Campo Rico Specific Plan

Application to Washoe County for a:

Master Plan Amendment
Regulatory Zone Amendment
Development Code Amendment

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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

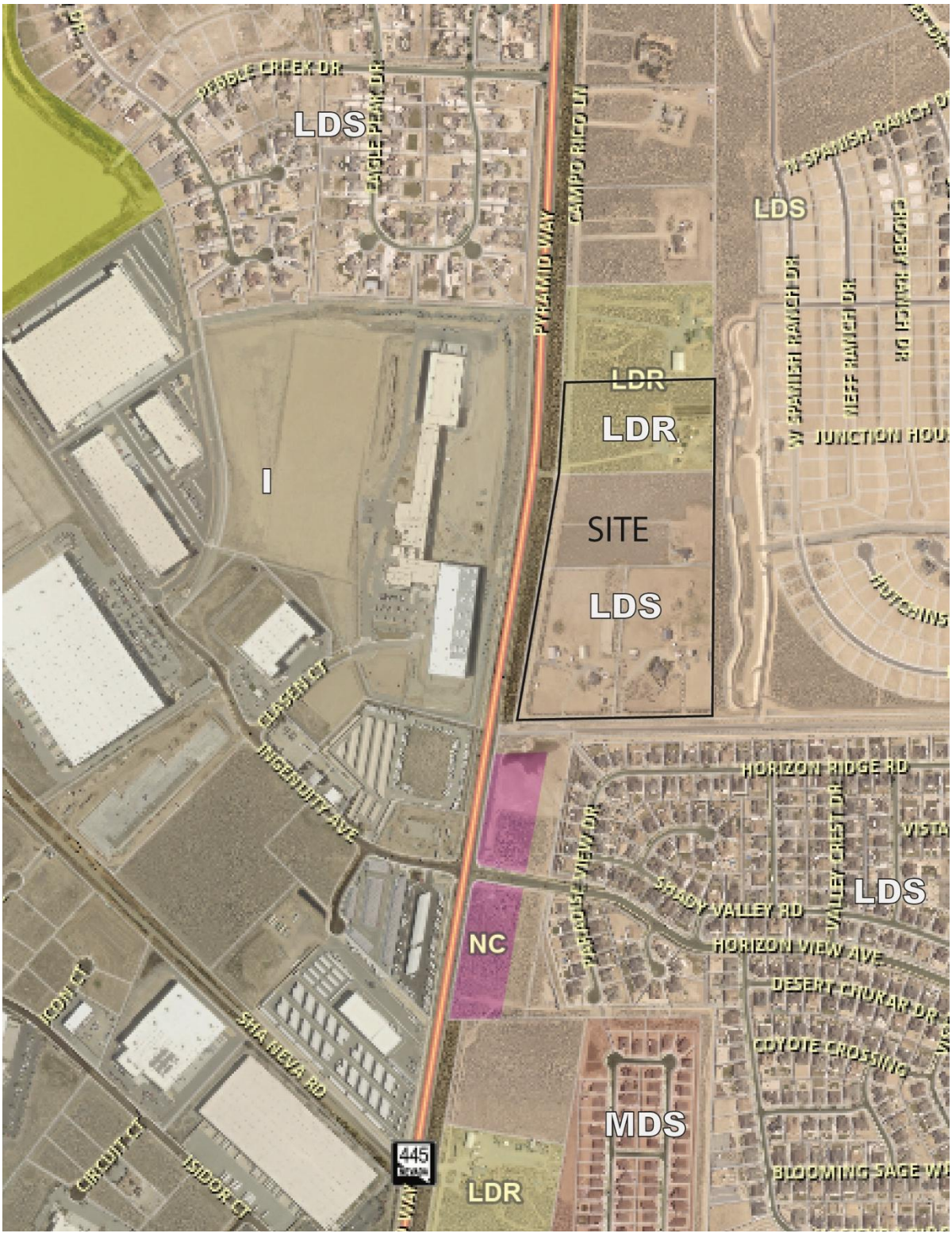

Figure 4 – Existing Zoning

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.

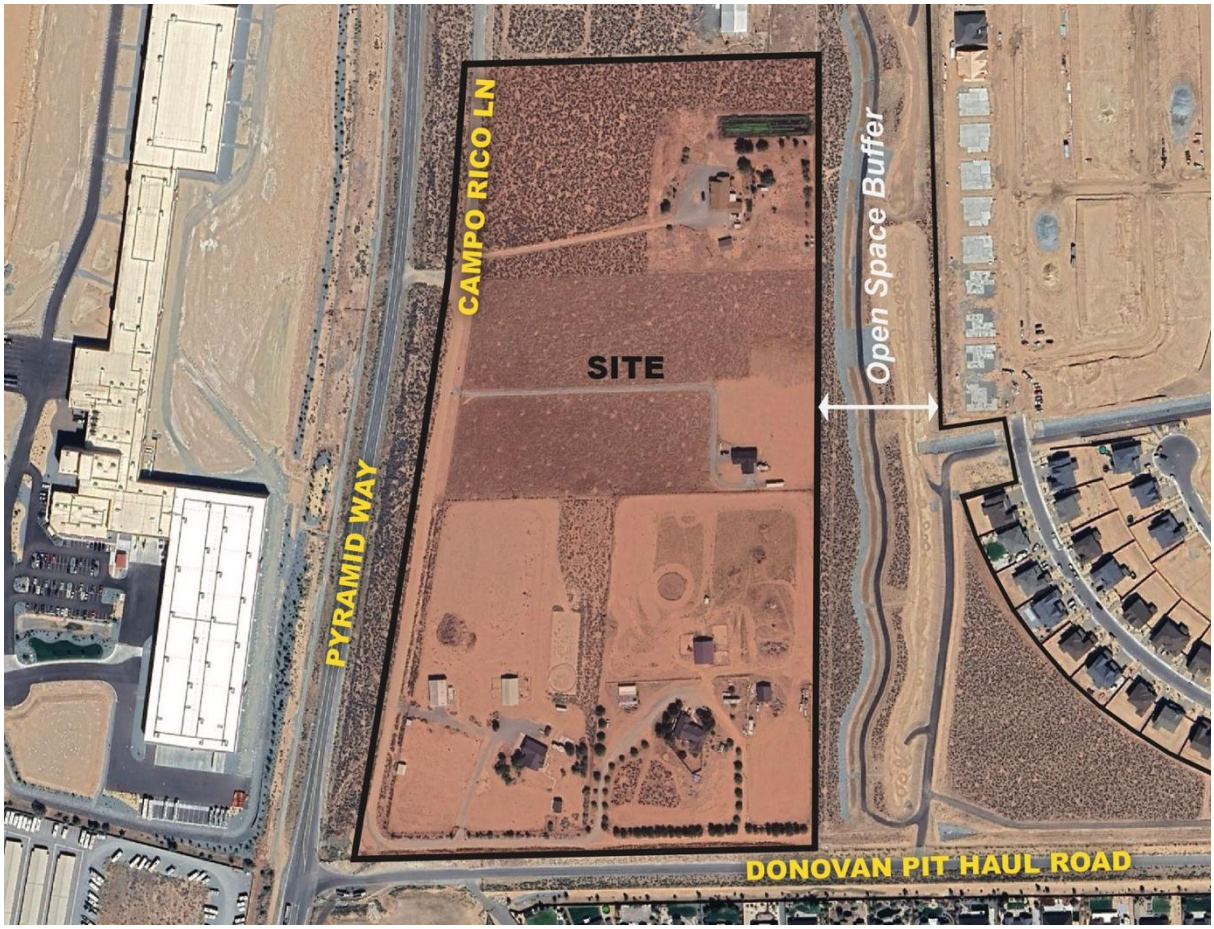

Figure 6 – Enhanced Aerial View

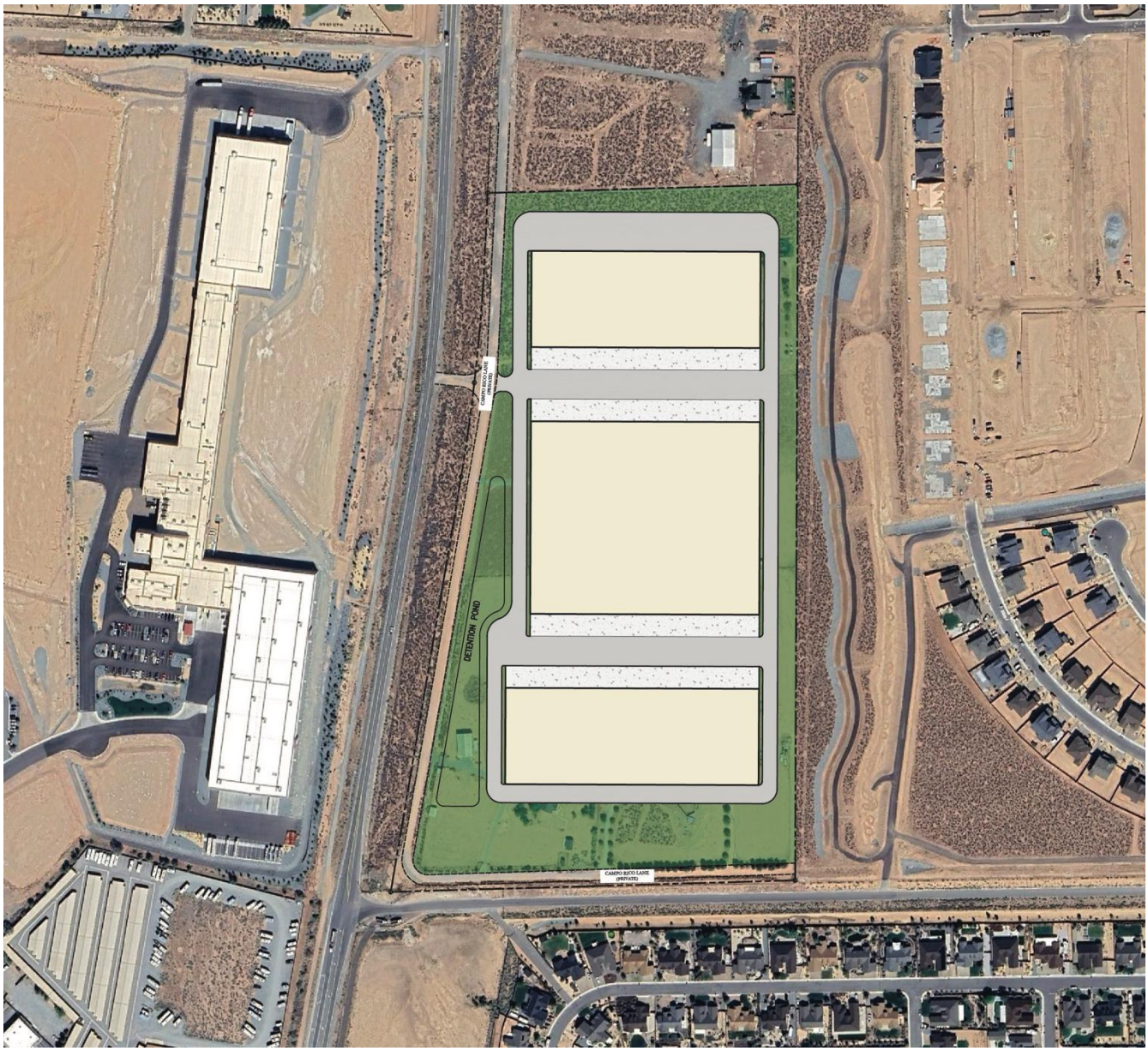

Figure 7 – Conceptual Site Plan

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, WCSD, 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 I 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

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Campo Rico

Specific Plan
Development Standards Handbook

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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 a 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 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.

D. Zoning

Figure 4 (below) shows the SP parcels in context with surrounding zoning patterns with the proposed SP zoning.

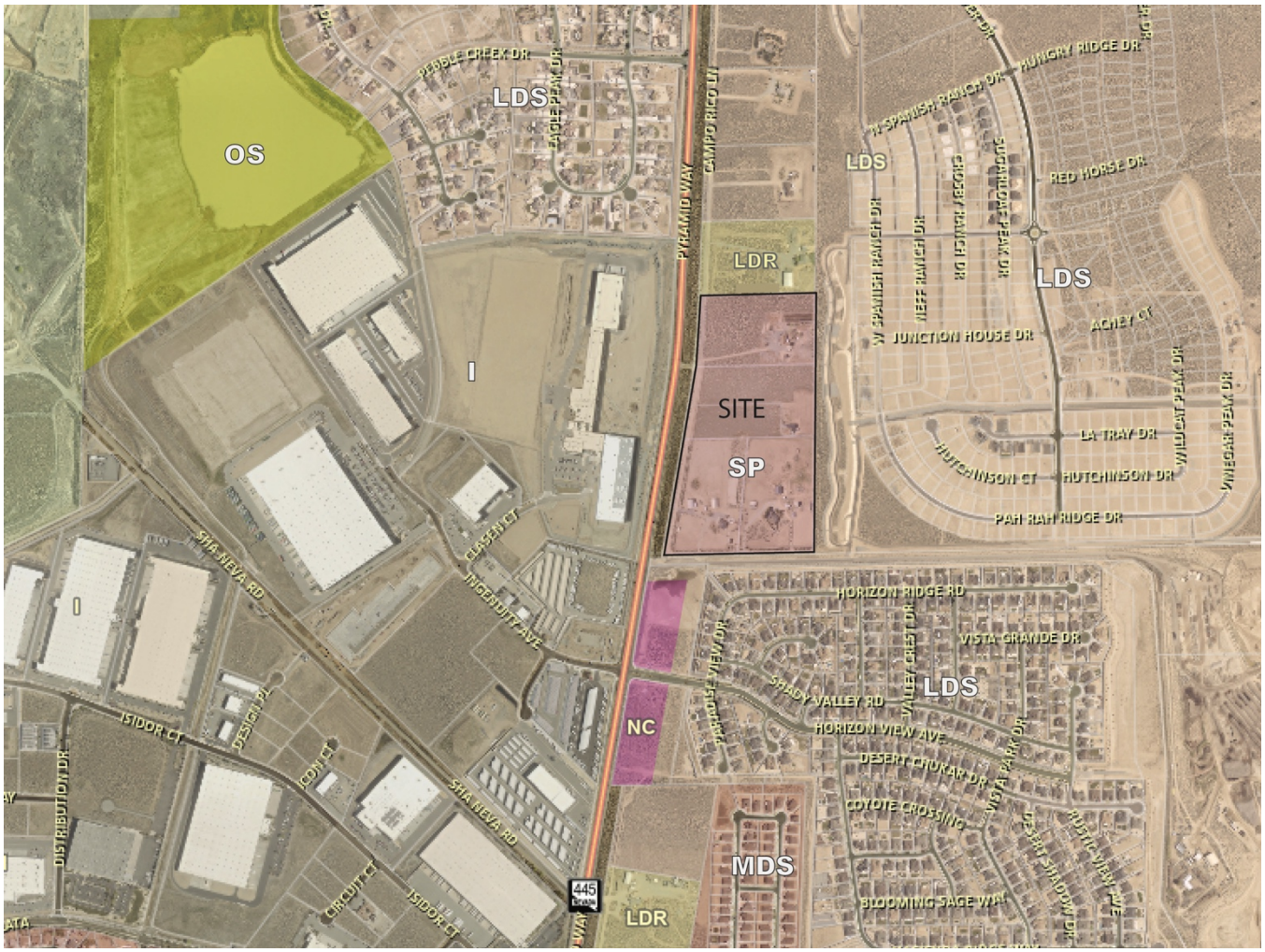

Figure 4 – Zoning

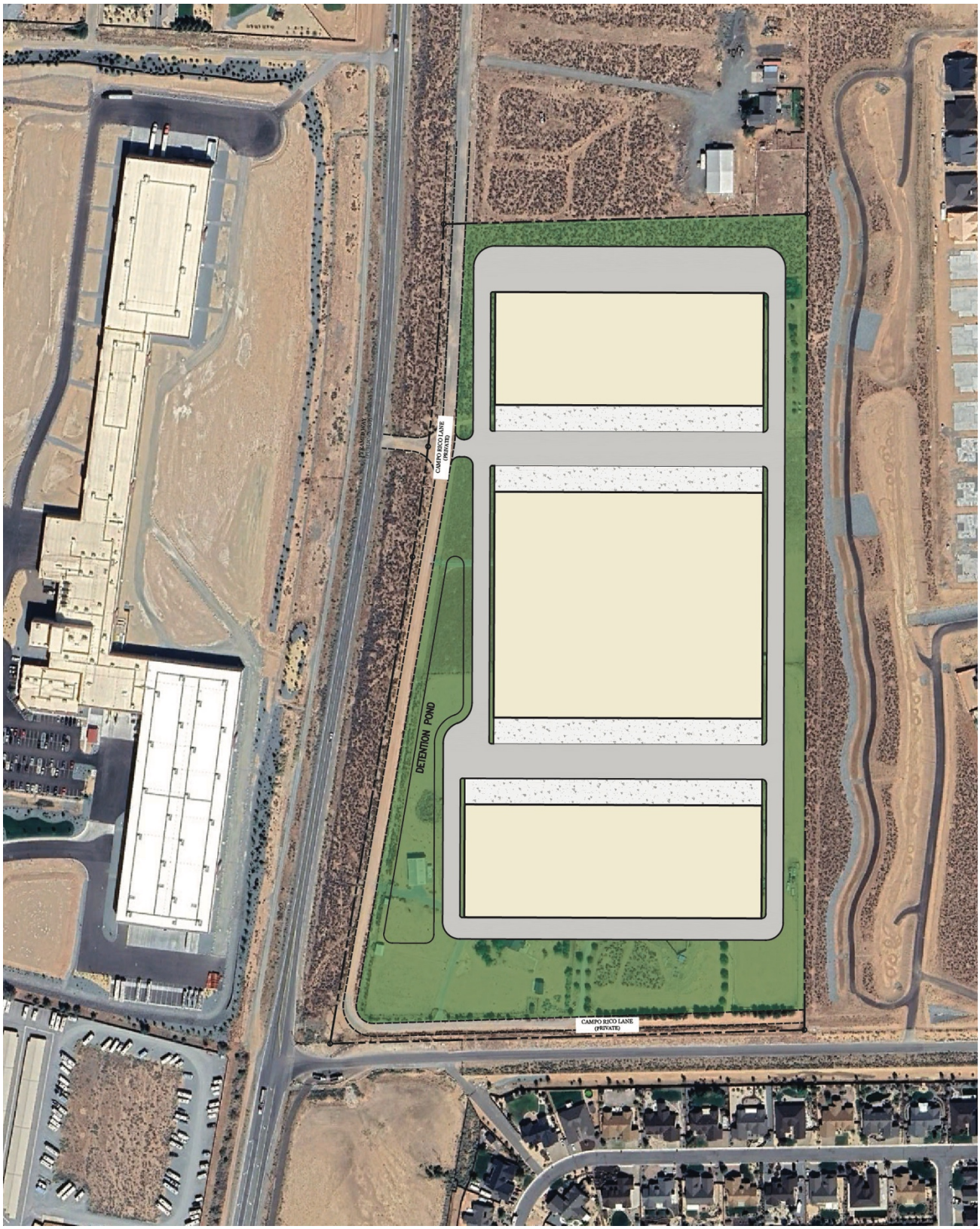

Figure 5A – Conceptual Site Plan

Figure 5B – Conceptual Site Plan (perspective view from south)

Figure 5C – Conceptual Site Plan (3D Perspective)

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. 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 development 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. The other possible 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 an SP amendment per the discretion of the Administrator.

C. Existing Conditions

Any legally permitted structures and/or improvements constructed prior to the adoption of this SP shall be considered conforming and permitted. 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.

D. 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) shall align with that definition as applicable.

Table 1: Use Table

Industrial Uses	Allowed	SUP
Manufacturing and Processing		
Food Processing	P	
Indoor Manufacturing, Processing, Assembly, or Fabrication	P	
Outdoor Manufacturing, Processing, Assembly, or Fabrication		S
Printing and Publishing	P	
Storage, Distribution, and Warehousing		
Data Center		S
Heavy Equipment Rental, Sales, and Service	P	S
Mini-Warehouse	P	
Outdoor Storage/Trailer Parking		S
Salvage or Reclamation of Products, Indoors	P	
Climate Controlled Storage		S
Warehouse & Distribution Center (Logistics)	P	
Boat & RV Storage (Open Canopy or enclosed)	P	
Temporary Uses		
Asphalt or Concrete Batch Plant		S
Christmas Tree Sales Lot and Similar Uses	P	
Parking Lot, Open	P	
Stockpiling	P	

Permitted by Right = P, permitted if the use meets the standards established herein. Special Use Permit = S, requires approval of a Special Use Permit. This will include conditions to mitigate specific impacts, operations, etc.

E. Prohibited Uses

Other intensive industrial uses are prohibited except those noted in the table above. This includes open parking, carpool lots, daily use parking, storage containers (e.g., Conex boxes), shipping containers, scrap and salvage yards, and construction or landscaping materials yards.

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 5 years of tentative approval of this SP Handbook by the Board of County Commissioners (BCC), unless the BCC grants more time for completion following a request for a time extension. The SP is deemed expired and invalid after the expiration date. The underlying zoning will revert to the zoning prior to enactment of the SP.

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. Thus, maximum building coverage is 45% of the gross site area for the allowed uses. FAR applies only if there is a mezzanine level office area (within the SP height restrictions), in which case must not exceed .45 FAR.

The measurement of density is 45% site coverage (.45 FAR) for the planned uses, which includes the sum of all building areas and office area.

Table 2: Lot & Building Design Standards

General Standards	
Lot Width, minimum	100 ft
Building Coverage/ FAR, maximum	.45
Density, maximum	N/A
Building Setbacks, Minimum	
Front (Pyramid Highway)	100 ft
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

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 Director of Planning and Building.

Setbacks: A minimum fifty (50) foot buffer shall be maintained from the residential regulatory zone shared property lines to any structure, roadway, parking, or other development east. The buffer area shall be maintained and meet Article 412, Landscaping requirements.

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

1. solid decorative wall

2. berm

3. solid decorative fencing constructed of durable materials, such as stone, concrete, metal, synthetic or vinyl

4. combination of any of the following 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

Lighting: Light standards within 100 feet of a residential zone parcel shall comply with Article 414. Lighting structures that are more than one hundred (100) feet from a residential regulatory zone parcel shall not exceed twenty-five (25) feet in height.

I. Landscape Buffer/Screening

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 buildings. The buffer will include a mix of evergreen and deciduous trees, with a tree and shrub planting density/quantities as shown on the Landscape Plan consistent with the WC Development Code landscaping section. Tree species and sizes shall meet the Development Code standards, with exception of the east property line

buffer that has a specific plant density and size requirement.

East Property Line Buffer Detail

The 50-foot landscape buffer shall include trees planted at a rate of 1 tree per 30 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 result in rapid growth and screening benefits of the site/buildings within 3 years of installation.

J. Landscaping

The SP requires performance standards to meet landscaping needs with purpose rather than a percentage of the gross site area. Landscaping may include landscaping materials such as trees and shrubs, inert materials such as mulch, and decoration gravel and stone. A landscape plan must be submitted with building permit applications in order to comply with the WC Development Code, including the screening and buffer landscaping requirements along the eastern boundary of the site to address residential adjacency.

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 not intended or needed to serve as a “screen” because the buffer treatment on the east boundary is the preferred solution for screening by use of vegetative materials (trees & shrubs) and earthen berming. 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.

L. Parking & Loading

Dedicated off-street parking will meet code rates for the appropriate industrial use, including a separate rate for the office area, because of the highly restrictive nature of the use and the fact that parking is not generated by this use. 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.

M. Lighting

Pole-mounted 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 28 feet in height and shall include shielded fixtures.

Building lighting shall wall mounted only and shielded and to ensure that spillover does not occur to adjoining properties.

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 Administrator.

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-T 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 or 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.

Building Height: Maximum building height shall not exceed 45’ as measured from the finished grade to the peak of the roof ridge (i.e., the top of a parapet wall if proposed).

Figure 6 – Architecture Elevation Concepts

R. Building Orientation

All proposed buildings with dock doors shall orient the dock doors away from the adjacent residential.

The front of buildings shall be oriented towards Pyramid Highway.

S. Other Standards

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

- A parking study, prepared by a qualified professional, shall be submitted to the WC Community Services Department for review with a building permit if a variation to parking rates is not consistent with the development code. Any variation to parking standards may be considered by the Administrator as prepared by a qualified professional, utilizing data from accepted sources such as the Institute of Transportation Engineers, American Planning Association, Urban Land Institute, etc.

- 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.

- 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 to anticipate common open space for a 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 to 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.

T. Conditions of Approval

Note: This is a placeholder to include conditions of approval that reflect concessions and agreements and design standards negotiated in public review with community, staff, planning commission and the Board of County Commissioners.

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: **Campo Rico Specific Plan**

Project Description: A request to change the Master Plan land use designations for 4 parcels to Industrial and to the Specific Plan Regulatory Zone.

Project Address: 11520 Campo Rico Lane, Spanish Springs, NV 89441

Project Area (acres or square feet): 40.87 ac

Project Location (with point of reference to major cross streets **AND** area locator):

Pyramid Highway & Donovan Pit Haul Road

Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No.(s):	Parcel Acreage:
534-600-03	10.00	534-600-05	10.86
534-600-04	10.00	534-600-06	10.01

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: Brian Markowski		Name: John Krmpotic, KLS Planning & Design	
Address: 11580 Campo Rico Lane		Address: 201 W. Liberty St, Suite 300	
Spanish Springs, NV	Zip: 89441	Reno, NV	Zip: 89501
Phone: 775-843-5852	Fax: n/a	Phone: 775-857-7710	Fax: N/A
Email: brian.markowski@gmail.com		Email: johnk@klsdesigngroup.com	
Cell: 775-843-5852	Other: n/a	Cell: 775-857-7710	Other:
Contact Person: Brian Markowski		Contact Person: John Krmpotic	
Applicant/Developer:		**Other Persons to be Contacted:**	
Name: Brian Markowski		Name:	
Address: 11580 Campo Rico Lane		Address:	
Spanish Springs, NV	Zip: 89441		Zip:
Phone: 775-843-5852	Fax: n/a	Phone:	Fax:
Email: brian.markowski@gmail.com		Email:	
Cell: 775-843-5852	Other: n/a	Cell:	Other:
Contact Person: Brian		Contact Person:	

For Office Use Only

Date Received: Initial:	Planning Area:
County Commission District:	Master Plan Designation(s):
CAB(s):	Regulatory Zoning(s):

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

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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?

   A change from existing SR and RR land use to proposed Industrial (I) land use in the Master Plan Land Use map.

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?

   Change conditions are due to growth in the immediate area that has created obsolete zoning and a location no longer desired for residential living.

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?

      Site is located on Campo Rico Lane, adjacent to Pyramid Highway near the intersection of Horizon View Ave. Address for one parcel is 11520 Campo Rico Lane, Spanish Springs, NV 89441. Total area is 40.87 +/- ac.

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
534-600-03	Suburban Residential (SR)	10.00	Industrial (I)	10.00
534-600-04	Suburban Residential (SR)	10.00	Industrial (I)	10.00
534-600-05	Suburban Residential (SR)	10.86	Industrial (I)	10.86
534-600-06	Rural Residential (RR)	10.01	Industrial (I)	10.01

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

North	Rural Residential (RR)
South	Suburban Residential (SR)
East	Suburban Residential (SR)
West	Industrial (I)

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

The project area currently contains four single-family residences, one for each parcel.

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.

There are no significant natural resources currently existing at the site. There is light sage brush cover, no trees, water or drainage courses, no wildlife habitat, and about 3.5% grade on site.

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

Explanation:

N/A

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

Explanation:

N/A

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

Explanation:

N/A

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

Explanation:

N/A

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

Explanation:

N/A

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

Explanation:

N/A

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

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 #	TBD	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.

Water rights will be acquired through TMWA or open market sources at the appropriate time.

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:	TMWA

b. Available:

■ Now	❑ 1-3 years	❑ 3-5 years	❑ 5+ years

c. If a public facility is proposed and is currently not available, please describe the funding mechanism for ensuring availability of water service.

This will be developer/privately funded

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

a. System Type:

❑ Individual septic		
■ Public system	Provider:	Washoe County Utilities

b. Available:

■ Now	❑ 1-3 years	❑ 3-5 years	❑ 5+ years

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.

All sewer service facilities (capacity & main line extensions) will be funded by the developer.

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

Pyramid Highway

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

■ Yes	❑ No

13. Community Services (provided and nearest facility):

a. Fire Station	Truckee Meadows Fire & Rescue Station 46
b. Health Care Facility	Northern Nevada Medical Center ER at Spanish Springs
c. Elementary School	Taylor Elementary School
d. Middle School	Shaw Middle School
e. High School	Spanish Springs High School
f. Parks	Gator Swamp Park
g. Library	Spanish Springs Library
h. Citifare Bus Stop	Donatello Drive and Highland Ranch Parkway

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:

This request is neutral on the population element

b. Conservation Element:

See attached narrative.

c. Housing Element:

It is neutral on the housing element as the site is not ideal for residential use given all of the changes in the area .

d. Land Use and Transportation Element:

See attached narrative. Policies 1.4 and 3.3 of the SSAP are supported with request .

e. Public Services and Facilities Element:

Policy 4.1 of the SSAP is supported with request .

f. Adopted area plan(s):

See attached narrative.

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.

There is no plan maintenance section in the Envision 2040 Master Plan.

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.)

See attached narrative that addresses all of the master plan amendment findings. The finding on Compatible Land Uses is addressed with the design mitigation proposed to ensure no adverse impact to the public health, safety or welfare. Also, there are adequate public facilities to accommodate this land use.

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

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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)?

   Campo Rico Lane, adjacent to Pyramid Highway and north of the intersection of Horizon View Ave. 11520 Campo Rico Lane, Spanish Springs, NV 89441.

   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
534-600-03	Suburban Residential (SR)	LDS	10.00	SP	10.00
534-600-04	Suburban Residential (SR)	LDS	10.00	SP	10.00
534-600-05	Suburban Residential (SR)	LDS	10.86	SP	10.86
534-600-06	Rural Residential (RR)	LDR	10.01	SP	10.01

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

	Zoning	Use (residential, vacant, commercial, etc,)
North	LDR	residential
South	LDS	residential
East	NC/LDS	residential
West	I	industrial

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

   The site currently contains four single-family residences. Campo Rico Lane is private access easement that serves parcels to the north of the site.

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.

   There are no significant natural resources currently existing at the site. There is light sage brush cover, no trees, water or drainage courses, no wildlife habitat, and about 3.5% grade on site.

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

6. Is the site located in an area where there is potentially an archeological, historic, or scenic resource?

❑ Yes	☑ No

Explanation:

N/A

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

If yes, please identify the following quantities and documentation numbers relative to the water rights:

a. Permit #	TBD	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):

TBD

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.

Water rights will be acquired through TMWA or open market sources at the appropriate time.

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:	TMWA

b. Available:

☑ Now	❑ 1-3 years	❑ 3-5 years	❑ 5+ years

c. Is this part of a Washoe County Capital Improvements Program project?

❑ Yes	☑ No

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.

N/A

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

a. System Type:

❑ Individual septic		
◙ Public system	Provider:	Washoe County Utilities

b. Available:

◙ Now	❑ 1-3 years	❑ 3-5 years	❑ 5+ years

c. Is this part of a Washoe County Capital Improvements Program project?

❑ Yes	◙ No

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.

Sewer capacity and sewer mains will be funded by the developer

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

Pyramid Highway

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

◙ Yes	❑ No

12. Community Services (provided name, address and distance to nearest facility).

a. Fire Station	Truckee Meadows Fire & Rescue Station 46
b. Health Care Facility	Northern Nevada Medical Center ER at Spanish Springs
c. Elementary School	Taylor Elementary School
d. Middle School	Shaw Middle School
e. High School	Spanish Springs High School
f. Parks	Gator Swamp Park
g. Library	Spanish Springs Library
h. Citifare Bus Stop	Donatello Drive and Highland Ranch Parkway

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

2. Will the full development potential of the Regulatory Zone amendment increase housing by 625 or more units?

☐ Yes	☑ No

3. Will the full development potential of the Regulatory Zone amendment increase hotel accommodations by 625 or more rooms?

☐ Yes	☑ No

4. Will the full development potential of the Regulatory Zone amendment increase sewage by 187,500 gallons or more per day?

☐ Yes	☑ No

5. Will the full development potential of the Regulatory Zone amendment increase water usage by 625 acre-feet or more per year?

☐ Yes	☑ No

6. Will the full development potential of the Regulatory Zone amendment increase traffic by 6,250 or more average daily trips?

☐ Yes	☑ No

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

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

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

---

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 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?

   it appears that is only the map on page 43 of Article 216 titled Spanish Springs Area. The map is titled 110.216.1 Spanish Springs Planning Area Communities

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

   We believe only the map 110.216.1 Spanish Springs Planning Area Communities will need to change. there is no language change needed in that section of the development code.

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

   The site is located in the Western Theme design guidelines of the Article 216 of the development code. Those guidelines are prohibitively cumbersome to apply to industrial land use because of functional obsolescence. The DCA is to remove the site from those standards and create an SP Handbook.

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

   None in any conceivable fashion.

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:

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

Kimley»Horn

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

192859000

Kimley»Horn

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:

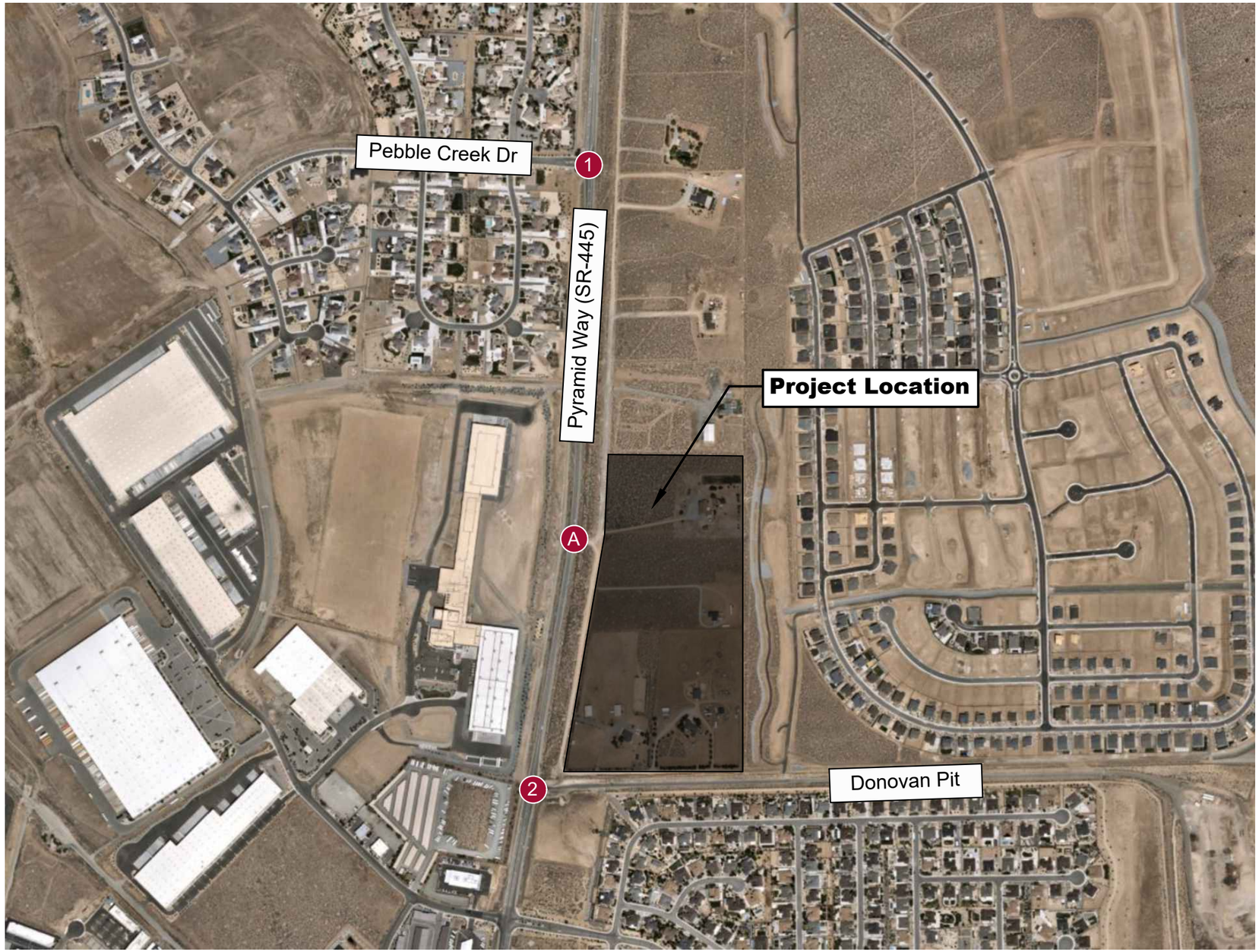
- Pyramid Way (SR-445) and Pebble Creek Drive (#1)
- Pyramid Way (SR-445) and Project Access Drive A
- Pyramid Way (SR-445) and Donovan Pit (#2)

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.



NORTH

NTS

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

Legend

- # Study Area Key Intersection
- X Project Access Drive

Campo Rico Traffic Impact Study
Study Area

Figure E-1

Kimley»Horn ©2025

Date: August 25, 2025 – 3:09pm / User: Sydney.Binkley
Path: C:\Users\sydney.binkley\KH\Giacomin, David – Reno Civil\192859 – Brian Markowski\000 – Campo Rico\Figures\Figures\Figures\2025-08-25 Campo Rico TIS.dwg / Xref: 2023 CC MC Street Network;2023 CC CL Street Network

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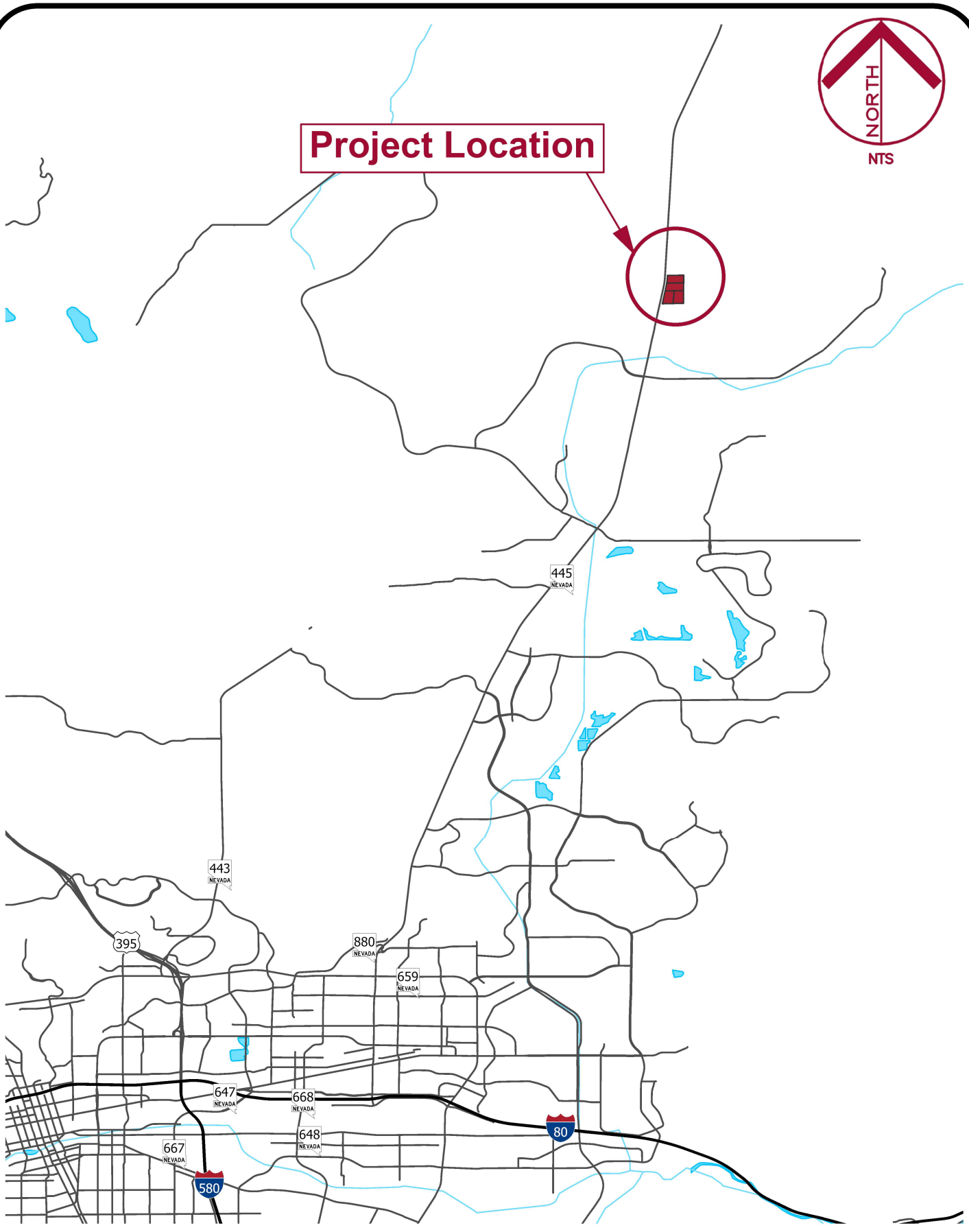
LIST OF APPENDICES

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

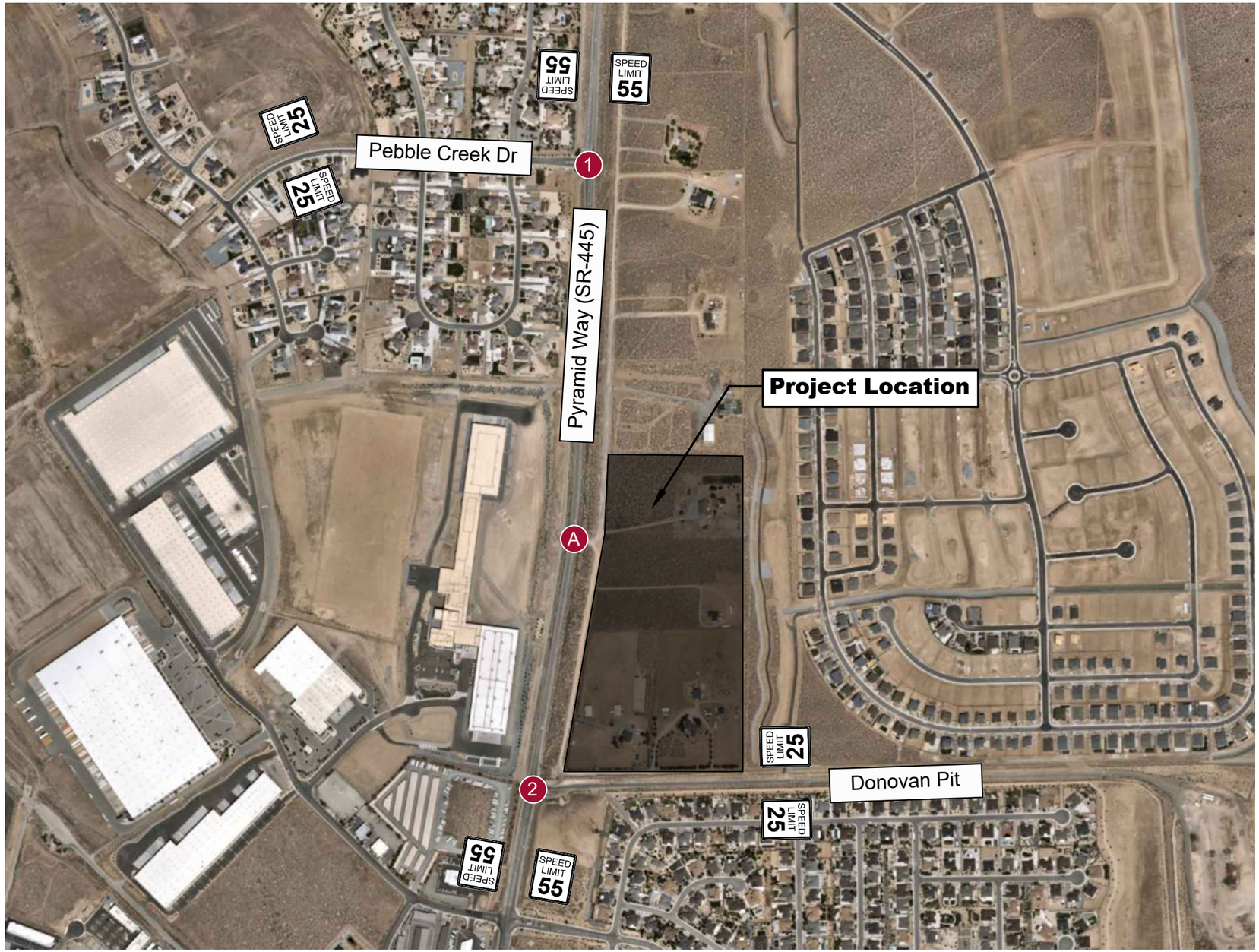
Regional access to the project site is expected to be provided by I-80. Primary access to the project site is anticipated to be from Pyramid Way (SR-445). Direct access to the project sites is anticipated from a project access driveway off Pyramid Way (SR-445). Existing speed limits, lane configuration,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

NORTH

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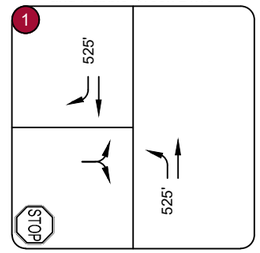
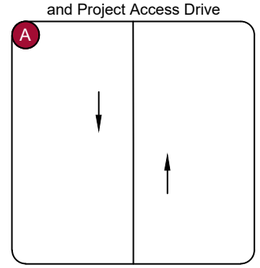
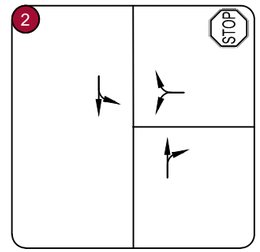
Pyramid Way (SR-445)
and Pebble Creek Drive



Pyramid Way (SR-445)
and Project Access Drive



Pyramid Way (SR-445)
and Donovan Pit



Legend

- # — Study Area Key Intersection
- X — Project Access Drive
- SPEED LIMIT 25 — Roadway Speed Limit
- STOP — Stop Controlled Approach
- ← — Existing Approach

Campo Rico Traffic Impact Study
2025 Existing Lane Configuration and Control

Figure 2

Kimley»Horn ©2025

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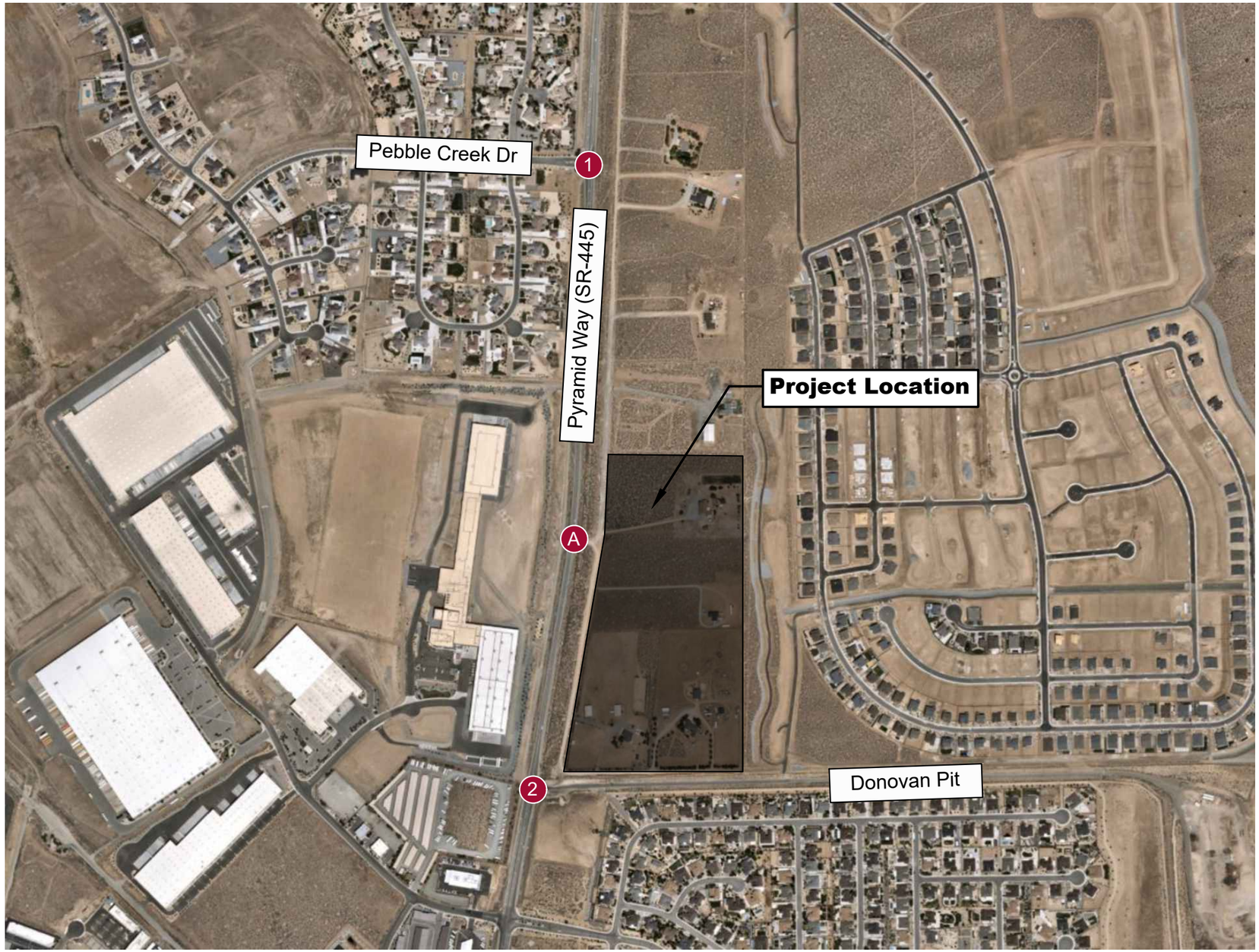
Path: C:\Users\sydney.binkley\KH\Giacomin, David – Reno Civil\192859 – Brian Markowski\000 – Campo Rico\Figures\Figures\Figures\2025-08-25 Campo Rico TIS.dwg / Xref: 2023 CC MC Street Network;2023 CC CL Street Network



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

NORTH

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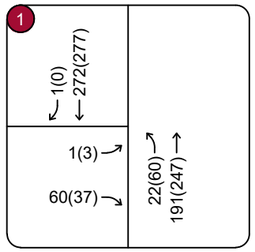
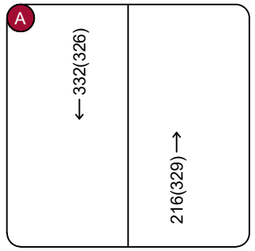
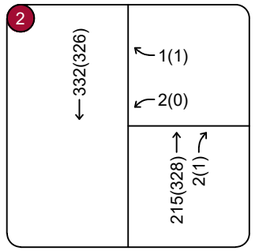
Pyramid Way (SR-445)
and Pebble Creek Drive



Pyramid Way (SR-445)
and Project Access Drive



Pyramid Way (SR-445)
and Donovan Pit



Legend

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

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

Figure 3

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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

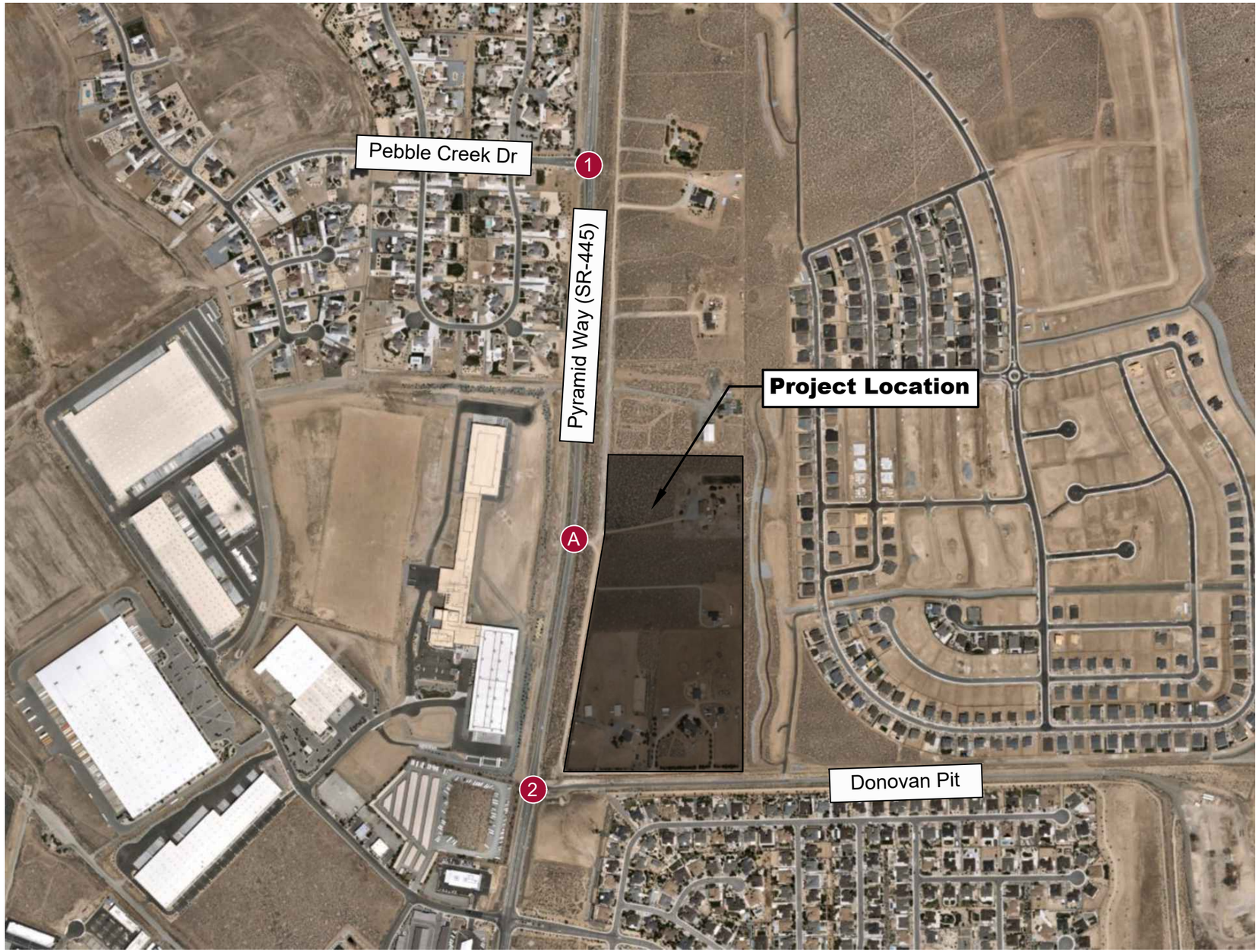
To accurately determine the impact of project traffic, it is necessary to establish future baseline traffic volumes along roadways in the vicinity of the proposed development site. An annual growth rate of approximately 3.4% was obtained from the evaluation of three NDOT count stations (0311034, 0312270, 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

NORTH

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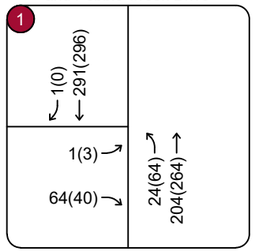
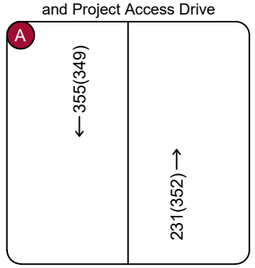
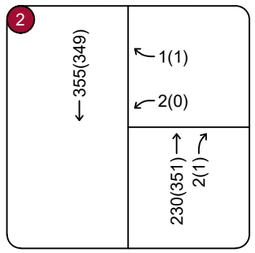
Pyramid Way (SR-445)
and Pebble Creek Drive



Pyramid Way (SR-445)
and Project Access Drive



Pyramid Way (SR-445)
and Donovan Pit



Legend

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

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

Figure 4

Kimley»Horn ©2025

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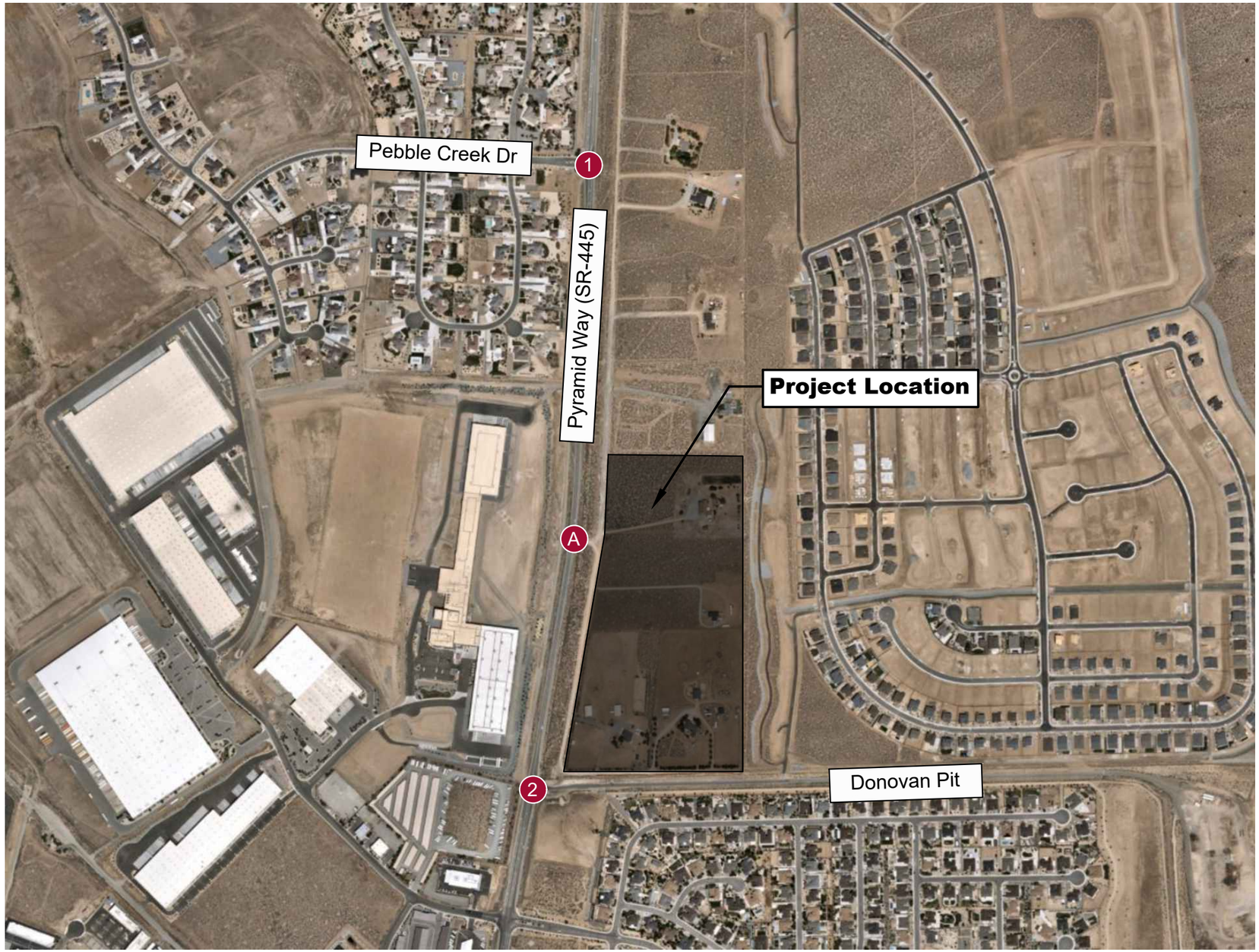

Source: Nearmap US, Inc. Image Date: August 2025

NORTH

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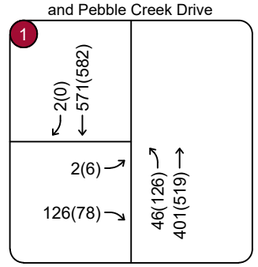
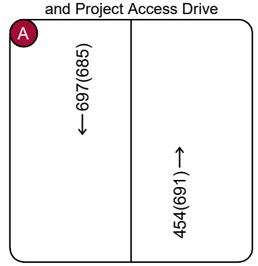
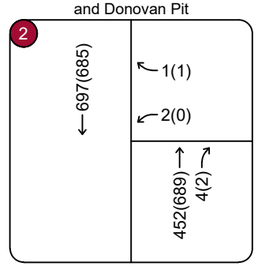
Pyramid Way (SR-445)
and Pebble Creek Drive



Pyramid Way (SR-445)
and Project Access Drive



Pyramid Way (SR-445)
and Donovan Pit



Legend

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

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

Figure 5

Kimley»Horn ©2025

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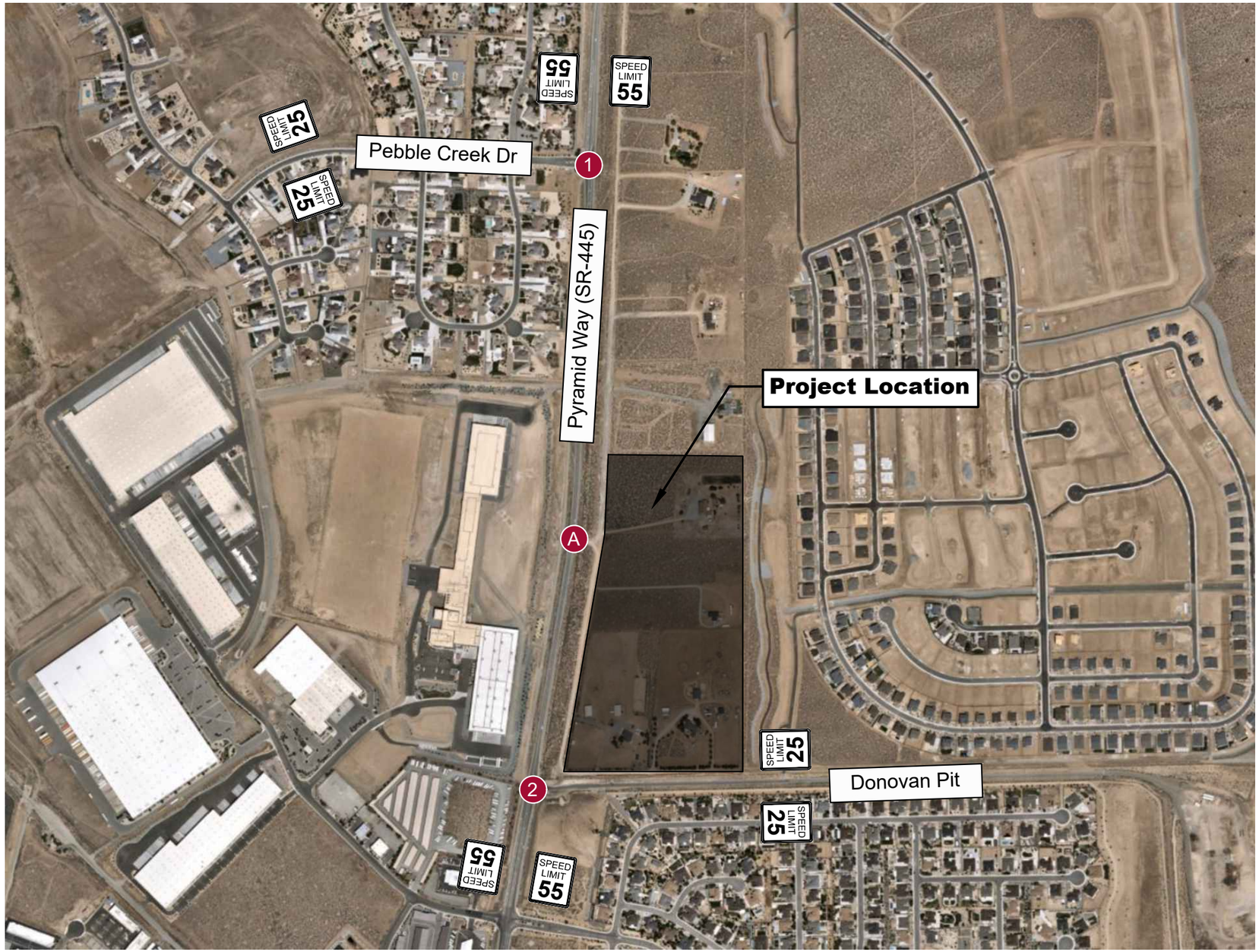
Path: C:\Users\sydney.binkley\KH\Giacomin, David – Reno Civil\192859 – Brian Markowski\000 – Campo Rico\Figures\Figures\Figures\2025-08-25 Campo Rico TIS.dwg / Xref: 2023 CC MC Street Network;2023 CC CL Street Network



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

NORTH

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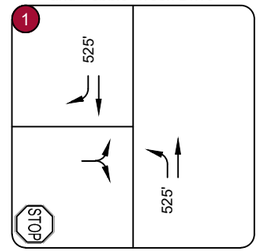
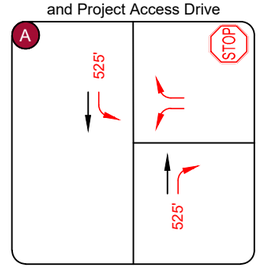
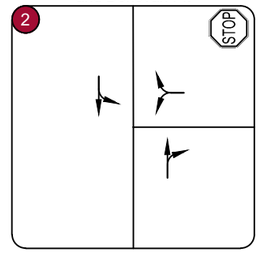
Pyramid Way (SR-445)
and Pebble Creek Drive



Pyramid Way (SR-445)
and Project Access Drive



Pyramid Way (SR-445)
and Donovan Pit



Legend

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

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

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.

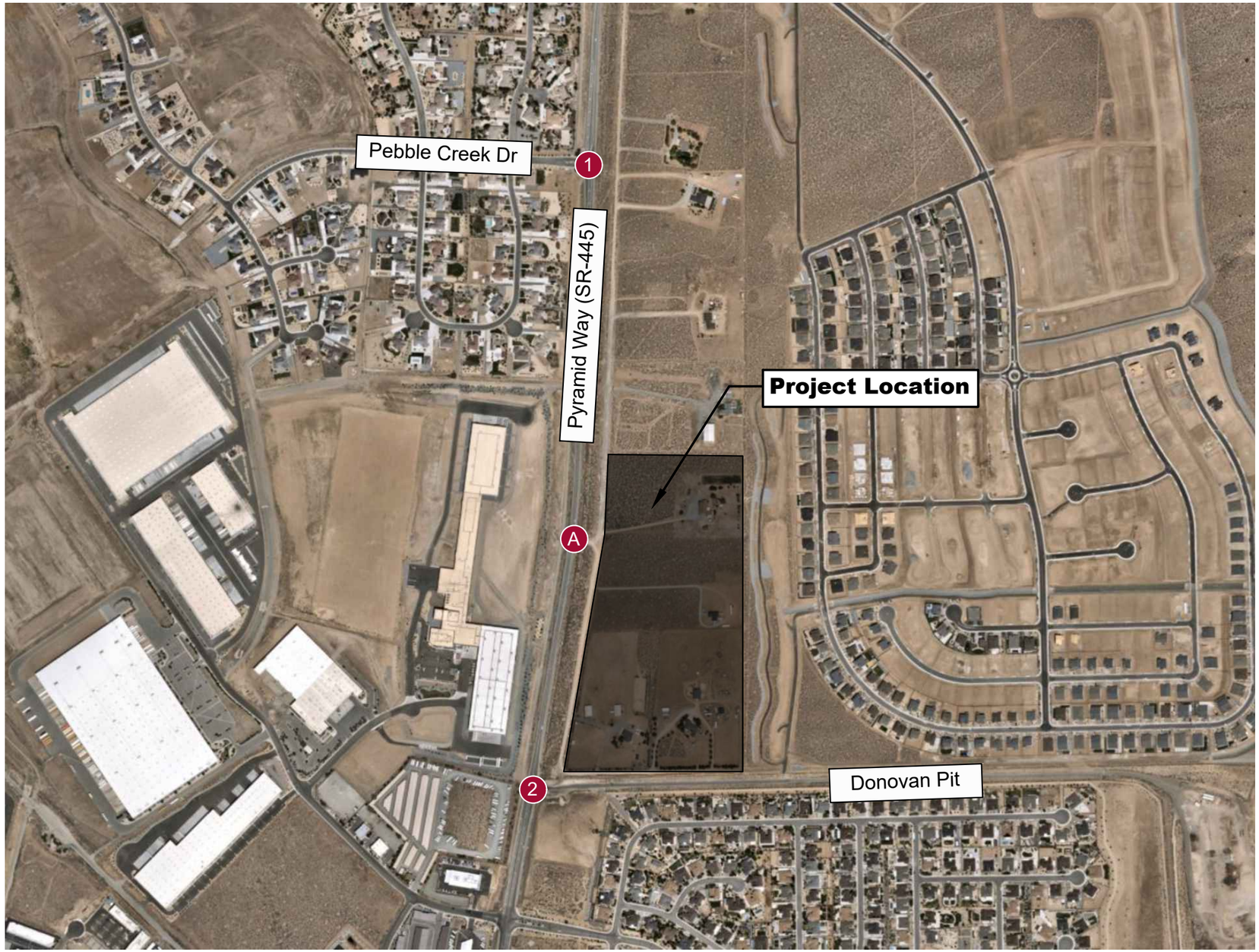
3.6. Traffic Assignment

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.

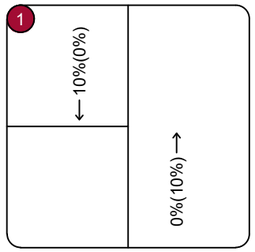


Source: Nearmap US, Inc. Image Date: August 2025

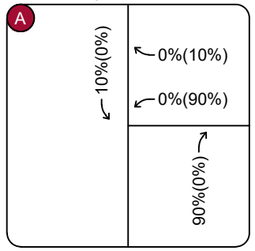
NORTH

NTS

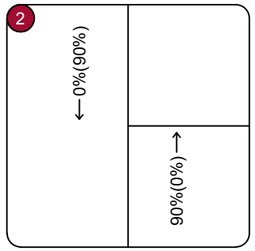
Pyramid Way (SR-445)
and Pebble Creek Drive



Pyramid Way (SR-445)
and Project Access Drive



Pyramid Way (SR-445)
and Donovan Pit



Legend

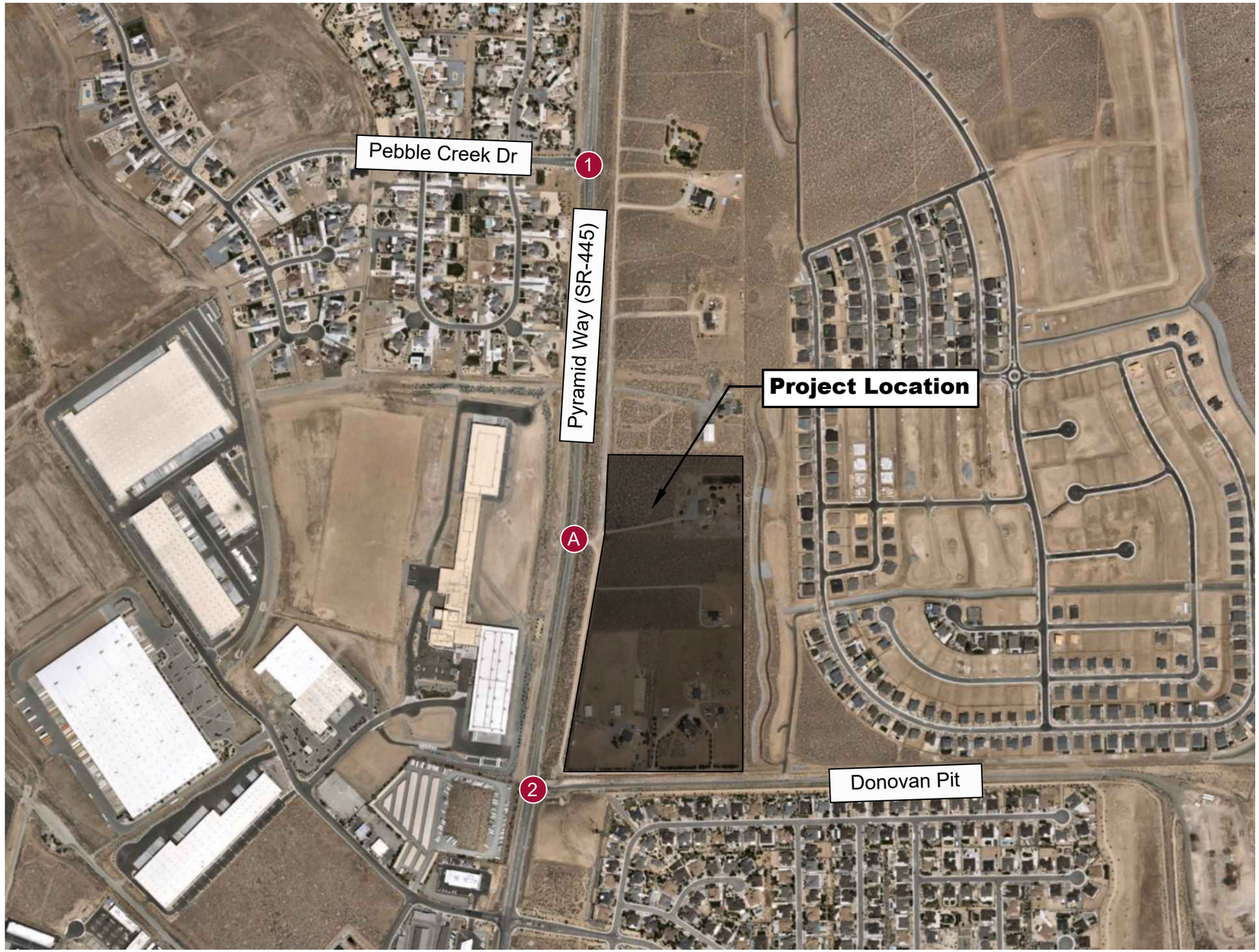
#	Study Area Key Intersection
X	Project Access Drive
⟵ XX%(XX%)	IN(OUT) Peak Hour Trip Distribution

Campo Rico Traffic Impact Study
Project Trip Distribution

Figure 7

Kimley»Horn ©2025

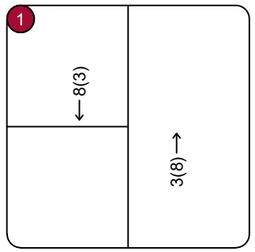
Date: August 25, 2025 – 3:12pm / User: Sydney.Binkley
Path: C:\Users\sydney.binkley\KH\Giacomin, David – Reno Civil\192859 – Brian Markowski\000 – Campo Rico\Figures\Figures\Figures\2025-08-25 Campo Rico TIS.dwg / Xref: 2023 CC MC Street Network;2023 CC CL Street Network



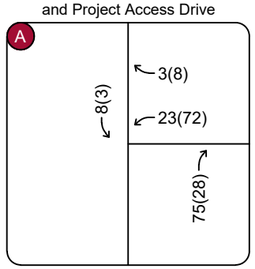
Source: Nearmap US, Inc. Image Date: August 2025

NTS

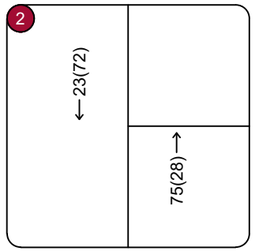
Pyramid Way (SR-445)
and Pebble Creek Drive



Pyramid Way (SR-445)
and Project Access Drive



Pyramid Way (SR-445)
and Donovan Pit



Legend

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

Campo Rico Traffic Impact Study
Project Traffic Assignment

Figure 8

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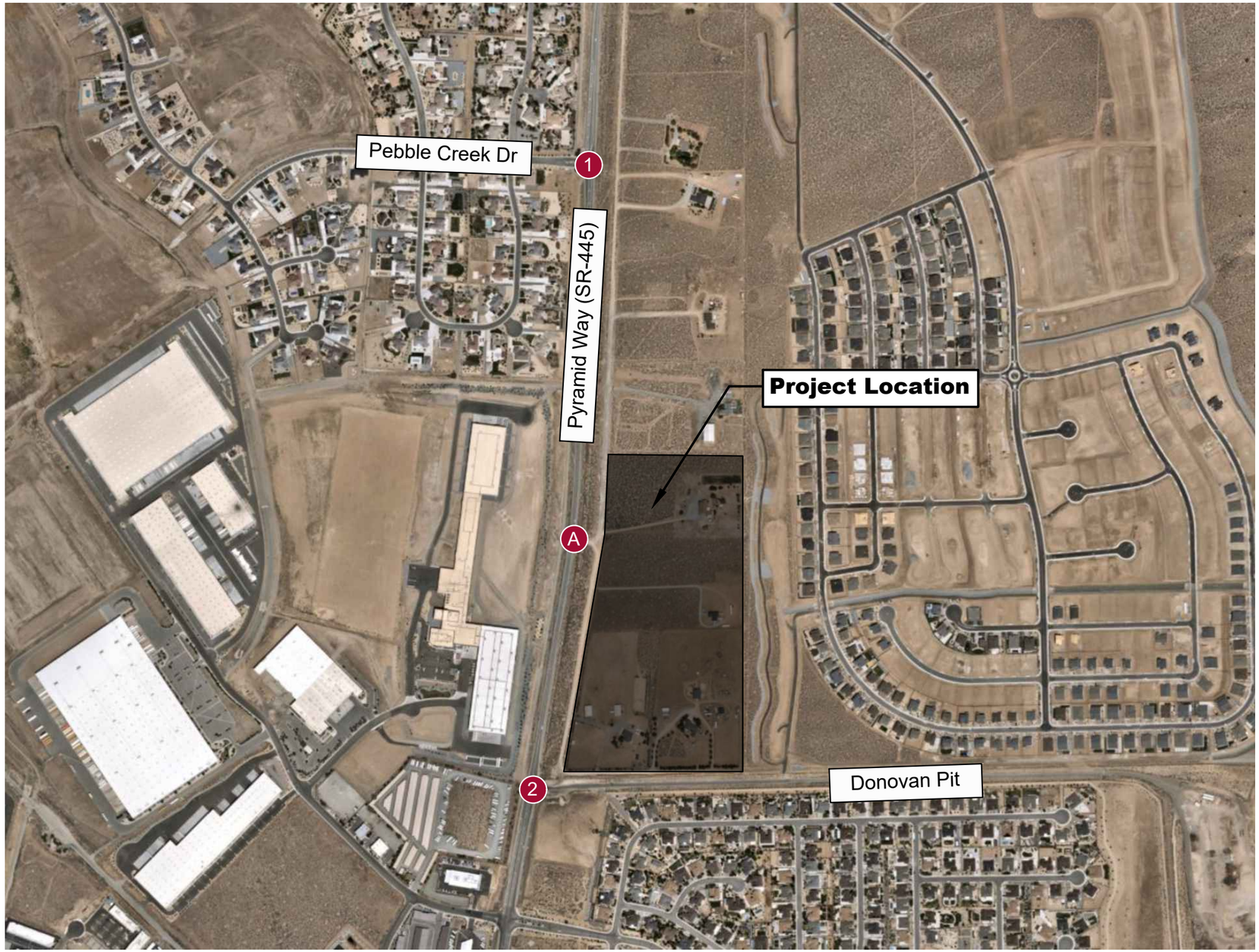
Date: August 25, 2025 – 3:12pm / User: Sydney.Binkley
Path: C:\Users\sydney.binkley\KH\Giacomin, David – Reno Civil\192859 – Brian Markowski\000 – Campo Rico\Figures\Figures\Figures\2025-08-25 Campo Rico TIS.dwg / Xref: 2023 CC MC Street Network;2023 CC CL Street Network

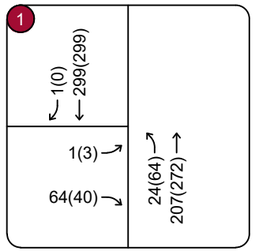


Source: Nearmap US, Inc. Image Date: August 2025

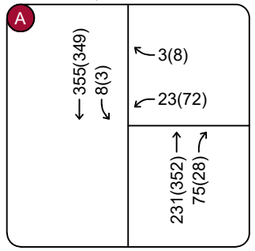
NORTH

NTS

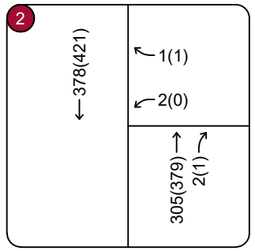
Pyramid Way (SR-445)
and Pebble Creek Drive



Pyramid Way (SR-445)
and Project Access Drive



Pyramid Way (SR-445)
and Donovan Pit



Legend

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

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

Figure 9

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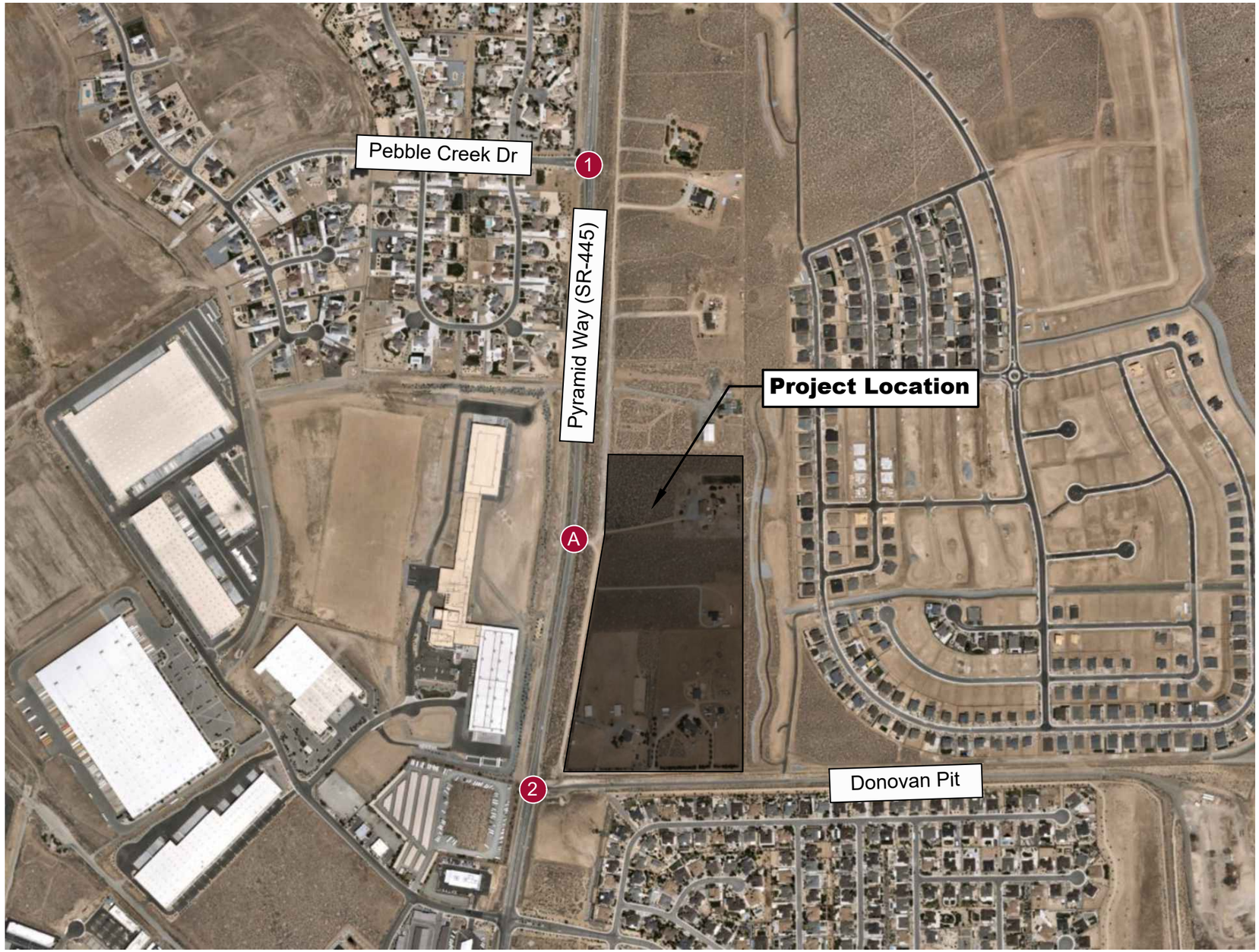
Path: C:\Users\sydney.binkley\KH\Giacomin, David – Reno Civil\192859 – Brian Markowski\000 – Campo Rico\Figures\Figures\Figures\2025-08-25 Campo Rico TIS.dwg / Xref: 2023 CC MC Street Network;2023 CC CL Street Network

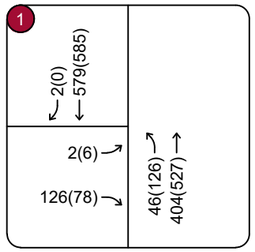


Source: Nearmap US, Inc. Image Date: August 2025

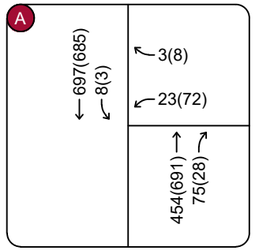
NORTH

NTS

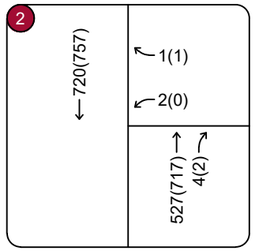
Pyramid Way (SR-445)
and Pebble Creek Drive



Pyramid Way (SR-445)
and Project Access Drive



Pyramid Way (SR-445)
and Donovan Pit



Legend

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

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

Figure 10

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Date: August 25, 2025 – 3:13pm / User: Sydney.Binkley
Path: C:\Users\sydney.binkley\KH\Giacomin, David – Reno Civil\192859 – Brian Markowski\000 – Campo Rico\Figures\Figures\Figures\2025-08-25 Campo Rico TIS.dwg / Xref: 2023 CC MC Street Network;2023 CC CL Street Network

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

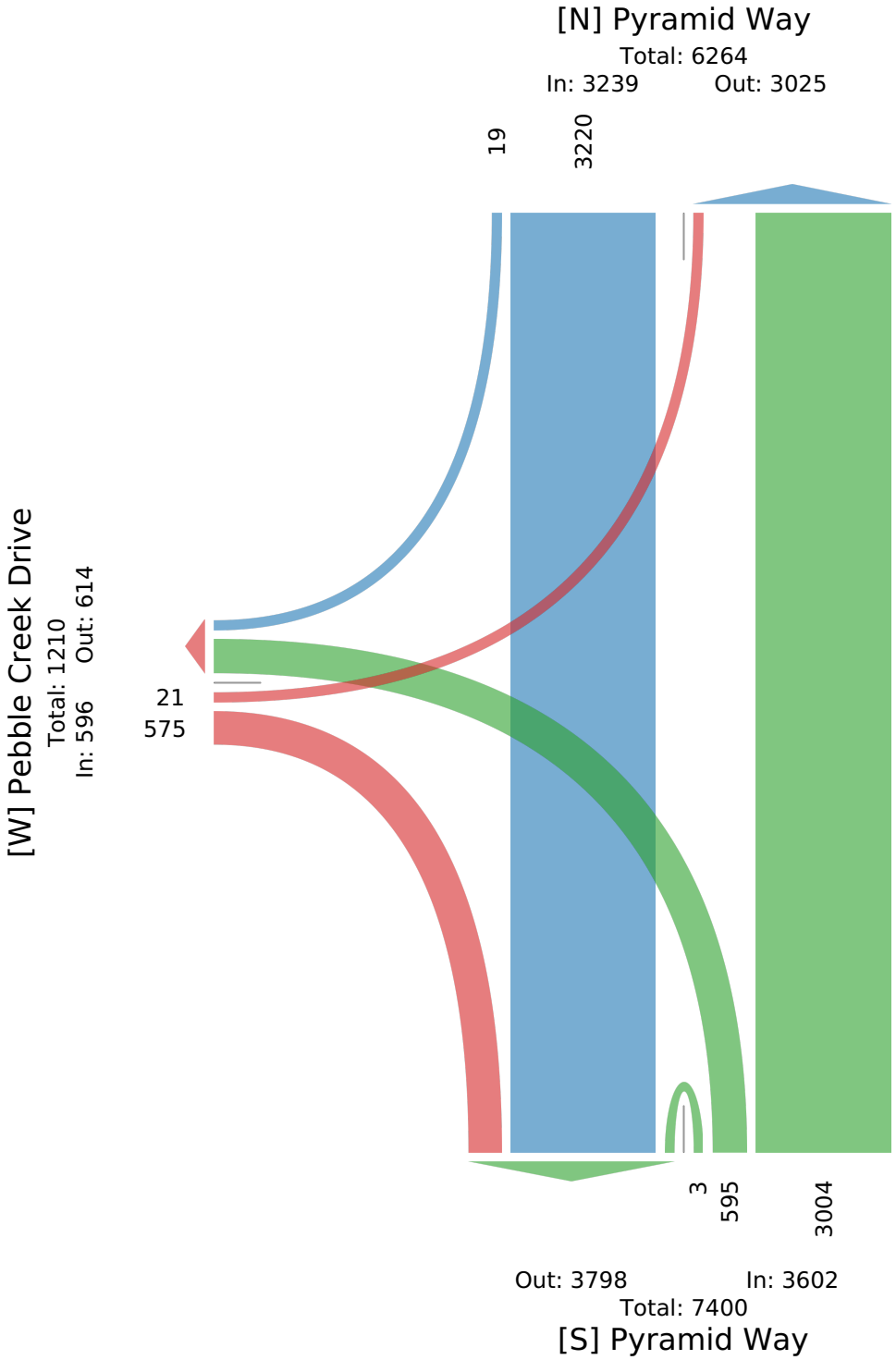
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	Pyramid Way				Pyramid Way				Pebble Creek Drive				
Direction	Northbound				Southbound				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

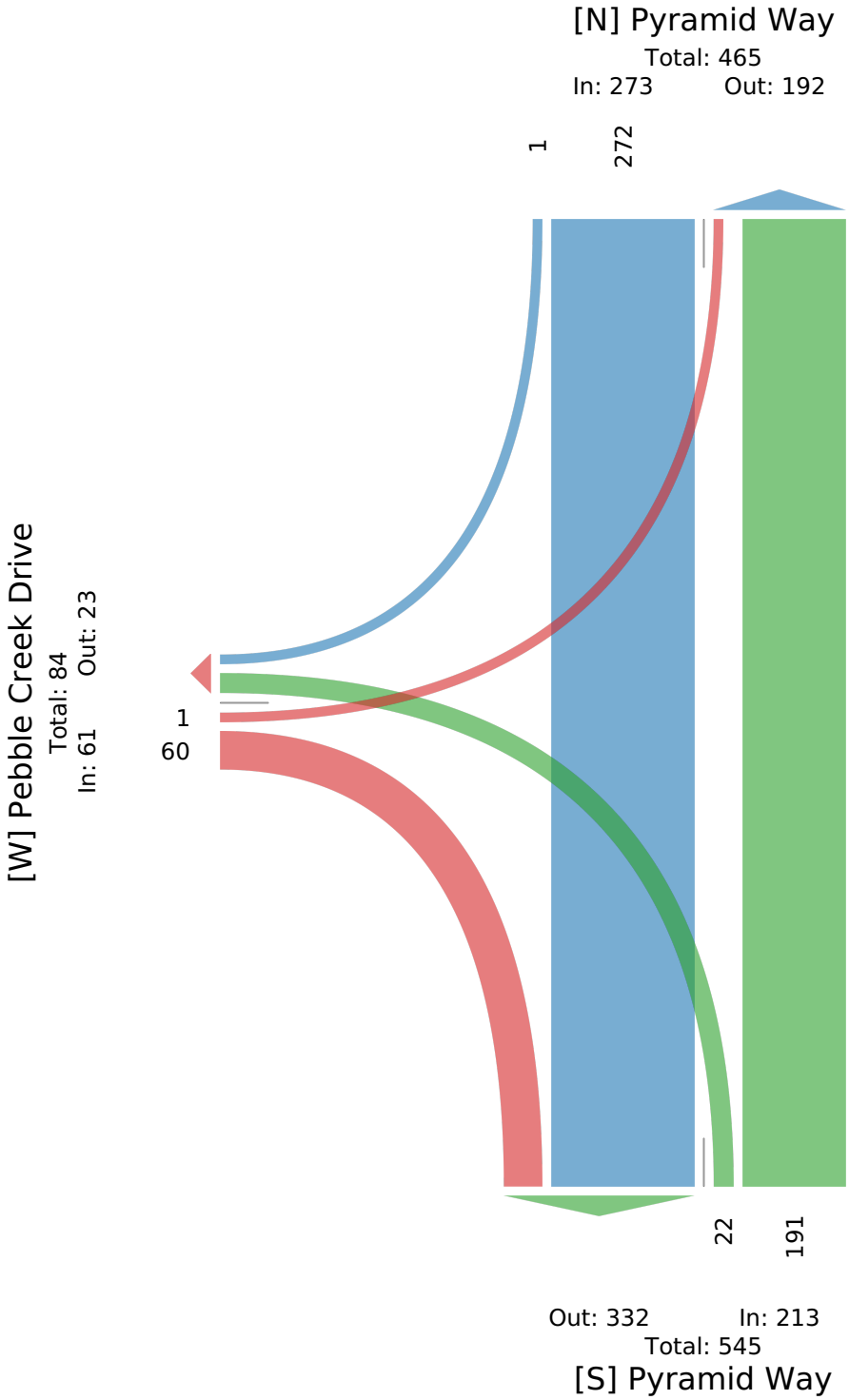
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	Pyramid Way				Pyramid Way				Pebble Creek Drive				
Direction	Northbound				Southbound				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	Pyramid Way				Pyramid Way				Pebble Creek Drive				
Direction	Northbound				Southbound				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.
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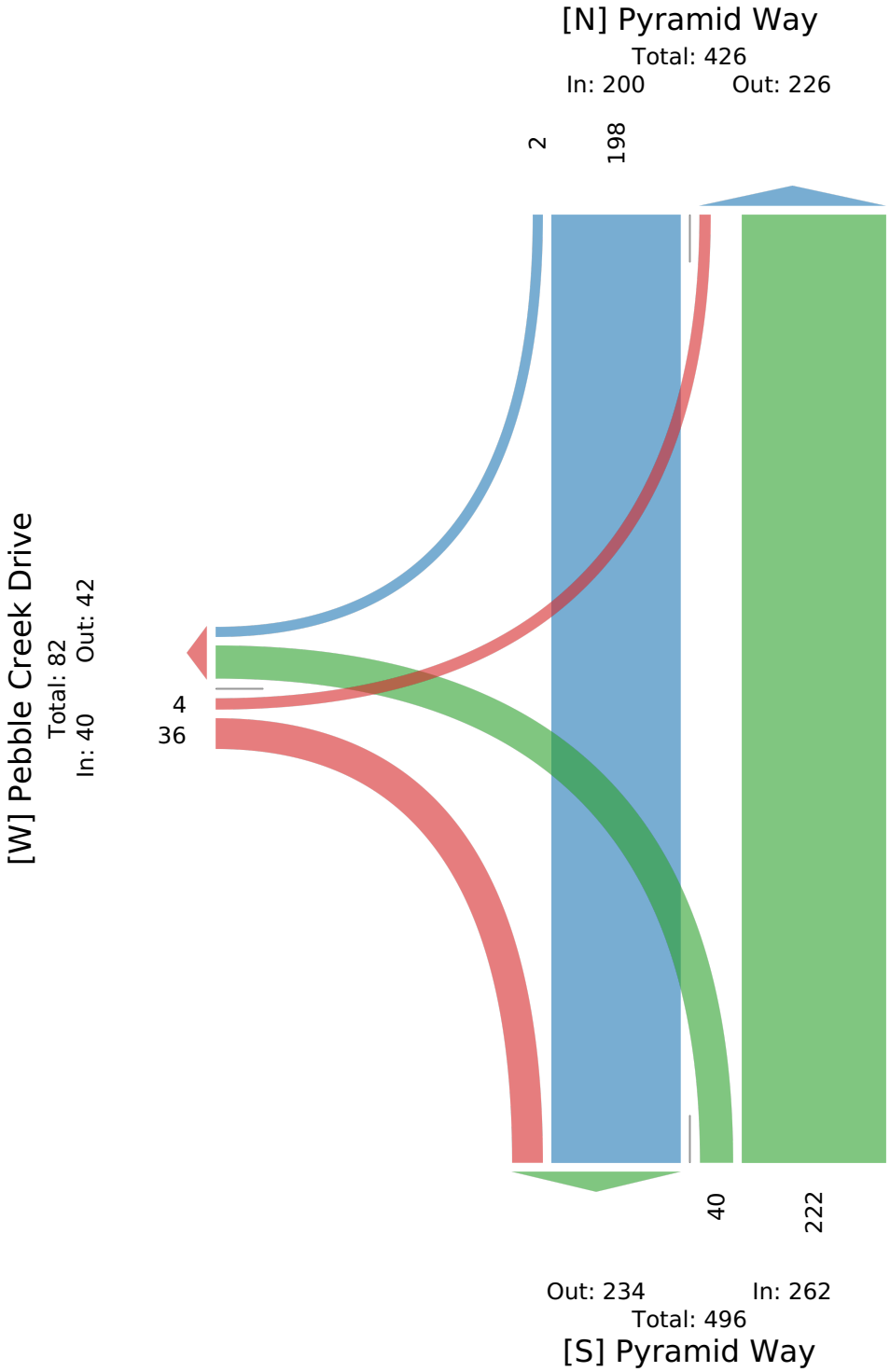

Pyramid Way & Pebble Creek Drive - TMC

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.
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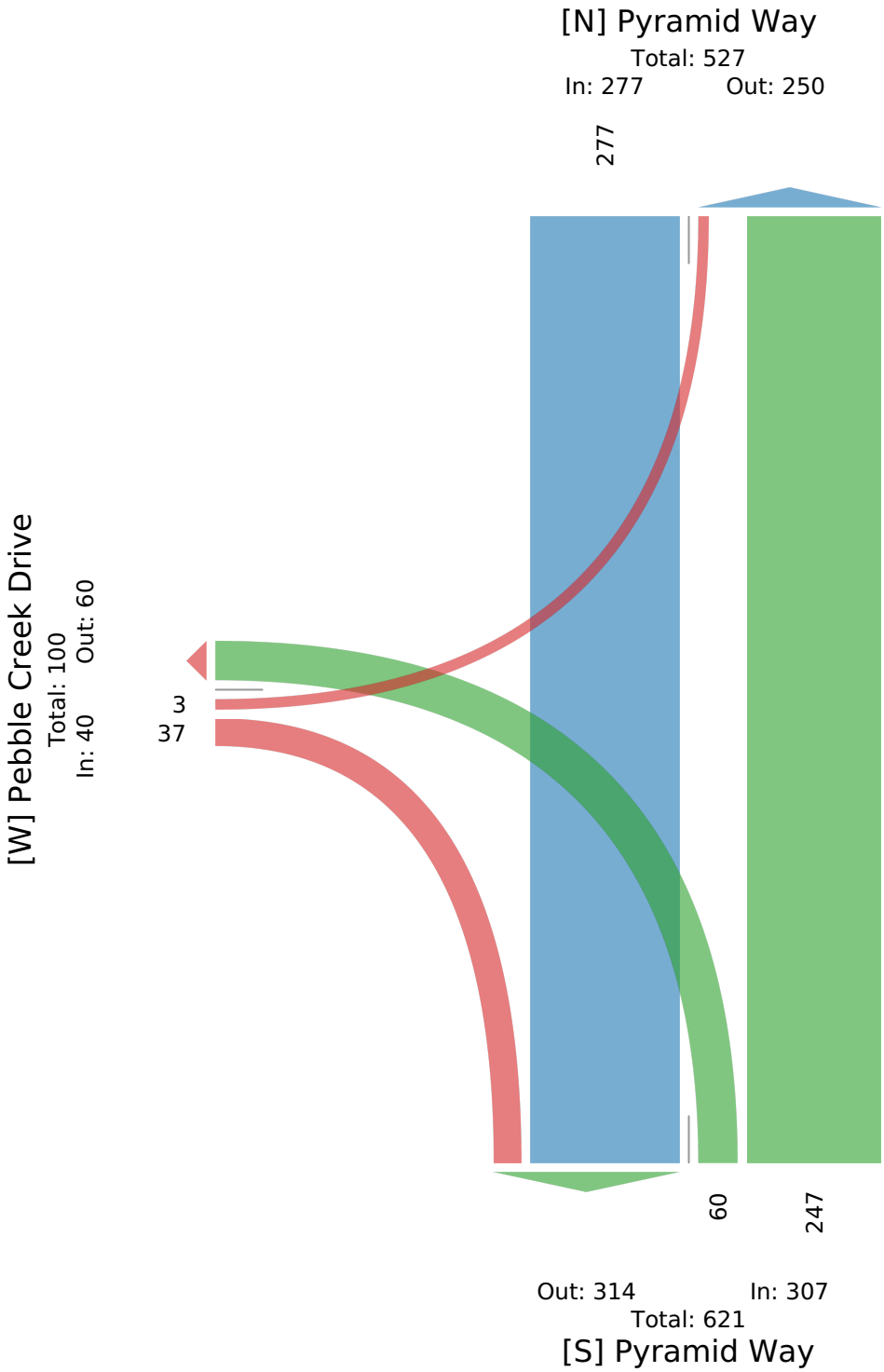


Pyramid Way & Donovan Pit - TMC

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

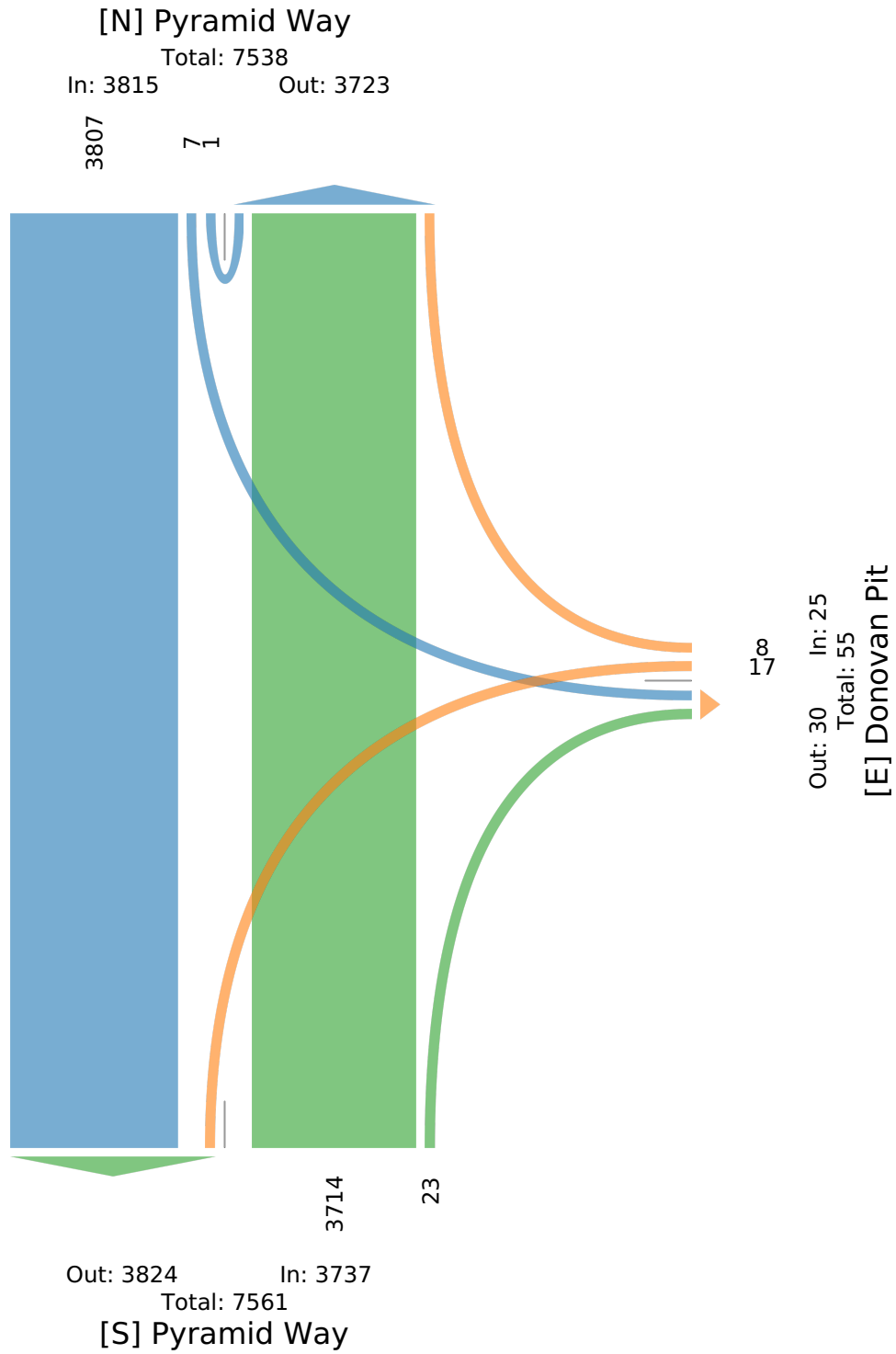
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	Pyramid Way				Pyramid Way				Donovan Pit				
Direction	Northbound				Southbound				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	Pyramid Way				Pyramid Way				Donovan Pit				
Direction	Northbound				Southbound				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.
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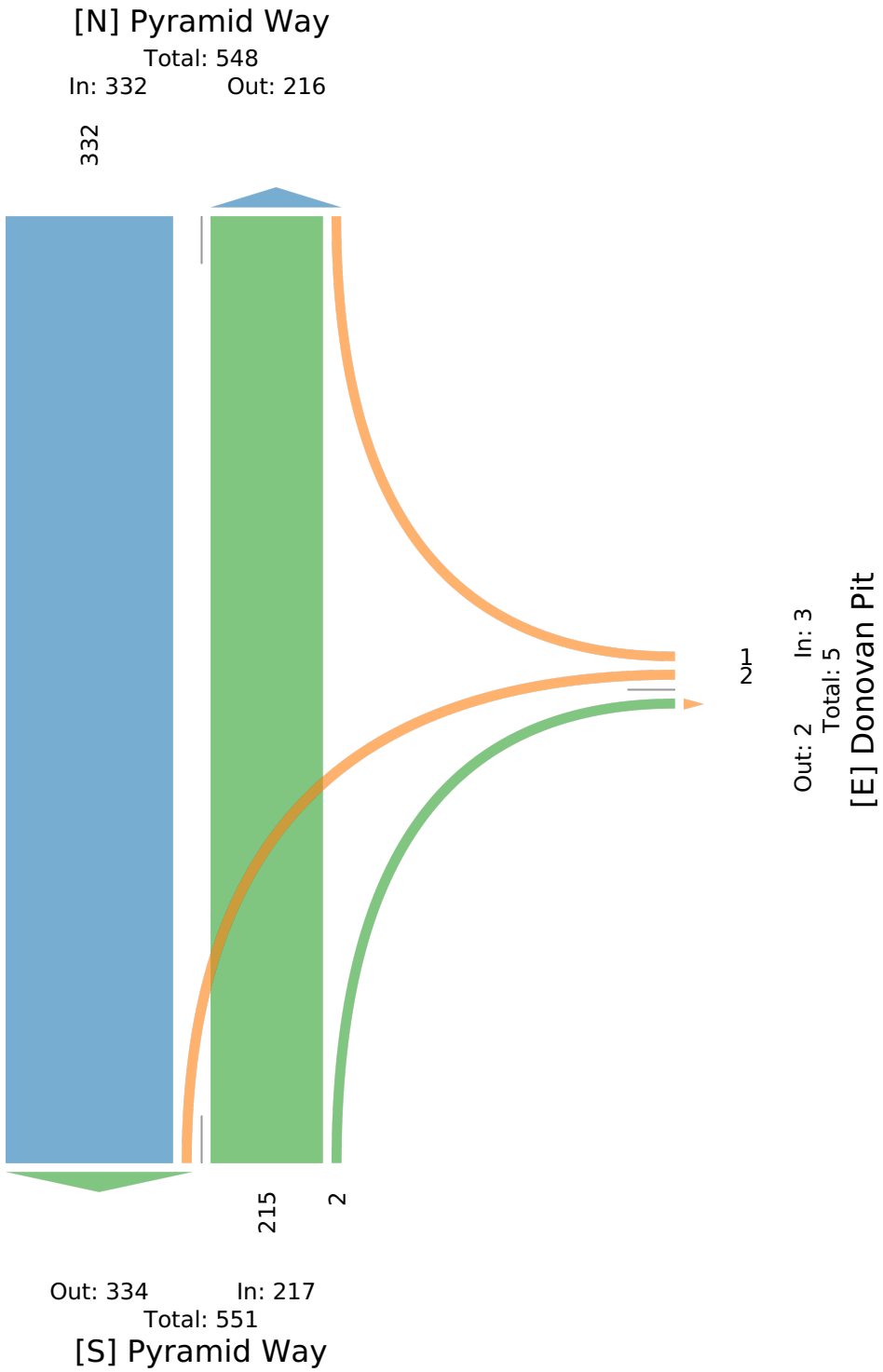

Pyramid Way & Donovan Pit - TMC

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

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

Leg	Pyramid Way				Pyramid Way				Donovan Pit				
Direction	Northbound				Southbound				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.
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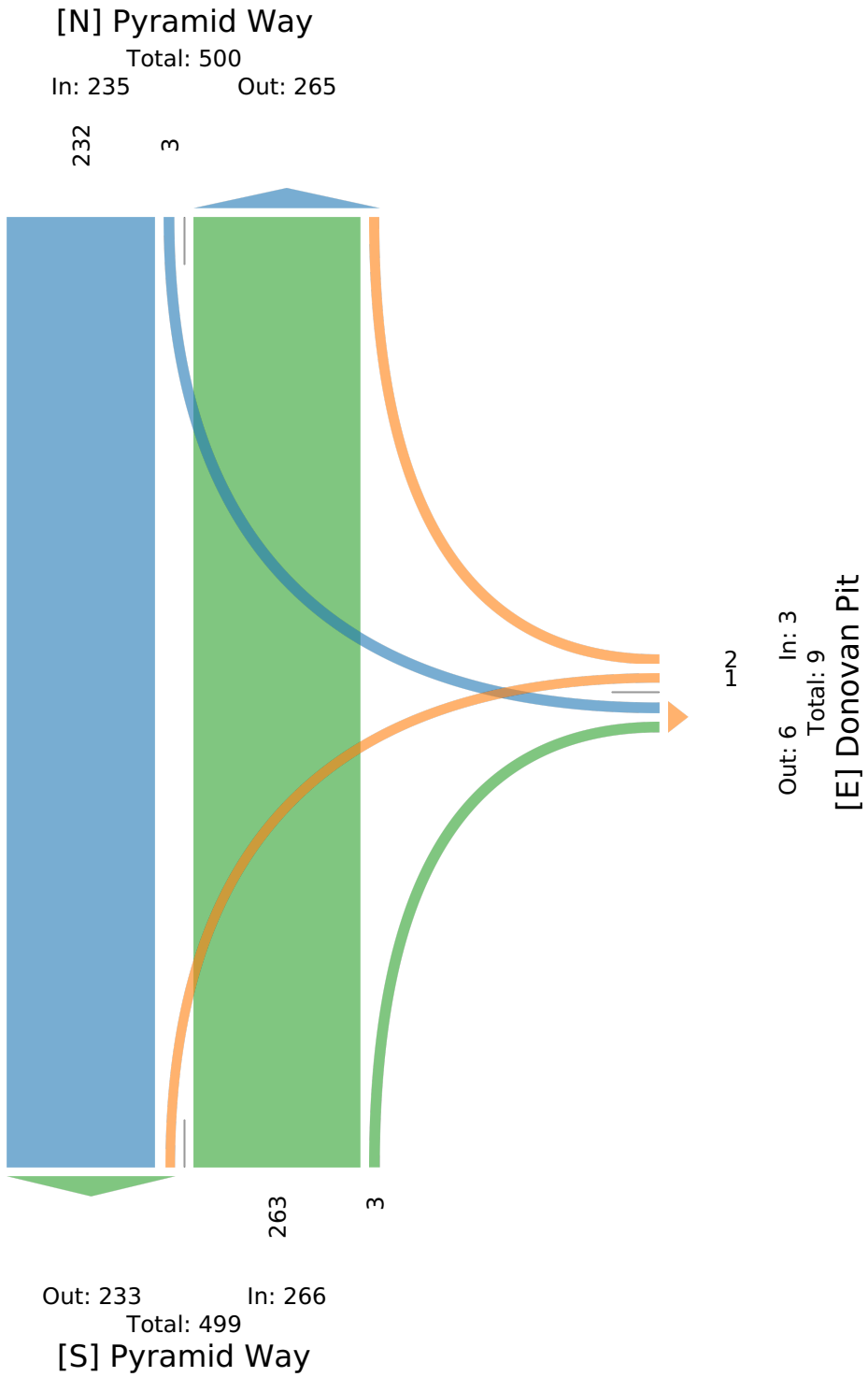


Pyramid Way & Donovan Pit - TMC

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

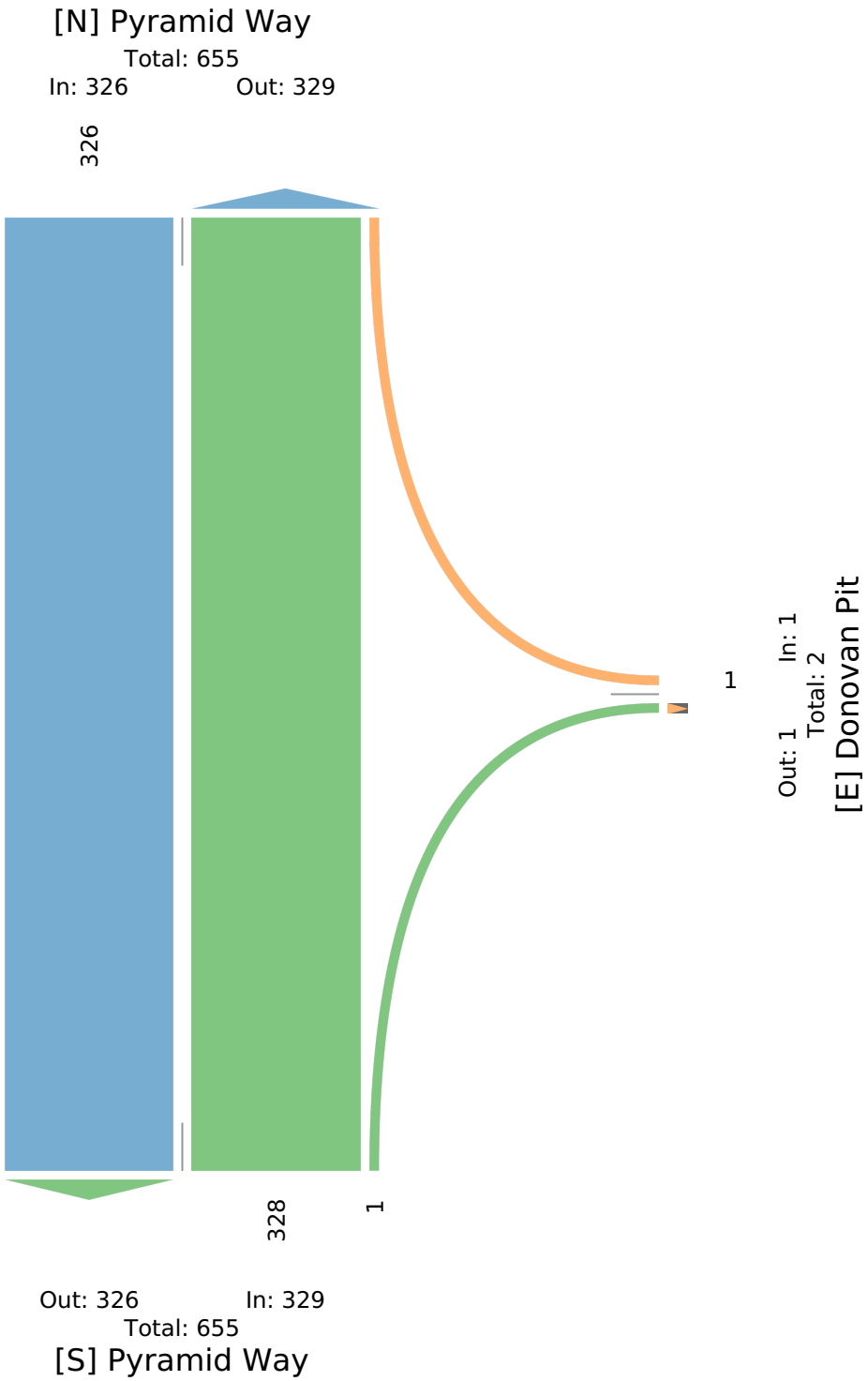
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

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

Kimley»Horn

Project:	Campo Rico TIS	*Project Number:*	192859000
Subject:	NDOT Growth Rate Calculations	*Date:*	8/18/2025
Created By:	SAB	*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

Kimley»Horn

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

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	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	NBR	WBLn1	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	-

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/v	10.69	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	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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/v	10.25	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	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	-

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/v	10.49	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						
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	0	255	0
Stage 1	254	-	-	-	-	-
Stage 2	390	-	-	-	-	-
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	433	778	-	-	1293	-
Stage 1	782	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	433	778	-	-	1293	-
Mov Cap-2 Maneuver	433	-	-	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	678	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.14	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	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	-

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						
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/v	10.42	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	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/v	10.56	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	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	0	337	0
Stage 1	336	-	-	-	-	-
Stage 2	415	-	-	-	-	-
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	374	699	-	-	1205	-
Stage 1	717	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	374	699	-	-	1205	-
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	NBR	WBLn1	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	0	-	0
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/v	10.94	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	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	0	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/v	10.64	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	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	-

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/v	15.27	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						
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	0	501	0
Stage 1	499	-	-	-	-	-
Stage 2	766	-	-	-	-	-
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	184	566	-	-	1048	-
Stage 1	604	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	184	566	-	-	1048	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	454	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	20.37	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	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/v	17.67	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						
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	0
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/v	13.78	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	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	-

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/v	15.43	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	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	0
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	NBR	WBLn1	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	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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/v	14.14	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	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

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/v	10.19	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	0	333	0
Stage 1	251	-	-	-	-	-
Stage 2	403	-	-	-	-	-
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	427	780	-	-	1210	-
Stage 1	784	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	423	780	-	-	1210	-
Mov Cap-2 Maneuver	423	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.53	0	0.18
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	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	-

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/v	12.26	0	8.69
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	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/v	26.04	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	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	0	782	0
Stage 1	751	-	-	-	-	-
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	371	406	-	-	823	-
Stage 1	461	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	369	406	-	-	823	-
Mov Cap-2 Maneuver	369	-	-	-	-	-
Stage 1	461	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	17.02	0	9.39
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	369	406	823	-
HCM Lane V/C Ratio	-	-	0.212	0.021	0.004	-
HCM Control Delay (s/veh)	-	-	17.3	14.1	9.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	0	-

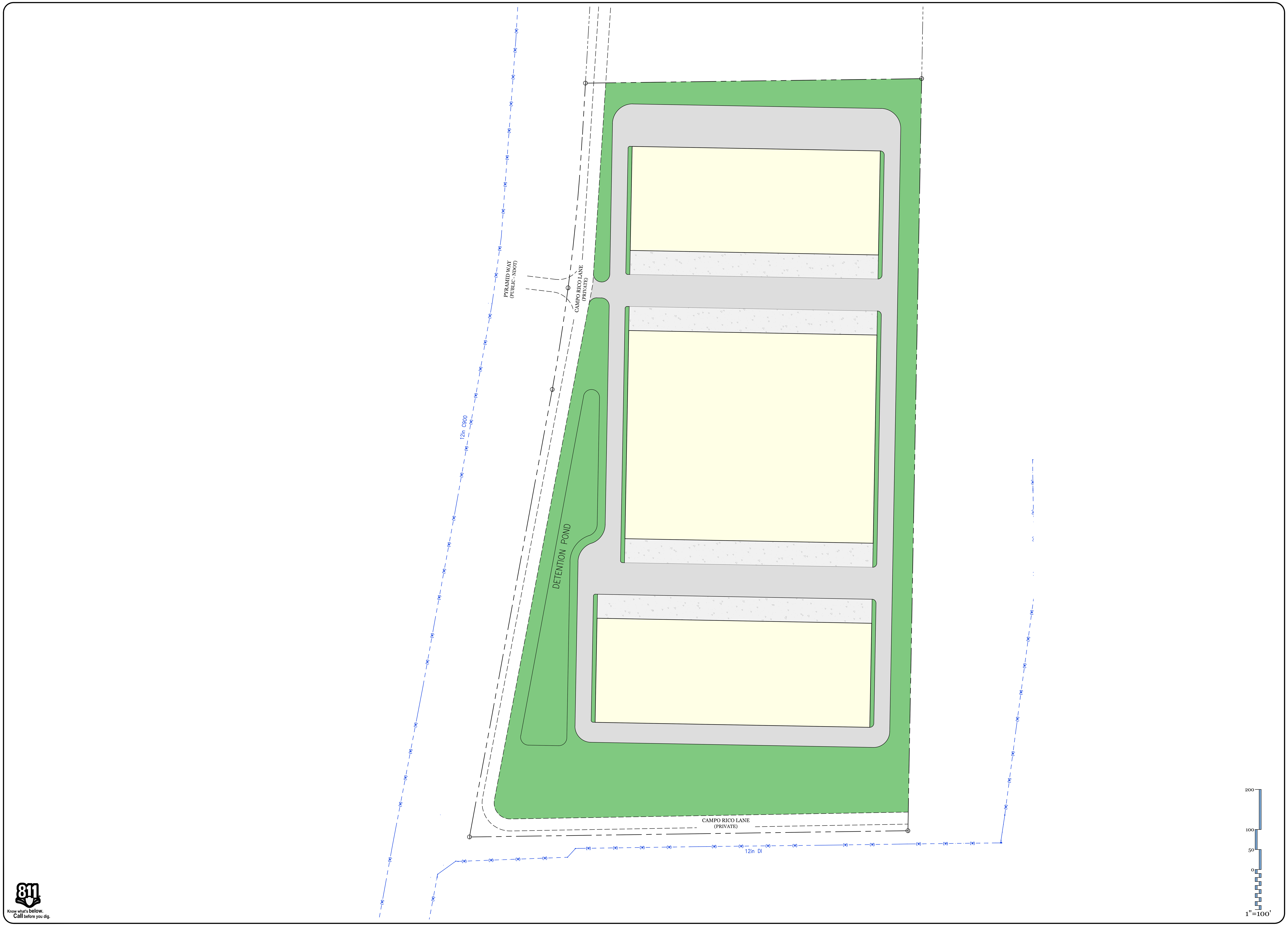
Intersection	
Int Delay, s/veh	3.3

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	61.21	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	-



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NORTH

Campo Rico

Preliminary Site Plan

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

Project #	25.065
Drawn	TKN
Checked	MWV
Date	8.19.2025
△	Revisions

FOR CONSTRUCTION ONCE APPROVED BY WASHOE COUNTY, NEVADA

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