
- The intersection of Pyramid Way (SR-445) and Project Access Drive A be constructed as a three-leg, “High-T” intersection with an R1-1 “STOP” sign with appropriate pavement markings installed for the westbound egress.
- All on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings and conform to the current Manual on Uniform Traffic Control Devices (MUTCD), as applicable.

APPENDIX A

COUNT DATA

Pyramid Way & Pebble Creek Drive - TMC

Thu Aug 14, 2025

Full Length (12 AM-12 AM (+1))

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1325442, Location: 39.68935, -119.699155

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

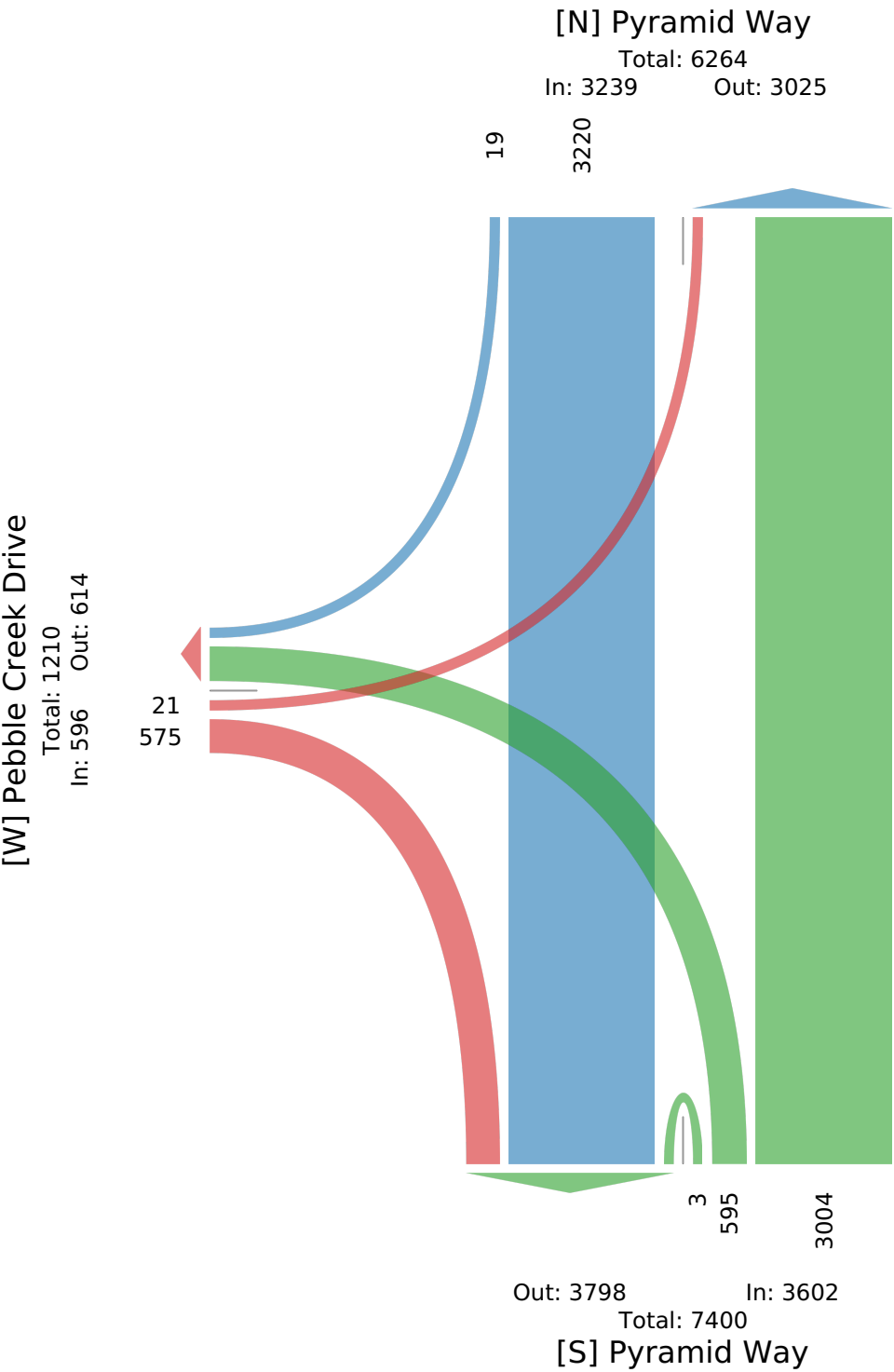
Leg Direction	Pyramid Way Northbound				Pyramid Way Southbound				Pebble Creek Drive Eastbound				
Time	L	T	U	App	T	R	U	App	L	R	U	App	Int
2025-08-14 12:00AM	3	20	0	23	9	0	0	9	0	0	0	0	32
1:00AM	0	11	0	11	4	0	0	4	0	0	0	0	15
2:00AM	0	8	0	8	10	0	0	10	0	0	0	0	18
3:00AM	0	4	0	4	19	0	0	19	0	0	0	0	23
4:00AM	0	15	0	15	33	0	0	33	0	5	0	5	53
5:00AM	2	51	0	53	105	0	0	105	1	15	0	16	174
6:00AM	10	129	0	139	228	0	0	228	0	56	0	56	423
7:00AM	22	167	0	189	256	2	0	258	1	58	0	59	506
8:00AM	19	169	0	188	222	1	0	223	1	44	0	45	456
9:00AM	27	156	1	184	204	5	0	209	2	37	0	39	432
10:00AM	18	128	1	147	192	3	0	195	2	35	0	37	379
11:00AM	32	157	0	189	196	1	0	197	3	33	0	36	422
12:00PM	40	222	0	262	198	2	0	200	4	36	0	40	502
1:00PM	32	179	0	211	206	1	0	207	0	30	0	30	448
2:00PM	50	190	0	240	226	1	0	227	0	40	0	40	507
3:00PM	62	248	0	310	239	2	0	241	2	44	0	46	597
4:00PM	60	247	0	307	277	0	0	277	3	37	0	40	624
5:00PM	53	210	0	263	227	0	0	227	0	37	0	37	527
6:00PM	52	226	0	278	136	0	0	136	0	29	0	29	443
7:00PM	27	143	0	170	92	0	0	92	1	11	0	12	274
8:00PM	37	162	1	200	67	0	0	67	0	11	0	11	278
9:00PM	26	90	0	116	39	1	0	40	1	12	0	13	169
10:00PM	17	41	0	58	21	0	0	21	0	2	0	2	81
11:00PM	6	31	0	37	14	0	0	14	0	3	0	3	54
Total	595	3004	3	3602	3220	19	0	3239	21	575	0	596	7437
% Approach	16.5%	83.4%	0.1%	-	99.4%	0.6%	0%	-	3.5%	96.5%	0%	-	-
% Total	8.0%	40.4%	0%	48.4%	43.3%	0.3%	0%	43.6%	0.3%	7.7%	0%	8.0%	-
Lights	588	2893	2	3483	3072	18	0	3090	18	564	0	582	7155
% Lights	98.8%	96.3%	66.7%	96.7%	95.4%	94.7%	0%	95.4%	85.7%	98.1%	0%	97.7%	96.2%
Articulated Trucks	0	19	1	20	20	0	0	20	0	0	0	0	40
% Articulated Trucks	0%	0.6%	33.3%	0.6%	0.6%	0%	0%	0.6%	0%	0%	0%	0%	0.5%
Buses and Single-Unit Trucks	7	92	0	99	128	1	0	129	3	11	0	14	242
% Buses and Single-Unit Trucks	1.2%	3.1%	0%	2.7%	4.0%	5.3%	0%	4.0%	14.3%	1.9%	0%	2.3%	3.3%

*L: Left, R: Right, T: Thru, U: U-Turn

Pyramid Way & Pebble Creek Drive - TMC

Thu Aug 14, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1325442, Location: 39.68935, -119.699155

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



Pyramid Way & Pebble Creek Drive - TMC

Thu Aug 14, 2025

AM Peak (6:45 AM - 7:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1325442, Location: 39.68935, -119.699155

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

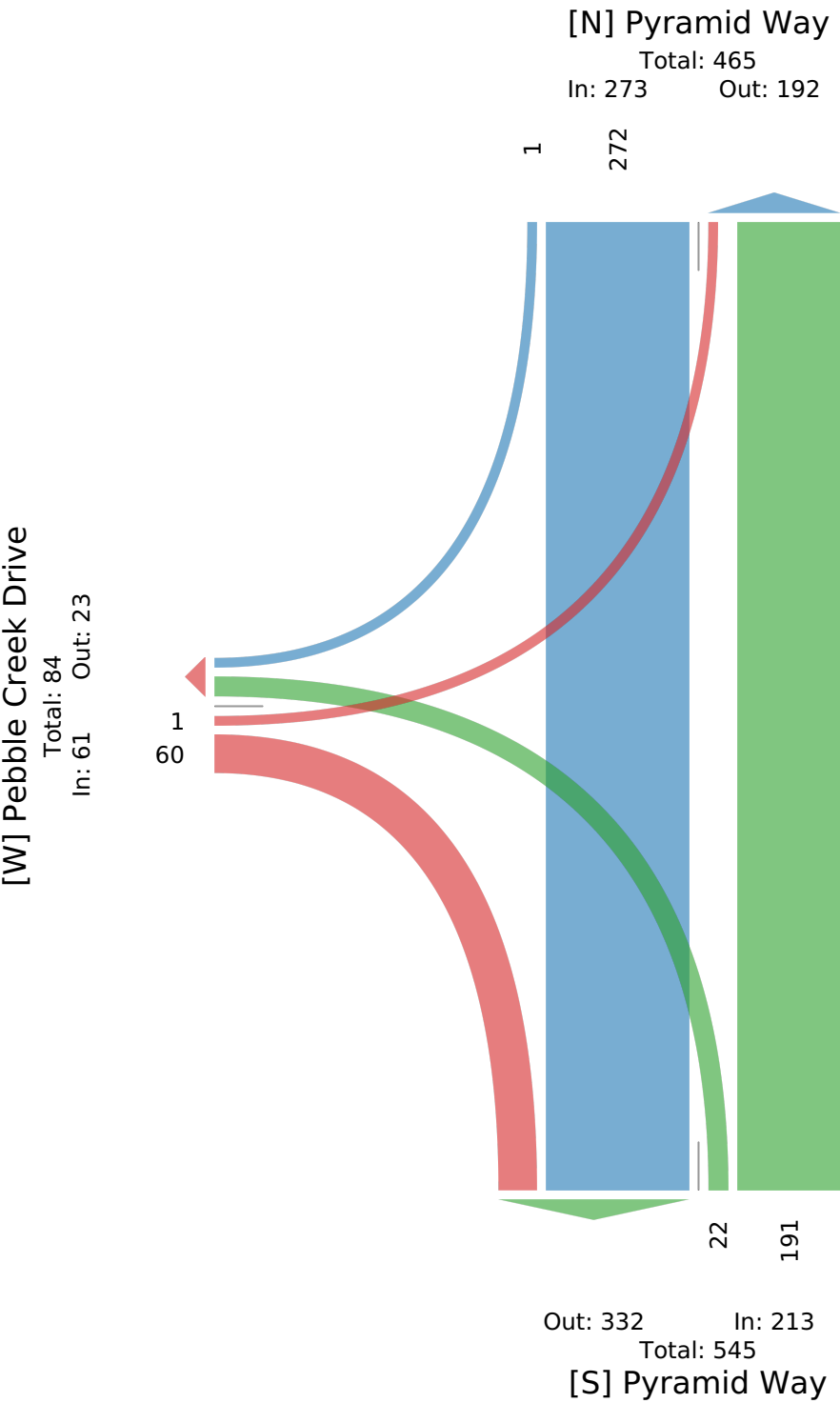
Leg Direction	Pyramid Way Northbound				Pyramid Way Southbound				Pebble Creek Drive Eastbound				
Time	L	T	U	App	T	R	U	App	L	R	U	App	Int
2025-08-14 6:45AM	5	59	0	64	69	0	0	69	0	13	0	13	146
7:00AM	4	49	0	53	73	0	0	73	1	19	0	20	146
7:15AM	8	46	0	54	67	0	0	67	0	11	0	11	132
7:30AM	5	37	0	42	63	1	0	64	0	17	0	17	123
Total	22	191	0	213	272	1	0	273	1	60	0	61	547
% Approach	10.3%	89.7%	0%	-	99.6%	0.4%	0%	-	1.6%	98.4%	0%	-	-
% Total	4.0%	34.9%	0%	38.9%	49.7%	0.2%	0%	49.9%	0.2%	11.0%	0%	11.2%	-
PHF	0.688	0.809	-	0.832	0.932	0.250	-	0.935	0.250	0.789	-	0.763	0.937
Lights	22	189	0	211	266	1	0	267	1	59	0	60	538
% Lights	100%	99.0%	0%	99.1%	97.8%	100%	0%	97.8%	100%	98.3%	0%	98.4%	98.4%
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
% Articulated Trucks	0%	0%	0%	0%	0.4%	0%	0%	0.4%	0%	0%	0%	0%	0.2%
Buses and Single-Unit Trucks	0	2	0	2	5	0	0	5	0	1	0	1	8
% Buses and Single-Unit Trucks	0%	1.0%	0%	0.9%	1.8%	0%	0%	1.8%	0%	1.7%	0%	1.6%	1.5%

* L: Left, R: Right, T: Thru, U: U-Turn

Pyramid Way & Pebble Creek Drive - TMC

Thu Aug 14, 2025
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1325442, Location: 39.68935, -119.699155

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



Pyramid Way & Pebble Creek Drive - TMC

Thu Aug 14, 2025

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1325442, Location: 39.68935, -119.699155

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg Direction	Pyramid Way Northbound				Pyramid Way Southbound				Pebble Creek Drive Eastbound				
Time	L	T	U	App	T	R	U	App	L	R	U	App	Int
2025-08-14 12:00PM	6	47	0	53	57	1	0	58	1	8	0	9	120
12:15PM	12	59	0	71	50	1	0	51	0	9	0	9	131
12:30PM	12	49	0	61	41	0	0	41	1	12	0	13	115
12:45PM	10	67	0	77	50	0	0	50	2	7	0	9	136
Total	40	222	0	262	198	2	0	200	4	36	0	40	502
% Approach	15.3%	84.7%	0%	-	99.0%	1.0%	0%	-	10.0%	90.0%	0%	-	-
% Total	8.0%	44.2%	0%	52.2%	39.4%	0.4%	0%	39.8%	0.8%	7.2%	0%	8.0%	-
PHF	0.833	0.828	-	0.851	0.868	0.500	-	0.862	0.500	0.750	-	0.769	0.923
Lights	39	216	0	255	192	2	0	194	4	34	0	38	487
% Lights	97.5%	97.3%	0%	97.3%	97.0%	100%	0%	97.0%	100%	94.4%	0%	95.0%	97.0%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	1	6	0	7	6	0	0	6	0	2	0	2	15
% Buses and Single-Unit Trucks	2.5%	2.7%	0%	2.7%	3.0%	0%	0%	3.0%	0%	5.6%	0%	5.0%	3.0%

* L: Left, R: Right, T: Thru, U: U-Turn

Pyramid Way & Pebble Creek Drive - TMC

Thu Aug 14, 2025

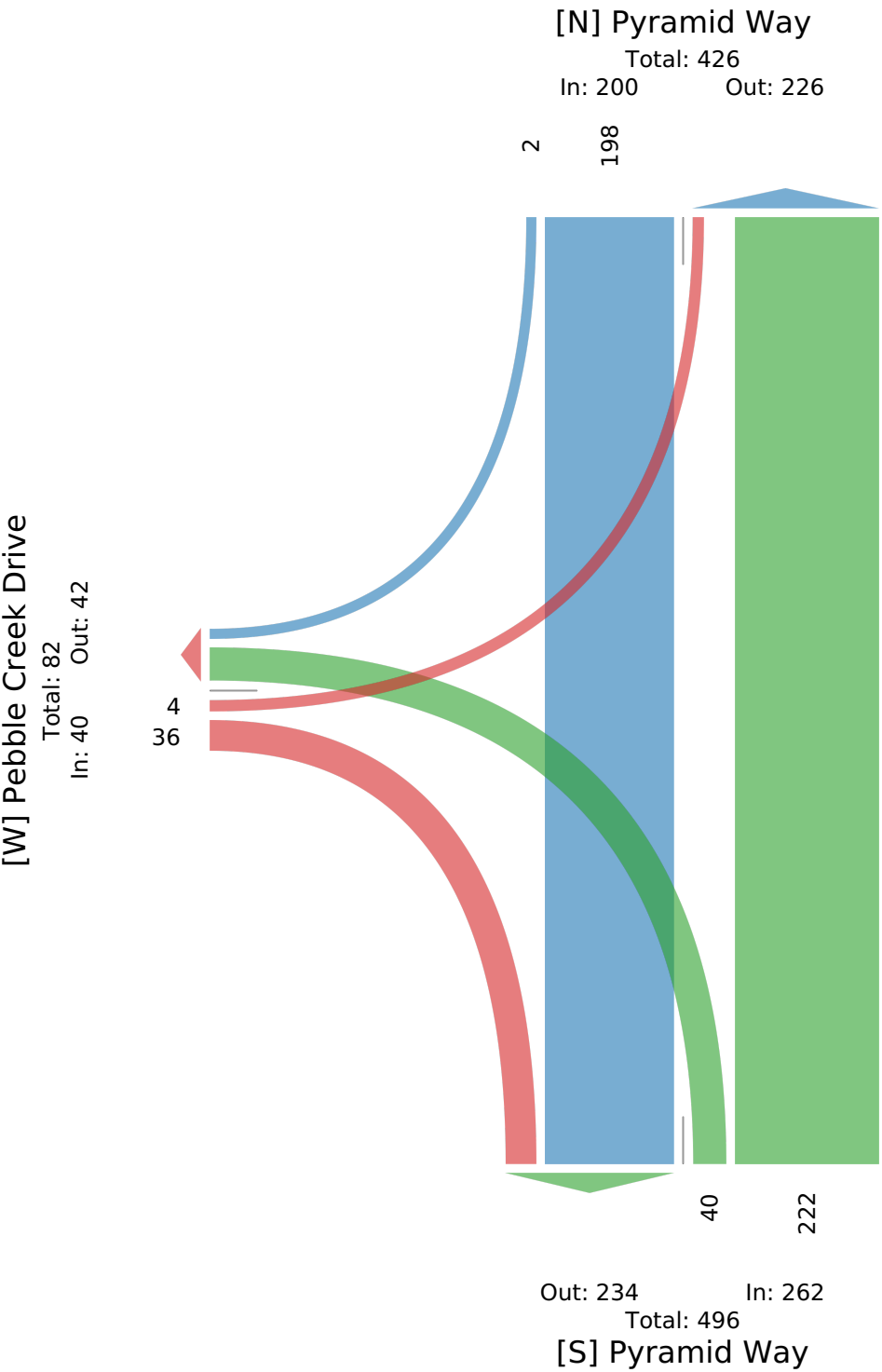
Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1325442, Location: 39.68935, -119.699155

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



Pyramid Way & Pebble Creek Drive - TMC

Thu Aug 14, 2025

PM Peak (4 PM - 5 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1325442, Location: 39.68935, -119.699155

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

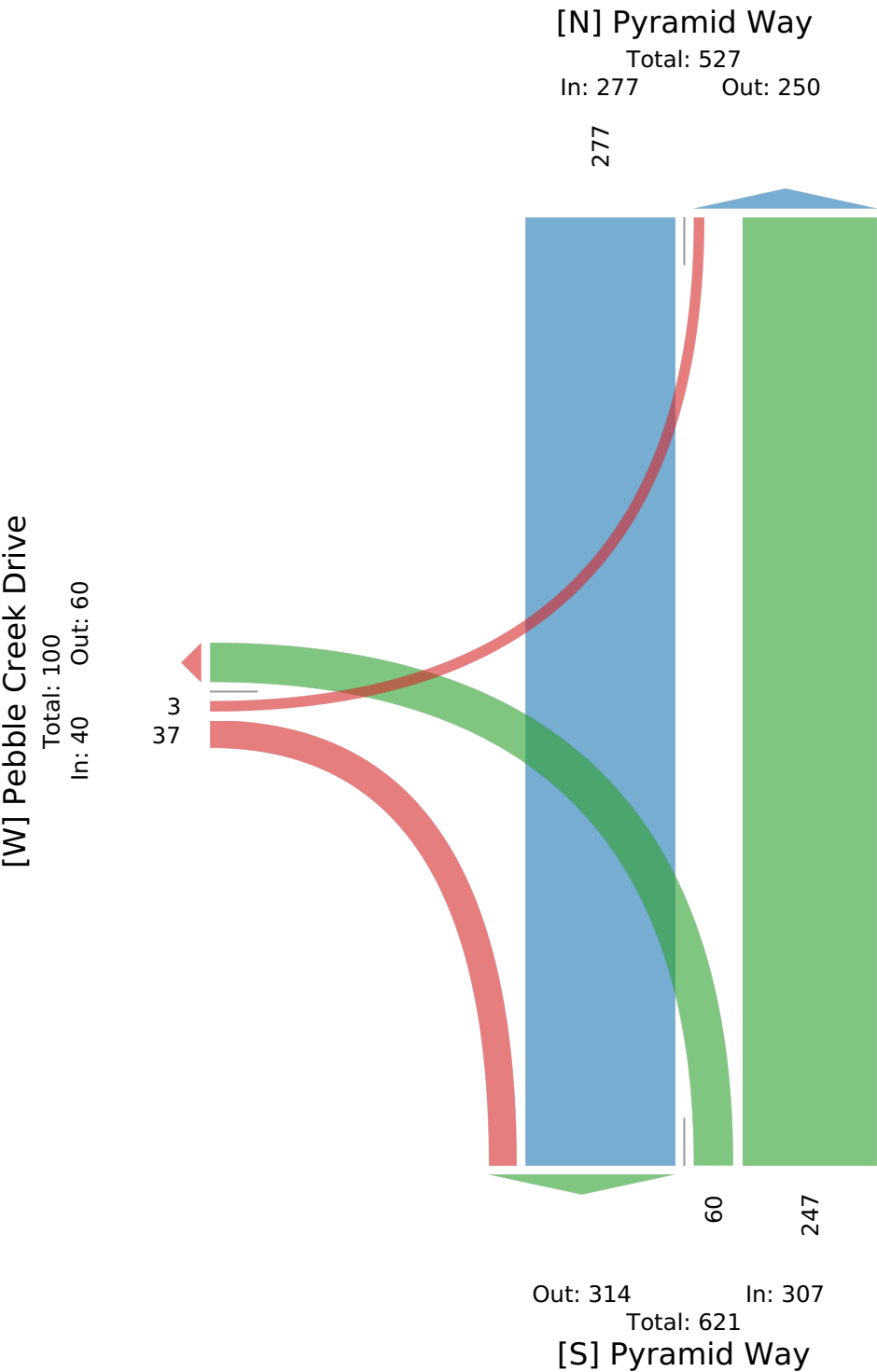
Leg Direction	Pyramid Way Northbound				Pyramid Way Southbound				Pebble Creek Drive Eastbound				
Time	L	T	U	App	T	R	U	App	L	R	U	App	Int
2025-08-14 4:00PM	14	56	0	70	73	0	0	73	1	10	0	11	154
4:15PM	9	60	0	69	54	0	0	54	1	6	0	7	130
4:30PM	19	66	0	85	69	0	0	69	1	10	0	11	165
4:45PM	18	65	0	83	81	0	0	81	0	11	0	11	175
Total	60	247	0	307	277	0	0	277	3	37	0	40	624
% Approach	19.5%	80.5%	0%	-	100%	0%	0%	-	7.5%	92.5%	0%	-	-
% Total	9.6%	39.6%	0%	49.2%	44.4%	0%	0%	44.4%	0.5%	5.9%	0%	6.4%	-
PHF	0.789	0.936	-	0.903	0.855	-	-	0.855	0.750	0.841	-	0.909	0.891
Lights	60	242	0	302	263	0	0	263	2	37	0	39	604
% Lights	100%	98.0%	0%	98.4%	94.9%	0%	0%	94.9%	66.7%	100%	0%	97.5%	96.8%
Articulated Trucks	0	1	0	1	1	0	0	1	0	0	0	0	2
% Articulated Trucks	0%	0.4%	0%	0.3%	0.4%	0%	0%	0.4%	0%	0%	0%	0%	0.3%
Buses and Single-Unit Trucks	0	4	0	4	13	0	0	13	1	0	0	1	18
% Buses and Single-Unit Trucks	0%	1.6%	0%	1.3%	4.7%	0%	0%	4.7%	33.3%	0%	0%	2.5%	2.9%

* L: Left, R: Right, T: Thru, U: U-Turn

Pyramid Way & Pebble Creek Drive - TMC

Thu Aug 14, 2025
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1325442, Location: 39.68935, -119.699155

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



Pyramid Way & Donovan Pit - TMC

Thu Aug 14, 2025

Full Length (12 AM-12 AM (+1))

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1325440, Location: 39.679409, -119.700386

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

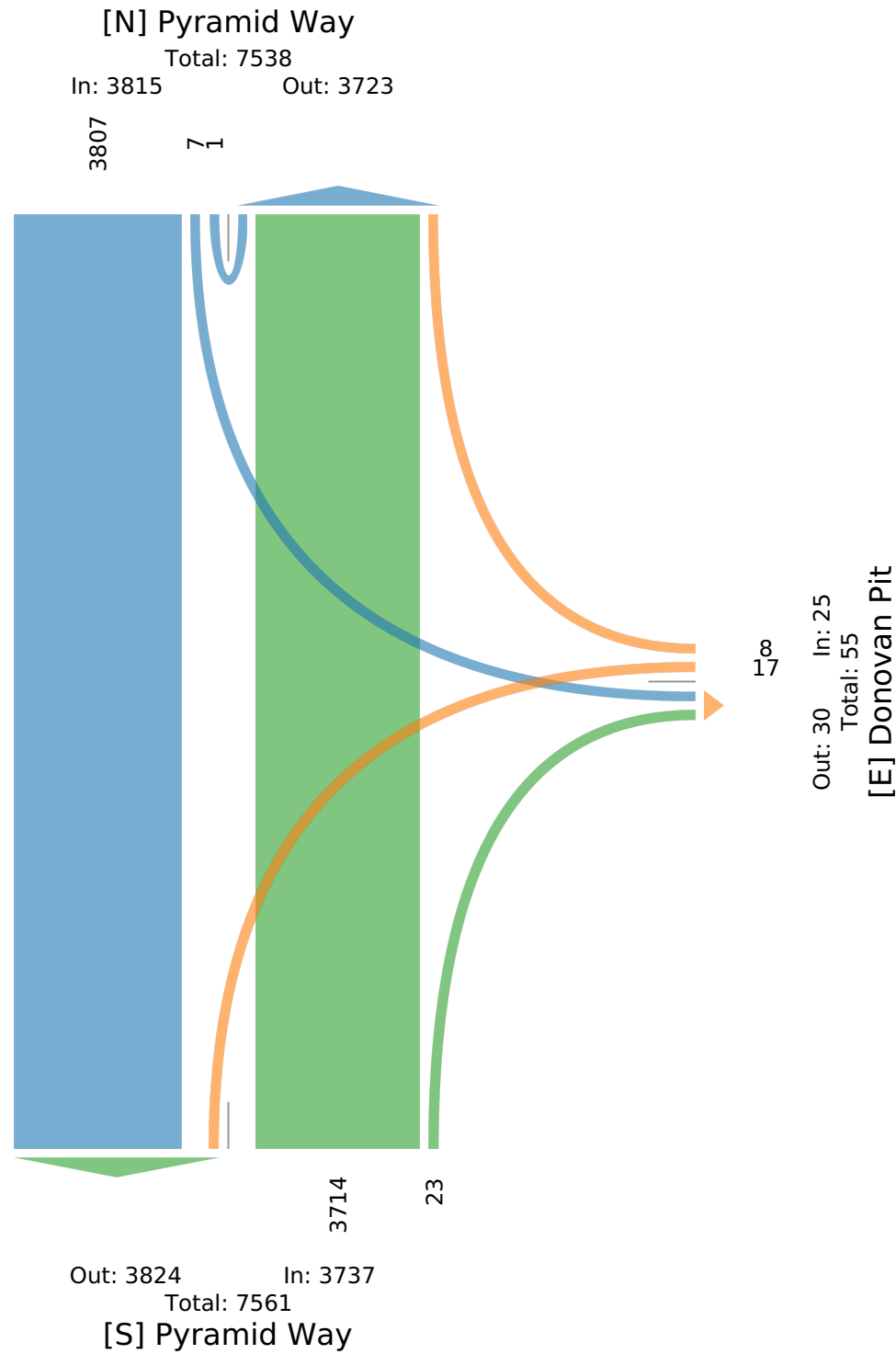
Leg Direction	Pyramid Way Northbound				Pyramid Way Southbound				Donovan Pit Westbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2025-08-14 12:00AM	26	0	0	26	0	9	0	9	0	0	0	0	35
1:00AM	10	0	0	10	0	4	0	4	0	0	0	0	14
2:00AM	8	0	0	8	0	10	0	10	0	0	0	0	18
3:00AM	6	0	0	6	0	19	0	19	0	0	0	0	25
4:00AM	16	0	0	16	0	46	0	46	0	0	0	0	62
5:00AM	52	0	0	52	0	117	0	117	0	0	0	0	169
6:00AM	145	2	0	147	0	279	0	279	1	0	0	1	427
7:00AM	192	3	0	195	0	312	0	312	1	1	0	2	509
8:00AM	190	1	0	191	1	272	0	273	0	0	0	0	464
9:00AM	189	0	0	189	0	246	0	246	1	0	0	1	436
10:00AM	146	2	0	148	1	226	0	227	2	0	0	2	377
11:00AM	195	4	0	199	0	232	0	232	3	2	0	5	436
12:00PM	263	3	0	266	3	232	0	235	1	2	0	3	504
1:00PM	213	0	0	213	0	221	0	221	2	0	0	2	436
2:00PM	257	6	0	263	0	275	0	275	1	1	0	2	540
3:00PM	304	0	0	304	1	276	1	278	3	1	0	4	586
4:00PM	307	1	0	308	0	317	0	317	0	1	0	1	626
5:00PM	312	0	0	312	0	267	0	267	0	0	0	0	579
6:00PM	284	0	0	284	0	163	0	163	0	0	0	0	447
7:00PM	175	1	0	176	0	108	0	108	1	0	0	1	285
8:00PM	208	0	0	208	1	83	0	84	1	0	0	1	293
9:00PM	122	0	0	122	0	50	0	50	0	0	0	0	172
10:00PM	58	0	0	58	0	25	0	25	0	0	0	0	83
11:00PM	36	0	0	36	0	18	0	18	0	0	0	0	54
Total	3714	23	0	3737	7	3807	1	3815	17	8	0	25	7577
% Approach	99.4%	0.6%	0%	-	0.2%	99.8%	0%	-	68.0%	32.0%	0%	-	-
% Total	49.0%	0.3%	0%	49.3%	0.1%	50.2%	0%	50.3%	0.2%	0.1%	0%	0.3%	-
Lights	3563	18	0	3581	6	3658	1	3665	12	6	0	18	7264
% Lights	95.9%	78.3%	0%	95.8%	85.7%	96.1%	100%	96.1%	70.6%	75.0%	0%	72.0%	95.9%
Articulated Trucks	18	3	0	21	1	19	0	20	5	0	0	5	46
% Articulated Trucks	0.5%	13.0%	0%	0.6%	14.3%	0.5%	0%	0.5%	29.4%	0%	0%	20.0%	0.6%
Buses and Single-Unit Trucks	133	2	0	135	0	130	0	130	0	2	0	2	267
% Buses and Single-Unit Trucks	3.6%	8.7%	0%	3.6%	0%	3.4%	0%	3.4%	0%	25.0%	0%	8.0%	3.5%

*L: Left, R: Right, T: Thru, U: U-Turn

Pyramid Way & Donovan Pit - TMC

Thu Aug 14, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1325440, Location: 39.679409, -119.700386

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



Pyramid Way & Donovan Pit - TMC

Thu Aug 14, 2025

AM Peak (6:45 AM - 7:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1325440, Location: 39.679409, -119.700386

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg Direction	Pyramid Way Northbound				Pyramid Way Southbound				Donovan Pit Westbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2025-08-14 6:45AM	63	0	0	63	0	80	0	80	1	0	0	1	144
7:00AM	54	1	0	55	0	95	0	95	1	0	0	1	151
7:15AM	58	1	0	59	0	79	0	79	0	0	0	0	138
7:30AM	40	0	0	40	0	78	0	78	0	1	0	1	119
Total	215	2	0	217	0	332	0	332	2	1	0	3	552
% Approach	99.1%	0.9%	0%	-	0%	100%	0%	-	66.7%	33.3%	0%	-	-
% Total	38.9%	0.4%	0%	39.3%	0%	60.1%	0%	60.1%	0.4%	0.2%	0%	0.5%	-
PHF	0.853	0.500	-	0.861	-	0.874	-	0.874	0.500	0.250	-	0.750	0.914
Lights	195	1	0	196	0	327	0	327	1	0	0	1	524
% Lights	90.7%	50.0%	0%	90.3%	0%	98.5%	0%	98.5%	50.0%	0%	0%	33.3%	94.9%
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	50.0%	0%	0%	33.3%	0.2%
Buses and Single-Unit Trucks	20	1	0	21	0	5	0	5	0	1	0	1	27
% Buses and Single-Unit Trucks	9.3%	50.0%	0%	9.7%	0%	1.5%	0%	1.5%	0%	100%	0%	33.3%	4.9%

* L: Left, R: Right, T: Thru, U: U-Turn

Pyramid Way & Donovan Pit - TMC

Thu Aug 14, 2025

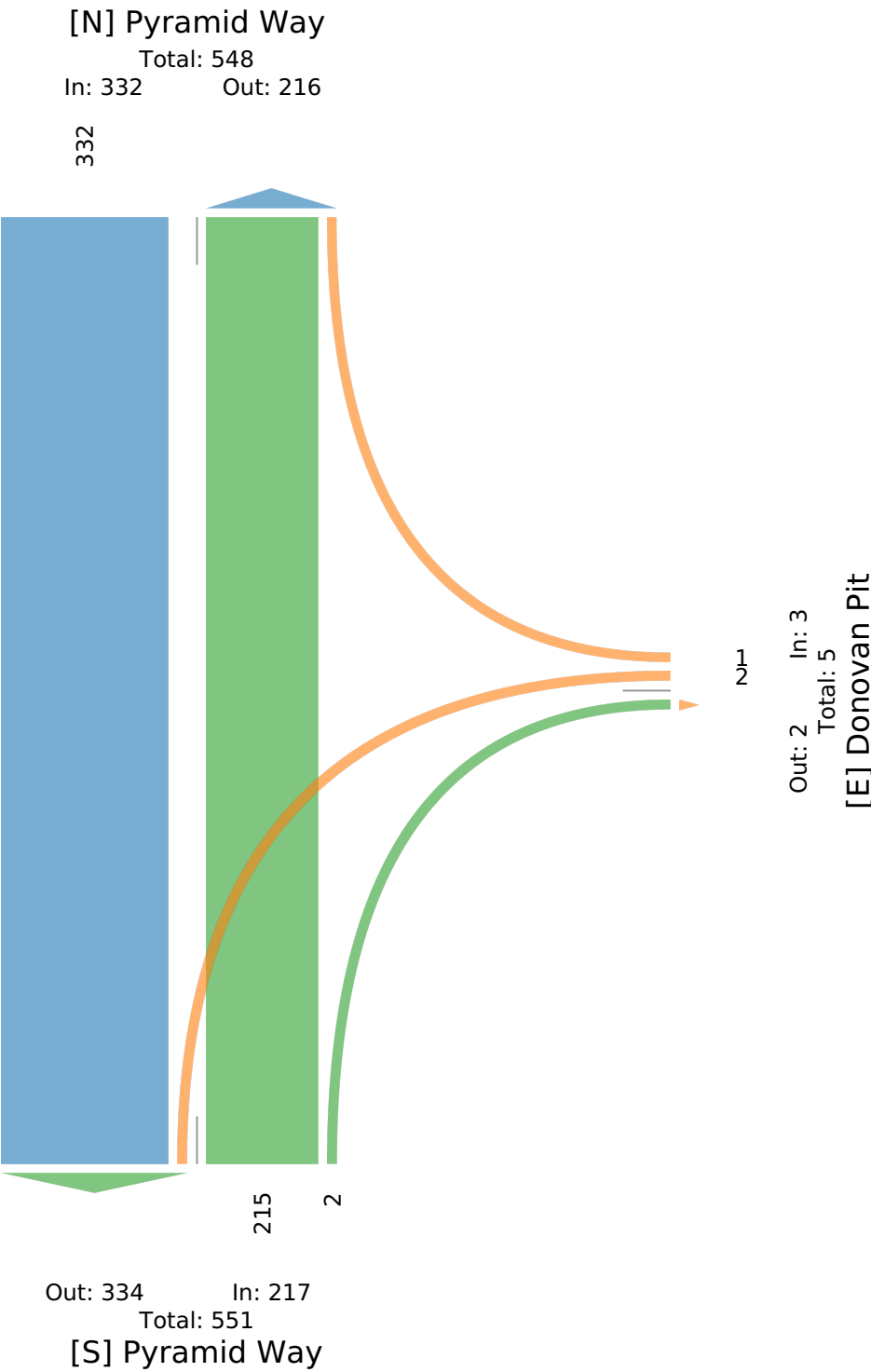
AM Peak (6:45 AM - 7:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1325440, Location: 39.679409, -119.700386

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



Pyramid Way & Donovan Pit - TMC

Thu Aug 14, 2025

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1325440, Location: 39.679409, -119.700386

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg Direction	Pyramid Way Northbound				Pyramid Way Southbound				Donovan Pit Westbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2025-08-14 12:00PM	52	0	0	52	2	63	0	65	0	1	0	1	118
12:15PM	72	1	0	73	1	59	0	60	1	0	0	1	134
12:30PM	63	0	0	63	0	50	0	50	0	0	0	0	113
12:45PM	76	2	0	78	0	60	0	60	0	1	0	1	139
Total	263	3	0	266	3	232	0	235	1	2	0	3	504
% Approach	98.9%	1.1%	0%	-	1.3%	98.7%	0%	-	33.3%	66.7%	0%	-	-
% Total	52.2%	0.6%	0%	52.8%	0.6%	46.0%	0%	46.6%	0.2%	0.4%	0%	0.6%	-
PHF	0.865	0.375	-	0.853	0.375	0.921	-	0.904	0.250	0.500	-	0.750	0.906
Lights	255	3	0	258	3	226	0	229	1	2	0	3	490
% Lights	97.0%	100%	0%	97.0%	100%	97.4%	0%	97.4%	100%	100%	0%	100%	97.2%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	8	0	0	8	0	6	0	6	0	0	0	0	14
% Buses and Single-Unit Trucks	3.0%	0%	0%	3.0%	0%	2.6%	0%	2.6%	0%	0%	0%	0%	2.8%

* L: Left, R: Right, T: Thru, U: U-Turn

Pyramid Way & Donovan Pit - TMC

Thu Aug 14, 2025

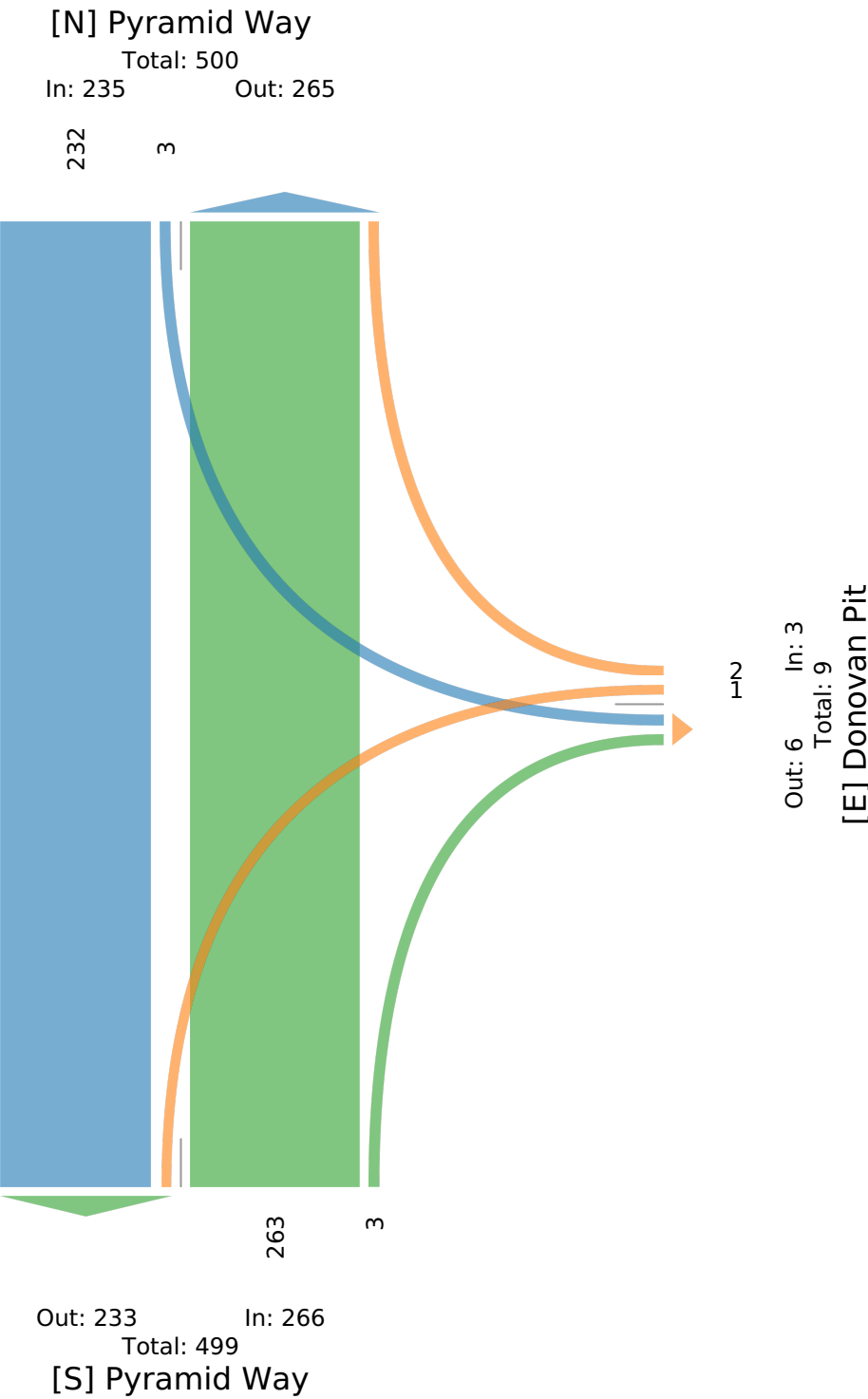
Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1325440, Location: 39.679409, -119.700386

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



Pyramid Way & Donovan Pit - TMC

Thu Aug 14, 2025

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1325440, Location: 39.679409, -119.700386

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

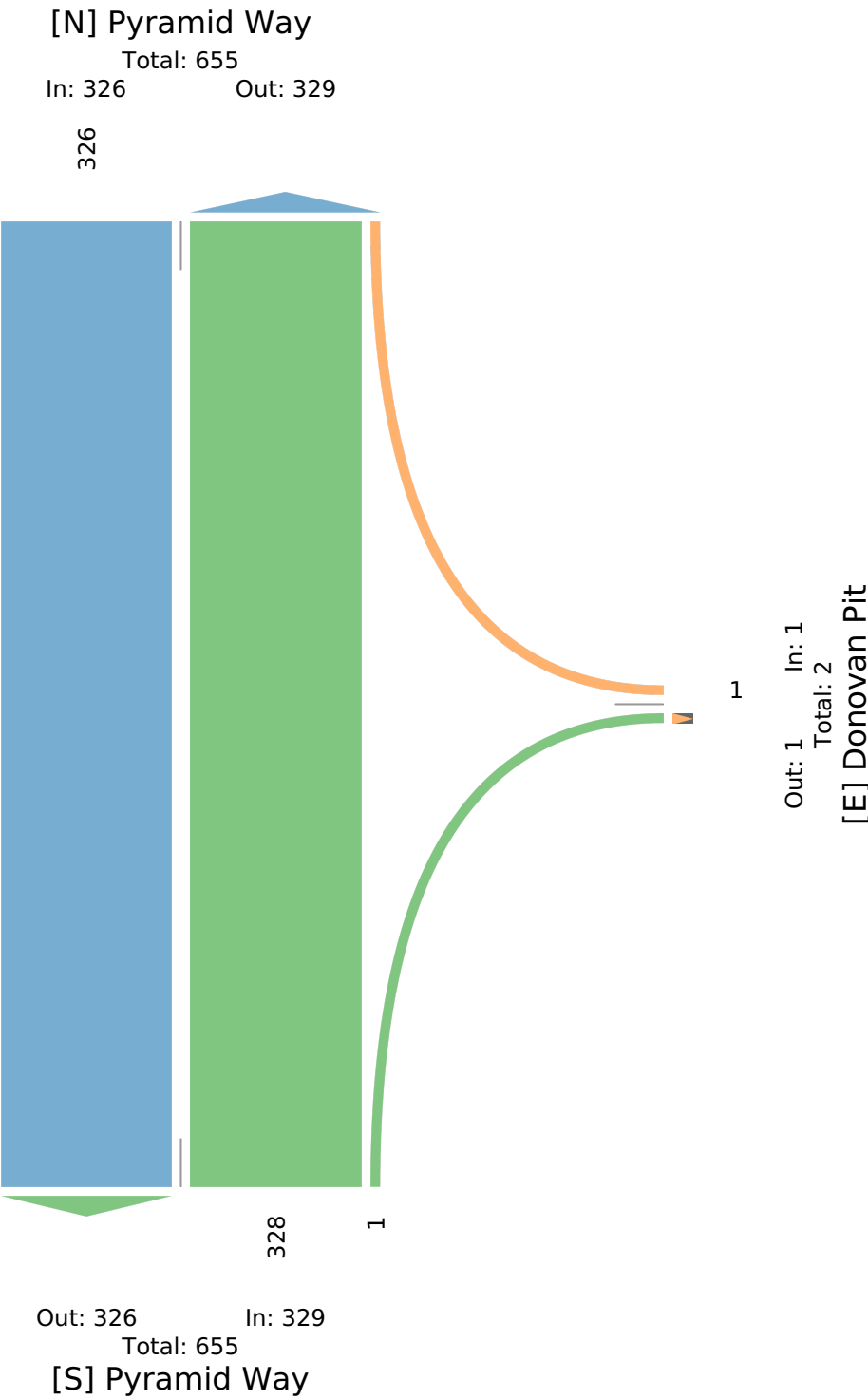
Leg Direction	Pyramid Way Northbound				Pyramid Way Southbound				Donovan Pit Westbound				
Time	T	R	U	App	L	T	U	App	L	R	U	App	Int
2025-08-14 4:30PM	88	0	0	88	0	74	0	74	0	0	0	0	162
4:45PM	81	1	0	82	0	96	0	96	0	1	0	1	179
5:00PM	90	0	0	90	0	70	0	70	0	0	0	0	160
5:15PM	69	0	0	69	0	86	0	86	0	0	0	0	155
Total	328	1	0	329	0	326	0	326	0	1	0	1	656
% Approach	99.7%	0.3%	0%	-	0%	100%	0%	-	0%	100%	0%	-	-
% Total	50.0%	0.2%	0%	50.2%	0%	49.7%	0%	49.7%	0%	0.2%	0%	0.2%	-
PHF	0.911	0.250	-	0.914	-	0.849	-	0.849	-	0.250	-	0.250	0.916
Lights	325	1	0	326	0	315	0	315	0	1	0	1	642
% Lights	99.1%	100%	0%	99.1%	0%	96.6%	0%	96.6%	0%	100%	0%	100%	97.9%
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0.3%	0%	0%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%	0.2%
Buses and Single-Unit Trucks	2	0	0	2	0	11	0	11	0	0	0	0	13
% Buses and Single-Unit Trucks	0.6%	0%	0%	0.6%	0%	3.4%	0%	3.4%	0%	0%	0%	0%	2.0%

* L: Left, R: Right, T: Thru, U: U-Turn

Pyramid Way & Donovan Pit - TMC

Thu Aug 14, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1325440, Location: 39.679409, -119.700386

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



APPENDIX B

GROWTH RATE CALCULATIONS

Project: Campo Rico TIS
 Subject: NDOT Growth Rate Calculations
 Created By: SAB

Project Number: 192859000
 Date: 8/18/2025
 Page: 1 of 1

Existing Growth Rate Calculations

Ref: Nevada Department of Transportation - Annual Traffic Report 2025

Number of Count Stations Analyzed = 3

Average Annual Growth Rate in the Vicinity of the Proposed Project = 3.43%

NDOT COUNT STATION:	0311034
ROADWAY:	SR445, Pyramid Hwy
LOCATION:	SR445, .2 mi N of Calle De La Plata

Year	AADT	Annual Growth Rate
2019	8700	3.03%
2024	10100	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	AADT
2025	10406
2026	10721
2027	11046

NDOT COUNT STATION:	0312270
ROADWAY:	SR445
LOCATION:	SR445 (Pyramid Way) 450ft N of Sha Neva Rd

Year	AADT	Annual Growth Rate
2019	7750	4.91%
2024	9850	
YEARS =	5	

PROJECTED	
Year	AADT
2025	10334
2026	10842
2027	11374

NDOT COUNT STATION:	0311032
ROADWAY:	SR445
LOCATION:	SR445, .36 mi N of Sunset Springs Rd

Year	AADT	Annual Growth Rate
2019	14700	2.34%
2024	16500	
YEARS =	5	

PROJECTED TRAFFIC VOLUMES	
Year	AADT
2025	17000
2026	17515
2027	18045

APPENDIX C

TRIP GENERATION CALCULATIONS



Project: Campo Rico Traffic Impact Study
Subject: Campo Rico Trip Generation
Designed By: SAB

Project Number: 192859000
Date: 8/25/2025
Page: 1 of 1

Project Traffic Weekday Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		NEW EXTERNAL VEHICLE TRIPS			
	Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(150) Warehousing	Warehousing	All Sites	Exclude	ITE 11th Ed	11	150	702	KSF	T = 1.58(X) + 38.29	50%	50%	574	573	1,147
2				Exclude	ITE 11th Ed	11									
Total:													574	573	1,147

Project Traffic Weekday Peak Hour of Adjacent Street Traffic One Hour Between 7 and 9 a.m. Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		NEW EXTERNAL VEHICLE TRIPS			
Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	
1	(150) Warehousing	Warehousing	All Sites	Exclude	ITE 11th Ed	11	150	702	KSF	T = 0.12(X) + 23.62	77%	23%	83	25	108
2			Exclude	ITE 11th Ed	11										
Total:												83	25	108	

Project Traffic Weekday Peak Hour of Adjacent Street Traffic One Hour Between 4 and 6 p.m. Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		NEW EXTERNAL VEHICLE TRIPS			
	Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(150) Warehousing	Warehousing	All Sites	Exclude	ITE 11th Ed	11	150	702	KSF	T = 0.12(X) + 26.48	28%	72%	31	80	111
2				Exclude	ITE 11th Ed	11									
Total:													31	80	111

APPENDIX D
KEY INTERSECTION PEAK HOUR LOS CALCULATIONS

HCM 7th TWSC
1: Pyramid Way (SR-445) & Pebble Creek Drive

2025 Existing AM
08/26/2025

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	60	22	191	272	1
Future Vol, veh/h	1	60	22	191	272	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	525	-	-	525
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	64	23	203	289	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	539	289	290	0	-	0
Stage 1	289	-	-	-	-	-
Stage 2	250	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	503	750	1271	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	494	750	1271	-	-	-
Mov Cap-2 Maneuver	494	-	-	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	792	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.3	0.81	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1271	-	743	-	-
HCM Lane V/C Ratio	0.018	-	0.087	-	-
HCM Control Delay (s/veh)	7.9	-	10.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

HCM 7th TWSC
3: Pyramid Way (SR-445) & Donovan Pit

2025 Exisiting AM
08/26/2025

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	2	1	215	2	0	332
Future Vol, veh/h	2	1	215	2	0	332
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	2	1	236	2	0	365
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	602	237	0	0	238	0
Stage 1	237	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	458	794	-	-	1311	-
Stage 1	795	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	458	794	-	-	1311	-
Mov Cap-2 Maneuver	458	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	11.8	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	533	1311	-	
HCM Lane V/C Ratio	-	-	0.006	-	-	
HCM Control Delay (s/veh)	-	-	11.8	0	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

HCM 7th TWSC
1: Pyramid Way (SR-445) & Pebble Creek Drive

2025 Existing PM
08/26/2025

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	37	60	247	277	0
Future Vol, veh/h	3	37	60	247	277	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	525	-	-	525
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	3	42	67	278	311	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	724	311	311	0	-	0
Stage 1	311	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	391	727	1244	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	370	727	1244	-	-	-
Mov Cap-2 Maneuver	370	-	-	-	-	-
Stage 1	700	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v10.69		1.58		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1244	-	678	-	-	
HCM Lane V/C Ratio	0.054	-	0.066	-	-	
HCM Control Delay (s/veh)	8.1	-	10.7	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-	

HCM 7th TWSC
3: Pyramid Way (SR-445) & Donovan Pit

2025 Existing PM
08/26/2025

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			A
Traffic Vol, veh/h	0	1	328	1	0	326
Future Vol, veh/h	0	1	328	1	0	326
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	357	1	0	354
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	711	357	0	0	358	0
Stage 1	357	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	399	687	-	-	1201	-
Stage 1	708	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	399	687	-	-	1201	-
Mov Cap-2 Maneuver	399	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v10.25		0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	687	1201	-	
HCM Lane V/C Ratio	-	-	0.002	-	-	
HCM Control Delay (s/veh)	-	-	10.2	0	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

HCM 7th TWSC
1: Pyramid Way (SR-445) & Pebble Creek Drive

2027 Background AM
08/26/2025

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	64	24	204	291	1
Future Vol, veh/h	1	64	24	204	291	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	525	-	-	525
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	68	26	217	310	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	578	310	311	0	-	0
Stage 1	310	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	478	730	1250	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	468	730	1250	-	-	-
Mov Cap-2 Maneuver	468	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	777	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.49		0.84	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1250	-	724	-	-
HCM Lane V/C Ratio	0.02	-	0.095	-	-
HCM Control Delay (s/veh)	7.9	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	2	1	230	2	0	355
Future Vol, veh/h	2	1	230	2	0	355
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	2	1	253	2	0	390

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	644	254	0
Stage 1	254	-	-
Stage 2	390	-	-
Critical Hdwy	6.45	6.25	-
Critical Hdwy Stg 1	5.45	-	-
Critical Hdwy Stg 2	5.45	-	-
Follow-up Hdwy	3.545	3.345	-
Pot Cap-1 Maneuver	433	778	-
Stage 1	782	-	-
Stage 2	678	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	433	778	-
Mov Cap-2 Maneuver	433	-	-
Stage 1	782	-	-
Stage 2	678	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.14		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	508	1293
HCM Lane V/C Ratio	-	-	0.006	-
HCM Control Delay (s/veh)	-	-	12.1	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 7th TWSC
1: Pyramid Way (SR-445) & Pebble Creek Drive

2027 Background PM

08/26/2025

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	40	64	264	296	0
Future Vol, veh/h	3	40	64	264	296	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	525	-	-	525
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	3	45	72	297	333	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	773	333	333	0	-	0
Stage 1	333	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	366	707	1221	-	-	-
Stage 1	724	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	344	707	1221	-	-	-
Mov Cap-2 Maneuver	344	-	-	-	-	-
Stage 1	682	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	10.9	1.59		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1221	-	658	-	-	
HCM Lane V/C Ratio	0.059	-	0.073	-	-	
HCM Control Delay (s/veh)	8.1	-	10.9	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-	

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			A
Traffic Vol, veh/h	0	1	351	1	0	349
Future Vol, veh/h	0	1	351	1	0	349
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	382	1	0	379
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	761	382	0	0	383	0
Stage 1	382	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	373	665	-	-	1176	-
Stage 1	690	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	373	665	-	-	1176	-
Mov Cap-2 Maneuver	373	-	-	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v10.42		0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	665	1176	-	
HCM Lane V/C Ratio	-	-	0.002	-	-	
HCM Control Delay (s/veh)	-	-	10.4	0	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	64	24	207	299	1
Future Vol, veh/h	1	64	24	207	299	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	525	-	-	525
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	68	26	220	318	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	589	318	319	0	-	0
Stage 1	318	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	471	723	1241	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	774	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	461	723	1241	-	-	-
Mov Cap-2 Maneuver	461	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	774	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.56		0.83	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1241	-	716	-	-
HCM Lane V/C Ratio	0.021	-	0.097	-	-
HCM Control Delay (s/veh)	8	-	10.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

HCM 7th TWSC
3: Pyramid Way (SR-445) & Donovan Pit

2027 Background Plus Project AM High-T Intersection

08/26/2025

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	2	1	305	2	0	378
Future Vol, veh/h	2	1	305	2	0	378
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	2	1	335	2	0	415

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	752	336	0
Stage 1	336	-	-
Stage 2	415	-	-
Critical Hdwy	6.45	6.25	-
Critical Hdwy Stg 1	5.45	-	-
Critical Hdwy Stg 2	5.45	-	-
Follow-up Hdwy	3.545	3.345	-
Pot Cap-1 Maneuver	374	699	-
Stage 1	717	-	-
Stage 2	660	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	374	699	-
Mov Cap-2 Maneuver	374	-	-
Stage 1	717	-	-
Stage 2	660	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	442	1205
HCM Lane V/C Ratio	-	-	0.007	-
HCM Control Delay (s/veh)	-	-	13.2	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	40	64	272	299	0
Future Vol, veh/h	3	40	64	272	299	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	525	-	-	525
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	3	45	72	306	336	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	785	336	336
Stage 1	336	-	-
Stage 2	449	-	-
Critical Hdwy	6.43	6.23	4.13
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	2.227
Pot Cap-1 Maneuver	360	704	1218
Stage 1	722	-	-
Stage 2	641	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	339	704	1218
Mov Cap-2 Maneuver	339	-	-
Stage 1	679	-	-
Stage 2	641	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.94		1.55	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1218	-	655	-	-
HCM Lane V/C Ratio	0.059	-	0.074	-	-
HCM Control Delay (s/veh)	8.1	-	10.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

HCM 7th TWSC
3: Pyramid Way (SR-445) & Donovan Pit

2027 Background Plus Project PM High-T Intersection

08/26/2025

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	1	379	1	0	421
Future Vol, veh/h	0	1	379	1	0	421
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	412	1	0	458

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	870	413	0
Stage 1	413	-	-
Stage 2	458	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	322	640	1146
Stage 1	668	-	-
Stage 2	637	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	322	640	1146
Mov Cap-2 Maneuver	322	-	-
Stage 1	668	-	-
Stage 2	637	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.64		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	640	1146	-
HCM Lane V/C Ratio	-	0.002	-	-
HCM Control Delay (s/veh)	-	10.6	0	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0	0	-

HCM 7th TWSC
1: Pyramid Way (SR-445) & Pebble Creek Drive

2047 Background AM
08/26/2025

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	126	46	401	571	2
Future Vol, veh/h	2	126	46	401	571	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	525	-	-	525
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	134	49	427	607	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1132	607	610	0	-	0
Stage 1	607	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	225	496	969	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	213	496	969	-	-	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v15.27		0.92		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	969	-	486	-	-	
HCM Lane V/C Ratio	0.05	-	0.28	-	-	
HCM Control Delay (s/veh)	8.9	-	15.3	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.2	-	1.1	-	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			A
Traffic Vol, veh/h	2	1	452	4	0	697
Future Vol, veh/h	2	1	452	4	0	697
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	2	1	497	4	0	766

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1265	499	0
Stage 1	499	-	-
Stage 2	766	-	-
Critical Hdwy	6.45	6.25	-
Critical Hdwy Stg 1	5.45	-	-
Critical Hdwy Stg 2	5.45	-	-
Follow-up Hdwy	3.545	3.345	-
Pot Cap-1 Maneuver	184	566	-
Stage 1	604	-	-
Stage 2	454	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	184	566	-
Mov Cap-2 Maneuver	184	-	-
Stage 1	604	-	-
Stage 2	454	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v20.37		0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	238	1048
HCM Lane V/C Ratio	-	-	0.014	-
HCM Control Delay (s/veh)	-	-	20.4	0
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	78	126	519	582	0
Future Vol, veh/h	6	78	126	519	582	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	525	-	-	525
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	7	88	142	583	654	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1520	654	654	0	-	0
Stage 1	654	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	130	465	928	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	465	928	-	-	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	437	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v17.67		1.87		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	928	-	378	-	-	
HCM Lane V/C Ratio	0.153	-	0.25	-	-	
HCM Control Delay (s/veh)	9.6	-	17.7	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.5	-	1	-	-	

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			A
Traffic Vol, veh/h	0	1	689	2	0	685
Future Vol, veh/h	0	1	689	2	0	685
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	749	2	0	745

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1495	750	0	0	751
Stage 1	750	-	-	-	-
Stage 2	745	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	135	411	-	-	858
Stage 1	467	-	-	-	-
Stage 2	469	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	135	411	-	-	858
Mov Cap-2 Maneuver	135	-	-	-	-
Stage 1	467	-	-	-	-
Stage 2	469	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v13.78		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	411	858
HCM Lane V/C Ratio	-	-	0.003	-
HCM Control Delay (s/veh)	-	-	13.8	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 7th TWSC
1: Pyramid Way (SR-445) & Pebble Creek Drive

2047 Background Plus Project AM High-T Intersection

08/26/2025

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	126	46	404	579	2
Future Vol, veh/h	2	126	46	404	579	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	525	-	-	525
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	134	49	430	616	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1144	616	618	0	-	0
Stage 1	616	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	221	491	962	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	210	491	962	-	-	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v15.43		0.91		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	962	-	481	-	-	
HCM Lane V/C Ratio	0.051	-	0.283	-	-	
HCM Control Delay (s/veh)	8.9	-	15.4	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.2	-	1.2	-	-	

HCM 7th TWSC
3: Pyramid Way (SR-445) & Donovan Pit

2047 Background Plus Project AM High-T Intersection

08/26/2025

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			A
Traffic Vol, veh/h	2	1	527	4	0	720
Future Vol, veh/h	2	1	527	4	0	720
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	2	1	579	4	0	791

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1373	581	0	0	584
Stage 1	581	-	-	-	-
Stage 2	791	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15
Critical Hdwy Stg 1	5.45	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245
Pot Cap-1 Maneuver	158	508	-	-	976
Stage 1	553	-	-	-	-
Stage 2	441	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	158	508	-	-	976
Mov Cap-2 Maneuver	158	-	-	-	-
Stage 1	553	-	-	-	-
Stage 2	441	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	22.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	205	976
HCM Lane V/C Ratio	-	-	0.016	-
HCM Control Delay (s/veh)	-	-	22.8	0
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection

Int Delay, s/veh 2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	78	126	527	585	0
Future Vol, veh/h	6	78	126	527	585	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	525	-	-	525
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	7	88	142	592	657	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1533	657	657	0	-	0
Stage 1	657	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	128	463	926	-	-	-
Stage 1	514	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	108	463	926	-	-	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	406	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	17.8	1.85	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	926	-	375	-	-
HCM Lane V/C Ratio	0.153	-	0.252	-	-
HCM Control Delay (s/veh)	9.6	-	17.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.5	-	1	-	-

HCM 7th TWSC
3: Pyramid Way (SR-445) & Donovan Pit

2047 Background Plus Project PM High-T Intersection

08/26/2025

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	1	717	2	0	757
Future Vol, veh/h	0	1	717	2	0	757
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	779	2	0	823

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1603	780	0	0	782	0
Stage 1	780	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	116	395	-	-	836	-
Stage 1	452	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	116	395	-	-	836	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	452	-	-	-	-	-
Stage 2	431	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v14.14		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	395	836
HCM Lane V/C Ratio	-	-	0.003	-
HCM Control Delay (s/veh)	-	-	14.1	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

APPENDIX E
PROJECT ACCESS PEAK HOUR LOS CALCULATIONS

HCM 7th TWSC
2: Pyramid Way (SR-445) & Project Access A

2027 Background Plus Project AM High-T Intersection

08/26/2025

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	3	231	75	8	0
Future Vol, veh/h	23	3	231	75	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	525	525	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	25	3	251	82	9	0
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	268	251	0	0	333	0
Stage 1	251	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	714	780	-	-	1210	-
Stage 1	784	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	709	780	-	-	1210	-
Mov Cap-2 Maneuver	709	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v10.19		0	8			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	709	780	1210	-
HCM Lane V/C Ratio	-	-	0.035	0.004	0.007	-
HCM Control Delay (s/veh)	-	-	10.3	9.6	8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	3	231	75	8	355
Future Vol, veh/h	23	3	231	75	8	355
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	525	525	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	25	3	251	82	9	386

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	654	251	0
Stage 1	251	-	-
Stage 2	403	-	-
Critical Hdwy	6.45	6.25	-
Critical Hdwy Stg 1	5.45	-	-
Critical Hdwy Stg 2	5.45	-	-
Follow-up Hdwy	3.545	3.345	-
Pot Cap-1 Maneuver	427	780	-
Stage 1	784	-	-
Stage 2	668	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	423	780	-
Mov Cap-2 Maneuver	423	-	-
Stage 1	784	-	-
Stage 2	663	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v13.53		0	0.18
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 423 780 1210	-	-
HCM Lane V/C Ratio	-	- 0.059 0.004 0.007	-	-
HCM Control Delay (s/veh)	-	- 14 9.6 8	-	-
HCM Lane LOS	-	- B A A	-	-
HCM 95th %tile Q(veh)	-	- 0.2 0 0	-	-

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	72	8	352	28	3	0
Future Vol, veh/h	72	8	352	28	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	525	525	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	78	9	383	30	3	0
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	389	383	0	0	413	0
Stage 1	383	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	609	658	-	-	1130	-
Stage 1	683	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	607	658	-	-	1130	-
Mov Cap-2 Maneuver	607	-	-	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	11.68	0	8.2			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	607	658	1130	-
HCM Lane V/C Ratio	-	-	0.129	0.013	0.003	-
HCM Control Delay (s/veh)	-	-	11.8	10.5	8.2	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	0	-

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	72	8	352	28	3	349
Future Vol, veh/h	72	8	352	28	3	349
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	525	525	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	78	9	383	30	3	379
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	768	383	0	0	413	0
Stage 1	383	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	365	658	-	-	1130	-
Stage 1	683	-	-	-	-	-
Stage 2	681	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	364	658	-	-	1130	-
Mov Cap-2 Maneuver	364	-	-	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	16.86	0	0.07			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	364	658	1130	-
HCM Lane V/C Ratio	-	-	0.215	0.013	0.003	-
HCM Control Delay (s/veh)	-	-	17.6	10.5	8.2	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0	0	-

HCM 7th TWSC
2: Pyramid Way (SR-445) & Project Access A

2047 Background Plus Project AM High-T Intersection

08/26/2025

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	3	454	75	8	0
Future Vol, veh/h	23	3	454	75	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	525	525	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	25	3	493	82	9	0
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	511	493	0	0	575	0
Stage 1	493	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	517	570	-	-	983	-
Stage 1	607	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	513	570	-	-	983	-
Mov Cap-2 Maneuver	513	-	-	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v12.26		0	8.69			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 513 570	983	-		
HCM Lane V/C Ratio	-	- 0.049 0.006	0.009	-		
HCM Control Delay (s/veh)	-	- 12.4 11.4	8.7	-		
HCM Lane LOS	-	- B B	A	-		
HCM 95th %tile Q(veh)	-	- 0.2 0	0	-		

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	3	454	75	8	697
Future Vol, veh/h	23	3	454	75	8	697
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	525	525	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	25	3	493	82	9	758

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1268	493	0	0	575	0
Stage 1	493	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	183	570	-	-	983	-
Stage 1	607	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	182	570	-	-	983	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	445	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v26.04		0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	182 570	983	-
HCM Lane V/C Ratio	-	-	0.138 0.006	0.009	-
HCM Control Delay (s/veh)	-	-	28 11.4	8.7	-
HCM Lane LOS	-	-	D B	A	-
HCM 95th %tile Q(veh)	-	-	0.5 0	0	-

Intersection

Int Delay, s/veh 1.7

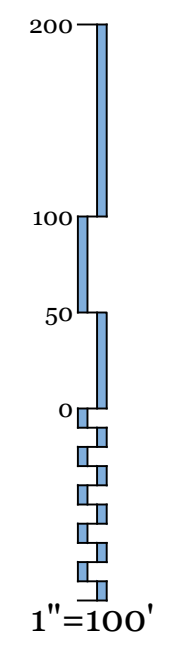
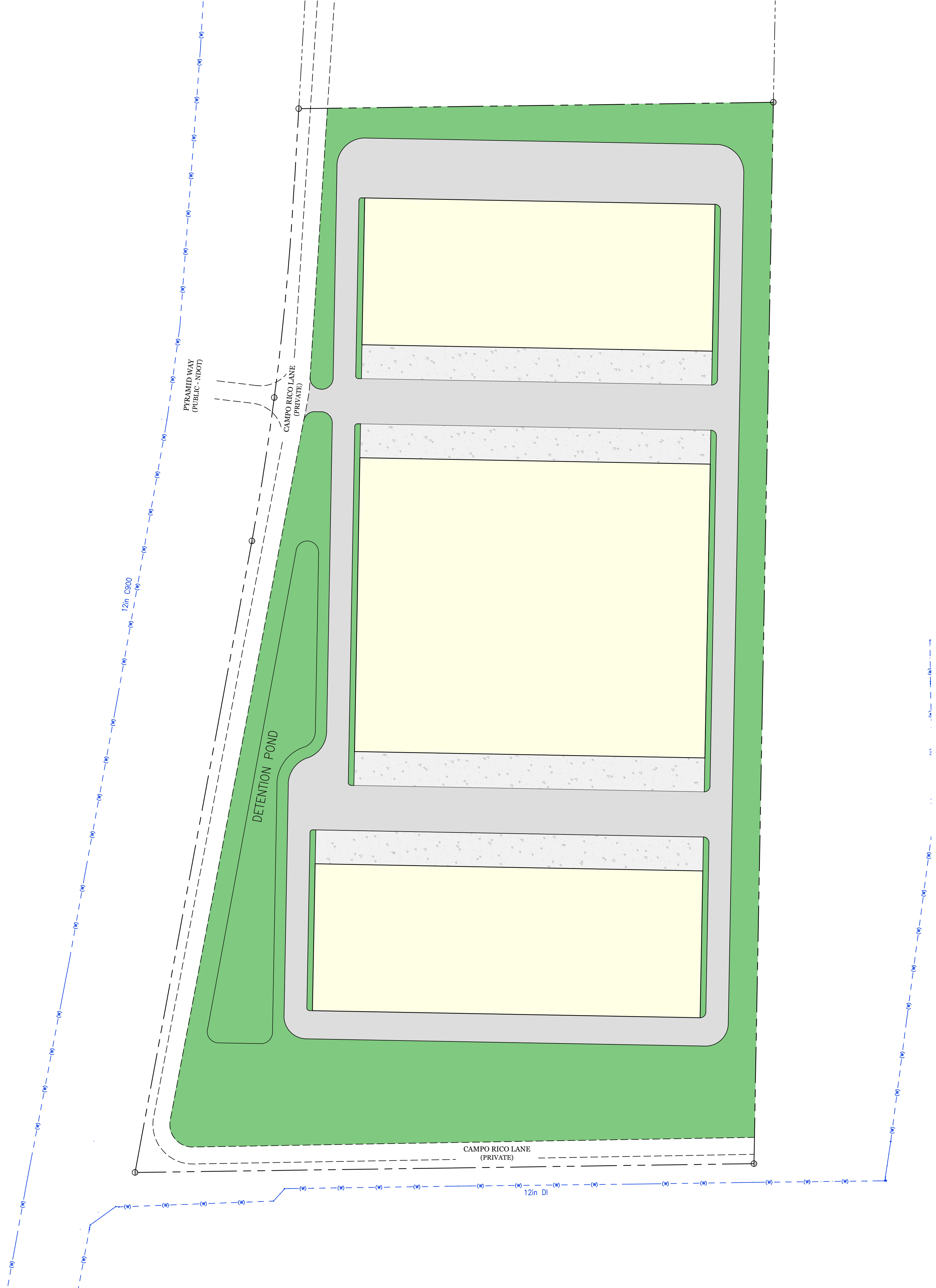
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	72	8	691	28	3	0
Future Vol, veh/h	72	8	691	28	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	525	525	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	78	9	751	30	3	0

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	758	751	0
Stage 1	751	-	-
Stage 2	7	-	-
Critical Hdwy	6.45	6.25	-
Critical Hdwy Stg 1	5.45	-	-
Critical Hdwy Stg 2	5.45	-	-
Follow-up Hdwy	3.545	3.345	-
Pot Cap-1 Maneuver	371	406	-
Stage 1	461	-	-
Stage 2	1009	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	369	406	-
Mov Cap-2 Maneuver	369	-	-
Stage 1	461	-	-
Stage 2	1005	-	-

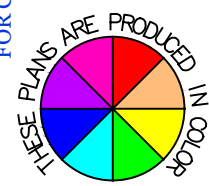
Approach	WB	NB	SB
HCM Control Delay, s/v17.02		0	9.39
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	369	406
HCM Lane V/C Ratio	-	-	0.212	0.021
HCM Control Delay (s/veh)	-	-	17.3	14.1
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.8	0.1

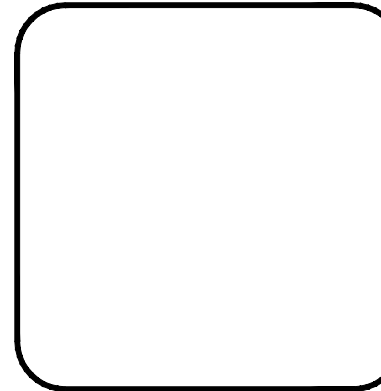
Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	72	8	691	28	3	685
Future Vol, veh/h	72	8	691	28	3	685
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	525	525	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	78	9	751	30	3	745
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1502	751	0	0	782	0
Stage 1	751	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	132	406	-	-	823	-
Stage 1	461	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	131	406	-	-	823	-
Mov Cap-2 Maneuver	131	-	-	-	-	-
Stage 1	461	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	1.21	0	0.04			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	131	406	823	-
HCM Lane V/C Ratio	-	-	0.596	0.021	0.004	-
HCM Control Delay (s/veh)	-	-	66.4	14.1	9.4	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	3	0.1	0	-



FOR CONSTRUCTION ONCE APPROVED BY
WASHOE COUNTY, NEVADA



PROGRESS DRAWING
NOT FOR
CONSTRUCTION



C1.0
1 of 1

11500 Campo Rico Lane
APN: 534-600-03
Washoe County, Nevada

Project #	25.065
Drawn	TKN
Checked	MWV
Date	8.19.2025
△	Revisions

Campo Rico

Preliminary Site Plan

Campo Rico MPA/RZA

Expanded Narrative as response to staff Comments:

- Provide narrative justifying/explaining Pyramid setback less than 150' and why it is consistent with the area.

Response: This is addressed in the SP Handbook. It is primarily two issues:

- 1) *The excess right of way + the proposed setback achieves the 150' from the edge of highway. This also considers the RTC 2050 plan as a tool to evaluate capacity needs which does not forecast an expansion of the highway in this location.*
- 2) *It matches and mirrors the actual setback on the opposite side of Pyramid Highway for an identical land use type.*

- Provide a narrative regarding how the proposal meets the purpose of a specific plan as described in WCC 110.442.00

Section 110.442.00 Purpose. The purpose of this article, Article 442, Specific Plan Standards and Procedures, is to implement the provisions of NRS chapter 278A, Planned Development, by, among other things, setting forth the standards and conditions to evaluate a proposal to create planned unit developments. A planned unit development is referred to herein as a Specific Plan and is effected through adopting the Specific Plan Regulatory Zone over a parcel or group of parcels. Flexibility of development is a prime directive of the Specific Plan Regulatory Zone. This regulatory zone is a specialized regulatory zone that allows Washoe County to provide greater flexibility in allowed uses, design, lot size, density and intensity and other development standards than may otherwise be allowed in other regulatory zones. This greater flexibility shall be utilized to create a coordinated development that provides public benefits that are not likely to be available through the standard development process. These public benefits are derived from better and more comprehensive implementation of the goals and policies of the Master Plan, particularly as they relate to sustainability, natural resource conservation, desired land use patterns, economic development and community character. All provisions in this article shall be interpreted in a manner consistent with NRS chapter 278A, and all provisions required by NRS chapter 278A shall be applicable to the implementation of this article.

Response: This SP is unique like any other SP. In this case, specificity and commitment is key to maintain credibility with the public and the citizens of the immediate area. The general approach has been to offer the public the highest level of certainty in the proposed land uses and development standards being proposed. Those are driven by the sensitivity

to surrounding land uses and measuring the intensity of the potential uses. And another key issue is access to the highway that is addressed in the SP proposal with a traffic study and NDOT approval for the proposed solution to validate the land use intensity, the proposed access location, the nature of improvements (High Tee intersection) and safe operation of Pyramid Highway. This is a necessary commitment reflected in the proposed zoning. Similar key issues are reflected in the SP development standards to measuring compatibility. Those key standards that highly influence compatibility concerns are included in the SP handbook. The intent was to identify every known development or design standard that relates to the compatibility concerns. We believe the standards put forth are purposeful in achieving the compatibility issue. Also, we attempt to exceed standards that strengthen the effort prove compatibility and reduce flexibility where applicable to achieve the same purpose.

- Provide a narrative regarding how the plan is a significant opportunity to advance the goals of the master plan in alignment with WCC 110.442.05

Section 110.442.05 Applicability. Article 408, Common Open Space Development, affords considerable flexibility for residential or primarily residential projects. This Article is intended for projects with a mix of use types not permitted by Article 408 and which require considerably more attention to internal compatibility, consistency and buffering. The Specific Plan Regulatory Zone is only available under all Master Plan Categories with the exception of Open Space (see table 110.442.01.1). The Specific Plan Regulatory Zone may be applied when the Board identifies a significant opportunity to advance the goals Washoe County Development Code July 3, 2015 Specific Plan Standards and Procedures Page 442-2 and policies of the Master Plan through specialized regulatory zone regulations that permit more flexibility than those found for standard development in other regulatory zones.

Response: The development code requires an SP for Industrial land use in the Spanish Springs Area. Also, the current Master Plan identifies SP as a regulatory zone that is compatible with Industrial Land use. These are the most fundamental legal reasons for this SP. Those do advance the goals and policies of the Master Plan as noted the the applicability stamen above.

In terms of practical merit, the SP may be the ideal zoning tool in this instance to provide the detail that is necessary as a commitment to maintain and ensuring public good. Also, it provides specificity where needed and flexibility where needed in the rezoning process.

- Provide a narrative justifying the DCA for Western Theme Design Standards and why they should not apply to this SP

Response: There are many reasons to not apply the Western Theme Design standards (per Article 216) for this site which include:

- Industry changes in the product type since formation of the Western Theme and simply do not work with changes in product at this point in time. It is an issue of functional obsolescence.
- The sporadic application of the Western Theme in the Area Plan. If the theme is significant to the area, it would be applied more consistently in the area to achieve a desired look and outcome.
- There is nothing of unique architectural value in the Western Theme to influence the integrity of development in the Spanish Springs Valley.
- The Spanish Springs Business Park is a more appropriate application of a design theme for this site given it is a logical and practical extension of that industrial park and separated only by a public right-of-way.

Campo Rico

Specific Plan

Development Standards Handbook

Prepared by:

KLS Planning & Design Group



Submitted September 8, 2025
Revision Submitted June 26, 2026
Review Draft submitted August 10, 2026

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I. INTRODUCTION

A. Specific Plan Area

The Campo Rico Specific Plan (SP) consists of four parcels totaling 40.87± acres (APN's 534-600-03, 04, 05, and 06) located on Campo Rico Lane in Spanish Springs area of Washoe County, Nevada. Specifically, the site is adjacent to Pyramid Highway, with an access connection to the highway. Campo Rico Lane is private access easement that serves parcels to the north of the site. Figure 1 (below) shows the project location.



Figure 1 – Project Boundary

B. Site Description

The SP site includes four parcels that were acquired by the current property owners and applicants. The site is relatively flat with approximately 3% downslope from east to west. It is not encumbered by any FEMA flood zones on the property. There is currently wire fencing around the site that restricts access. Surrounding land uses include single family to the north, a 325' wide open space buffer to the east, Pyramid Highway on the west, and the Donovan Pit Haul Road abutting and separating the residential on the south.

Figure 2 (below) shows an enhanced aerial view of the site, and Figure 3 (following page) includes photographs of the existing site conditions.



Figure 2 – Enhanced Aerial View



Figure 3A – Site Photo (west edge facing Harris Ranch)



Figure 3B – Site Photo (facing north from Donovan Pit Haul Road)



Figure 3C – Site Photo (facing south from north end of site)



Figure 3D – Site Photo (facing highway from east edge of site)

C. Statement of Purpose and Plan

The purpose of the Campo Rico SP is to establish highly restrictive use and development standards within the plan area and to ensure that all onsite operations are compatible with adjacent (or surrounding) properties. The standards and provisions contained herein will ensure the orderly development of the SP area and provide for appropriate land uses, mitigation of potential impacts, and compliance with Washoe County Development Code standards. Also, the SP Handbook is prepared in accordance with the Envision 2040 Master Plan. Specifically, the Spanish Springs Area Plan sections of the Master Plan were considered in formation of this SP Handbook that include Development Constraints, Opportunities & Constraints, and Priority Principles & Policies in the area plan. With respect to the Land Use element of the Master Plan, the site is a Tier 2 property I the Regional Land Use designation which does not have any restrictions on Nonresidential land uses and limits density to 30 dwellings per acre. The site is in the Washoe County TMSA that provides for use and is consistent with this proposed use and intensity level. Also, the Industrial designation in the Land Use Element includes Specific Plan zoning as a conforming zoning district. Finally, this use is supported by and consistent with several of the LU Principles 1 through 6 in the Land Use element. With regard to the Transportation Element, the proposed use is supported by and consistent with several policies and principles of the TR Principles 1 thru 6. The RTC 2050 RTP is a relevant plan was referenced in considering this land use and the NDOT Access Management standards were considered in the preparation of the traffic study.

D. Zoning and Land Use

Figure 4 (below) shows the SP parcels in context with surrounding zoning patterns with the proposed SP zoning. Also, Figure 5 shows the Master Plan land use om the following page.

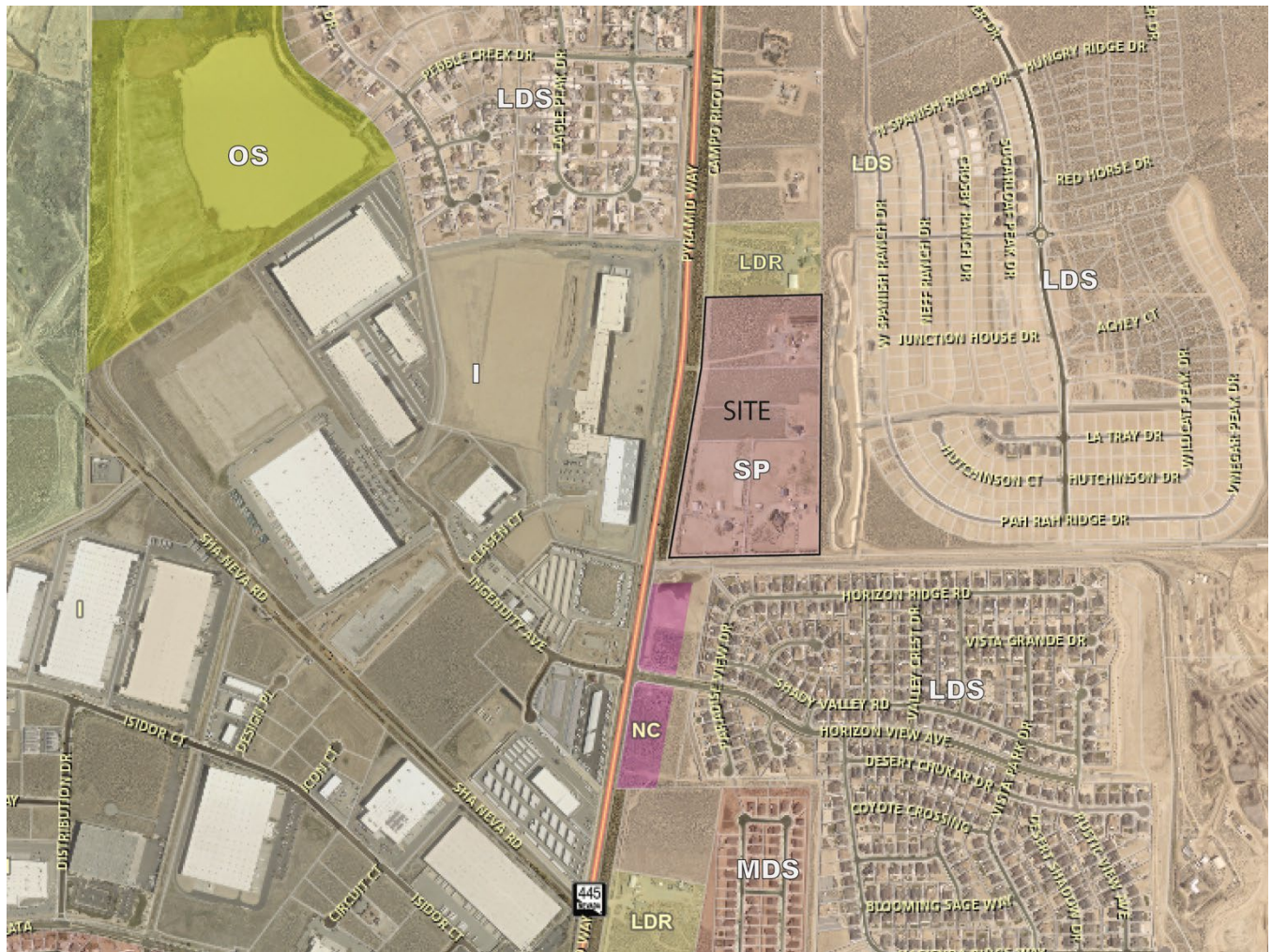


Figure 4 – Zoning



Figure 5 – Master Plan Land Use

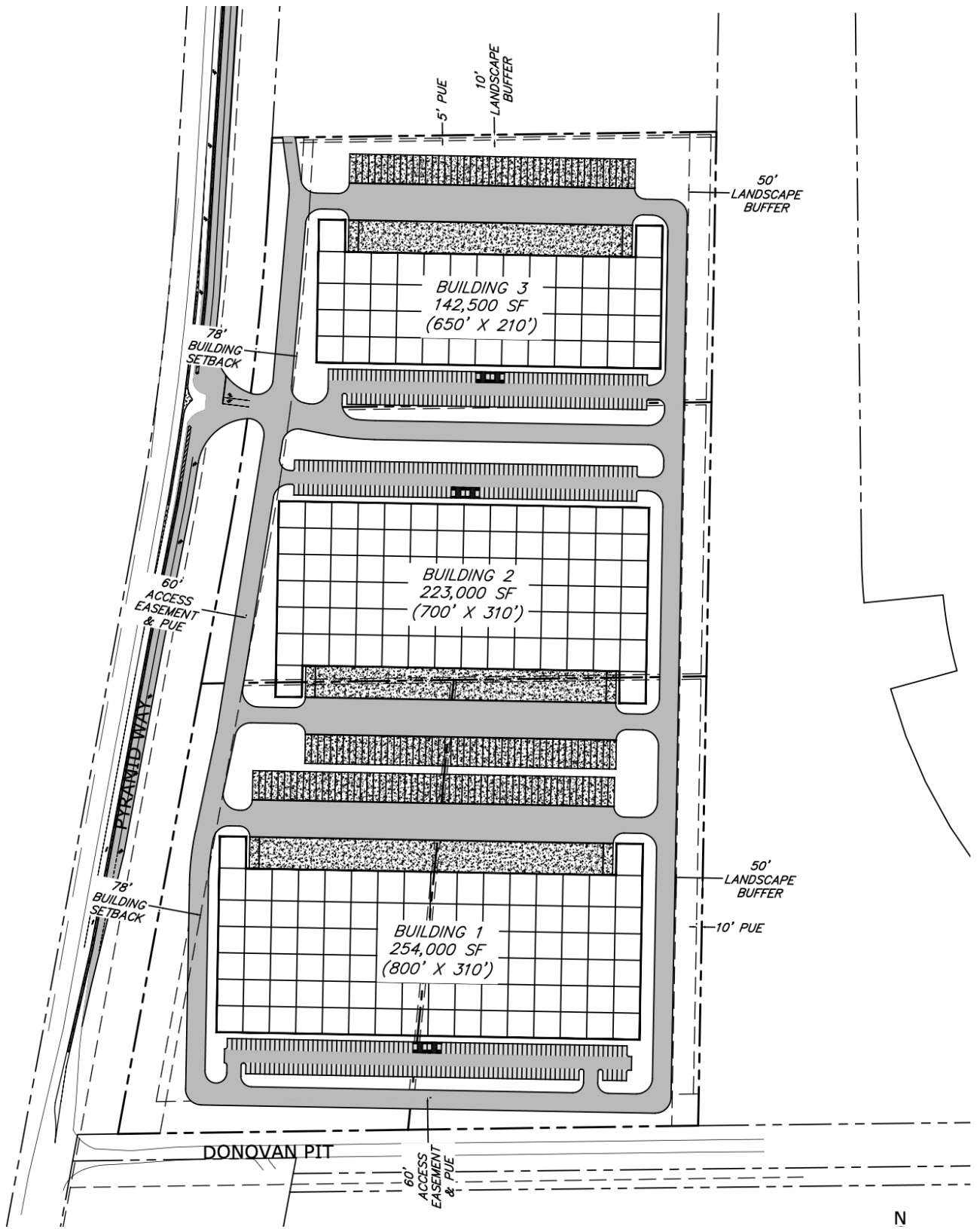


Figure 6A – Conceptual Site Plan



Figure 6B – Conceptual Site Plan (perspective view from south)



Figure 6C – Conceptual Site Plan (perspective view from southwest)

II. DEVELOPMENT STANDARDS

The Campo Rico SP allows a limited set of Industrial uses. Uses permitted are specifically less intense and more restricted than those permitted in the Industrial zone of the development code and are appropriately located near residential use. The plan recognizes the need to properly manage uses and development standards to ensure land use compatibility with the adjacent residential and implement controls to achieve this.

The standards included in this handbook are meaningful and specific, providing assurances that the current and future development of the site will follow a predictable form. The handbook specifically prohibits flexibility in terms of allowed uses and development intensity.

The development standards promote compatibility with adjacent uses to properly relate to the surrounding environment, provide limitations on density/intensity, ensure adequate parking and vehicle circulation, and require proper setbacks, screening, and landscaping.

A. Standards Not Addressed

Any development standards not specifically addressed in this handbook shall be subject to the requirements set forth in the WC Development Code (Chapter 110) in effect at the current time.

B. Minor Modifications of SP Handbook

Standards varied by less than 10% are considered a minor modification of the Handbook. Such modifications shall be presented by the applicant at the appropriate stage of development, i.e., grading permit, building permit, etc. as a Directors Modification to the satisfaction of the Planning and Building Division Director or their designee. Such modifications do not require further public review.

C. Individual Project Approvals

Individual Grading, Site Development and Building Permits within the SP shall be subject to review and approval as outlined in this handbook and the Washoe County Development Code (Chapter 110). Although new developments shall be reviewed in context with the standards and requirements of this SP Handbook, all statutory public review requirements set forth in NRS and the Development Code shall remain in full effect and shall be applied to new development requests within the SP. Only those uses shown in the Allowed Use Table are allowed without further discretionary review as the SP is tailored to these specific uses upon demonstrating compliance with the SP. Some uses shown in the table of uses will require a Special Use Permit (SUP) approval that addresses unique design and product characteristics (intensity, architecture, site design, etc.). Any uses not shown will require review per the discretion of the Planning & Building Division Director. When the Director determines the use is appropriate, the applicant will be required to apply for an SP Amendment.

D. Existing Conditions

Any legally permitted structures and/or improvements constructed prior to the adoption of this SP shall be considered conforming and permitted and allowed to remain as long as development does not occur. Any existing deviations from the standards contained herein shall be considered pre-existing, approved, and permitted to continue/remain. All new development

shall fully comply with the WC Development Code (Chapter 110) as amended and the SP.

E. Allowed Uses

The SP establishes specific uses that shall be permitted at the site. Table 1: Use Table below defines the allowed uses within the SP. Specific definitions for these uses may be contained in the Washoe County Development Code (Chapter 110) and must conform with those definitions as applicable. Uses not defined in article 304 must be approved by the Director at time that such a use is proposed. An SP Amendment shall be required for a use not defined in Article 110 and not approved by the Director,

Table 1: Use Table

Industrial Uses	Allowed	SUP
Manufacturing and Processing		
Food Processing	A	
Indoor Manufacturing, Processing, Assembly, or Fabrication	A	
Outdoor Manufacturing, Processing, Assembly, or Fabrication		S
Printing and Publishing	A	
Storage, Distribution, and Warehousing		
Heavy Equipment Rental, Sales, and Service		S
Outdoor Storage/Trailer Parking		S
Climate Controlled Storage	A	
Warehouse & Distribution Center (Logistics)	A	
Boat & RV Storage (Open Canopy or enclosed)	A	
Temporary Uses¹		
Asphalt or Concrete Batch Plant		S
Christmas Tree Sales Lot and Similar Uses	A	
Commercial Uses		
Ancillary Commercial/Support Retail (shall not exceed 10% of gross floor area) ²	A	
Mini-warehouse	A	

Permitted by Right = A, permitted if the use meets the standards established herein. Special Use Permit = S, requires approval of a Special Use Permit by the Board of Adjustment .

1) Temporary uses shall not exceed 90 days unless an extension of is approved by the Director. These uses are for seasonal displays (like Christmas trees) or to create a staging area for construction materials (like aggregate for a highway construction project).

2)These are typical tenants of warehousing facilities that include a showroom floor area for product and retail counter employees. Some common examples are distribution companies for playground equipment, tile/stone products, wallpapers vendors, bounce houses, climbing gyms, spas, fireplaces, etc.

F. Timing of Development / Phasing

This is planned as a multi-phase SP. The first phase must be completed and occupied with a valid Certificate of Occupancy (C of O) within 10 years of tentative approval of this SP

Handbook by the Board of County Commissioners (BCC), unless the BCC grants a request for a time extension. The SP is deemed expired and no further development can occur without until a RZA is completed for another use... Compliance with this provision shall be determined by the Planning and Building Division. A phase is defined as a building permit to construct a building and related site improvements such that the phase shall meet all standards as a stand-alone building.

G. Density/Intensity of Development

There is no calculated residential density by traditional standards (dwellings per acre) for this SP. Residential land use is prohibited, thus density standards do not apply. The industry and zoning standard for measuring intensity is either building coverage or FAR for the uses allowed in this plan. Maximum FAR is 45% of the gross site area for the allowed uses. It may vary by phase as long as the total FAR for the site does not exceed .45. FAR applies to single level uses and will include mezzanine level office area (within the SP height restrictions) as applicable.

The measurement of density is .45 FAR for the planned uses, which includes the sum of all building areas and office area, and potential support retail area.

Table 2: Lot & Building Design Standards

General Standards	
Lot Width, minimum	100 ft
Lot size, minimum	½ acre (in the event of future parceling of the site)
Building Coverage/ FAR, maximum	.45
Density, maximum	N/A
Building Setbacks, Minimum	
Front (Pyramid Highway)	78 ft (from property line to building) ¹
Side (north & south boundaries)	20 ft
Rear (east property line)	70 ft
Building Separation	50 ft between buildings
Height, Maximum	
Height	45 ft
Stories	1 story for Industrial uses, 2 stories for ancillary office space in a mezzanine level structure contained within the height restriction

- 1) The 78' setback is to achieve the same setback required on the west side of Pyramid Highway to achieve a total setback of 150' from the edge of travel way to the nearest building as the excess right of way distance varies.

Land Use Compatibility

The Washoe County Master Plan allows for Industrial land use next to residential with appropriate mitigation standards. Standards that are included in the SP Handbook to ensure compatibility with the residential uses to the north and east are: horizontal separation from the residential, lowering the building with grading, adding a tree and landscape buffer, imposing building height restrictions, building orientation to manage intensity and orient traffic to the west side of the buildings and the highway, screening of truck docks, control of lights with light standards and hour of operation restrictions, light standards to screen luminaires, and provide architectural standards for aesthetic appeal.

H. Standards for Residential Adjacency

The following standards apply to the east property boundary. These standards may be varied upon the approval of a director's modification of standards by the Planning and Building Division Director.

Setbacks: A minimum fifty (30) foot buffer shall be maintained from the residential regulatory zone shared property lines (north and south) to any structure, roadway, parking or other development. The buffer areas shall meet Article 412, Landscaping requirements for plant sizes and density. Note: the setback is the horizontal distance from the building to a property line.

Screening on east buffer: An eight (8) foot screening element shall be constructed in the setback area adjacent to the residential on the east. This screening element may consist of any of the following:

1. solid decorative fence/wall (6' minimum height) with a berm.
2. a landscaped berm with side slopes not exceeding 2:1 may be incorporated into the planted areas to increase height of proposed landscape screening and buffer treatment
3. solid decorative fencing constructed of durable materials, such as stone, concrete, metal, synthetic or vinyl
4. Cut slope of at least 8' depth (note: this is the highest part of the site in current grade where cut will have the effect of reducing building height and partially screen the buildings.
5. Any combination of any of the above as long as the total height from top of wall/fence/berm to bottom of wall/fence/berm is at least eight (8) feet in height

I. Landscape Buffer/Screening

East Property Line Buffer

A landscaping buffer is provided along the east boundary of the site that is 50 feet in width along the entire east property line. This is the area between the east property line and the edge of site improvements. The 50-foot landscape buffer shall include a double row of trees (staggered) and planted at a rate of 1 tree per 30 linear feet per row and a net effect of tree density of 1 tree per 15 linear feet. Tree species and size shall be selected by the Landscape Architect and/or Arborist and consider plant size and screening characteristics to create screening impact at time of planting. This shall include soil amendments and irrigation sources to promote rapid growth and screening benefits of the site/buildings. The buffer shall be installed for the entire length prior to issuance of the first C of O for any building.

North Property Line Buffer

The 30-foot landscape buffer shall include evergreen trees planted at a rate of 1 tree per 20 linear feet with a minimum width of ten (10) feet of planted area. Tree species and size shall be selected by the Landscape Architect and/or Arborist and consider plant size and screening

characteristics to create screening impact at time of planting. A 6' solid screen fence or wall is required for the entire length of this buffer. This buffer will not be required in the event that the adjacent property to the north is rezoned to a non-residential regulatory zone prior to issuance of a grading permit for the northernmost building or phase of site development. A berm may include side slopes not exceeding 2:1 into the planted areas to increase height of proposed landscape screening and buffer treatment. This buffer shall be installed prior to issuance of the C of O for the northernmost building.

South Property Line Buffer

The 30-foot landscape buffer shall include evergreen trees planted at a rate of 1 tree per 20 linear feet with a minimum width of ten (10) feet of planted area. Tree species and size shall be selected by the Landscape Architect and/or Arborist and consider plant size and screening characteristics to create screening impact at time of planting. A 6' solid screen fence is required for the entire length of this buffer. A berm may include side slopes not exceeding 2:1 into the planted areas to increase height of proposed landscape screening and buffer treatment. This buffer shall be installed prior to issuance of the C of O for the southernmost building.

Pyramid Highway

Buffering is not required or purposeful along the front of the site and Pyramid Highway. This is an intense transportation corridor with an excessive setback area due to surplus public right of way. Trees will be planted on site as part of the overall project landscaping plan but not for purposes of buffering or screening, and more for the specific purpose of enhanced site design. All landscaping in this area shall comply with Article 412 landscape standards.

J. Landscaping

The SP requires specific landscape standards for the north, south, and east buffer areas. Overall site landscape coverage shall be a minimum area of ten (10) percent of the developed area, excluding revegetation areas. One (1) tree is required every 300 square feet of planting area. Six (6) shrubs are required for every 300 square feet of planting area. Planting area required excludes any disturbed areas that are proposed to be revegetated by the Washoe County Code due to site grading only. No landscaping is required in truck docks areas, truck loading areas and trucking parking areas. Landscaping may include landscaping materials such as trees and shrubs, and inert materials such as mulch, and decoration gravel and stone. A landscape plan must be submitted with building permit applications to comply with the WC Development Code. ,

K. Perimeter Fencing

A 6-foot-tall fence may be provided for the entire perimeter of the site. This fence is intended for security and safety to manage and control access to the site. Solid privacy fencing (fence or wall) is allowed as preferred by the developer. Fencing is intended to serve as a "screen" on the north and south property buffers only. The buffer treatment on the east boundary is the preferred solution for screening by using vegetative materials (trees & shrubs). A neighbor-friendly appearance standard with a transparent or solid screen is the required standard as selected by the developer and allowed in the WC Development Code. Fencing materials may include wood, composite resin materials, concrete, or other fencing products that meet privacy fencing standards.

L. Parking & Loading

Dedicated off-street parking will meet code rates for the appropriate industrial use and may include a separate rate for the office area. There is a short-term need for loading/unloading which is established on the attached site plan with oversized drive aisles. The site design must provide for adequate circulation in the drive aisles for fire response along with loading/unloading.

Parking rates proposed by the developer that vary from Article 410 of the development code rates shall be substantiated in a study by an appropriate source (ITE Parking Generation Manual) or another recognized source and approved with a Director's Modification of the standard. This applies to uses not defined in the WC development code. Parking rates shall either comply with Article 410 rates or those approved in a Directors Modification.

M. Lighting

A photometric plan shall be required with a Building Permit to satisfy all standards in the SP Handbook (below) and those in Article 414 where not mentioned.

All site lighting must be contained to the site. Any spill-over or glare to adjoining properties shall be prohibited.

All street lighting associated with Pyramid Highway in existence prior to the adoption of this SP shall be considered grandfathered and conforming.

New pole-mounted site lighting shall not exceed 30 feet in height and shall include shielding and full-cutoff fixtures.

Building lighting shall wall mounted only and shielded and to ensure that spill-over does not occur to adjoining properties and the light source is not visible from any adjacent residential.

Timers will be required to shutoff for parking lot lighting from xx p.m. until dawn of the following day.

N. Hours of Operation

Business hours shall be limited to 6:00 a.m. to 11:00 p.m., seven days per week.

Hours of construction, including grading, shall be limited to between the hours of 6:00 a.m. and 6:00 p.m., Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturday. There shall be no construction on Sundays. This condition shall not apply to dust control or storm water management operations. If the construction hours need to be varied for the pouring of concrete slabs, interior construction hours or other modifications, a plan detailing the construction operations and provisions to minimize impacts on nearby residential areas shall be submitted and approved to the satisfaction of Planning and Building Division Director.

O. Lot Frontage (Access & Signage)

The frontage access is limited to Pyramid Highway. The intent is to combine access to a single access point for the site as required for safety and operation. The traffic study for the project includes a High-Tee intersection improvement on Pyramid Highway at the project driveway. This

is required for safe access and operation of vehicles turning to and from the Pyramid Highway. There are no other improvements associated with this frontage. Secondary gated access may occur on the south end of the site (Donovan Pit Haul Road). This will require approval of easements (access, grading, construction, etc.) or some instrument proving legal access subject to approval of Washoe County staff.

P. Signs

One monument style sign may be allowed near the primary driveway of the site. This will allow tenant identification for each tenant in the case of a multi-tenant occupancy.

Wall signs shall be permitted on the south and west elevations of buildings. Wall signs are prohibited on the east side of all buildings. All signs shall meet the sign criteria of the Development Code (Chapter 110) with respect to sign colors, maximum heights, size of letters/quantity of copy area, and illumination standards.

Flashing, animated, reader-board, and free-standing pole signs shall be prohibited.

Signage facing residentially zoned property shall not include direct nor indirect illumination.

Q. Architecture/Building Height

Architecture

The conceptual elevations below are specific to logistics buildings, as applicable. These are typical and common industry standards that capture professionally designed and constructed buildings with industrial standards today. There is no required architectural theme for the project. Standards shall meet WC Development Code (Chapter 110) as amended shall apply.

Primary buildings shall use a variety of building material, patterns, and textures and blank walls will not be allowed.

There shall be no walls more than 50 feet in length horizontally where there is no change in height, material, patterns, and/or textures.

Exterior detailing with columns or other projections will be used to demarcate entrances to buildings. Any equipment on the roofs will be screened and not visible from roadways or adjoining parcels.

General Guidelines

Primary building entries shall be identifiable and accessible. Major building entries shall be highlighted by features such as overhangs, awnings, trellises, or special plantings/planters. Stylized façade treatments that complement the intended architectural character shall be permitted.

Exterior building colors shall use earth tones, consistent with the architectural styles and renderings illustrated. Vibrant colors may be used to accent architectural features, and project entries.

Vibrant colors may be used with business logos.

Exterior elements and accent materials (to include masonry, stucco, rock, and wood) shall be limited in quantity and must consider compatibility and scale with the buildings. These materials shall not detract from the building's overall appearance.

Mechanical Equipment

Exterior mechanical equipment shall be designed and maintained in an orderly, compact manner. Equipment colors shall blend with the building architecture or blend with the natural background, as appropriate.

All roof-mounted equipment shall be screened with use of parapet walls, or screens including color(s) of the primary structure including the rear of stationary solar panels. Nonstationary roof-mounted photo voltaic solar panels shall be exempt from this standard.

Exterior mounted electrical equipment shall be located where it is screened from public view. It shall not be located on the public street side of any building unless screened with a wall or non-deciduous plantings.

Solar panels used to generate renewable energy sources are not subject to these standards.

Building Materials

Larger buildings may use concrete tilt-up design with articulation techniques such as bump-outs, faux pillars, or trellises. Building entrances shall include overhangs, awnings, trellises, or similar elements to identify primary access points. Natural stone or wood for accents around entrances, or wainscoting is highly encouraged. Materials shall blend existing buildings within the project to provide some level of overall consistency. Drainage pipes may be located on primary facades if incorporated into the overall architectural design of the structure. Long, unbroken expanses of concrete or glass are discouraged.

Building Height

Maximum building height shall not exceed 45' as measured per the definition of building height in the development code.



Figure 7 – Architecture Elevation Concepts

R. Building Orientation

All proposed buildings prohibit dock doors from facing the residential to the east, north, and south. Dock doors may be oriented to face west or between buildings when facing north, or south. The front building elevations may be oriented towards Pyramid Highway or face northerly or southerly directions.

S. Infrastructure/Utilities

Transportation: A traffic study is included as part of this SP application that shows the proposed access to the Pyramid Highway meets NDOT standards and Washoe County standards with respect the intersection spacing, access management criteria, traffic volumes (existing & proposed), level of service standards, and consistent with the RTC 2050 Transportation Plan requirements.

Sewer: An 8" sewer main is located in the Pyramid Highway right-of-way that will provide service for the site. A sewer capacity analysis was prepared and reviewed by WC engineering that determined adequate capacity does exist to serve the project sewer demands. There is a sewer main located in Donovan Pit Road. This may be an alternate point of connection if it is determined to best serve the site by Washoe County and the applicant.

Water: A discovery was prepared by TMWA and included as an appendix item. That shows a water main located in Pyramid Highway with pressure and capacity in the line to serve the site. The project will pay for customary TMWA fees for water rights and prorata shares of capacity on the TMWA system. There is a water main located in Donovan Pit Road. This may be an alternate point of connection if it is determined to best serve the site by TMWA and the applicant.

NV Energy: NVE is the service provider for gas and electric service to the site. Detailed analysis of the project demands on the system will be determined with future building permit applications when precise demands will be identified. The developer will be responsible for all NVE fees and construction costs to extend service to the site.

Storm Water: A detention area is located on the lowest elevation of the site to account for the increase in storm water runoff generated by the project. Peak flows will be mitigated onsite to ensure no downstream effects. Volume mitigation will be provided onsite and/or offsite to meet 1.3:1 mitigation as required by code. This is a routine engineering design issue to be satisfied at time of the Grading Permit and will be in compliance with Article 420 of the WC Development Code.

Franchise Utilities: This will be determined at time of Building Permit and will include such utility service providers such a CATV/communication equipment, internet service, Waste Management, etc.

Parks and Schools: there is no impact on these facilities.

T. Other Standards

The following shall be provided/approved prior to occupancy for any use:

- 1) Industrial Performance Standards.** Any industrial standards of which the SP

Handbook has not expressly addressed and determined by staff to apply to the project design will defer to Article 340 of the WC Development Code.

- 2) **Easements:** An ALTA Survey prepared by a Licensed Surveyor is included as an appendix item in this SP Handbook. This includes existing and proposed easements for the project area.
- 3) **Grading:** The project design includes a grading plan prepared by a Civil Engineer. It was prepared in accordance with Article 438, Grading Standards and shall meet all applicable standards of the WC Development Code.
- 4) **Fire Protection:** The project design shall include a fire system design prepared by the appropriate design discipline and shall meet the standards of the applicable Fire Code and the TMFPD. As a minimum, the buildings will include an ESFR fire suppression system which is an industry standard for large industrial buildings.
- 5) **Air Quality.** The project design and restrictions will satisfy District Health air quality standards. Those include signs posted on site to prohibit truck idling. In addition, any known point source emissions shall be addressed at time of building permit in the event of a use type that generates such an emission for example, a manufacturing use.
- 6) **Wildlife Preservation.** The site is entirely void of any wildlife habitat given the location does not have any natural resources to draw wildlife to the site. It is barren with minimal vegetation and water sources thus not suitable for wildlife. Other Natural Resource maps for wildlife in Washoe County and TMRPA do not show any wildlife presence on this site. There is no requirement for a wildlife evaluation or study as a result.
- 7) **Cultural Resources:** There are no indication of any cultural resources on the site and no further study is needed for this item.
- 8) **Pedestrian Circulation Plan:** On-site pedestrian circulation will be provided with the final civil plan set when applying for a Building Permit that addresses circulation between parking areas and employee entrances to the buildings.
- 9) **Development Code Compliance.** A site plan shall be submitted demonstrating compliance with WC Development Code standards to include site circulation, landscaping, screening, loading/unloading, and on-site drainage as part of the civil design with a building permit.
- 10) **Departures from Development Code:** The general theme of this SP is to refer to the appropriate section of Article 110 where the standards are appropriate. Departures from the development code are intended to exceed the code standard. For example, the east property line buffer planting density exceeds the code standard. Where flexibility is needed to meet an industry standard that are not reflected in the code or a standard that is obsolete, a new or different standard is proposed. For example, code parking standards are general that may be varied with current information and study.
- 11) **Site Analysis to Determine Common Open Space and Lot Size Variations.**

This Specific Plan does not include Common Open Space and/or lot size variations. Thus, the Site Analysis section does not apply.

Per Article 442 (Specific Plans), section 110.442.35 Standards for the Creation and Maintenance of Common Open Space, there is no requirement for Common Open Space or maintenance of that space. The code was written in a fashion that anticipates common open space for an SP with a mix of uses that include residential and non-residential components, i.e. commercial, and industrial uses. Those features drive open space elements that are typical of a master planned community.

The nature of this SP is unique in that it located in an infill situation fronting on a highway and in the vicinity of a fully developed suburban area. It is prepared with precise intent to create a predictable and restricted set of industrial uses within the industrial land use realm.

On the contrary, Article 216 refers to the Spanish Springs Area. Section 216.40 requires any new development in the Spanish Springs Area be located in the Specific Plan Regulatory Zone. Given that this SP is entirely industrial land use by its nature, it meets the requirements of the SP regulatory zone and the requirements of Article 216 as presented.

U. Conditions of Approval

- 1) Transportation Improvements: The High-Tee intersection concept and improvements as submitted and approved by NDOT shall be constructed and operational prior to issuance of the first C of O. This may include related improvements such as a deceleration lane, a left turn lane, southbound into the site to the satisfaction of NDOT and Washoe County Engineering.
- 2) A single ownership entity of the land shall be provided with the first building permit showing control by a that entity.
- 3) A draft Property Owners Association with CC&R documents shall be submitted with the first Building Permit application. This shall include provisions to use and maintain open space/common area and landscaping.
- 4) Grading Plan and Easement Map (required)

November 12, 2025

Campo Rico SPD – Sanitary Sewer Generation Letter

The Campo Rico SPD project is located at 11500, 11520, 11540 & 11580 Campo Rico Lane (APN: 534-600-03, -04, -05 & -06). The sites are currently developed with single-family residences in Low Density Suburban and Low Density Rural zoning. The combined acreage of the sites is approximately 40.9 acres. The proposed project will include a Master Plan amendment to change the designation from Suburban Residential/Rural Residential to Industrial as well as a regulatory zoning amendment to rezone the properties from Low Density Suburban/Low Density Rural to Industrial. The proposed industrial uses are identified in the Campo Rico Specific Plan Development Standards Handbook. In order to determine the sanitary sewer generation and equivalent residential unit (ERU) quantities, the Washoe County Gravity Sewer Collection Design Standards has been utilized to determine the proposed sanitary sewer contributions based on the following equations:

$$(\text{Industrial Uses: } 457 \text{ GPD/acre}) * (40.9 \text{ acres}) = 18,691 \text{ GPD}$$

$$18,691 \text{ GPD} / 270 \text{ GPD per ERU} = 70 \text{ Equivalent Residential Units}$$

The calculation is based on the total site area rather than a proposed building area. As the maximum floor area ratio (FAR) is 0.45 per the SPD, this is likely a conservative quantity.

The possible point of connection for the future development is an existing 8" PVC sewer main located at the southwest corner of the site. The existing 8" PVC sewer main crosses Pyramid Way to the west and connects into an existing 10" PVC sewer interceptor. The existing 10" PVC sewer interceptor travels parallel to Pyramid Way for approximately ±2,300 ft. north and then ±1,300 ft. west where it eventually connects to the existing Pebble Creek-N Spanish Springs Lift Station, as shown in Figure 1 below.

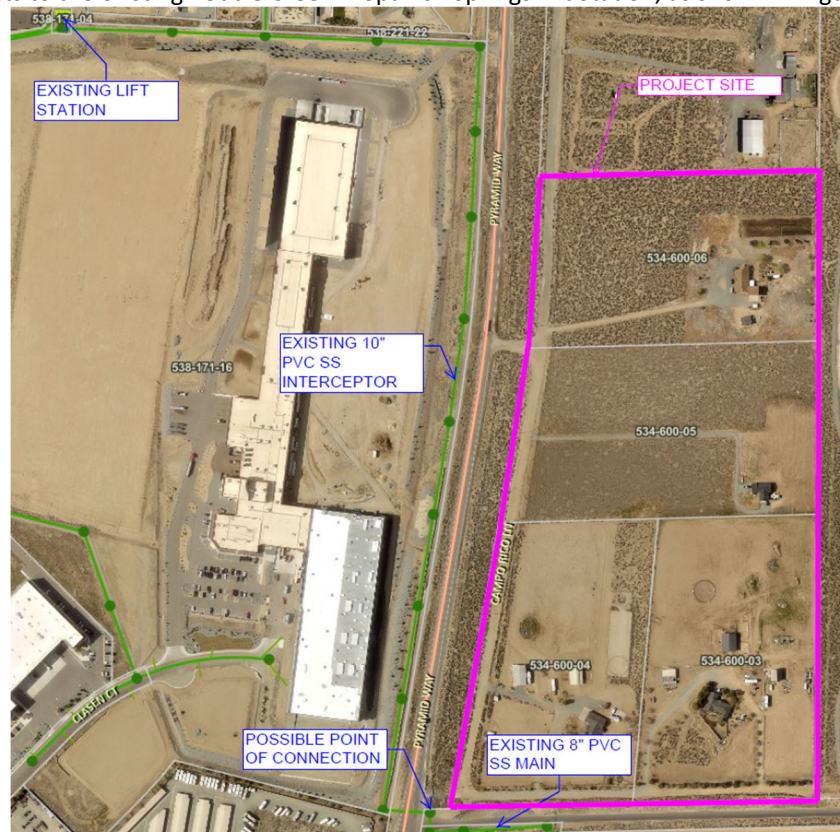


Figure 1

Washoe County Utility Engineering has been contacted regarding the existing sewer capacities, however they indicated that information could not be shared externally.

Ultimately, all sanitary sewer contributions from this site will be treated at the Truckee Meadows Water Reclamation Facility. No additional sanitary sewer study or analysis has been completed.

Please contact Monte Vista Consulting if you have any questions or if there is anything else I can help with.

Monte Vista Consulting, Ltd.

Michael Vicks, P.E.
Principal



Property Owner Affidavit

Applicant Name: MARITSA PAPAANDREAS

The receipt of this application at the time of submittal does not guarantee the application complies with all requirements of the Washoe County Development Code, the Washoe County Master Plan or the applicable area plan, the applicable regulatory zoning, or that the application is deemed complete and will be processed.

STATE OF NEVADA)
COUNTY OF WASHOE)

I, MARITSA PAPAANDREAS

(please print name)

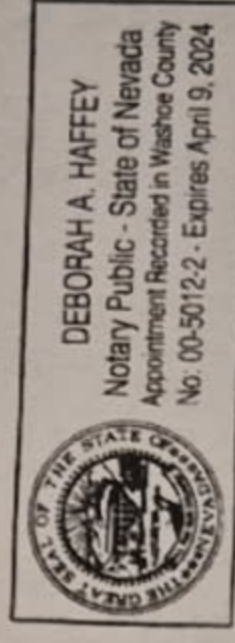
being duly sworn, depose and say that I am the owner* of the property or properties involved in this application as listed below and that the foregoing statements and answers herein contained and the information herewith submitted are in all respects complete, true, and correct to the best of my knowledge and belief. I understand that no assurance or guarantee can be given by members of Planning and Building.

(A separate Affidavit must be provided by each property owner named in the title report.)

Assessor Parcel Number(s): 534-600-05

Printed Name MARITSA PAPAANDREAS
Signed [Signature]
Address 11540 CAMPO RICO LN
SPANISH SPRINGS, NV 89441

(Notary Stamp)



Subscribed and sworn to before me this
5th day of January, 2024

[Signature]
Notary Public in and for said county and state

My commission expires: APRIL 9, 2024

*Owner refers to the following: (Please mark appropriate box.)

- ☒ Owner
- ☐ Corporate Officer/Partner (Provide copy of record document indicating authority to sign.)
- ☐ Power of Attorney (Provide copy of Power of Attorney.)
- ☐ Owner Agent (Provide notarized letter from property owner giving legal authority to agent.)
- ☐ Property Agent (Provide copy of record document indicating authority to sign.)
- ☐ Letter from Government Agency with Stewardship

Project Name: Campo Rico Specific Plan
Meeting Location: Spanish Springs Library
Meeting Date: 8/27/2025

**Neighborhood Meeting
SUMMARY**

Virtual Meeting Option Provided: ☒ YES ☐ NO

Hosted By (Name): John Krmpotic **(Company):** _____

Contact (Email): johnk@klsdesigngroup.com **(Phone):** 775 857 7710

Public Concerns:

1. Large buildings ruin the view, decrease home value, set precedence for more developments.
2. Noise, toxins and lights will be bad from the traffic and building.
3. Traffic will be congested and cause more toxins in the air.
4. There will be more stress on the road and infrastructure.
5. Why do we need more industrial where there is undeveloped industrial in HAWCO?

Changes Made to Proposal (if applicable):

1. None
2. _____
3. _____
4. _____
5. _____

Any Additional Comments:
