# Master Plan Amendment and Rezone Application **Upland Estates**

Submitted to Washoe County September 17, 2018

**ORIGINAL** 

Prepared for

Spanish Springs Associates L.P 550 West Plumb Lane, Ste B Reno, NV 89509 Prepared by



WOOD RODGERS

1361 Corporate Blud & Done MIV 90502 & Tel: 775 923 4059 & www.woodredgers.com



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# Section 1

## **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	S	taff Assigned Case No.:		
Project Name: Upland	Estates			
Description: change the existing		se from Commercial to Suburban F hood Commercial to Medium Dens ngs Area Plan		
Project Address: Neighborhood	Way			
Project Area (acres or square fee	et): 43.04 acres			
Project Location (with point of re	ference to major cross	streets AND area locator):		
Approximately 1,700 feet no	orth of intersection	of Neighborhood Way and	Eagle Canyon Dr	
Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No.(s):	Parcel Acreage:	
532-031-16	11.214	532-032-05	20.75	
532-032-03	11.08			
Section(s)/Township/Range: Po	ortion of Section 34 & 3	35, T21N-R20E		
Indicate any previous Washoe County approvals associated with this application:  Case No.(s). WTM18-0007 (Spanish Springs Associates)				
Applicant Information (attach additional sheets if necessary)				
Property Owner:		Professional Consultant:		
Name: Spanish Springs Associa	ates LP	Name: Wood Rodgers, Inc		
Address: 550 West Plumb Lane, S	Ste B, Reno, NV 89509	Address: 1361 Corporate Blvd		
Reno, NV	Zip: 89509-3686	Reno, NV	Zip: 89502	
Phone: 775-425-4422	Fax:	Phone: 823-5258	Fax: 823-4066	
Email: jesse@hawcoproperties.c	com	Email: shuggins@woodrodgers.com		
Cell: 775-560-6922	Other:	Cell:	Other:	
Contact Person: Jesse Haw		Contact Person: Stacie Huggins		
Applicant/Developer:		Other Persons to be Contact	ed:	
Name: SAME AS ABOVE		Name:		
Address:		Address:		
	Zip:		Zip:	
Phone:	Fax:	Phone:	Fax:	
Email:		Email:		
Cell:	Other:	Cell:	Other:	
Contact Person:		Contact Person:		
	For Office	Use Only		
Date Received:	Initial:	Planning Area:		
County Commission District:		Master Plan Designation(s):		
CAB(s):		Regulatory Zoning(s):		

## **Property Owner Affidavit**

Applicant Name: <u>Spanish Springs Associated Limited Partnership</u>, a Nevada Limited <u>Partnership By Hawco Development Company</u>, A Nevada Corporation, General Partner

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

STATE OF NEVADA )	
COUNTY OF WASHOE )	
I <u>, Jesse Haw</u> (ple	ease print name)
application as listed below and that the fore information herewith submitted are in all respectand belief. I understand that no assurance Development.	n the owner* of the property or properties involved in this egoing statements and answers herein contained and the ects complete, true and correct to the best of my knowledge or guarantee can be given by members of Planning and
,	I by each property owner named in the title report.)
Assessor Parcel Number(s): 532-031-16, 5	32-032-05, and 532-032-03
	Spanish Springs Limited Partnership, a Nevada limited partnership  By: Hawco Development ©ompany.
	a Nevada corporation, General Partner  By;  Jesse Haw, President
	Address 550 West Plumb Lane, Ste B,
	Reno, NV 89509
we	
Subscribed and sworn to before me to the subscribed and	his (Notary Stamp)
Notary Public in and for said county and state	P. HANSON  Notary Public - State of Nevada  Appointment Recorded in Washoe County
My commission expires: 10/13/20	No: 96-3503-2 - Expires October 13, 2020
<ul><li>Power of Attorney (Provide copy of Power Agent (Provide notarized letter</li></ul>	py of recorded document indicating authority to sign.) ower of Attorney.) from property owner giving legal authority to agent.) od document indicating authority to sign.)

## Master Plan Amendment Supplemental Information

(All required information may be separately attached)

Chapter 110 of the Washoe County Code is commonly known as the Development Code. Specific references to Master Plan amendments may be found in Article 820, Amendment of Master Plan.

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:

Ø	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
	A request to add, amend, modify or delete 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 a brief explanation to all questions.

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

The request is to change the existing master plan from Commercial to Suburban Residential on approximately 43.04 acres of undeveloped land located approximately 1,700 feet north of the intersection of Eagle Canyon Road and Neighborhood Way.

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? Truckee Meadows Housing study suggests need for additional residential throughout Washoe County. A significant amount of commercial exists today in this area and in the area immediately surrounded by residential uses so request would be more compatible with surrounding area. 3. Please provide the following specific information. a. What is the location (address or distance and direction from nearest intersection)? Please attach a legal description. The project site is approximately 1,700 feet north of intersection of Eagle Canyon Road and Neighborhood Way and approximately 1,000 feet west of Pyramid Highway.

	<b>O</b> (		• ,	
APN of	Master Plan	Existing	Proposed	Proposed Acres
Parcel	Designation	Acres	Master Plan	
			Designation	
532-031-16	Commercial	11.214	Suburban Residential	11.21
532-032-05	Commercial	20.752	Suburban Residential	20.75
532-032-03	Commercial/Open Space	11.08	Suburban Residential	11.08

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

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

North	Suburban Residential
South	Commercial
East	Suburban Residential
West	Suburban Residential

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 is currently undeveloped but surrounded primarily by single family residential development with a senior assisted living facility directly south/west. Lot sizes in the adjacent newly constructed neighborhoods to the north of the project site range in size with minimum 8,000 square foot lots directly adjacent to the property. Access to the project area is via Neighborhood Way, which is a paved two lane road with a median/turn lane, bike lanes, landscaping, and sidewalk on both sides.

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.

The project site is in a nearly flat area with gentle sloping from the northwest to the southeast. The entire site is free of steep slopes with minimal sloping over 15%. The western portion of the site is divided by Neighborhood Way, a two-lane arterial street with a median/turn lanes, existing landscaping, sidewalks on both sides, and a concrete drainage ditch to the west. The eastern side of the project area is divided by an approximate 150-foot-wide drainage ditch commonly referred to as a conveyance system for the Spanish Springs Flood Plain Detention Facility. Although some of the site has been graded by past activities the site is characterized by native vegetation (primarily native shrubs, sagebrush, and grasses). There is also an exiting drainage ditch that follows the western boundary.

of the floodplain and any proposed floodplai	(If yes, please attach documentation of the extent n map revisions in compliance with Washoe County azards, and consultation with the Washoe County
☐ Yes	■ No
Explanation:	
Does property contain wetlands? (If yes, describe the impact the proposal will have or a permit issued from the U.S. Army Corps of	please attach a preliminary delineation map and n the wetlands. Impacts to the wetlands may require Engineers.)
☐ Yes	■ No
Explanation:	
	excess of 15 percent and/or significant ridgelines? (If ments contained in Article 424, Hillside Development
☐ Yes	■ No
Explanation:	
	of the floodplain and any proposed floodplaid Development Code, Article 416, Flood Haragineering.)  Yes  Explanation:  Does property contain wetlands? (If yes, describe the impact the proposal will have on a permit issued from the U.S. Army Corps of  Yes  Explanation:  Does property contain slopes or hillsides in eyes, please note the slope analysis requirer of the Washoe County Development Code.)  Yes

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

	☐ Yes			charge?	
E	xplanation:				
e. Do	oes property cond/or wildlife mi	ontain prime far itigation route?	mland; is within a	ı wildfire hazard area, geothermal or miı	ning area
	☐ Yes			No	
E	xplanation:				
		ether any archa e proposed am		c, cultural, or scenic resources are in the	ne vicinit
	Yes			No	
Explar	nation:				
l					

7.

■ Yes		□ No		
f yes, please identify	the following quantities ar	d documentation	on numbers i	relative to the water right
a. Permit#	68453, & 68454	acre-fee	t per year	48.44, & 4.94
b. Certificate #		acre-fee	et per year	
c. Surface Claim #		acre-fee	et per year	
d. Other#		acre-fee	et per year	
If the proposed a	mondment involves an in	ensification of	land use nic	assa identify how sufficie
	mendment involves an interest and interest a			ease identify how sufficie

9.	Ple	ase d	lescribe the source	and timing of t	he water fa	cilities necessary to serv	ve the amendment:
	a.	Syst	ет Туре:				
			Individual wells				
			Private water	Provider:			
			Public water	Provider:	Truckee Me	eadows Water Authority	
	b.	Avai	lable:				
			Now	☐ 1-3 yea	rs	☐ 3-5 years	☐ 5+ years
	C.	Washoe County Capital Improvements Program project?					
			Yes			No	
d. If a public facility is proposed and is currently not listed in the Washoe Coul Improvements Program and not available, please describe the funding mechanism for availability of water service:							
			(4)				
10.		at is endm		timing of sev	wer service	es necessary to accor	mmodate the proposed
	a.	Syst	ет Туре:				
			Individual septic				
			Public system	Provider:	Washoe Co	ounty	
	b.	Avai	lable:				
			Now	☐ 1-3 yea	rs	☐ 3-5 years	☐ 5+ years
	C.	Was	hoe County Capita	al Improvement	s Program	project?	
			Yes			No	

d. If a public facility is proposed and is currently not listed in the Improvements Program and not available, please describe the func- availability of sewer service. If a private system is proposed, please recommended location(s) for the proposed facility.					chanism for ensuring		
		N/A					
		ase identify the street nat regional freeway system.		ear the proposed amendment t	hat will carry traffic to		
	Wa on	ay, then head east or	n Eagle Canyon D ne can reach Inter	dents will travel south dow Prive to Pyramid Highway. Estate 80 or head west on	Traveling south		
12.		the proposed amendme ort will be required. See		r planned transportation syste ct Report Guidelines.)	ms? (If yes, a traffic		
		Yes		□ No			
13.	. Community Services (provided and nearest facility):						
	a.	Fire Station	Truckee Meadows Fire	e Station 17			
	b.	Health Care Facility	Renown Health Urgen	t Care - Los Altos			
	C.	Elementary School	Alyce Taylor Elementa	ary School			
	d.	Middle School	Shaw Middle School				
	e.	High School	Spanish Springs High	School			
	f.	Parks	Eagle Canyon, Desert	Winds, and Gator Swamp Park			
	g.	Library	Spanish Springs Libra	ry			
	h.	Citifare Bus Stop	Sun Valley Blvd and 6	th Avenue			

- 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:

Goal 1: SS.1.2 According to the Washoe County Department of Community Development, the SSAP has capacity for 1,144 units to be added within the plan boundary.

Based on the MDS zoning and the total acreage, approximately 129 lots could be developed on these parcels, which would still leave 1,015 unit within the SCMA for future development.

#### b. Conservation Element:

Goal Fourteen: Wetlands will be protected from the negative impacts of development to the standards established by state and federal agencies responsible for wetland regulation.

No wetlands exist on the project site and all future development will not have any negative impacts on the project area.

#### c. Housing Element:

Goal Seventeen: Truckee Meadows Housing study suggests a need for additional residential throughout Washoe County.

Significant amount of commercial exists today in this area and in the area immediately surrounded by residential uses so the request would be more compatible with surrounding area and provide much needed housing to the community.

#### d. Land Use and Transportation Element:

Goal Three: The request will help meet the levels of service for local transportation facilities by proposing a less intense use. The proposed residential land use is typically associated with less traffic than the current commercial land use designation.

SS.16.1 All future development will connect to community sewer service.

The property is within the TMWA Retail Water Service Area. Public water and sewer is already available in the area. Truckee Meadows Fire Station 17 is in close proximity to the area.

### f. Adopted area plan(s):

Public Services and Facilities Flement

The proposed request complies with the following policies within the Spanish Springs Area Plan: SS.1.2, SS.1.3, SS.1.5, SS.1.6, SS.7.6, SS.11.3, SS.17.1, and SS.17.2. A more detailed description of how these policies are met can be found in the Project Description in Section 2 of this application.

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

This amendment is subject to Plan Maintenance as described under Goal Seventeen and Policies SS.17.1 and SS.17.2 of the Spanish Springs Area Plan. A response to the required findings related to the proposed text amendment is included in section 2 of the Project Description in this application packet.

### **Applicant Comments**

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

Responses to required Findings under Article 820 of the Washoe County Development Code and Plan Maintenance Findings in the Spanish Springs Area Plan are included in Section 2 of this submittal packet.

## Regulatory Zone Amendment Supplemental Information

(All required information may be separately attached)

Chapter 110 of the Washoe County Code is commonly known as the Development Code. Specific references to Regulatory Zone amendments may be found in Article 821, Amendment of Regulatory Zone.

Please complete this questionnaire 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. Please describe the Regulatory Zone amendment request:

The applicant is requesting a Regulatory Zone Amendment on 3 parcels. The current zoning designations are; Neighborhood Commercial, Open Space, and Medium Density Suburban. This request is proposing to change the entire project site (43.04± acres) to Medium Density Suburban (MDS).

This zoning amendment is being submitted along with a Master Plan Amendment to change the master plan designation to Suburban Residential (SR). The proposed MDS zoning is a conforming designation under the SR designation.

- 2. List the Following information regarding the property subject to the Regulatory Zone Amendment.
  - a. What is the location (address, assessor's parcel number or distance and direction from nearest intersection)?

The project site is within unincorporated Washoe County, in the Spanish Springs area. The 43.04± acre site includes three parcels and are referred to as Washoe County Assessor Parcel Number (APN) 532-013-16, 532-032-03, and 532-032-05. The site is generally located approximately ½ mile northwest of the intersection of Eagle Canyon Road and Pyramid Way Highway, within the Spanish Springs Area Plan/Spanish Springs Suburban Character Management Area. The site is bisected by Neighborhood Way.

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

	Master Plan	Current	Existing	Proposed	Proposed
APN of Parcel	Designation	Zoning	Acres	Zoning	Acres
532-031-16	SR*	NC	11.21	MDS	11.21
532-032-05	SR*	MDS,OS, NC	20.75	MDS	20.75
532-032-03	SR*	OS, NC	11.08**	MDS	11.08
	*Pending MPA		**Pending BLA		

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

	Zoning	Use (residential, vacant, commercial, etc,)
North	MDS	Single-Family/Shaw Middle School/Vacant Land
South	NC/PR	Vacant/Assisted Living & Eagle Canyon Park
East	MDS/OS	Single-Family/Open Space
West	MDS/C/PR/PSP	Single-Family/Assisted Living/Open Space/Eagle Canyon Park/Shaw Middle School

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

The project site is in a nearly flat area with slight sloping from the northwest to the southeast. The entire site is free of steep slopes with minimal sloping over 15%. The western portion of the site is divided by Neighborhood Way, a two-lane arterial street with a median and turn lanes, existing landscaping, sidewalks on both sides, and a concrete drainage ditch to the west. The eastern side of the project area is divided by a 150-foot-wide drainage ditch commonly referred to as a conveyance system for the Spanish Springs Flood Plain Detention Facility. There is also an exiting drainage ditch that follows the western boundary. Several utility, drainage, and trail easements are located throughout the property. Mainly along the western boundary and Neighborhood Way.

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.					
	The project site is an infill site. Some of however, the site is characterized by na sagebrush, and grasses).	the site has been graded by past activities tive vegetation (primarily native shrubs,				
5.		nts such as floodplain or floodways, wetlands, slopes such as active faults, significant hydrologic resources				
	☐ Yes	■ No				
	Explanation:					
6.	Please describe whether any archaeological, his or associated with the proposed amendment:	storic, cultural, or scenic resources are in the vicinity				
	☐ Yes	■ No				
	Explanation:					

7.	requests in some groundwater hydrographic bas			nmodate the proposed amendment? (Amendment asins [e.g. Cold Springs, Warm Springs, etc.] require cations. Please provide copies of all water rights water right holder.)			
	■ Yes			No			
	If yes, please identify the following quantities and			cumentation numbers rel	ative to the water rights:		
	a. Permit # 68453, & 68454			acre-feet per year	48.44, & 4.94		
	b. Certificate #			acre-feet per year			
	c. Surface Claim #			acre-feet per year			
	d. Other #			acre-feet per year			
	Department of Cons	(as filed with the State ervation and Natural Res	our	ces):			
	Initial conversation with TMWA indicates approximately 52 acre feet of water w be required for the 129 lots. TMWA has indicated the applicant has sufficient w rights banked.						
		endment involves an inte			se identify how sufficient		
	The proposed amendment is proposing a zoning that would reduce the existing intensity by changing from a neighborhood commercial zoning designation to a medium density suburban designation. This zoning designation typically requires less water rights than the existing zoning.						

	a. System Type:							
	Individual wells							
	Private water	Provider:						
	Public water	Provider:	Truckee M	eadow Water Authourity				
b. A	Available:							
	Now	☐ 1-3 year	'S	☐ 3-5 years	☐ 5+ years			
		County Capita		ments Program project?				
	Yes			No				
I		and not availa		ntly not listed in the Nose describe the funding				
amer	t is the nature and ndment?  System Type:	timing of sew	ver service	es necessary to accor	mmodate the proposed			
	Individual septic							
	Public system	Provider:	Washoe Co	ounty				
b. A	Available:							
	Now	☐ 1-3 year	s	☐ 3-5 years	☐ 5+ years			
c. Is	s this part of a Washoe	County Capita	I Improven	nents Program project?				
	Yes			No				

	availability of sewer ser	and not available, please describe the funding mechanism for ensuring vice. If a private system is proposed, please describe the system and the s) for the proposed facility.					
	N/A	s) for the proposed facility.					
	Please identify the street na the regional freeway system	ames and highways near the proposed amendment that will carry traffic to					
3	To access the freeway from the site residents will travel south down Neighborhood Way, then head east on Eagle Canyon Drive, then south to Pyramid Highway. Traveling south on Pyramid Highway one can reach Interstate 80 or head west on McCarran Blvd to reach Interstate 580.						
		ent impact existing or planned transportation systems? (If yes, a traffic attached Traffic Impact Report Guidelines.)					
	■ Yes	□ No					
12.	Community Services (provices)	led and nearest facility):					
	a. Fire Station	Truckee Meadows Fire Station 17					
	b. Health Care Facility	Renown Health Urgent Care - Los Altos					
	c. Elementary School	Alyce Taylor Elementary School					
	d. Middle School	Shaw Middle School					
	e. High School	Spanish Springs High School					
	f. Parks	Eagle Canyon, Desert Winds, and Gator Swamp Park					
	g. Library	Spanish Springs Library					
	h. Citifare Bus Stop	Sun Valley Blvd and 6th Avenue					

d. If a public facility is proposed and is currently not listed in the Washoe County Capital

## 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 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 Regul more units?	atory Zone amendment increase housing by 625 or							
	☐ Yes	■ No							
3.	Will the full development potential of the accommodations by 625 or more rooms?	e Regulatory Zone amendment increase hotel							
	☐ Yes	■ No							
4.	Will the full development potential of the Regula gallons or more per day?	tory Zone amendment increase sewage by 187,500							
	☐ Yes	■ No							
5.	Will the full development potential of the Regula acre-feet or more per year?	tory Zone amendment increase water usage by 625							
	☐ Yes	■ No							
6.	Will the full development potential of the Regul more average daily trips?	atory Zone amendment increase traffic by 6,250 or							
	☐ Yes	■ No							
7.	Will the full development potential of the Repopulation from kindergarten to 12 <sup>th</sup> grade by 325	egulatory Zone amendment increase the student is students or more?							
	□ Yes	■ No							

### **Applicant Comments**

This page can be used by the applicant to support the regulatory zone amendment request and should address, at a minimum, how one or more of the findings for an amendment is satisfied. (Please refer to Article 821 of the Washoe County Development Code for the list of Findings.)

Responses to required Findings under Article 821 of the Washoe County Development Code and Plan Maintenance Findings in the Spanish Springs Area Plan are included in Section 2 of this submittal packet. Please refer to the attached Project Description.

Wildhor County Tromport P.O. Box 30039 Rono NV 89520-3038 ph (775) 328-2510 fax (775) 328-2500 Emild casif washolingunly to

Washoe County Treasurer Tammi Davis

#### Account Detail

Back to Account Detail	Change of Address	Print this Page
Washoe County Parcel Information	1	
Parcel ID	Status	Last Update
53203205	Active	9/14/2018 2:06:17 AM
Current Owner: SPANISH SPRINGS ASSOCIATES LP 550 W PLUMB LN STE B RENO, NV 89509-3686		SITUS: 0 PYRAMID WAY WCTY NV
Taxing District 4000		Geo CD:
L	_egal Description	
SubdivisionName _UNSPECIFIED Lot C	Township 21 Range 20	

Tax Bill (Click on desired tax year for due dates and further details)							
Tax Year	Net Tax	Total Paid	Penalty/Fees	Interest	Balance Due		
2018	\$5,883.17	\$1,470.91	\$0.00	\$0.00	\$4,412.26		
2017	\$5,883.31	\$5,883.31	\$0.00	\$0.00	\$0.00		
2016	\$5,883.18	\$5,883.18	\$0.00	\$0.00	\$0.00		
2015	\$5,883.02	\$5,883.02	\$0.00	\$0.00	\$0.00		
2014	\$5,882.98	\$5,882.98	\$0.00	\$0.00	\$0.00		
				Total	\$4,412.26		

**Pay Online** 

Cart: \$0.00

Pay By Check

Please make checks payable to: WASHOE COUNTY TREASURER

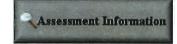
Mailing Address: P.O. Box 30039 Reno, NV 89520-3039

Overnight Address: 1001 E. Ninth St., Ste D140 Reno, NV 89512-2845









#### **Important Payment Information**

- ALERTS: If your real property taxes are delinquent, the search results displayed may not reflect the correct amount owing. Please contact our office for the current amount due.
- Monday, August 20, is the due date for the first installment of 2018/19 property taxes. Payments will be accepted without penalty through August 30, 2018.
- Please be aware that Credit Card payments in excess of \$25,000 and eChecks in excess of \$100,000 will not process. Please contact our office for alternative payment methods.
- For your convenience, online payment is available on this site. E-check payments are accepted without a fee. However, a service fee does apply for online credit card payments. See Payment Information for details.

VARifical County Teamorie 9.02 Box 38939. Raito Ny 99520-9019 nti 775) 128-2510 faz 1775) 328-2500 Ernet int@eroshoecounty.iis

Pay Online

Cart: \$0.00

Pay By Check

Mailing Address: P.O. Box 30039 Reno, NV 89520-3039

Overnight Address: 1001 E. Ninth St., Ste D140 Reno, NV 89512-2845

Please make checks payable to: WASHOE COUNTY TREASURER

Washoe County Treasurer Tammi Davis

#### Account Detail

Back to Account Detail

Change of Address

Print this Page

**Washoe County Parcel Information** 

Parcel ID 53203116 Status Active

Last Update 9/14/2018 2:06:17

AM

**Current Owner:** 

SPANISH SPRINGS ASSOCIATES LP

SITUS:

0 NEIGHBORHOOD WAY

WASHOE COUNTY NV

550 W PLUMB LN STE B RENO, NV 89509-3686

Geo CD:

**Taxing District** 

4000

Legal Description

Township Section Lot 4 Block Range SubdivisionName \_UNSPECIFIED

Tax Bill (Click on desired tax year for due dates and further details)

Tax Year	Net Tax	Total Paid	Penalty/Fees	Interest	Balance Due
2018	\$17,997.79	\$4,499.56	\$0.00	\$0.00	\$13,498.23
2017	\$17,997.95	\$17,997.95	\$0.00	\$0.00	\$0.00
2016	\$17,997.80	\$17,997.80	\$0.00	\$0.00	\$0.00
2015	\$17,997.64	\$17,997.64	\$0.00	\$0.00	\$0.00
2014	\$17,997.64	\$17,997.64	\$0.00	\$0.00	\$0.00
				Total	\$13,498.23

## **Payment Information**







#### **Important Payment Information**

- ALERTS: If your real property taxes are delinquent, the search results displayed may not reflect the correct amount owing. Please contact our office for the current amount due.
- Monday, August 20, is the due date for the first installment of 2018/19 property taxes. Payments will be accepted without penalty through August 30, 2018.
- Please be aware that Credit Card payments in excess of \$25,000 and eChecks in excess of \$100,000 will not process. Please contact our office for alternative payment methods.
- For your convenience, online payment is available on this site. E-check payments are accepted without a fee. However, a service fee does apply for online credit card payments. See Payment Information for details.

Vandres County Transcer P.O. Bay 30039 Rena NV 89520-3039 oit (775) 328-2510 fax: (775) 328-2500 Empl. partitional processors as

Washoe County Treasurer Tammi Davis

#### Account Detail

Back to Account Detail

Change of Address

Print this Page

**Washoe County Parcel Information** 

Parcel ID 53203203

Status Active

Last Update 9/14/2018 2:06:17

AM

**Current Owner:** 

SPANISH SPRINGS ASSOCIATES LP

SITUS: 0 PYRAMID WAY WCTY NV

550 W PLUMB LN STE B RENO, NV 89509-3686

**Taxing District** 4000

Geo CD:

Legal Description

Lot 4 SubdivisionName \_UNSPECIFIED Township 21 Range 20

Pay E	sy che

Please make checks payable to: WASHOE COUNTY TREASURER

Mailing Address: P.O. Box 30039 Reno, NV 89520-3039

**Pay Online** 

Cart: \$0.00

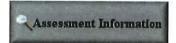
Overnight Address: 1001 E. Ninth St., Ste D140 Reno, NV 89512-2845

Tax Bill (Click on desired tax year for due dates and further details)					
Tax Year	Net Tax	Total Paid	Penalty/Fees	Interest	Balance Due
2018	\$4,077.13	\$4,077.13	\$0.00	\$0.00	\$0.00
2017	\$4,077.29	\$4,077.29	\$0.00	\$0.00	\$0.00
2016	\$4,077.15	\$4,077.15	\$0.00	\$0.00	\$0.00
2015	\$4,076.99	\$4,076.99	\$0.00	\$0.00	\$0.00
2014	\$4,077.00	\$4,077.00	\$0.00	\$0.00	\$0.00
				Total	\$0.00









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- Monday, August 20, is the due date for the first installment of 2018/19 property taxes. Payments will be accepted without penalty through August 30, 2018.
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- For your convenience, online payment is available on this site. E-check payments are accepted without a fee. However, a service fee does apply for online credit card payments. See Payment Information for details.

# Section 2



### **Project Description**

#### Location

The project site is within unincorporated Washoe County, in the Spanish Springs area. The 43.04± acre site includes three parcels and are referred to as Washoe County Assessor Parcel Number (APN) 532-013-16, 532-032-03, and 532-032-0505 (APN 532-032-03 is currently pending a BLA and is subject to change upon recording). The site is generally located approximately ½ mile northwest of the intersection of Eagle Canyon Road and Pyramid Way Highway, within the Spanish Springs Area Plan/Spanish Springs Suburban Character Management Area. The site is bisected by Neighborhood Way and is generally bordered by an existing single-family neighborhood to the east, undeveloped commercial and an assisted living facility to the south, Eagle Canyon Park/Shaw Middle School to the west, and an existing and a newly constructed single-family neighborhood to the north, (Refer to Vicinity Map, Assessor's Parcel Map and Site Aerial in Section 3 of this submittal packet).

#### **Background**

The three parcels totaling 43.04± acres (project site) are within the Spanish Springs Area Plan (SSAP). The parcels were originally planned to provide commercial and medical services to the growing community. However, with other large commercial centers constructed south of the project area in the City of Sparks, the need for commercial/medical services within this area has decreased. At the same time, the region has been experiencing a housing shortage as the population continues to increase. To adjust for this change, and to help meet the needs of the community, the applicant is seeking a master plan and regulatory zone amendment to allow residential on the project site.

#### **Washoe County Master Plan and Zoning**

According to Washoe County mapping the current master plan designation consists of a mix of Commercial (C), Open Space (OS), and Suburban Residential (SR). Conforming with the existing master plan designations, the current zoning designations include Neighborhood Commercial (NC), OS, and Medium Density Suburban (MDS). (Refer to Section 3 of the submittal packet for Existing and Proposed Zoning Maps).

#### **Project Request**

The applicant is requesting a Master Plan Amendment and a Regulatory Zone Amendment on 3 parcels totaling 43.04± acres. The current land use designations, and conforming zoning designations, are generally considered to support more intense development when compared to a residential land use. Commercial uses typically generate more traffic and utility services (water and sewer) when compared to single family residential. To support single family residential development on this site, the following changes are requested:

#### **Master Plan Designation**

Existing:

Commercial (C)

Open Space (OS)

Suburban Residential (SR)

Proposed:

Suburban Residential (SR)

40.46± Acres (94.0%)

2.08± Acres (4.8%)

0.5± Acres (1.2%)

43.04± Acres (100%)

#### **Zoning Designation**

Existing:

Neighborhood Commercial (NC)
 Open Space (OS)
 Medium Density Suburban (MDS)
 40.46± Acres (94.0%)
 2.08± Acres (4.8%)
 0.5± Acres (1.2%)

• Proposed:

Medium Density Suburban (MDS)

43.04± Acres (100%)

The proposed change in land use and zoning designations compatible with the surrounding area and provide additional opportunity for residential development to help address regional housing needs. (Refer to the Existing and Proposed Master Plan and Zoning Maps in Section 3 of this submittal packet.)

#### **Land Use Compatibility**

The project site is located within the Spanish Springs Area Plan (SSAP). Surrounding land uses include existing single family residential to the north and east, vacant commercial to the south, and open space to the west. The current and proposed land use and zoning designations are conforming with and allowed within the SSAP.

ADJACENT PROPERTY DESCRIPTION				
	Land Use	Zoning	Use	
	Designation			
North	SR	MDS	Single-Family/Shaw Middle School/Vacant Land	
South	SR/C	NC/PR	Vacant/Assisted Living & Eagle Canyon Park	
East	SR/OS	MDS/OS	Single-Family/Open Space	
West	SR/C	MDS/C/PR/PSP	Single-Family, Assisted Living, Open Space, Eagle Canyon	
			Park, & Shaw Middle School	

The proposed amendment on the Project Site will be compatible with the surrounding uses which include an under-construction single-family residential to the north, the senior/assisted living to the south, and Eagle Canyon Park and Shaw Middle School to the west.

#### **Utilities**

Public utilities currently exist and are located within Neighborhood Way, which is currently bisecting the project site. As the request at this time is only for land use and zoning and does not yet propose a development plan, it is not necessary to demonstrate the future ability to serve the project. However, as stated earlier, Neighborhood Way was constructed in anticipation of commercial development. Since residential is considered a less intense use when compared to commercial, it is not anticipated that the existing utilities will require any new improvements. The plan to extend utility service will be addressed with the tentative map process.

#### **Public Services**

Fire service is currently provided to the surrounding area by Truckee Meadows Fire District. The closest fire station is Truckee Meadows Fire Station 17 located approximately 1 mile to the east at the intersection of La Posada Drive and Rockwell Boulevard. Police is provided by Washoe County Sheriff.

#### **Traffic Impact Report**

A traffic analysis must be prepared for any amendments to the Spanish Springs Area Plan. To address this requirement, Solaegui Engineers assessed the magnitude of traffic impacts the proposed change would have on key intersections. The study looked at key intersections and trip generation rates based on the previously approved commercial land use compared to the proposed residential land use. The study found that the proposed land uses are anticipated to generate 1,218 average daily trips (ADT) versus the approved land uses, which were anticipated to generate 13,510 ADT.

While the proposed land use change may have some impacts on the existing street network, the impacts will be minimal compared to the impacts the existing commercial based land use designations would have on the surrounding area (see the Upland Estates Traffic Study included in Section 4 of this submittal).

#### **Goals and Policies**

The project meets the following goals and policies listed within the Spanish Springs Area Plan, (goals and policies not listed are not applicable to the project):

Goal One: The pattern of land use designations in the Spanish Springs Area Plan will implement and preserve the community character described in the Character Statement.

Response: The request is in substantial conformance with the Character Statement in the Spanish Spring Area Plan (SSAP), particularly the area described as the Suburban Character Management Area (SCMA). The project will continue the same residential character of the area with surrounding developments including an established residential development to the east and northeast, and a recently approved under-construction residential development to the north. Since the project site is located within the SCMA, the change to SR and MDS with a maximum density of 3 dwelling units per acre is appropriate. These designations serve as an appropriate transition from the commercial along Eagle Canyon Drive to the more suburban population located to the west of Pyramid Way and the more rural area located along the foothills and east of Pyramid Way.

#### **Policies**

SS1.2

The Policy Growth Level for the Spanish Springs Suburban Character Management Area is 1,500 new residential units of land use capacity. Land use intensifications will not add more than 1,500 new units of Land Use Capacity through 2025. The Washoe County Department of Community Development will be responsible for tracking increasing land use potential to ensure this growth level is not exceeded.

#### Response:

According to the Washoe County Department of Community Development, the SSAP has capacity for 1,144 units to be added within the plan boundary.

Based on the MDS zoning and the total acreage, approximately 129 lots could be developed on these parcels, which would still leave 1,015 units within the SCMA for future development.

- The following Regulatory Zones are permitted within the Spanish Springs Suburban SS.1.3 **Character Management Area:** 
  - a. High Density Rural (HDR One unit per 2.5 acres).

- b. Low Density Suburban (LDS One unit per acre).
- c. Medium Density Suburban (MDS Three units per acre).
- d. High Density Suburban (HDS limited to the areas designated HDS prior to August 17, 2004)
- e. Neighborhood Commercial/Office (NC).
- f. General Commercial (GC) GC limited to the areas designated GC prior to August 17, 2004.
- g. Industrial (I).
- h. Public/Semi-Public Facilities (PSP).
- i. Parks and Recreation (PR).
- j. General Rural (GR).
- k. Open Space (OS).
- I. Medium Density Rural (MDR One unit per 5 acres).

## Response: The regulatory zone that is proposed, Medium Density Suburban (MDS), is permitted within the SCMA. The proposed change on these parcels is consistent with the area surrounding the site and therefore compatible.

- SS.1.5 In some cases, the land uses available in certain regulatory zones in the Spanish Springs Area Plan differ from those in the same regulatory zones in the Development Code. Appendix C Allowable Land Uses in the Spanish Springs Area Plan, lists the land uses available under each land use designation in the Spanish Springs Area Plan. Regulatory zones not listed above in.
- Response: In the Spanish Springs Area Plan (SSAP), table C-1 within Appendix C lists single family, detached as an allowed use under the MDS zoning designation. If approved the applicant intends to submit a Tentative Map to allow development of a single family, detached neighborhood, designed in accordance with the SSAP standards.
- SS.1.6 Staff will review any proposed Master Plan Amendment against the findings identified in the Plan Maintenance section of this plan and make a recommendation to the Planning Commission. At a minimum, the Planning Commission must make each of these findings in order to recommend approval of the amendment to the Board of County Commissioners.
- Response: The request is able to make all of the findings. A list and response to each finding is provided in detail below.
- Goal Seven: The Spanish Springs planning area will contain an extensive system of parks and trails that provides the community and the region with a broad range of recreational opportunities; provides connections between major developments, recreational facilities, the Regional Trail System, public lands and schools; and contributes to the preservation and implementation of the community character.
- Response: As part of the Regional Trail System, Washoe County Parks Master Plan has identified a future trail along the northwestern corner of APN 532-031-16. This trail is secured by an existing 20-foot wide trail easement. This easement will be maintained as part of this request. Furthermore, with a Tentative Map it is likely that new sidewalks throughout the

development will be provided and will connect to the existing sidewalks along Neighborhood Way, providing connection to surrounding neighborhoods.

#### **Policies**

SS.7.6

Access to existing trails will be protected and improved whenever possible. During the process of development review, the Washoe County Departments of Community Development and Parks and Recreation will request dedication of property and/or easements when appropriate trail alignments have been identified that link significant nodes within the Spanish Springs planning area or connect existing trails.

Response: There is an existing 20-foot wide trail easement in the northwest corner of APN 532-031-16. This easement runs along the north and west sides of the existing drainage ditch parallel to the perimeter of the property. This trail is identified on the Washoe County Parks Trails Map and provides connection from Eagle Canyon Park to Nightingale Way. Currently the trail is not developed and as part of this request, the easement will remain. Any future development will be designed in a way that will continue the easement through common area.

Goal Eleven: Personal and economic losses associated with flooding will be minimized. Development in the Spanish Springs planning area will be protected from the 100-year flood event.

Response: The request is not located within the 100-year flood plain. In fact, the Regional Channel which is designed to address storm water flows bifurcates the project site. This channel will not be impacted by this request, or any future development of the properties.

#### **Policies**

SS.11.3

Development in areas where the land use designations have changed subsequent to the 2004 baseline will provide on-site mitigation to ensure that the North Spanish Springs Floodplain Detention Facility and appurtenant conveyance structures remain hydraulically equivalent to the baseline design.

Response:

On-site mitigation will be provided as necessary with future development. Since this is a deintensification of land use there is expected to be less impact to the existing infrastructure. The master plan and regulatory zoning map amendment will not directly result in any changes to the detention facility ensuring everything remains hydraulically equivalent to the baseline design.

#### **Findings**

Goal Seventeen: Amendments to the Spanish Springs Area Plan will be for the purpose of further implementing the Vision and Character Statement, or to respond to new or changing circumstances. Amendments must conform to the Spanish Springs Vision and Character Statement. Amendments will be reviewed against a set of criteria and thresholds that are measures of the impact on, or progress toward, the Vision and Character Statement.

Response: As stated previously, the request further implements the vision and character statement of the SSAP and is a response to the changing circumstances of the region. With the new larger commercial developments located to the south of the project area, the demand for commercial space has declined in the area. The request will provide a master plan and

zoning designation that is in conformance with Spanish Springs Vision and Character Statement based on the findings below.

#### **Policies**

- SS.17.1 In order for the Washoe County Planning Commission to recommend the approval of ANY amendment to the Spanish Springs Area Plan, the following findings must be made:
  - a. The amendment will further implement and preserve the Vision and Character Statement.

Response: The request is in substantial conformance with the vision by expanding the existing residential development pattern into this area. It is the applicant's intent, assuming the request is approved, is to return with a tentative map. The tentative map will be designed based on the MDS zoning (3 du/ac) to be consistent with the surrounding and existing neighborhoods. Furthermore, it is in substantial conformance with the Character Statement by providing a transition between the commercial core located along Pyramid Highway and Eagle Canyon Drive, to the suburban neighborhood to the north and west.

> b. The amendment conforms to all applicable policies of the Spanish Springs Area Plan and the Washoe County Master Plan.

#### Response:

As discussed here, the requested amendment from C to SR complete with the NC to MDS, conforms to all applicable policies and goals within the SSAP and the Washoe County Master Plans.

c. The amendment will not conflict with the public's health, safety or welfare.

Response: The request is not currently associated with a project. In the future, the applicant anticipates submitting a tentative map based on the proposed zoning. At that time, the project will address public health, safety and welfare. The current request is simply a change in land use and zoning designations and will not conflict with the public's health, safety or welfare.

- In order for the Washoe County Planning Commission to recommend approval of any SS.17.2 amendment involving a change of land use, the following findings must be made:
  - a. A feasibility study has been conducted, commissioned and paid for by the applicant, relative to municipal water, sewer and storm water that clearly identifies the improvements likely to be required to support the intensification, and those improvements have been determined to be in substantial compliance with all applicable existing facilities and resource plans for Spanish Springs by the Department of Water Resources. The Department of Water Resources will establish and maintain the standards and methodologies for these feasibility studies.

#### Response:

When the existing infrastructure was constructed within Neighborhood Way it was designed to handle capacity associated with more intense uses including those associated with the Neighborhood Commercial zoning designation. Since this is a deintensification from the existing use of Neighborhood Commercial to MDS the existing infrastructure within Neighborhood Way will be able to handle the expected output associated with the maximum density of 129 units.

b. A traffic analysis has been conducted that clearly identifies the impact to the adopted level of service within the [unincorporated] Spanish Springs Hydrographic Basin and the improvements likely to be required to maintain/achieve the adopted level of service. This finding may be waived by the Department of Public Works for projects that are determined to have minimal impacts. The Department of Public Works may request any information it deems necessary to make this determination.

Response: A traffic analysis has been conducted to show the difference between commercial versus residential. Per the study, the request will result in a drastic reduction in the amount of traffic. Assuming the land was developed under the current NC zoning, it is safe to calculate approximately 25% of the 43.04± acres of the project area would be commercial building. This would generate approximately 466,000± gross square footage of leasable office, medical, and shopping center within the project area. Using these estimates with the rates in the ITE Trip Generation Manual, 10th Edition (2018) the table below compares the average trip generation rate per use between the MDS and NC zoning designations:

ZONING DESIGNATION	USE	AVERAGE PEAK HOUR RATE	UNIT	ESTIMATED PM PEAK TRIPS GENERATED
Proposed: MDS	Single Family Detached (129 DU)	0.99	Per Dwelling Unit	128
Approved: Neighborhood Commercial	General Office (122,120 SF)	1.14	Per 1,000 Sq. Ft.	140
	Medical-Dental Clinic (220,544 SF)	3.45	Per 1,000 Sq. Ft.	763
	Shopping Center (123,057 SF)	3.80	Per 1,000 Sq. Ft.	469
	Total			1,372

If the site were developed at its maximum density of 129 units, it is safe to say the total project is expected to generate 128 weekday PM peak hour trips. As shown in the table above, the requested MDS zoning would generate far less traffic than if the site were developed in accordance with the existing NC zoning. The change is anticipated to actually reduce impacts on the existing road network. A copy of the traffic study is attached for reference.

c. For commercial and industrial land use intensifications, the overall percentage of commercial and industrial regulatory zone acreage will not exceed 9.86 percent of the Suburban Character Management Area.

Response: The proposed project does not include any commercial or industrial regulatory zoning and is not applicable to this request.

> d. For residential land use intensifications, the potential increase in residential units will not exceed Washoe County's policy growth level for the Spanish Springs Area Plan, as established in Policy SS.1.2.

Response: According to the Washoe County Department of Community Development, there have been approximately 356 new residential units approved/constructed within the SCMA since the plan was established. This leaves the potential to add 1,144 additional residential units to the SCMA without exceeding the 1,500 set in this policy. Based on this information, the SSAP can accommodate additional residential units that may be approved as a result of a future tentative map.

> e. If the proposed intensification will result in a drop below the established policy level of service for transportation (as established by the Regional Transportation Commission and Washoe County) within the Spanish Springs Hydrographic Basin, the necessary improvements required to maintain the established level of service are scheduled in either the Washoe County Capital Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification. For impacts to regional roads, this finding may be waived by the Washoe County Planning Commission upon written request from the Regional **Transportation Commission.**

Response: This request will result in a deintensification of land uses and will actually result in less traffic impacts to the area. The current road that bisects the project area (Neighborhood Way), was designed to handle flows of traffic that were assuming a much higher amount of traffic based on the current neighborhood commercial zoning. Therefore, it is not anticipated that the proposed change to MDS will result in a drop below the established policy level of service for transportation. This is further outlined in the Traffic Study, which has been attached for reference.

> f. If roadways impacted by the proposed intensification are currently operating below adopted levels of service, the intensification will not require infrastructure improvements beyond those articulated in Washoe County and Regional transportation plans AND the necessary improvements are scheduled in either the Washoe County Capital Improvements Program or Regional Transportation Improvement Program within three years of approval of the intensification.

#### Response:

This request will result in a deintensification of land uses and will actually contribute less traffic to the region. The current road that bisects the project area (Neighborhood Way), is designed as an arterial road with 2 travel lanes, including a center turn lane, bike lanes, and sidewalk. The Traffic Study found that the intersection of Neighborhood Way and Eagle Canyon operates at a Level of Service "C" during AM peak hour and Level of Service "A" during PM peak hour. Based on the current levels of service on Neighborhood Way, no additional infrastructure (i.e. - roads or intersection improvements) are necessary to support the proposed change in land use and/or zoning.

g. Washoe County will work to ensure that the long-range plans of facilities providers for transportation, water resources, schools and parks reflect the policy growth level established in Policy SS.1.2.

#### Response:

Based on the MDS zoning this request has the potential to add up to 129 dwelling units to the SCMA which would still leave 1,015 units available. Since this is well below the maximum number of 1,500 units by 2025, the request will not have a negative effect on

the long-range plans for facilities providers, transportation, and water resources. As stated earlier, this is a deintensification to the area and the infrastructure that is already in place was designed in anticipation of a more intense use.

The project request is expected to add a total of 47 students. Although overcrowding at schools in the area has been a problem in the past, the recently passed Washoe County School District (WCSD) Infrastructure Plan currently has both a new Elementary School, and upgrades to Shaw Middle School on the schedule with future plans for Spanish Springs High School. According to the WCSD, these improvements are targeted to relieve overcrowding at these schools and are anticipated to be completed by 2020.

It should be noted that at a project site unrelated to this current request, the applicant has offered a property to be developed as an elementary school site to the WCSD. This is located at the north end of the valley and when built, would help address capacity concerns at Alyce Taylor Elementary.

There is a large cluster of parks within the area and the project site is located in an area that can take advantage of multiple facilities. The project site is adjacent to Eagle Canyon Park to the west and there are two other parks within ½ a mile of the project area; Desert Winds Park, and Gator Swamp Park.

h. If the proposed intensification results in existing facilities exceeding design capacity and compromises the Washoe County School District's ability to implement the neighborhood school philosophy for elementary facilities, then there must be a current capital improvement plan or rezoning plan in place that would enable the District to absorb the additional enrollment. This finding may be waived by the Washoe County Planning Commission upon request of the Washoe County Board of Trustees.

#### Response:

Capital improvement projects are already in place to address overcrowding issues in the area. The WCSD Infrastructure Plan currently has a new Elementary School that will serve the Kiley Ranch area, southeast of these parcels, and provide relief from the overcrowding issues at Alyce Taylor Elementary School. This project is anticipated to be completed by 2020. The WCSD Infrastructure Plan also has upgrades to Shaw Middle School on the schedule with construction to be completed by 2019, and future plans for projects to address issues at Spanish Springs High School.

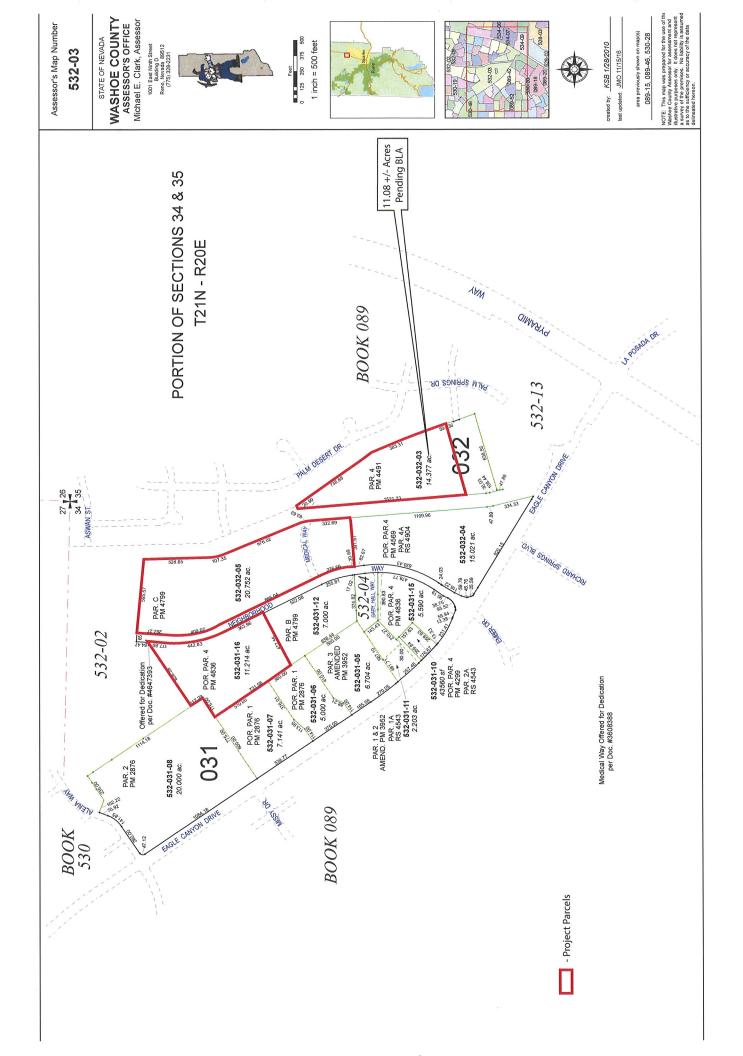
The project request is expected to add a total of 47 students. With the scheduled WCSD projects, these numbers are not anticipated to compromise WCSD's ability to implement the neighborhood school philosophy.

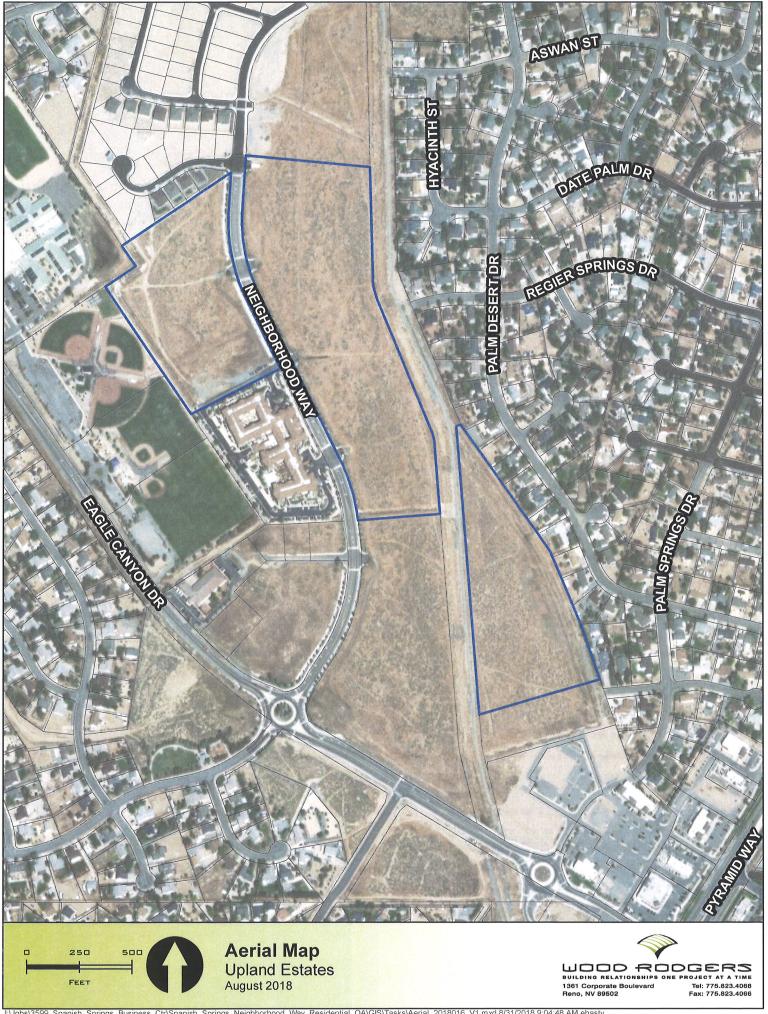
i. Any existing development in the Spanish Springs planning area, the Sun Valley planning area, the Warm Springs planning area, or the City of Sparks, which is subject to the conditions of a special use permit will not experience undue hardship in the ability to continue to comply with the conditions of the special use permit or otherwise to continue operation of its permitted activities.

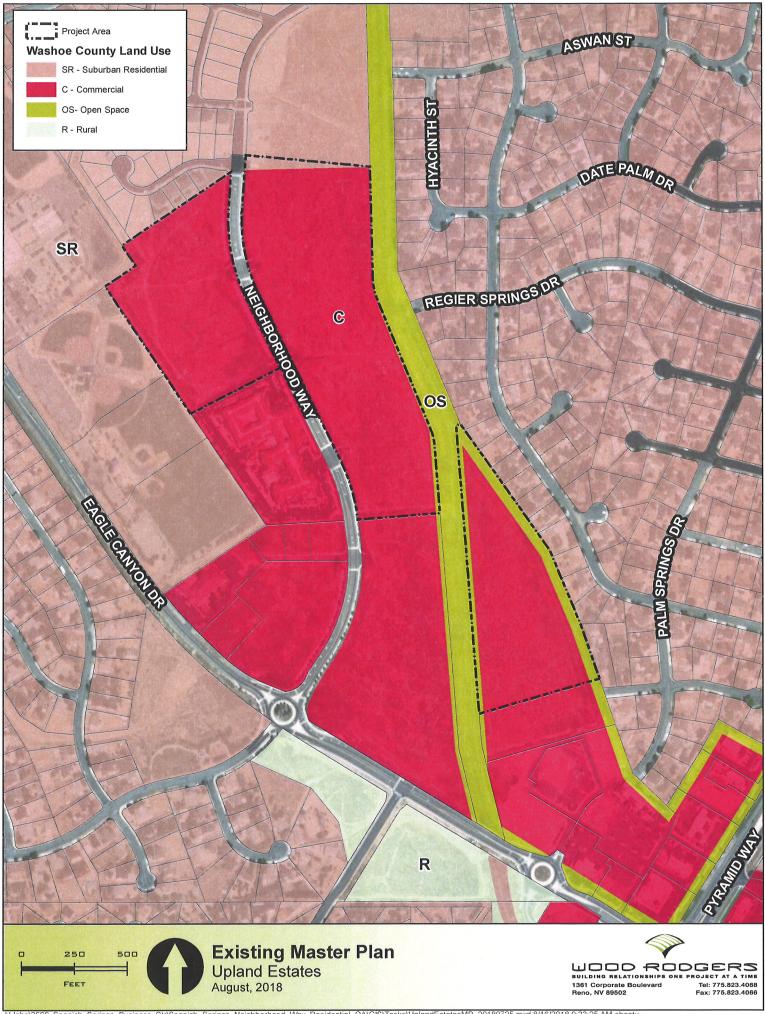
Response: There is no Special Use Permit associated with this request.

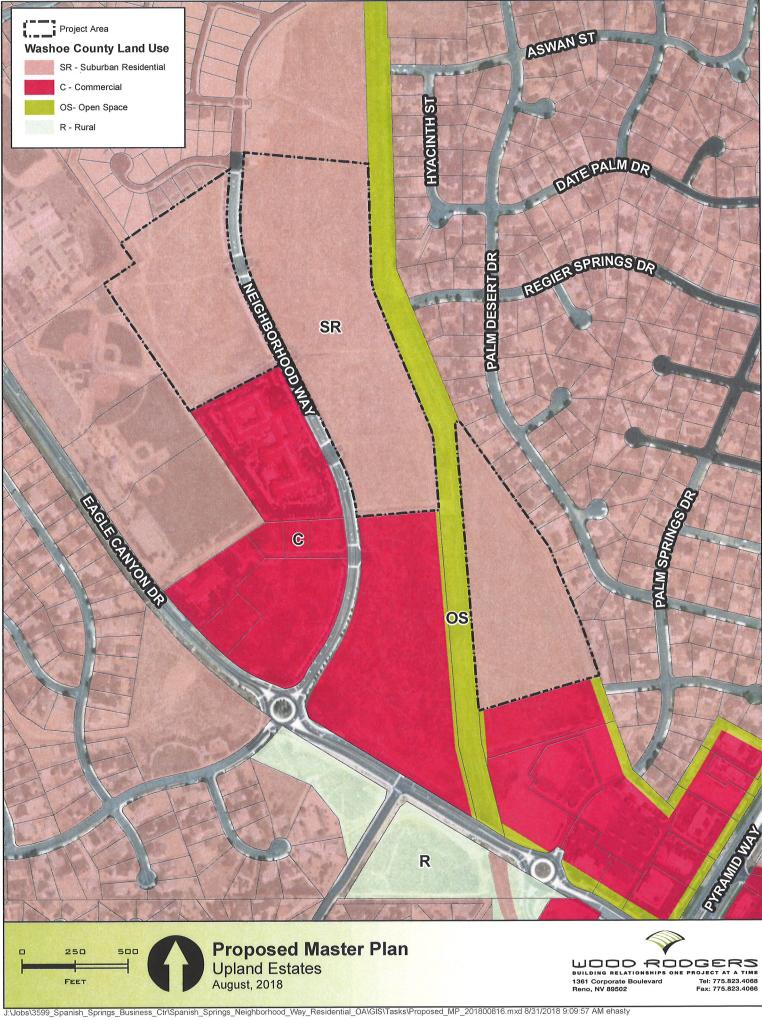
## Section 3

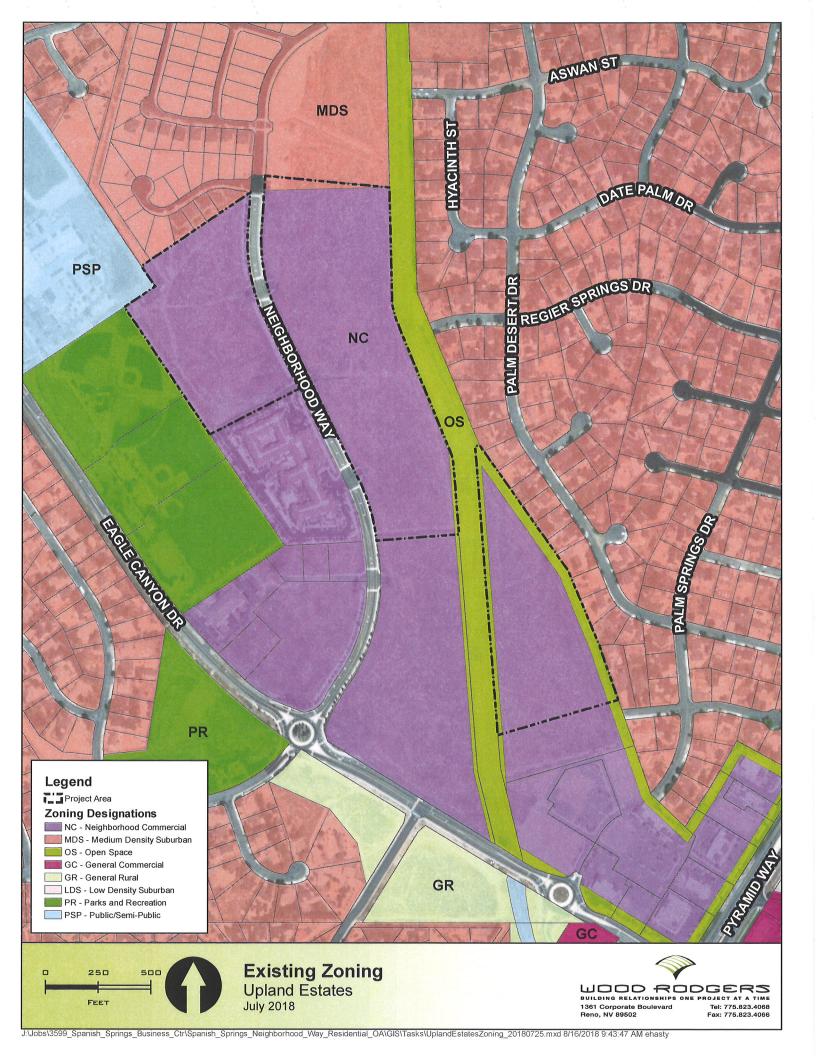


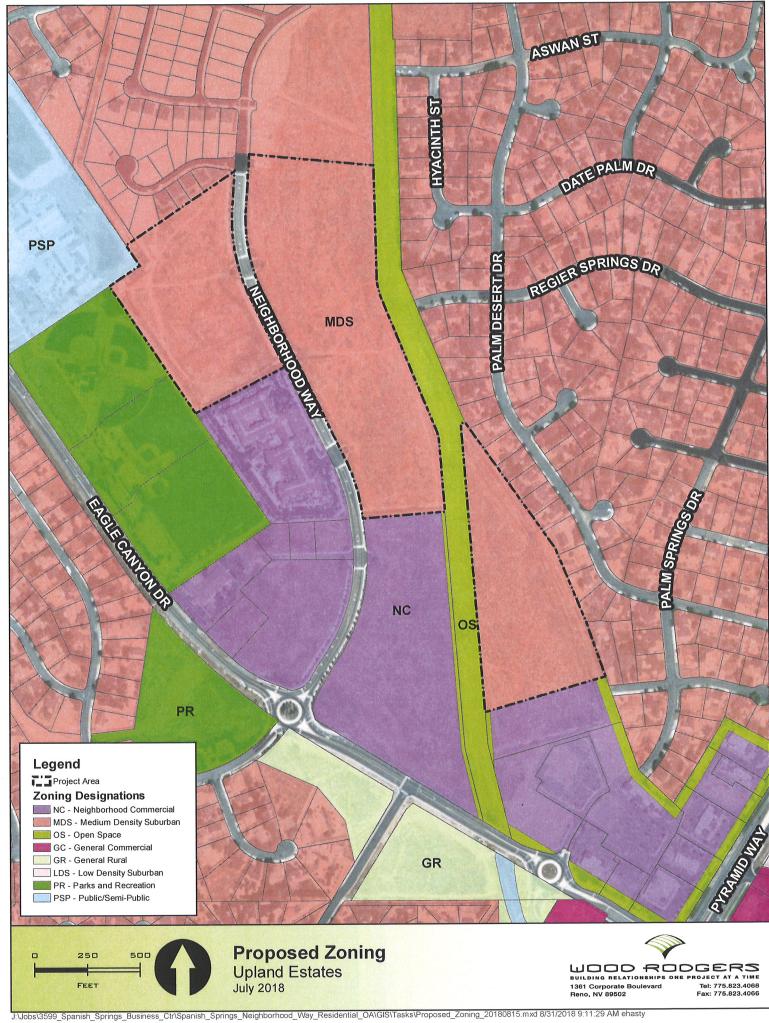












## Section 4

# UPLAND ESTATES TRAFFIC STUDY

**AUGUST 2018** 



Prepared by: Solaegui Engineers, Ltd. 715 H Street Sparks, Nevada 89431 (775) 358-1004

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# UPLAND ESTATES TRAFFIC STUDY

#### EXECUTIVE SUMMARY

The proposed Upland Estates development will be located in Washoe County, Nevada. The project site is located north of Eagle Canyon Road on the east and west sides of Neighborhood Way. The project site is currently undeveloped land. The purpose of this study is to address the project's impact upon the adjacent street network. The Pyramid Highway/Eagle Canyon Road/La Posada Drive intersection, the Eagle Canyon Road/Neighborhood Way/Ember Drive intersection and the project access intersections on Neighborhood Way have been identified for AM and PM peak hour intersection capacity analysis for the existing, existing plus project, 2028 base, and 2028 base plus project scenarios. The Pyramid Highway/Eagle Canyon Road/La Posada Drive intersection has been identified for traffic crash review.

The proposed Upland Estates development will consist of the construction of 129 single family dwelling units. Project access will be provided from three access intersections on Neighborhood Way. The project is anticipated to generate 1,218 average daily trips with 95 trips occurring during the AM peak hour and 128 trips occurring during the PM peak hour.

Traffic generated by the Upland Estates development will have some impact on the adjacent street network. The following recommendations are made to mitigate project traffic impacts.

It is recommended that any required signing, striping, or traffic control improvements comply with Washoe County requirements.

It is recommended that the Neighborhood Way/South Access intersection be improved to include stop sign control and single ingress and egress lanes at the east approach.

It is recommended that the Neighborhood Way/Middle Access intersection be improved to include stop sign control and single ingress and egress lanes at the east approach.

It is recommended that the Neighborhood Way/North Access intersection be improved to include stop sign control and single ingress and egress lanes at the east and west approaches.

#### INTRODUCTION

#### STUDY AREA

The proposed Upland Estates development will be located in Washoe County, Nevada. The project site is located north of Eagle Canyon Road on the east and west sides of Neighborhood Way. Figure 1 shows the approximate location of the project site. The purpose of this study is to address the project's impact upon the adjacent street network. The Pyramid Highway/Eagle Canyon Road/La Posada Drive intersection, the Eagle Canyon Road/Neighborhood Way/Ember Drive intersection and the project access intersections on Neighborhood Way have been identified for AM and PM peak hour intersection capacity analysis for the existing, existing plus project, 2028 base, and 2028 base plus project scenarios.

#### EXISTING AND PROPOSED LAND USES

The project site is currently undeveloped land. Adjacent properties generally include single family homes to the north and east, a middle school and senior living facility to the west, and undeveloped land to the south. The proposed Upland Estates development will include the construction of 129 single family dwelling units. Project access will be provided from three access intersections on Neighborhood Way.

#### EXISTING AND PROPOSED ROADWAYS AND INTERSECTIONS

Pyramid Highway is a four-lane roadway with two through lanes in each direction in the vicinity of the site. The speed limit is posted for 45 miles per hour near Eagle Canyon Road. Roadway improvements generally include graded shoulders with striped edgelines and bicycle lanes on both sides of the street and a raised center median north and south of Eagle Canyon Road.

Eagle Canyon Road is a four-lane roadway with two through lanes in each direction west of Pyramid Highway to Neighborhood Way and a two-lane roadway with one through lane in each direction west of Neighborhood Way. The speed limit is posted for 35 miles per hour. Roadway improvements on the four-lane segment include curb, gutter, sidewalk, and bicycle lanes on both sides of the street with a raised center median between Pyramid Highway and the first roundabout. Roadway improvements on the two-lane segment include graded shoulders with striped edgelines and a striped centerline.

La Posada Drive is a four-lane roadway with two through lanes in each direction east of Pyramid Highway. The speed limit is posted for 35 miles per hour. Roadway improvements include curb, gutter, sidewalk, and bicycle lanes on both sides of the street and a raised center median.

Neighborhood Way is a two-lane roadway with one through lane in each direction north of Eagle Canyon Road. The speed limit is posted for 35 miles per hour. Roadway improvements include curb, gutter, sidewalk, and a bicycle lane on both sides of the street and a striped centerline with left turn pockets at key intersections.

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LEGEND

PROJECT SITE





## UPLAND ESTATES

VICINITY MAP FIGURE 1 Ember drive is a two-lane roadway with one through lane in each direction south of Eagle Canyon Road. The speed limit is posted for 25 miles per hour. Roadway improvements include curb, gutter, and sidewalk on both sides of the street with a short striped centerline. Neighborhood Way aligns with Ember Drive north of Eagle Canyon Road.

The Pyramid Highway/Eagle Canyon Road/La Posada Drive intersection is a signalized four-leg intersection with protected left turn phasing for all approaches. The north approach contains dual left turn lanes, two through lanes, and one tapered right turn lane. The south approach contains dual left turn lanes, two through lanes, and one full-width right turn lane. The east approach contains dual left turn lanes, one through lane, and one shared through lane-right turn lane. The west approach contains dual left turn lanes, one through lane, and one free right turn lane with a southbound acceleration lane. Raised corner islands exist in the northwest, southwest, and southeast quadrants. Pedestrian crosswalks exist at the north, south, east, and west legs.

The Eagle Canyon Road/Neighborhood Way/Ember Drive intersection is a four-leg roundabout with yield control at all approaches. The north and east approaches each contain one shared left turn-through lane and one right turn lane. The south and west approaches each contain one shared left turn-through-right turn lane. Pedestrian crosswalks exist at the north, south, east, and west legs.

The Neighborhood Way/South Access intersection is currently an unsignalized four-leg intersection with stop sign control at only the west approach. The east approach is currently constructed to the curb returns but will be extended further east with development of the project. The north and south approaches each contain one left turn lane and one shared through-right turn lane. The west approach contains one shared left turn-through-right turn lane. The east approach is anticipated to contain one shared left turn-through-right turn lane. Pedestrian crosswalks exist at the north and south legs.

The Neighborhood Way/Middle Access intersection is currently an unsignalized four-leg intersection with stop sign control at only the west approach. The east approach is currently constructed to the curb returns but will be extended further east with the development of the project. The north and south approaches each contain one left turn lane and one shared through-right turn lane. The west approach contains one shared left turn-through-right turn lane. The east approach is anticipated to contain one shared left turn-through-right turn lane. Pedestrian crosswalks exist at the north and south legs.

The Neighborhood Way/North Access intersection is currently an unsignalized four-leg intersection with no traffic control. The east and west approaches are currently constructed to the curb returns but will be extended further east and west with development of the project. The north and south approaches each contain one left turn lane and one shared through-right turn lane. The east and west approach are each anticipated to contain one shared left turn-through-right turn lane. Pedestrian crosswalks exist at the north and south legs.

## TRIP GENERATION

In order to assess the magnitude of traffic impacts of the proposed project on the key intersections, trip generation rates and peak hours had to be determined. For comparison purposes, trip generation was calculated for the proposed and approved land uses for the site. Trip generation rates were obtained from the 10th Edition of *ITE Trip Generation* (2018) for Land Uses 210: Single Family Detached Housing, 710: General Office Building, 720: Medical-Dental Office Building, and 820: Shopping Center. Trip generation was calculated for an average weekday and the weekday peak hours occurring between 7:00 and 9:00 AM and 4:00 and 6:00 PM, which correspond to the peak hours of adjacent street traffic.

The proposed land uses include the construction of 129 single family dwelling units on  $\pm 32$  acres with  $\pm 11$  acres designated as open space. The approved land uses for the  $\pm 43$  acre site amount to 122,120 square feet of office floor area, 123,057 square feet of commercial floor area, and 220,544 square feet of medical office floor area based on a 25% floor area to acreage ratio.

Table 1 shows a summary of the average daily traffic (ADT) and AM and PM peak hour volumes generated by the proposed and approved land uses for the site. The trip generation worksheets are included in the Appendix.

TABLE 1 TRIP GENERATION							
		AM	PEAK I	IOUR	PM	PEAK I	HOUR
LAND USE	ADT	IN	OUT	TOTAL	IN	OUT	TOTAL
PROPOSED Single Family Detached Housing (129 DU)	1,218	23	72	95	80	48	128
APPROVED General Office (122,120 SF) Medical-Dental Office (220,544 SF) Shopping Center (123,057 SF) Total	1,189 7,675 <u>4,646</u> 13,510	122 478 <u>72</u> 672	20 135 <u>44</u> 199	142 613 <u>116</u> 871	22 214 <u>225</u> 461	118 549 <u>244</u> 911	140 763 <u>469</u> 1,372
COMPARISON (Proposed minus Approved)	-12,292	-649	-127	-776	-381	-863	-1,244

As shown in Table 1, the proposed land uses are anticipated to generate significantly less traffic volumes (12,292 ADT, 776 AM peak hour, and 1,244 PM peak hour trips) than the approved land uses.

#### TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of the project trips to the key intersections was based on existing peak hour traffic patterns and the locations of attractions and productions in the area. The anticipated trip distribution is shown on Figure 2. The proposed peak hour project trips shown in Table 1 were subsequently assigned to the key intersections based on the trip distribution. Figure 3 shows the project trip assignment at the key intersections during the AM and PM peak hours.

#### EXISTING AND PROJECTED TRAFFIC VOLUMES

Figure 4 shows the existing traffic volumes at the key intersections during the AM and PM peak hours. The existing peak hour traffic volumes were obtained from traffic counts conducted in August of 2018.

Figure 5 shows the existing plus project traffic volumes at the key intersections during the AM and PM peak hours. The existing plus project traffic volumes were obtained by adding the trip assignment volumes shown on Figure 3 to the existing traffic volumes shown on Figure 4.

Figure 6 shows the 2028 base traffic volumes at the key intersections during the AM and PM peak hours. The 2028 base turning movements were estimated by applying a 1.1% average annual growth rate to the existing traffic volumes. The growth rate was calculated based on historic traffic count data on Pyramid Highway, Eagle Canyon Road, and La Posada Drive as obtained from the Nevada Department of Transportation's (NDOT) Annual Traffic Reports.

Figure 7 shows the 2028 base plus project traffic volumes at the key intersections during the AM and PM peak hours. The 2028 base plus project volumes were obtained by adding the trip assignment volumes shown on Figure 3 to the 2028 base traffic volumes shown on Figure 6.

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LEGEND

PROJECT SITE



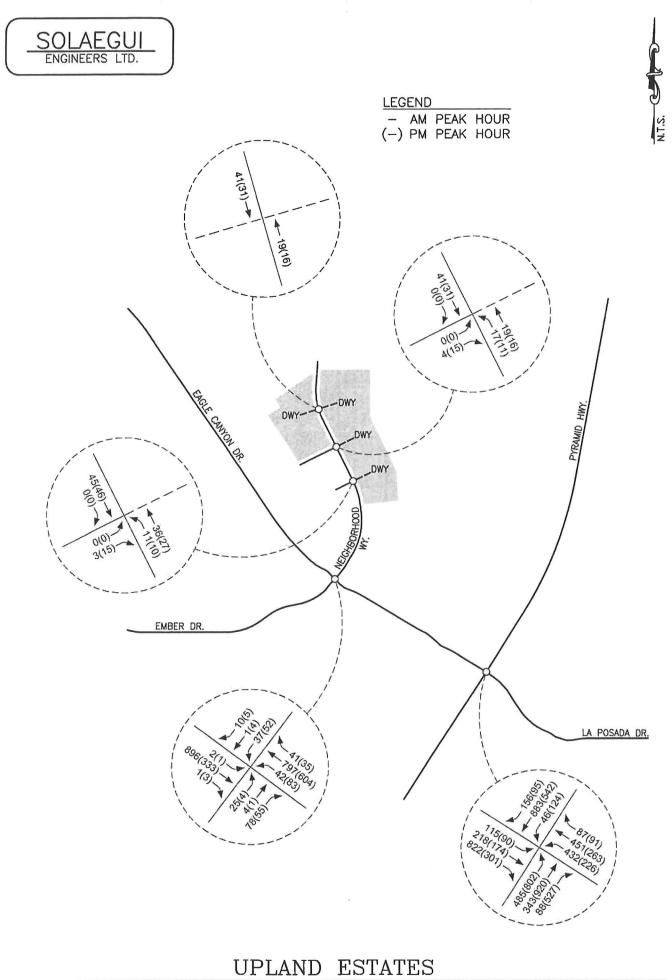


UPLAND ESTATES

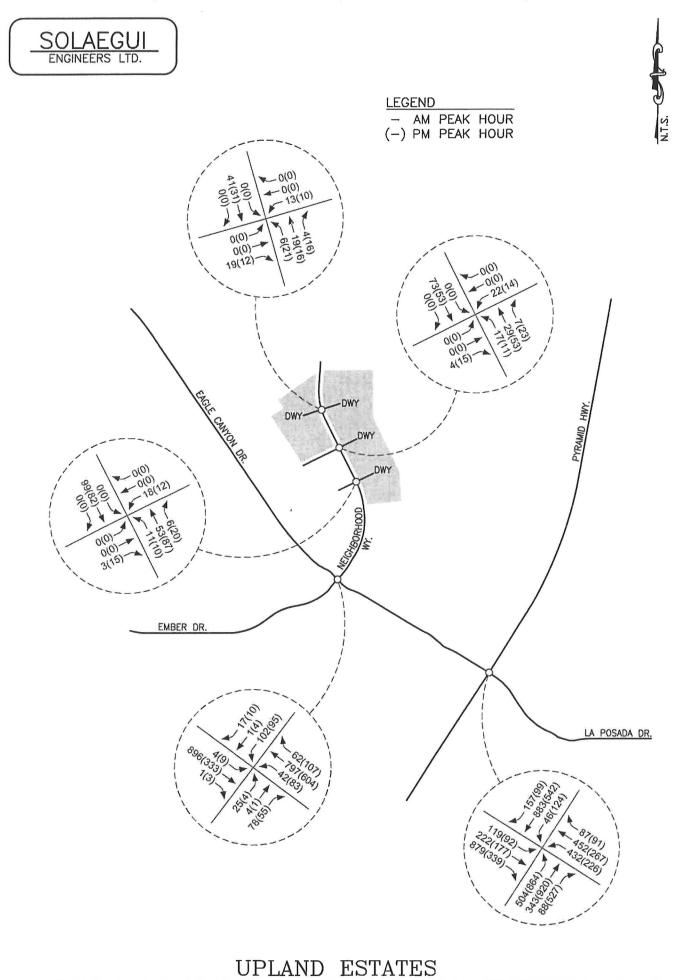
TRIP DISTRIBUTION FIGURE 2

SOLAEGUI ENGINEERS LTD. LEGEND - AM PEAK HOUR (-) PM PEAK HOUR 13(10) 19(12) 22(14) DWY-DWY DWY 18(12) EMBER DR. LA POSADA DR. UPLAND ESTATES

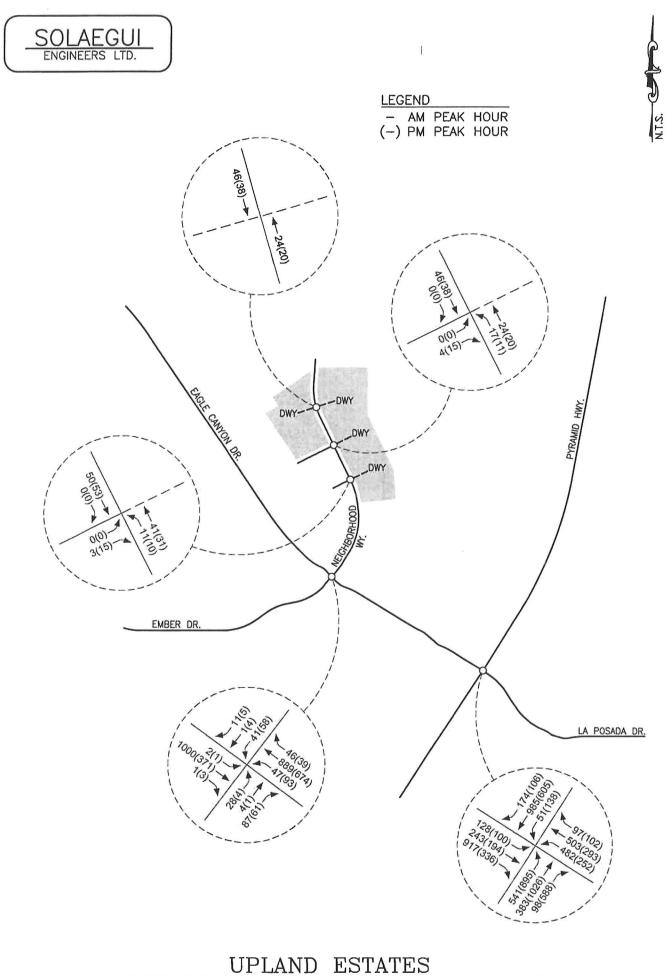
TRIP ASSIGNMENT FIGURE 3



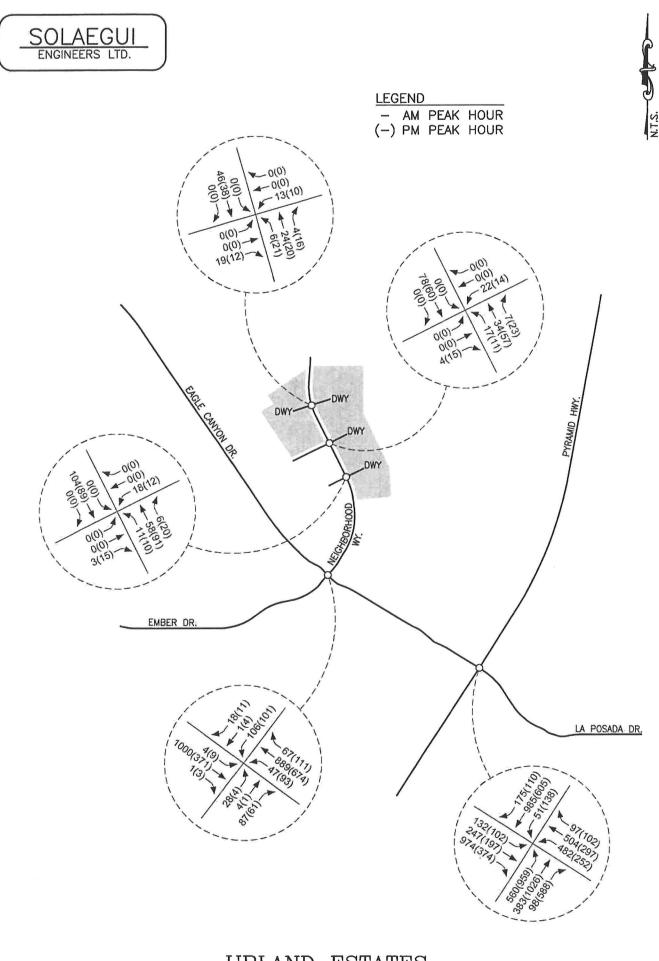
EXISTING TRAFFIC VOLUMES FIGURE 4



EXISTING PLUS PROJECT TRAFFIC VOLUMES FIGURE 5



2028 BASE TRAFFIC VOLUMES FIGURE 6



UPLAND ESTATES

### INTERSECTION CAPACITY ANALYSIS

The key intersections were analyzed for capacity based on procedures presented in the *Highway Capacity Manual (6th Edition)*, prepared by the Transportation Research Board, for unsignalized and signalized intersections using the latest version of the Highway Capacity software.

The result of capacity analysis is a level of service (LOS) rating for signalized intersections, roundabouts, and minor movements at a two-way stop controlled intersection. Level of service is a qualitative measure of traffic operating conditions where a letter grade "A" through "F", corresponding to progressively worsening traffic operation, is assigned to the intersection or minor movement.

The *Highway Capacity Manual* defines level of service for stop controlled intersections in terms of computed or measured control delay for each minor movement. Level of service is not defined for the intersection as a whole. The level of service criteria for unsignalized intersections is shown in Table 2.

TABLE 2 LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS		
LEVEL OF SERVICE	DELAY RANGE (SEC/VEH)	
A	≤10	
В	>10 and ≤15	
С	>15 and ≤25	
D	>25 and ≤35	
Е	>35 and ≤50	
F	>50	

Level of service for signalized intersections is stated in terms of the average control delay per vehicle for a peak 15 minute analysis period. The level of service criteria for signalized intersections is shown in Table 3.

TABLE 3 LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS		
LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)	
A	≤10	
В	>10 and ≤20	
С	>20 and ≤35	
D	>35 and ≤55	
Е	>55 and ≤80	
F	>80	

Table 4 shows a summary of the level of service and delay results at the key intersections for the existing, existing plus project, 2028 base, and 2028 base plus project scenarios. The intersection capacity worksheets are included in the Appendix.

TABLE 4 INTERSECTION LEVEL OF SERVICE AND DELAY RESULTS								
	EXIS	TING		TING DJECT	2028	BASE		BASE DJECT
INTERSECTION	AM	PM	AM	PM	AM	PM	AM	PM
Pyramid & Eagle Canyon (Signal)	C30.0	C27.8	C30.2	C28.2	D37.7	C31.1	D37.8	C32.2
Eagle Canyon & Neighborhood (Roundabout)	C16.0	A7.5	C19.9	A7.5	C24.1	A8.5	D32.5	A8.5
Neighborhood & South Access (Stop at West) EB Left-Right NB Left (Stop at East and West) WB Left-Thru-Right EB Left-Thru-Right NB Left SB Left	A8.5 A7.3 N/A N/A N/A	A8.6 A7.3 N/A N/A N/A N/A	N/A N/A A8.8 A9.9 A7.5 A7.3	N/A N/A A8.8 B10.2 A7.4 A7.5	A8.6 A7.3 N/A N/A N/A N/A	A8.6 A7.3 N/A N/A N/A N/A	N/A N/A A8.9 B10.0 A7.5 A7.4	N/A N/A A8.8 B10.3 A7.4 A7.5
Neighborhood & Middle Access (Stop at West) EB Left-Right NB Left (Stop at East and West) WB Left-Thru-Right EB Left-Thru-Right NB Left SB Left	A8.5 A7.3 N/A N/A N/A N/A	A8.5 A7.3 N/A N/A N/A N/A	N/A N/A A8.7 A9.7 A7.4 A7.3	N/A N/A A8.6 A9.7 A7.3 A7.4	A8.6 A7.3 N/A N/A N/A N/A	A8.6 A7.3 N/A N/A N/A N/A	N/A N/A A8.7 A9.7 A7.4 A7.3	N/A N/A A8.7 A9.8 A7.4 A7.4
Neighborhood & North Access (Stop at East and West) WB Left-Thru-Right EB Left-Thru-Right NB Left SB Left	N/A N/A N/A N/A	N/A N/A N/A N/A	A8.6 A9.2 A7.3 A7.3	A8.5 A9.3 A7.3 A7.3	N/A N/A N/A N/A	N/A N/A N/A N/A	A8.6 A9.3 A7.3 A7.3	A8.5 A9.4 A7.3 A7.3

## Pyramid Highway/Eagle Canyon Road/La Posada Drive Intersection

The Pyramid Highway/Eagle Canyon Road/La Posada Drive intersection was analyzed as a signalized four-leg intersection for all scenarios. The intersection currently operates at LOS C with a delay of 30.0 seconds per vehicle during the AM peak hour and 27.8 seconds per vehicle during the PM peak hour.

For the existing plus project traffic volumes the Pyramid Highway/Eagle Canyon Road/La Posada Drive intersection continues to operate at LOS C with delays slightly increasing to 30.2 seconds per vehicle during the AM peak hour and 28.2 seconds per vehicle during the PM peak hour. For the 2028 base traffic volumes the intersection operates at LOS D with a delay of 37.7 seconds per vehicle during the AM peak hour and LOS C with a delay of 31.1 seconds per vehicle during the PM peak hour. For the 2028 base plus project traffic volumes the intersection operates at LOS D with delay slightly increasing to 37.8 seconds per vehicle during the AM peak hour and LOS C with delay slightly increasing to 32.2 seconds per vehicle during the PM peak hour. The intersection was analyzed with the existing approach lanes and phasing for all scenarios. The intersection meets policy LOS E or better standards for the existing and future traffic volumes. No improvements are recommended at the intersection.

## Eagle Canyon Road/Neighborhood Way/Ember Drive Intersection

The Eagle Canyon Road/Neighborhood Way/Ember Drive intersection was analyzed as a four-leg roundabout with one circulating lane for all scenarios. For the existing traffic volumes the roundabout operates at LOS C with a delay of 16.0 seconds per vehicle during the AM peak hour and LOS A with a delay of 7.5 seconds per vehicle during the PM peak hour. For the existing plus project traffic volumes the intersection continues to operate at LOS C during the AM peak hour with delay increasing to 19.9 seconds per vehicle and LOS A during the PM peak hour with no change in delay. For the 2028 base traffic volumes the intersection operates at LOS C with a delay of 24.1 seconds per vehicle during the AM peak hour and LOS A with a delay of 8.5 seconds per vehicle during the PM peak hour. For the 2028 base plus project traffic volumes the intersection operates at LOS D with delay increasing to 32.5 seconds per vehicle during the AM peak hour and LOS A with no change in delay during the PM peak hour. The intersection was analyzed with the existing approach lanes for all scenarios. The intersection meets policy LOS D or better standards for the existing and future traffic volumes. No improvements are recommended at the intersection.

#### Neighborhood Way/South Access Intersection

The Neighborhood Way/South Access intersection was analyzed as an unsignalized three-leg intersection with stop control at the west approach for the existing and 2028 base scenarios and as a four-leg intersection with stop control at the east and west approaches for the existing plus project and 2028 base plus project scenarios. The intersection minor movements currently operate at LOS A during the AM and PM peak hours. For the existing plus project traffic volumes the intersection minor movements operate at LOS B or better during the AM and PM peak hours. For the 2028 base traffic volumes the intersection minor movements operate at LOS A during the AM and PM peak hours. For the 2028 base plus project traffic volumes the intersection minor movements operate at LOS B or better during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios. The intersection meets policy LOS D or better standards for the existing and future traffic volumes. It is recommended that the Neighborhood Way/South Access intersection be improved to include stop sign control and single ingress and egress lanes at the east approach.

## Neighborhood Way/Middle Access Intersection

The Neighborhood Way/Middle Access intersection was analyzed as an unsignalized three-leg intersection with stop control at the west approach for the existing and 2028 base scenarios and as a four-leg intersection with stop control at the east and west approaches for the existing plus project and 2028 base plus project scenarios. The intersection minor movements currently operate at LOS A during the AM and PM peak hours. For the existing plus project traffic volumes the intersection minor movements operate at LOS A during the AM and PM peak hours. For the 2028 base traffic volumes the intersection minor movements continue to operate at LOS A during the AM and PM peak hours. For the 2028 base plus project traffic volumes the intersection minor movements operate at LOS A during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios. The intersection meets policy LOS D or better standards for the existing and future traffic volumes. It is recommended that the Neighborhood Way/Middle Access intersection be improved to include stop sign control and single ingress and egress lanes at the east approach.

## Neighborhood Way/North Access Intersection

The Neighborhood Way/North Access was analyzed as an unsignalized four-leg intersection with stop control at the east and west approaches for the existing plus project and 2028 base plus project scenarios. For the existing plus project traffic volumes the intersection minor movements operate at LOS A during the AM and PM peak hours. For the 2028 base plus project traffic volumes the intersection minor movements continue to operate at LOS A during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios. The intersection meets policy LOS D or better standards for the future traffic volumes. It is recommended that the Neighborhood Way/North Access intersection be improved to include stop sign control and single ingress and egress lanes at the east and west approaches.

### TRAFFIC CRASH REVIEW

The Pyramid Highway/Eagle Canyon Road/La Posada Drive intersection was identified for traffic crash review. Traffic crash data was obtained from NDOT Traffic Safety Engineering for the study period from January 1, 2015 to January 1, 2018. The crash data is included in the Appendix. A total of 36 crashes occurred at the intersection during the three-year period with no fatalities reported. The crash type included 23 rear-end collisions, 9 angle collisions, 2 sideswipe-meeting collisions, and 2 non-collisions. Following too closely, driving too fast for conditions, failure to yield the right of way, other improper driving, failure to keep in proper lane, disregarding traffic control feature, hit and run, and unsafe lane change were the main factors. Based on weekday PM peak hour traffic volumes, the intersection currently experiences 0.7968 accidents per million vehicles entering the intersection. The project is anticipated to increase the occurrence of accidents by 0.4063 accidents per year.

## RECOMMENDATIONS

Traffic generated by the Upland Estates development will have some impact on the adjacent street network. The following recommendations are made to mitigate project traffic impacts.

It is recommended that any required signing, striping, or traffic control improvements comply with Washoe County requirements.

It is recommended that the Neighborhood Way/South Access intersection be improved to include stop sign control and single ingress and egress lanes at the east approach.

It is recommended that the Neighborhood Way/Middle Access intersection be improved to include stop sign control and single ingress and egress lanes at the east approach.

It is recommended that the Neighborhood Way/North Access intersection be improved to include stop sign control and single ingress and egress lanes at the east and west approaches.

## **APPENDIX**

## **Single-Family Detached Housing**

(210)

Vehicle Trip Ends vs: Dwelling Units On a: Weekday

Setting/Location:

General Urban/Suburban

Number of Studies:

159

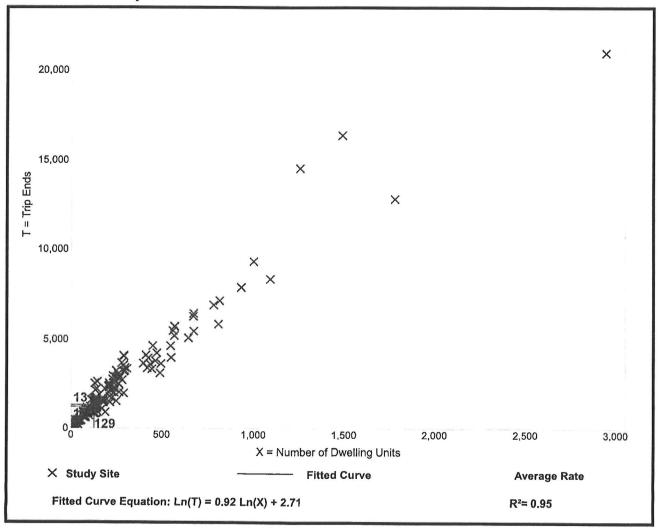
Avg. Num. of Dwelling Units:

264

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.44	4.81 - 19.39	2.10



## **Single-Family Detached Housing**

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies:

173

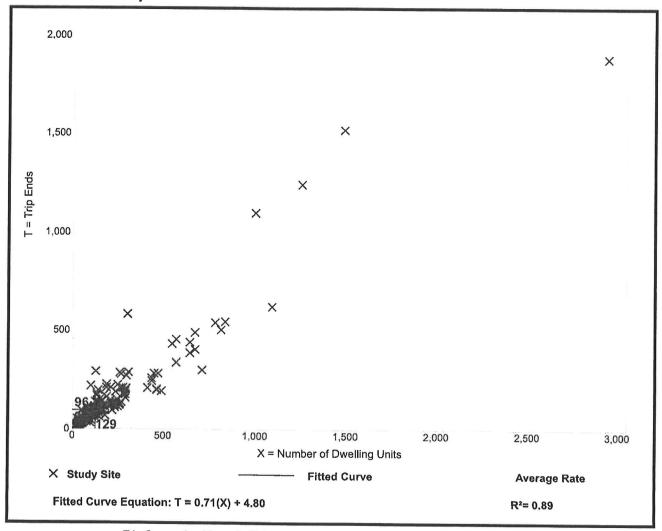
Avg. Num. of Dwelling Units:

219

Directional Distribution: 25% entering, 75% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.74	0.33 - 2.27	0.27



## **Single-Family Detached Housing**

(210)

Vehicle Trip Ends vs: **Dwelling Units** 

> On a: Weekday,

> > Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Setting/Location:

General Urban/Suburban

Number of Studies:

190

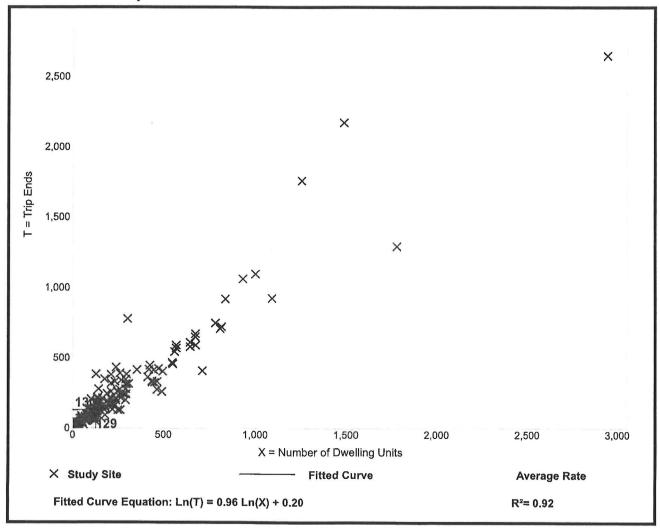
Avg. Num. of Dwelling Units:

242

Directional Distribution: 63% entering, 37% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.44 - 2.98	0.31



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## **General Office Building**

(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

> Weekday On a:

Setting/Location: General Urban/Suburban

Number of Studies:

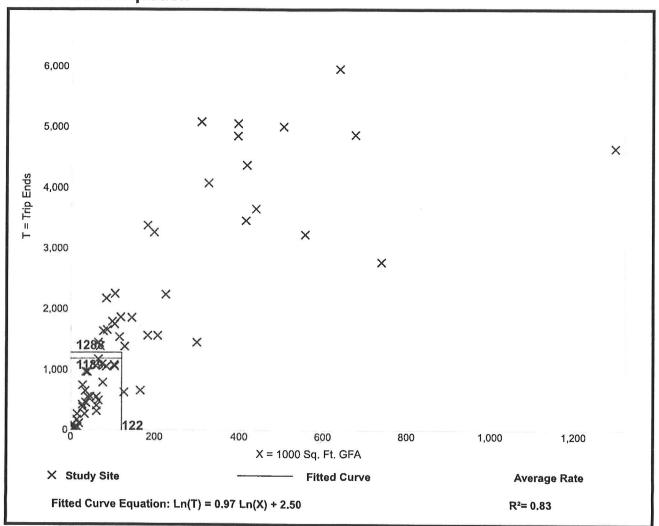
66 Avg. 1000 Sq. Ft. GFA: 171

Directional Distribution:

50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.74	2.71 - 27.56	5.15



## **General Office Building**

(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

> On a: Weekday,

> > Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies:

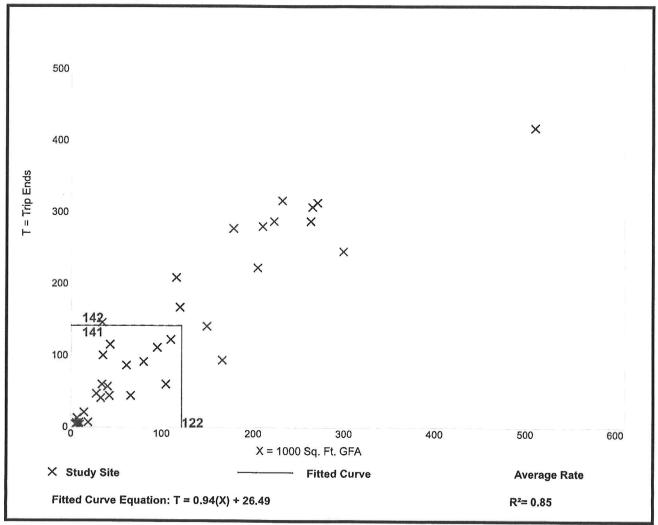
35 117

Avg. 1000 Sq. Ft. GFA:

Directional Distribution: 86% entering, 14% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.16	0.37 - 4.23	0.47



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## **General Office Building**

(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

> On a: Weekday,

> > Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

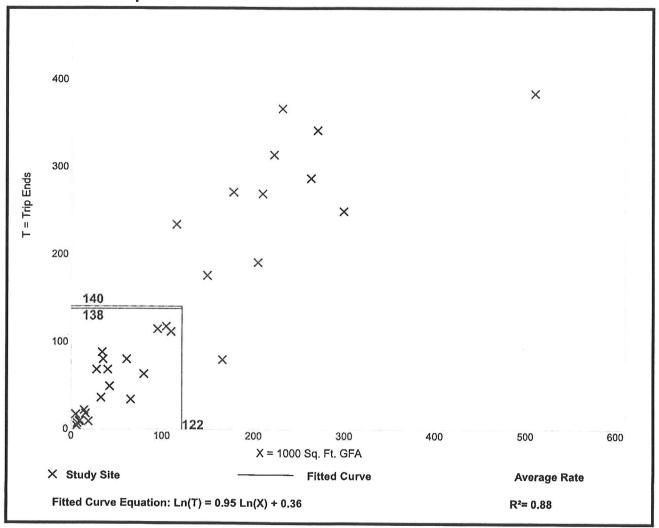
Number of Studies:

32 Avg. 1000 Sq. Ft. GFA: 114

Directional Distribution: 16% entering, 84% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42



# **Medical-Dental Office Building**

(720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

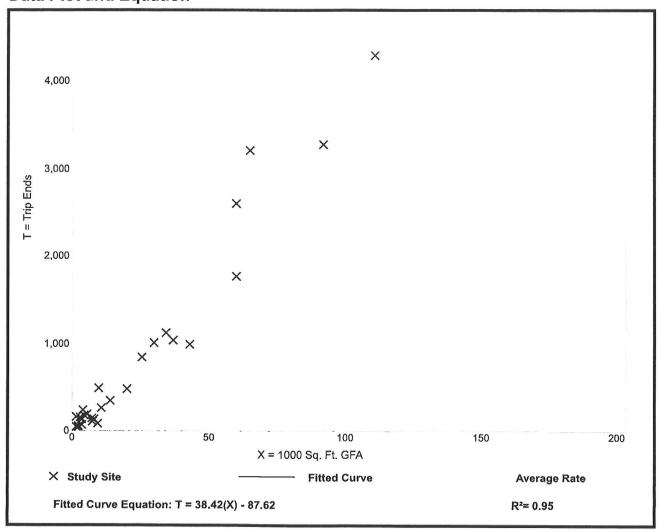
Setting/Location: General Urban/Suburban

Number of Studies: 28 Avg. 1000 Sq. Ft. GFA: 24

Directional Distribution: 50% entering, 50% exiting

# Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
34.80	9.14 - 100.75	9.79



# **Medical-Dental Office Building**

(720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

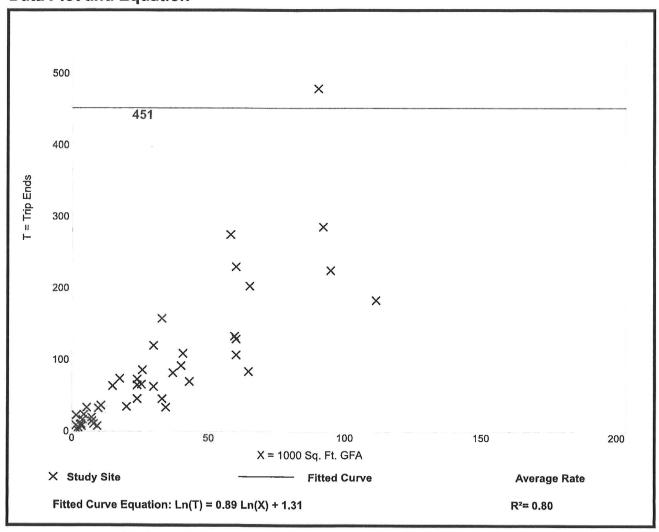
Setting/Location: General Urban/Suburban

Number of Studies: Avg. 1000 Sq. Ft. GFA:

Directional Distribution: 78% entering, 22% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.78	0.85 - 14.30	1.28



# **Medical-Dental Office Building**

(720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

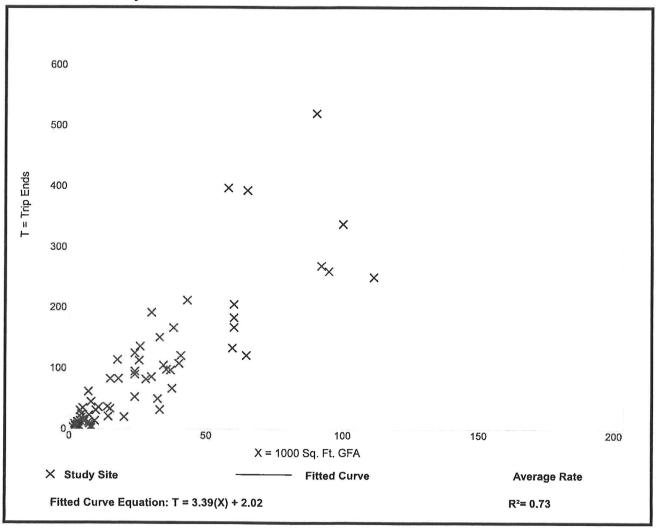
Number of Studies:

Avg. 1000 Sq. Ft. GFA: 28

Directional Distribution: 28% entering, 72% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.46	0.25 - 8.86	1.58



# **Shopping Center**

(820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday

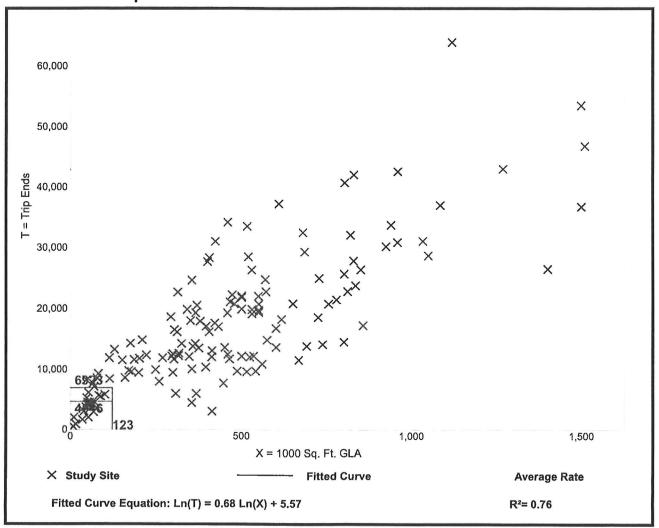
Setting/Location: General Urban/Suburban

Number of Studies: 147 Avg. 1000 Sq. Ft. GLA: 453

Directional Distribution: 50% entering, 50% exiting

# Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.75	7.42 - 207.98	16.41



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# **Shopping Center**

(820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Setting/Location:

General Urban/Suburban

Number of Studies:

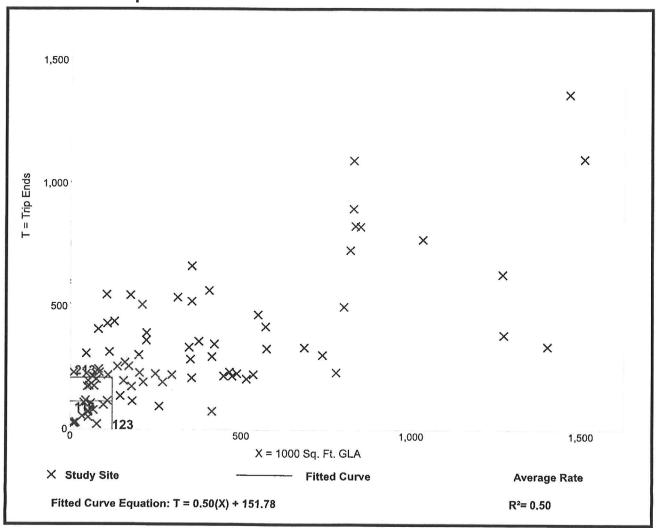
84 351

Avg. 1000 Sq. Ft. GLA:

Directional Distribution: 62% entering, 38% exiting

# Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87



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# **Shopping Center**

(820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Setting/Location: Ge

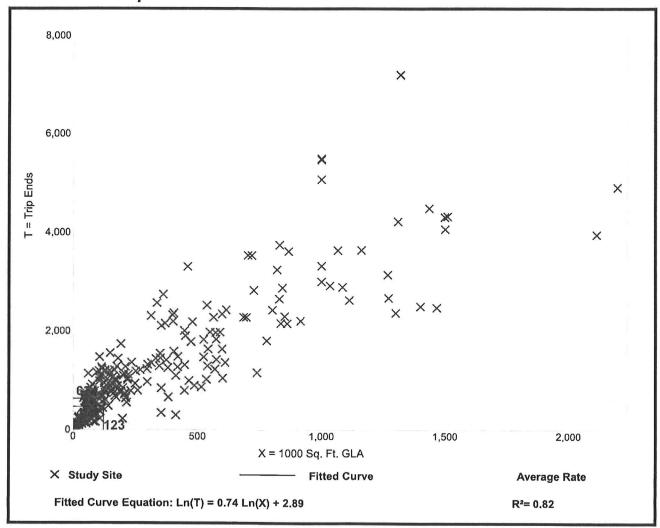
General Urban/Suburban

Number of Studies: 261 Avg. 1000 Sq. Ft. GLA: 327

Directional Distribution: 48% entering, 52% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04



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General Inforn	nation		D					-	Intersec	-	-	on			
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Analyst	No develope di que de pela	MSH	Olide 64) - Landon String Control			e Aug 1	DAMESTA WATER BOOK STREET	-	Area Typ	oe	Other				<u> </u>
Jurisdiction	na napograva kontraktor (kontra	NDOT		Time F	-	AM Peak Hour			PHF		0.92		_==		<u> </u>
Urban Street				Analys	THE RESERVE AND ADDRESS OF THE PERSON.	_	The state of the state of the state of		Analysis	Period	1> 7:0	00	_ 3		-
Intersection		Pyramid & La Posa	ıda	File Name PyEc18ax.xus										<u>ጎጎተተ</u>	r
Project Descrip	tion		SHOT MADE IN COST OF		THE RESERVE AND ADDRESS.	Produce delicate	ramumate estats	Business con con			Samuel and the	TOTAL DESCRIPTION OF THE PARTY		विक्र	1-17
Demand Inform	nation				ED.	A STATE OF THE STA		10/1			ND			OD	
Current Commence of the Commen	NAME AND ADDRESS OF THE OWNER, TH	make a second se	-		EB	7 5	<del></del>	WE	-	<u> </u>	NB	1 5		SB	T
Approach Move	minut have stroken in the co			L 445	T	R	L	T	R	L	T	R	L	T	R
Demand (v), v	en/n	ALDES STATE OF STATE OF		115	218	822	432	45	2   87	485	343	88	46	883	156
Signal Informa	tion						121			7.	R				
Cycle, s	90.0	Reference Phase	2		77	RF . 10.		73	65	A,	(	2	D	1	
Offset, s	0	Reference Point	End		4	Y		7		2)		1	2	3	Y 4
Uncoordinated	Yes	Simult. Gap E/W	On	Green Yellow	Company and Company of the Company	7.0 <b>0.0</b>	32.0	8.0	2.0 0.0	15.0 4.0				7	7
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	1.0	0.0	1.0		5	6	7	8
								HAIG							(A) (FE)
Timer Results	and the second second			EBL	-	EBT .	WB	L	WBT	NB		NBT	SBI	L	SBT
Assigned Phase	е			7		4	3		8	5		2	1		6
Case Number	a talan and a financia			2.0		3.0	2.0		4.0	2.0		3.0	2.0		4.0
Phase Duration		WWW. Warner Britan Warner Company		20.0	15.0		22.0	18.0		44.0	11.0	)	37.0		
Change Period,		5.0		5.0	0.0		5.0	0.0		5.0	5.0		5.0		
Max Allow Head	3.1	LVILLEGI XXXV CARPERIA LA	3.3	3.1		3.3 3.1			3.1	3.1		3.1			
Queue Clearan	5.1		17.0	13.8	3	15.3		14.9		3.2	3.2				
Green Extensio	0.1		0.0	0.2		1.0	0.5		0.0			2.0			
Phase Call Prol		1.00	)	1.00	1.00		1.00	1.00		1.00		)	1.00		
Max Out Probal	bility			1.00	)	1.00	1.00	)	1.00	1.00	)	1.00	1.00	)	0.63
Movement Gro	NAME OF TAXABLE PARTY.	sults			EB	· pure curación		WB			NB	,		SB	
Approach Move	THE RESERVE OF THE			L	T	R	L	T	R	L	T	R	L	T	R
Assigned Move		X 1.11		7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F	Name and Address of the Owner, where	THE RESERVE OF THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER.		125	237	893	470	286	273	527	373	68	50	559	532
Microsoft and the State of Sta	Avendonine was proprie	ow Rate (s), veh/h/l	n	1730	1870	-	1730	1870	and the same of th	1730	1781	1547	1730	1870	1777
Queue Service	ALCOHOM MARKET	The second secon		3.1	10.9		11.8	13.2	13.3	12.9	6.0	2.4	1.2	24.7	24.8
Cycle Queue Cl	THE RESIDENCE OF THE PARTY OF T	e time $(g_c)$ , s		3.1	10.9	-	11.8	13.2	-	12.9	6.0	2.4	1.2	24.7	24.8
Green Ratio (g.	Intrivide England Management States			0.09	0.17	-	0.17	0.19	0.19	0.20	0.43	0.43	0.07	0.36	0.36
Capacity (c), v	The state of the s	atio ( V )		307	312		577	353	334	692	1543	670	231	665	632
Volume-to-Capa	NAME AND ADDRESS OF TAXABLE PARTY.	/In ( 95 th percentile)		0.407	0.760	-	0.814	0.809	THE RESERVE THE PERSON NAMED IN	0.762	0.242	0.102	0.217	0.841	0.842
ENGLISH STREET, STREET	THE RESERVED IN CO.	eh/In ( 95 th percentile)	Section Section 1988	58.9	241.7 9.5	-	236.4	287.4	made of the latest designation of the latest	243.6	105.6	36.4	23.7	450	427.1
District the Control of the Control	Name and Address of the Owner, where the Owner, which is the Owner, where the Owner, which is the Owner,	RQ) (95 th percent		0.00	0.00	ļ	9.3	0.00	0.00	9.6	0.00	0.00	0.9	17.7	17.1
Uniform Delay (	- CAMPANDA TATOLOGICA		uie)	38.8	35.8		36.2	-	-	Contract con		The same of the same of	- measurement described	0.00	0.00
Section 1997 and the second section 1997 and 199	The same of the sa	THE RESERVE OF THE PERSON OF T		0.3	9.4	-	8.2	34.9 12.2	35.0 13.6	34.0 4.5	16.1	15.1	39.8	9.0	26.7 9.5
And the separate section is the second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a section in the second section in the second section is a section in the second section in the second section is a section in the second section in the second section is a section in the second section in the second section is a section in the second section in the second section is a section in the second section in the section is a section in the section in the section is a section in the section in the section is a section in the section in the section is a section in the section in the section is a section in the section in the section is a section in the section in the section in the section is a section in the section in the section is a section in the section in the section in the section is a section in the section is a section in the sect	Incremental Delay ( d 2 ), s/veh Initial Queue Delay ( d 3 ), s/veh					-	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Control Delay (		0.0 39.1	0.0 45.2	0.0	44.4	47.1	48.6	38.5	16.2	-	PARTIES AND PERSONS ASSESSMENT	-	-		
Level of Service	D D	40.2 D	A	D	D D	D D	D	10.2 B	15.1 B	39.9 D	35.7 D	36.2 D			
Approach Delay	MATERIAL PROPERTY AND ADDRESS.	/LOS		12.4	COLUMN TO SERVICE AND ADDRESS OF THE PERSON NAMED IN COLUMN TO SERVICE AND ADDRESS OF	В	46.3	Lorenza	D	28.2	the same of the same of	C	36.1	Andrewson and processing	D
Intersection Del	TWO IS NOT THE OWNER.	THE RESIDENCE OF THE PARTY OF T		12.4		************	0.0		U	20.2	-	-	C 36.1		ט
			Wife St								1019 56	E 200		A 100	
Multimodal Res	sults				EB			WB			NB			SB	
Pedestrian LOS	Score	/LOS		2.62	ers the residence of the same	С	2.50	-	В	2.45	2.45 B		2.43	-	В
Bicycle LOS Sc	ore / LC	)S		2.56		С	1.34	1	Α	1.29	STREET,	Α	1.43	-	Α
						-				, , , , , , , , , , , , , , , , , , , ,	The state of the s	-	- Annual Company of the Company	- A	

#### **HCS7 Signalized Intersection Results Summary** 4177 1474127 **General Information** Intersection Information Agency Solaegui Engineers Duration, h 0.25 Analyst MSH Analysis Date Aug 15, 2018 Other Area Type NDOT Jurisdiction Time Period PM Peak Hour PHF 0.92 **Urban Street** Analysis Year 1>7:00 Existing Analysis Period Intersection Pyramid & La Posada File Name PyEc18px.xus Project Description **Demand Information** EB WB NB SB Approach Movement L T R L T R L T R L T R Demand (v), veh/h 90 174 301 226 263 91 802 920 527 124 542 95 Signal Information 4 Cycle, s 90.0 Reference Phase Offset, s 0 Reference Point End 13.0 Green 8.0 17.0 22.0 7.0 3.0 Uncoordinated Simult. Gap E/W Yes On Yellow 4.0 0.0 4.0 4.0 0.0 4.0 Force Mode Fixed Simult, Gap N/S On Red 1.0 0.0 1.0 1.0 0.0 1.0 **Timer Results** EBL EBT WBL WBT NBL NBT SBL SBT Assigned Phase 7 4 3 8 5 2 6 1 Case Number 2.0 3.0 2.0 4.0 2.0 3.0 2.0 4.0 Phase Duration, s 12.0 18.0 15.0 21.0 30.0 44.0 13.0 27.0 Change Period, (Y+Rc), s 5.0 5.0 0.0 5.0 0.0 5.0 5.0 5.0 Max Allow Headway (MAH), s 3.1 3.2 3.1 3.2 3.1 3.1 3.1 3.1 Queue Clearance Time (gs), s 4.4 15.0 7.7 10.6 22.2 23.9 17.4 5.3 Green Extension Time ( $g_e$ ), s 0.0 0.3 0.0 1.2 1.7 5.2 0.1 0.0 Phase Call Probability 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Max Out Probability 1.00 1.00 0.01 0.45 0.14 0.21 1.00 1.00 **Movement Group Results** WB EB NB SB Approach Movement L T R L T R L T R L T R 7 3 2 Assigned Movement 4 14 8 5 12 1 18 6 16 Adjusted Flow Rate (v), veh/h 98 189 327 246 187 176 872 1000 464 135 343 327 1730 Adjusted Saturation Flow Rate (s), veh/h/ln 1870 1730 1870 1699 1730 1781 1547 1730 1773 1870 Queue Service Time $(g_s)$ , s 2.4 8.7 5.7 8.2 8.6 20.2 19.9 21.9 3.3 15.3 15.4 Cycle Queue Clearance Time ( $g_c$ ), s 2.4 8.7 5.7 8.2 8.6 20.2 19.9 21.9 3.3 15.3 15.4 Green Ratio (g/C) 0.08 0.14 0.17 0.18 0.18 0.33 0.43 0.43 0.09 0.24 0.24 Capacity (c), veh/h 269 270 577 433 333 302 1153 1543 670 307 457 Volume-to-Capacity Ratio (X) 0.364 0.700 0.426 0.562 0.583 0.756 0.648 0.692 0.438 0.751 0.755 Back of Queue (Q), ft/ln (95 th percentile) 46.4 197.4 107.7 171.1 161.4 331.2 315.8 314.5 63.7 301.8 287.8 Back of Queue (Q), veh/ln (95 th percentile) 1.8 7.8 4.2 6.7 6.5 13.0 12.4 12.4 2.5 11.9 11.5 Queue Storage Ratio (RQ) (95 th percentile) 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 Uniform Delay ( d 1 ), s/veh 39.4 36.6 33.6 33.8 26.7 33.9 20.1 20.6 38.9 31.5 31.5 Incremental Delay ( d 2 ), s/veh 0.3 6.6 0.2 1.3 1.9 2.6 0.8 2.6 0.4 6.1 6.6 Initial Queue Delay ( d 3), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Control Delay (d), s/veh 39.7 43.3 0.0 33.8 35.1 35.9 29.3 20.8 23.2 39.2 37.6 38.1 Level of Service (LOS) D D A C D C C C D D D D

Multimodal Results	E	В	W	/B	N	В	SB		
Pedestrian LOS Score / LOS	2.73	С	2.48	В	2.45	В	2.44	В	
Bicycle LOS Score / LOS	1.50	В	0.99	Α	2.41	В	1.15	Α	

27.8

B

19.7

Approach Delay, s/veh / LOS

Intersection Delay, s/veh / LOS

34.8

C

24.5

C

38.1

C

D

#### **HCS7 Signalized Intersection Results Summary** ्री | [ [ | विश्वकारकार **General Information** Intersection Information Agency Solaegui Engineers Duration, h 0.25 Analyst MSH Analysis Date Aug 15, 2018 Area Type Other Jurisdiction NDOT Time Period AM Peak Hour PHF 0.92 Urban Street Analysis Year Existing + Project Analysis Period 1>7:00 Intersection Pyramid & La Posada File Name PyEc18aw.xus Project Description **Demand Information** EB WB NB SB Approach Movement T L R L T R L R L R Demand (v), veh/h 119 879 87 222 432 452 504 343 88 883 157 46 Signal Information U Cycle, s 90.0 Reference Phase 2 Offset, s Reference Point End Green 6.0 7.0 32.0 8.0 2.0 15.0 Uncoordinated Yes Simult. Gap E/W On Yellow 4.0 0.0 4.0 4.0 0.0 4.0 Force Mode Fixed Simult. Gap N/S Red 1.0 On 0.0 1.0 0.0 1.0 11.0 **Timer Results** EBL WBL WBT NBL **EBT NBT** SBL SBT Assigned Phase 7 4 3 8 2 5 6 Case Number 2.0 3.0 2.0 4.0 2.0 3.0 2.0 4.0 Phase Duration, s 13.0 20.0 15.0 22.0 18.0 44.0 37.0 11.0 Change Period, (Y+Rc), s 5.0 5.0 0.0 5.0 0.0 5.0 5.0 5.0 Max Allow Headway (MAH), s 3.1 3.1 3.3 3.3 3.1 3.1 3.1 3.1 Queue Clearance Time ( $g_s$ ), s 5.2 17.0 13.8 15.5 15.5 8.0 3.2 27.0 Green Extension Time (ge), s 0.1 0.2 0.0 0.9 0.4 0.0 2.0 0.0 1.00 Phase Call Probability 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Max Out Probability 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.67 **Movement Group Results** EB WB NB SB Approach Movement L T R L T R L T R L T R Assigned Movement 7 4 14 3 8 18 5 2 12 1 6 16 Adjusted Flow Rate (v), veh/h 129 241 955 470 289 275 548 373 74 50 563 535 Adjusted Saturation Flow Rate (s), veh/h/ln 1730 1870 1730 1870 1764 1730 1781 1547 1730 1870 1773 Queue Service Time ( $g_s$ ), s 3.2 11.1 11.8 13.3 13.5 13.5 6.0 2.6 1.2 25.0 25.0 Cycle Queue Clearance Time (gc), s 3.2 11.1 11.8 13.3 13.5 13.5 6.0 2.6 1.2 25.0 25.0 Green Ratio (g/C) 0.09 0.17 0.17 0.19 0.19 0.20 0.43 0.43 0.07 0.36 0.36 Capacity (c), veh/h 307 312 577 353 333 1543 692 670 231 665 631 Volume-to-Capacity Ratio (X) 0.421 0.774 0.814 0.818 0.826 0.792 0.242 0.110 0.217 0.847 0.848 Back of Queue (Q), ft/ln (95 th percentile) 236.4 61 248.4 292.8 282 256 105.6 39.4 23.7 455.9 432.2 Back of Queue (Q), veh/ln (95 th percentile) 2.4 9.8 9.3 11.5 11.3 10.1 4.2 1.6 0.9 17.9 17.3 Queue Storage Ratio (RQ) (95 th percentile) 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 Uniform Delay (d1), s/veh 38.8 35.9 36.2 35.0 35.1 34.2 16.1 15.2 39.8 26.7 26.8 Incremental Delay ( d 2), s/veh 0.3 10.5 8.2 13.1 14.7 5.8 0.0 0.0 0.2 9.5 10.0 Initial Queue Delay (d3), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Control Delay (d), s/veh 39.1 46.4 0.0 44.4 48.1 49.8 40.0 16.2 15.2 39.9 36.2 36.7 Level of Service (LOS) D D D A D D D B B D D D 12.3 Approach Delay, s/veh / LOS B 46.9 D 29.2 C 36.6 D Intersection Delay, s/veh / LOS 30.2

Multimodal Results

Pedestrian LOS Score / LOS

Bicycle LOS Score / LOS

2.49

WB

B

EB

C

C

2.62

2.68

2.43

SB

B

A

C

NB

B

A

2.45

1.31

#### **HCS7 Signalized Intersection Results Summary** Jajuan Ibri. Jajuan Ibri. General Information Intersection Information Agency Solaegui Engineers Duration, h 0.25 Analyst MSH Analysis Date Aug 15, 2018 Area Type Other Jurisdiction NDOT Time Period PM Peak Hour PHF 0.92 **Urban Street** Analysis Year 1>7:00 Existing + Project Analysis Period Intersection Pvramid & La Posada File Name PyEc18pw.xus **Project Description Demand Information** EB **WB** NB SB Approach Movement L Ļ T R R L R L R Demand (v), veh/h 92 177 339 223 267 91 864 920 527 124 542 99 Signal Information J. Cycle, s 90.0 Reference Phase 2 Offset, s Reference Point End Green 8.0 17.0 22.0 7.0 3.0 13.0 Uncoordinated Yes Simult. Gap E/W On Yellow 4.0 0.0 4.0 4.0 0.0 4.0 Force Mode Fixed Simult. Gap N/S On Red 0.0 0.0 1.0 1.0 1.0 1.0 **Timer Results** EBL WBL WBT NBL NBT **EBT** SBL SBT Assigned Phase 7 3 8 5 2 6 4 Case Number 2.0 3.0 2.0 4.0 2.0 4.0 3.0 2.0 Phase Duration, s 12.0 18.0 15.0 21.0 30.0 27.0 44.0 13.0 Change Period, (Y+Rc), s 5.0 5.0 0.0 5.0 0.0 5.0 5.0 5.0 Max Allow Headway (MAH), s 3.1 3.2 3.1 3.2 3.1 3.1 3.1 3.1 Queue Clearance Time (gs), s 4.5 15.0 7.7 10.7 24.4 23.9 5.3 17.5 Green Extension Time ( $g_e$ ), s 0.0 0.0 0.3 1.2 1.5 5.2 0.1 0.0 Phase Call Probability 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Max Out Probability 1.00 1.00 0.01 0.49 0.37 0.21 1.00 1.00 **Movement Group Results** EB WB NB SB Approach Movement L T R L T R L T R L T R Assigned Movement 7 4 14 3 8 18 5 2 12 1 6 16 Adjusted Flow Rate (v), veh/h 100 192 368 242 189 178 939 1000 464 135 346 329 Adjusted Saturation Flow Rate (s), veh/h/ln 1730 1870 1730 1870 1701 1730 1781 1547 1730 1870 1769 Queue Service Time ( g s ), s 2.5 8.8 5.7 8.3 8.7 22.4 19.9 21.9 3.3 15.4 15.5 Cycle Queue Clearance Time ( g c ), s 2.5 8.8 5.7 8.3 8.7 22.4 19.9 21.9 3.3 15.4 15.5 Green Ratio (g/C) 0.08 0.14 0.17 0.18 0.18 0.33 0.43 0.43 0.24 0.09 0.24 Capacity (c), veh/h 269 270 577 333 302 1543 670 1153 307 457 432 Volume-to-Capacity Ratio (X) 0.372 0.712 0.569 0.420 0.589 0.814 0.648 0.692 0.438 0.757 0.761 Back of Queue (Q), ft/ln (95 th percentile) 47.5 201.7 106.3 173.8 164 366.9 315.8 314.5 63.7 305.3 290.5 Back of Queue (Q), veh/ln (95 th percentile) 1.9 7.9 4.2 6.8 6.6 14.4 12.4 12.4 2.5 12.0 11.6 Queue Storage Ratio (RQ) (95 th percentile) 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 Uniform Delay ( d 1 ), s/veh 39.4 36.7 33.6 33.8 34.0 27.5 20.1 20.6 38.9 31.6 31.5 Incremental Delay ( d 2 ), s/veh 0.3 7.3 0.2 1.5 2.1 4.3 0.8 2.6 0.4 6.4 7.0 Initial Queue Delay ( d 3 ), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Control Delay (d), s/veh 39.7 35.3 44.1 0.0 33.8 36.1 31.7 20.8 23.2 39.2 37.9 38.5 Level of Service (LOS) D D A C D D C C C D D D Approach Delay, s/veh / LOS 18.8 В 34.9 C 25.6 C 38.4 D Intersection Delay, s/veh / LOS 28.2 C Multimodal Results EB WB NB SB Pedestrian LOS Score / LOS 2.73 C 2.48 B 2.45 B 2.44 B Bicycle LOS Score / LOS 1.58 B 0.99 2.47 В A 1.16

#### **HCS7 Signalized Intersection Results Summary** 14144141 1111 **General Information** Intersection Information Agency Solaegui Engineers Duration, h 0.25 Analyst MSH Analysis Date Aug 15, 2018 Area Type Other NDOT Jurisdiction Time Period AM Peak Hour PHF 0.92 **Urban Street** Analysis Year 2028 Base Analysis Period 1>7:00 Pyramid & La Posada Intersection File Name PyEc28ax.xus Project Description **Demand Information** EB WB NB SB Approach Movement L T R L T R L R L R Demand (v), veh/h 128 243 917 482 503 97 541 383 98 51 985 174 Signal Information 4 Cycle, s 90.0 Reference Phase 2 Offset, s 0 Reference Point End Green 6.0 7.0 32.0 2.0 8.0 15.0 Uncoordinated Yes Simult. Gap E/W On Yellow 4.0 0.0 4.0 4.0 0.0 4.0 Force Mode Fixed Simult. Gap N/S On Red 11.0 0.0 1.0 1.0 0.0 1.0 **Timer Results** EBL WBL EBT WBT NBL **NBT** SBL SBT Assigned Phase 7 3 4 8 5 2 6 Case Number 2.0 3.0 2.0 4.0 2.0 3.0 2.0 4.0 Phase Duration, s 13.0 20.0 15.0 22.0 18.0 44.0 11.0 37.0 Change Period, (Y+Rc), s 5.0 5.0 0.0 5.0 0.0 5.0 5.0 5.0 Max Allow Headway (MAH), s 3.1 3.3 3.1 3.3 3.1 3.1 3.1 3.1 Queue Clearance Time (gs), s 5.4 17.0 15.4 17.2 16.7 8.8 3.4 31.3 Green Extension Time ( $g_e$ ), s 0.1 0.0 0.0 0.0 0.0 0.3 0.0 0.4 Phase Call Probability 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Max Out Probability 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 **Movement Group Results** EB WB NB SB Approach Movement L T R L T R L T R R L T Assigned Movement 7 4 14 3 8 18 5 2 12 1 16 6 Adjusted Flow Rate (v), veh/h 139 264 997 524 320 305 588 416 79 596 55 626 Adjusted Saturation Flow Rate (s), veh/h/ln 1730 1870 1730 1870 1767 1775 1730 1781 1547 1730 1870 Queue Service Time ( $g_s$ ), s 3.4 12.3 13.4 15.1 15.2 14.7 6.8 2.8 1.4 29.2 29.3 Cycle Queue Clearance Time (gc), s 3.4 12.3 13.4 15.1 14.7 2.8 15.2 6.8 1.4 29.2 29.3 Green Ratio (g/C) 0.09 0.17 0.17 0.19 0.19 0.20 0.43 0.43 0.07 0.36 0.36 Capacity (c), veh/h 307 312 577 353 334 692 1543 670 665 631 231 Volume-to-Capacity Ratio (X) 0.452 0.847 0.909 0.907 0.913 0.850 0.270 0.118 0.944 0.240 0.941 Back of Queue (Q), ft/In (95 th percentile) 65.9 289.2 284.8 357.7 344.5 284 119.6 42.5 26.3 578.1 553.1 Back of Queue (Q), veh/ln (95 th percentile) 2.6 11.4 11.2 14.1 13.8 11.2 4.7 1.7 22.8 22.1 1.0 Queue Storage Ratio (RQ) (95 th percentile) 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 Uniform Delay ( d 1), s/veh 38.9 36.4 36.8 35.7 35.8 34.7 16.4 15.2 39.8 28.1 28.1 Incremental Delay (d2), s/veh 0.4 18.2 18.0 25.5 27.8 9.4 0.0 0.0 0.2 21.4 22.7 Initial Queue Delay (d3), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Control Delay (d), s/veh 39.3 54.6 0.0 54.8 61.2 63.6 44.1 16.4 15.3 40.0 49.4 50.9 Level of Service (LOS) D D D A F E D B B D D D Approach Delay, s/veh / LOS 14.2 B 58.9 E 31.3 C 49.7 D Intersection Delay, s/veh / LOS 37.7 D **Multimodal Results** EB WB NB SB Pedestrian LOS Score / LOS C 2.62 2.50 B 2.45 B 2.43 B Bicycle LOS Score / LOS 2.80 C 1.44 A 1.38 A 1.54 B

# **HCS7 Signalized Intersection Results Summary**

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General Inforn	nation		PARTICIPATION AND A						Intersec	tion Inf	ormati	on		ed wheeler de	
Agency		Solaegui Engineers				в водиниванный години и			Duration	, h	0.25			4111	
Analyst		MSH		Analys	sis Dat	e Aug 1	5. 2018	45 A5 A6 PAR	Area Typ	THE PERSON AND ADVANCED	Other		- Z		A
Jurisdiction	***	NDOT	And the conglisher was the filler and the	Time I	CONTRACT SAME AND AND	THE PARTY NAMED IN	eak Hou	WATER STANGETON	PHF	M. 100 BANK	0.92			7.7	<b>∴</b>
Urban Street				Analys	-		SALES OF THE PARTY	-	Analysis	Period	1> 7:	00			- <sub>7</sub>
Intersection		Pyramid & La Posa	da	File N	The state of the last of the l	COLUMN TRANSPORTER PROPERTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE	28px.xu	Louisement					-	KK 4 4	2 -
Project Descrip	tion	THE RESERVE TO BE A STREET TO BE A S	***	The same ages of the Same	PROPERTY AND ASSESSED.	econole management	unio iosta C. rober Armano	A. G. 77 / J. 40   100						14144	1- (*
									i san						
<b>Demand Inform</b>	nation				EB	TO SERVICE SERVICE		W	В		NB		T	SB	
Approach Move	ment			L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), v	eh/h	WILL TO B. 17 COMM. 18 WAS A ST.	MARKET STATE OF STREET	100	194	336	252	29	3 102	895	1026	588	138	605	106
		A NUMBER OF STREET													
Signal Informa	-			Contract of the Contract of th	2	and it is	124	48	and draw	23	Sone				
Cycle, s	90.0	Reference Phase	2		73	51	78 4	7	£***	3		7	P		₩.
Offset, s	0	Reference Point	End	Green	8.0	17.0	22.0	17.0	3.0	13.0	)		- 4	4	K
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		0.0	4.0	4.0	CALLED A COLOR PROPERTY OF EXPLORED HIM	4.0	1			1	4
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	1.0	0.0	1.0		8	Б	T)	8
Timer Results		100000000000000000000000000000000000000		EBI		EBT	WB	L	WBT	NBI	_	NBT	SBI	_	SBT
Assigned Phase	9			7		4	3		8	5		2	1		6
Case Number			Militaria de Mariero	2.0		3.0	2.0	-	4.0	2.0		3.0	2.0		4.0
Phase Duration	The second secon			12.0	)	18.0	15.0	)	21.0	30.0	)	44.0	13.0	)	27.0
Change Period, (Y+Rc), s					5.0		0.0		5.0	0.0		5.0	5.0		5.0
Max Allow Headway ( MAH ), s						3.2	3.1		3.2	3.1		3.1		3.1 3	
Queue Clearance Time ( g s ), s						15.0	8.4		11.7 25.5		5	28.6		5.7	
The state of the s	Green Extension Time ( $g_e$ ), s					0.0	0.4		1.1	1.4		5.0	0.1		0.0
Phase Call Prob	CONTRACTOR OF STREET	ting to some contration contration and contrations	459 (84, 44.0)	1.00	)	1.00	1.00	)	1.00	1.00		1.00	1.00	)	1.00
Max Out Probal	oility			1.00	)	1.00	0.03	3	0.72	0.59	9	0.47	1.00	)	1.00
Movement Cue	W Das						a	VA (D			A ID	01-			
Movement Gro	THE RESIDENCE AND ADDRESS OF	uits		L	EB	R	\$	WB	R	-	NB T	1 5		SB	
Assigned Move	A SHARAS AND ADDRESS OF THE PARTY OF THE PAR	AND THE RESIDENCE OF THE PARTY		7	4	14	L 3	8	18	L 5	2	R 12	L_	T   6	R
Adjusted Flow F	-	\ veh/h		109	211	365	274	211	197	973		-	1	-	16
The same of the sa	AND DESCRIPTION OF THE PERSON NAMED IN	w Rate ( s ), veh/h/l	~	1730		CONTRACTOR DESIGNATION OF THE PARTY OF THE P	§	-	_		1115	530	150	385	366
Queue Service	SALES OF THE PARTY	The state of the s		2.7	1870 9.8	+	1730	1870 9.4	_	1730	1781	1547	1730	1870	1771
Cycle Queue Cl	art and the same of the same of	AND DATE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.		2.7	9.8	-	6.4	-	9.7	23.5	23.3	26.6	3.7	17.6	17.7
Green Ratio ( g.		5 mile ( g c ), s		0.08	0.14	-	Q	9.4	9.7	23.5	23.3	26.6	3.7	17.6	17.7
Capacity (c), v	CONTRACTOR AND ADDRESS OF THE PARTY OF THE P		-	269	270		0.17 577	0.18	-	0.33	0.43	0.43	0.09	0.24	0.24
Volume-to-Capa	WHEN HE WAS AND ADDRESS OF THE PARTY OF THE	tio ( X )		0.404	0.781	-	0.475	0.63	301	1153 0.844	1543 0.723	670 0.791	307 0.488	457 0.843	0.845
AND RESIDENCE AND ADDRESS OF THE PARTY OF TH	TO SHARE WITH THE PARTY OF THE	In (95 th percentile)	- 19-14-1	51.8	230.1	-	121.2	199.6	-	387.4	362.7	386.1	71.4	362.5	345.4
Processing a depth of the control of	Transmission regulation restricts	eh/In ( 95 th percenti	-	2.0	9.1	-	4.8	7.9	7.6	15.3	14.3	15.2	2.8	14.3	13.8
and the second s	THE RESIDENCE OF THE PARTY OF THE	RQ) (95 th percent	and the same of the same of	0.00	0.00	-	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (		and the second s	110)	39.5	37.1	-	33.9	34.3	-	27.8	21.0	22.0	39.0	A CONTRACTOR OF THE PARTY OF	Marine Commission of the Commi
Marrie Carrier Company of the Company of the Company	NAME OF TAXABLE PARTY.	ECHANIC STRUCK S		0.4	12.5	-	0.2	3.0	4.0	5.6	PERSONAL PROPERTY.	Company of the local distriction of	Proceedings from the same	32.4	32,4
brother definition of the second section of the section of t	ncremental Delay ( d 2 ), s/veh nitial Queue Delay ( d 3 ), s/veh				0.0	-	0.2	0.0	0.0	0.0	1.5	5.9	0.4	12.7	13.6
A THE RESIDENCE OF A PARTY CONTRACTOR OF THE PARTY CON	THE RESERVE AND ADDRESS OF THE PARTY OF THE	The second section is a second section of the second section of the second section is a second section of the second section of the second section sec		0.0 39.9	49.7	0.0	34.2	37.3	-	33.4	0.0	0.0	0.0	0.0	0.0
AND THE RESIDENCE OF THE PARTY	Control Delay ( d ), s/veh			D D	49.7 D	0.0   A	C C	D D	D D	33.4 C	22.5 C	27.9	39.5	45.1	46.0
Maria Carlo	Level of Service (LOS) Approach Delay, s/veh / LOS			21.6	-	C	36.4	-	D	27.6	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	C	D	D	D
Intersection Del	-		-	21.0		THE RESERVE AND PERSONS ASSESSED.	1.1	-	U	21.0	,	SCHOOL STATEMENT	44.5 C	,	D
and Section Del	, or ve			7 6 60	50990	3		STORES.							
Multimodal Res	sults		and the second second	THE STATE OF	EB			WB	The state of the s		NB	Lake Com St. San		SB	
Pedestrian LOS	CONTRACTOR SALES	LOS		2.73	Andrews of Sections	С	2.48	-	В			В	2.44	-	В
	THE RESERVE OF THE PERSON NAMED IN			1.62	-	В	1.05	-	A	2.65 C		1.23	the barriers of the second	A	
THE RESERVE THE PROPERTY OF THE PARTY OF THE	icycle LOS Score / LOS								(7/4)			-	1,120		

# **HCS7 Signalized Intersection Results Summary**

							Yank					Marita Maria			
General Inform	nation								Intersec	tion Inf	ormatio	on		l et planete t	
Agency		Solaegui Engineers	3					1	Duration	, h	0.25	over districtive to the second		4111	
Analyst		MSH	AND ADDRESS OF THE PARTY OF THE	Analy	sis Date	e Aug 1	5, 2018	COLUMN TOWNS THE PARTY OF THE P	Area Typ	Management of the second	Other	•	- Z		a. a.
Jurisdiction		NDOT		-	Period		eak Hou	THE RESERVE AND PERSONS ASSESSED.	PHF	Sirvate Programmer Stevenson over	0.92		3 = 1	vi.	± }-
Urban Street	ALLEN TO THE THE PARTY OF THE P			-	sis Yea	-				Period	THE RESIDENCE OF THE PROPERTY OF THE PARTY O				,-;-
Intersection		Pyramid & La Posa	ıda	File N	-		28aw.xu	MARKETT PROPERTY OF			1		-		2
Project Descrip	tion	, your and or much occur		11.10	arrio	1. 720.	LOUW.AG						-	नाक्ष	1- (
				開樹區	(Antana)									1000	
Demand Inform	nation				EB			WE	3		NB			SB	
Approach Move	ement			L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), v	About Michigan Provider	menundunkan di mananda at santan dan santan		132	247	974	482	504	ALTERNATION OF THE PARTY OF THE	560	The state of the s	-	51	985	175
				BIO SEL		No. of the			HOLES IN					ALASSI .	100
Signal Informa	tion			I	1		24			23	5				
Cycle, s	90.0	Reference Phase	2	Constant of the Constant of th	I FE	8/40	1	7	6-	F	Course 1	2	D		-
Offset, s	0	Reference Point	End	Croon	(60)	7.0						1	2	3	<b>Y</b> 4
Uncoordinated	Yes	Simult. Gap E/W	On	Green Yellow		7.0	32.0	8.0	0.0	15.0 4.0	,			7	7
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	1.0	0.0	1.0		6	6	7	8
								Algen	VIII I	He Ha			BEXES G		
Timer Results				EBI		EBT	WB	L	WBT	NB		NBT	SBI	L. I	SBT
Assigned Phase	9			7		4	3		8	5		2	1		6
Case Number			The constitution	2.0		3.0	2.0		4.0	2.0		3.0	2.0		4.0
Phase Duration	s		1021	13.0	-	20.0	15.0	-	22.0	18.0	-	44.0	11.0	-	37.0
Change Period,	Processing the Community	-) s		-		5.0	0.0	-	5.0	0.0	None and the second second	5.0	5.0	-	5.0
Max Allow Headway ( <i>MAH</i> ), s					3.1 3		3.1		3.3	3.1	THE RESERVE OF THE PERSON NAMED IN	3.1	3.1		3.1
Queue Clearance Time ( g s ), s					-	17.0	15.4		17.2			The same of the sa		Commence of the Commence of th	
Green Extensio	5.5 0.1	with a second se	0.0	0.0		0.0	0.1	-	0.0	0.0		31.4 0.4			
Phase Call Prob	NAME AND ADDRESS OF THE OWNER.	(90), 3		1.00	1	1.00	1.00		1.00	1.00		any desirable has been seen and	-	-	-
Max Out Probat	Contract of the last of			1.00	Section 100 and 100 an	1.00	1.00	-		1.00			1.00	THE RESIDENCE OF THE PERSON	1.00
Wax Out Flobal	Dility			1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Movement Gro	up Res	ults			EB			WB			NB	MODEL STATE		SB	
Approach Move	ment	and the second s	44000	L	Т	R	L	T	R	L	T	R	L	Т	R
Assigned Move	ment	and the second s		7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow F		), veh/h		143	268	1059	524	321	305	609	416	79	55	626	596
POTE CONTRACTOR CONTRA	AND DESCRIPTION OF THE OWNER, WHEN	w Rate (s), veh/h/l	n	1730	1870		1730	1870		1730	1781	1547	1730	1870	1774
Queue Service	NAME AND ADDRESS OF THE OWNER, TH	THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TW		3.5	12.6		13.4	15.1	15.2	15.4	6.8	2.8	1.4	29.2	29.4
Cycle Queue Cl	-	THE RESIDENCE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN		3.5	12.6	1	13.4	15.1	15.2	15.4	6.8	2.8	1.4	29.2	29.4
Green Ratio ( g	CONTRACTOR OF STREET			0.09	0.17	100000000000000000000000000000000000000	0.17	0.19	0.19	0.20	0.43	0.43	0.07	0.36	0.36
Capacity (c), v	-			307	312	1	577	353	334	692	1543	670	231	665	631
Volume-to-Capa	District Control of the last o	tio (X)		0.467	0.861	-	0.909	0.908		0.880	0.270	0.118	0.240	0.942	0.945
Committee of the Commit	The state of the s	In (95 th percentile)		68	298.3	NAME AND ADDRESS OF THE OWNER, TH	284.8	359	346.1	301.1	119.6	42.5	26.3	579.5	554.4
MON-YORK CORE OF PRINCIPLE AND ADDRESS OF THE PARTY OF TH	THE PERSON NAMED IN	eh/ln ( 95 th percenti	With the second second second	2.7	11.7	-	11.2	14.1	13.8	11.9	4.7	1.7	1.0	22.8	22.2
better the second of the factor of the second of the secon	-	RQ) (95 th percent		0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (	Albertane Contra establish		iie)	39.0	36.5		36.8	-	-	THE RESERVE OF THE PERSON NAMED IN	NAME AND ADDRESS OF THE OWNER, TH	-	-	And desired the latest divine	
MODULAY BOOK OF THE PARTY OF TH				0.4	20.2	- Line and the same of the sam	18.0	35.7 25.8	35.8	34.9	16.4	15.2	39.8	28.1	28.1
District on the second	ncremental Delay ( d 2 ), s/veh				0.0		0.0	-	28.1	12.1	0.0	0.0	0.2	21.5	22.9
The second secon	nitial Queue Delay ( d 3 ), s/veh					0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Discount and Albert Control of the C	Control Delay ( d ), s/veh evel of Service (LOS)				56.7	0.0	54.8	61.5	63.9	47.1	16.4	15.3	40.0	49.6	51.1
PRODUCTION STOCKARD STOCKARD AND AND AND AND AND AND AND AND AND AN	Printed and Administration (Street	/100	W. AMA	D 44.5	E	I A	D 50.4	E	J_E	D	В	В	D	D	D
Approach Delay	THE RESERVE OF THE PERSON			14.2		В	59.1		E	33.2		С	49.9	,	D
Intersection Del	ay, s/ve	n / LUS			The second	37	7.8		A STATE OF THE PARTY OF THE PAR	Section 1		Eld ave an	D	STORES OF THE PARTY OF THE PART	
Multimodal Res	eulto.				FD		PARS	145	SHIP STATE						
Pedestrian LOS	-	1108		2.00	EB	_	0.50	-	WB		NB			SB	
MANUFACTURE OF THE PROPERTY OF				2.62 2.91	-	С	2.50	-	В	2.45	-	В	2.43	- Andrewson - Andr	В
Dicycle LOS 300	cycle LOS Score / LOS					С	1.44	<u> </u>	Α	1.40	<u>,                                    </u>	Α	1.54		В

#### **HCS7 Signalized Intersection Results Summary General Information** at all alcade to be to Intersection Information 4111 Agency Solaegui Engineers Duration, h 0.25 Analyst MSH Analysis Date Aug 15, 2018 Area Type Other NDOT Jurisdiction Time Period PM Peak Hour PHF 0.92 **Urban Street** Analysis Year 2028 With Analysis Period 1>7:00 Intersection Pyramid & La Posada File Name PyEc28pw.xus **Project Description Demand Information** EB WB NB SB Approach Movement L T R R L T T R L L T R Demand (v), veh/h 102 197 374 252 297 102 959 1026 588 138 605 110 Signal Information N Cycle, s 90.0 Reference Phase Offset, s 0 Reference Point End Green 8.0 17.0 22.0 7.0 3.0 13.0 Uncoordinated Yes Simult. Gap E/W On Yellow 4.0 0.0 4.0 4.0 0.0 4.0 Force Mode Fixed Simult. Gap N/S On Red 1.0 0.0 1.0 1.0 0.0 1.0 **Timer Results** EBL EBT WBL WBT NBL NBT SBL SBT Assigned Phase 7 4 3 8 5 2 6 1 Case Number 2.0 3.0 2.0 4.0 2.0 3.0 2.0 4.0 Phase Duration, s 12.0 18.0 15.0 21.0 30.0 44.0 13.0 27.0 Change Period, $(Y+R_c)$ , s 5.0 5.0 0.0 5.0 0.0 5.0 5.0 5.0 Max Allow Headway (MAH), s 3.1 3.2 3.1 3.2 3.1 3.1 3.1 3.1 Queue Clearance Time (gs), s 4.7 15.0 8.4 11.8 27.9 28.6 5.7 19.9 Green Extension Time ( $g_e$ ), s 0.0 0.0 0.4 1.2 8.0 5.0 0.1 0.0 Phase Call Probability 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Max Out Probability 1.00 1.00 0.03 0.76 1.00 0.47 1.00 1.00 **Movement Group Results** WB EB NB SB Approach Movement R Т L T L R L T R L T R Assigned Movement 7 3 2 4 14 8 18 5 12 1 6 16 Adjusted Flow Rate (v), veh/h 111 214 407 274 213 199 1042 1115 530 150 388 367 Adjusted Saturation Flow Rate (s), veh/h/ln 1730 1870 1730 1870 1730 1696 1781 1547 1730 1870 1767 Queue Service Time ( $g_s$ ), s 2.7 10.0 6.4 9.5 23.3 9.8 25.9 26.6 3.7 17.8 17.9 Cycle Queue Clearance Time (gc), s 2.7 10.0 6.4 9.5 9.8 25.9 23.3 26.6 3.7 17.8 17.9 Green Ratio (g/C) 0.08 0.14 0.17 0.18 0.18 0.33 0.43 0.24 0.43 0.09 0.24 Capacity (c), veh/h 269 270 577 333 301 1153 1543 670 307 457 432 Volume-to-Capacity Ratio (X) 0.412 0.793 0.475 0.640 0.661 0.904 0.723 0.791 0.488 0.849 0.851 Back of Queue (Q), ft/In (95 th percentile) 52.8 235.9 121.2 202 192.1 439.2 362.7 386.1 71.4 367 349.2 Back of Queue (Q), veh/ln (95 th percentile) 2.1 9.3 4.8 8.0 7.7 17.3 14.3 15.2 2.8 14.5 14.0 Queue Storage Ratio (RQ) (95 th percentile) 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 Uniform Delay ( d 1), s/veh 39.5 37.2 33.9 34.3 34.5 28.6 21.0 22.0 39.0 32.4 32.4 Incremental Delay (d2), s/veh 0.4 13.7 0.2 3.2 4.2 9.9 1.5 5.9 13.3 14.2 0.4 Initial Queue Delay ( d 3 ), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Control Delay (d), s/veh 39.9 50.9 0.0 34.2 37.5 38.7 38.5 22.5 27.9 39.5 45.7 46.7 Level of Service (LOS) D D A C D D D C C D D Approach Delay, s/veh / LOS 21.0 C 36.5 29.8 D C 45.1 D Intersection Delay, s/veh / LOS 32.2 C **Multimodal Results** EB WB NB SB Pedestrian LOS Score / LOS 2.73 C 2.48 B 2.45 B 2.44 B Bicycle LOS Score / LOS 1.69

A

2.71

C

B

A

<b>General Information</b>						S	ite Info	ormatic	n	-						
Analyst	MSH		COTTON TO THE PARTY OF THE PARTY OF		Transcourage and the second	_	ntersectio	-		T Eagle C	anvon/Ne	eighborho	od			
Agency or Co.	Solae	gui Engi	neers				/W Street	ATTER DATES AND ADDRESS OF THE PARTY OF THE		-	Canyon Ro					
Date Performed	8/15/	2018					N/S Street	Name	Neighborhood Way/Ember Dr							
Analysis Year	2018	***************************************	reference de la particular de la constitución de la		- Marketty and a second		Analysis Ti	me Period								
Time Analyzed	AM E	xisting					Peak Hour	-	0.87							
Project Description				PALL SPECIAL PROPERTY.			urisdiction	1	Washoe County							
Volume Adjustments	and	Site C	harac	teristic	S					1						
Approach			В			WB		T	1	ΝΒ	T		SB			
Movement	U	L	Т	R	υl	L	T R	U	T L	T	R	υΙι		R		
Number of Lanes (N)	0	0	1	0	0	0	1 1		0	1	0	0 0		1		
Lane Assignment	<u> </u>		Ľ	TR	LT		R			LTR		LT		R		
Volume (V), veh/h	0	2	896	1	0	42 7	97 4	0	25	4	78	0 3	7 1	10		
Percent Heavy Vehicles, %	2	2	2	2	2	2	2 2	2	2	2	2	2 2		2		
Flow Rate (VPCE), pc/h	0	2	1050	1	0	49 9	34 48	3 0	29	5	91	0 4	3 1	12		
Right-Turn Bypass		No	ne	-		None			N	one	_		None			
Conflicting Lanes	endicardo anticolor de color de		1			1				1		1				
Pedestrians Crossing, p/h		1	0			10			•	10		10				
Critical and Follow-U	р Неа	adway	Adju	stmen	t											
Approach				EB			WB	Control of the contro		NB		1	SB	f cuit serv		
Lane			Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypas		
Critical Headway (s)				4.9763		4.5436	4.5436			4.9763		4.5436	4.5436			
Follow-Up Headway (s)				2.6087		2.5352	2.5352			2.6087		2.5352	2.5352			
Flow Computations,	Capac	ity an	d v/c	Ratios										-		
Approach			*****************	EB	- Constitution of the Cons	T	WB	***************************************		NB	entermatikan perajuan kerkepentan kerkentan bera-		SB			
Lane			Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypas		
Entry Flow (v <sub>e</sub> ), pc/h				1053.00		983.00	48.00			125.00		44.00	12.00			
Entry Volume veh/h				1032.35		963.73	47.06	***************************************		122.55		43.14	11.76	1		
Circulating Flow (v <sub>c</sub> ), pc/h			725000	93			36			1095			1012	. Aurorana anno		
Exiting Flow (vex), pc/h				1184			975			55			51			
Capacity (cpce), pc/h				1255.11		1374.24	1374.24			451.67		565.38	565.38			
Capacity (c), veh/h				1228.81		1332.32	1332.32			442.81		554.29	554.29			
v/c Ratio (x)				0.84		0.72	0.04			0.28		0,08	0.02			
Delay and Level of Se	ervice			0												
Approach				EB			WB	and distribute the sections		NB			SB			
Lane			Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypas		
Lane Control Delay (d), s/veh				20.2		13.0	3,0			12,6		7.4	6.7			
Lane LOS				С		В	А			В		Α	А			
95% Queue, veh	al-			10.9		6.8	0.1			1,1		0,3	0.1			
Approach Delay, s/veh				20.2			12.6			12,6			7.3			
Approach LOS				С		1	В			В				A		

<b>General Information</b>						Si	te Info	rmatio	n						
Analyst	MSH	******************		A STATE AND ADDRESS AND A STATE OF THE ADDRESS AND ADD		Ir	ntersection	1		Eagle C	anyon/Ne	ighborhoo	od		
Agency or Co.	Solae	gui Engi	neers	WAR WENT TO STATE OF THE STATE	A STATE OF THE PARTY AND ADDRESS.	E	/W Street	Name		Eagle C	anyon Roa	ad		regulate of other parameters and a	
Date Performed	8/15/	2018	E # M. W. O S & C. O. C.	MARKET STORY OF THE STORY OF TH		N	/S Street	Name		Dr	***				
Analysis Year	2018			NEWSCHOOL COLLEGE SECURITIES AND AND AND AND		A	nalysis Tir	ne Period	(hrs) 0.25						
Time Analyzed	PM E	xisting	Militario de Sandriffo Simo Alfondos	rakinan nadakuda di sasakudi kenasa mba	NAME OF THE OWNER O	P	eak Hour	Factor	0.90						
Project Description		****		ANDROCK AND DESCRIPTION OF	•	Ju	urisdiction	ATTIVE STREET, AND ASSESSMENT OF STREET, STREE	Washoe County						
Volume Adjustments	and	Site C	harac	teristic	S										
Approach	Г		В	T		WB		T	N	В	T	-	SB	A SOCIETA SOCI	
Movement	U	L	Т	R	υl	L	T R U		L	т	R	UL	Т	R	
Number of Lanes (N)	0	0	1	0	0	0	1 1	0	0	1	0	0 0	1	1	
Lane Assignment		L	Ľ	TR	LT		R		1	LTR		LT		R	
Volume (V), veh/h	0	1	333	3	0	83 6	04   35	0	4	1	55	0 52	2 4	5	
Percent Heavy Vehicles, %	2	2	2	2	2	2	2 2	2	2	2	2	2 2	2	2	
Flow Rate (VPCE), pc/h	0	1	377	3	0	94 6	B5 40	0	5	1	62	0 59	5	6	
Right-Turn Bypass		No	ne	-		None			No	ne			None		
Conflicting Lanes			1			1						1			
Pedestrians Crossing, p/h		1	0			10			1	0		10			
Critical and Follow-U	p He	adway	Adju	stmen	t			anne de la competencia della della competencia d							
Approach				ЕВ			WB	STREET, STATE OF STREET,	I	NB			SB		
Lane			Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Critical Headway (s)				4.9763		4.5436	4.5436			4.9763		4.5436	4.5436		
Follow-Up Headway (s)				2.6087		2.5352	2.5352			2.6087		2.5352	2.5352		
Flow Computations,	Capac	city ar	id v/c	Ratios											
Approach				ЕВ			WB			NB			SB		
Lane			Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Entry Flow (v <sub>e</sub> ), pc/h				381.00		779.00	40.00			68.00		64.00	6.00		
Entry Volume veh/h				373.53		763.73	39.22			66.67		62.75	5.88		
Circulating Flow (v₀), pc/h				158			7			437			784	Managara Kalendara K	
Exiting Flow (vex), pc/h				498			696			42			102		
Capacity (c <sub>Pce</sub> ), pc/h				1174.60		1410.99	1410.99			883.69		695.74	695.74		
Capacity (c), veh/h				1149.99		1367.62	1367.62			865.17		680.48	680.48		
v/c Ratio (x)				0.32		0.56	0.03			0.08		0.09	0.01		
Delay and Level of So	ervice														
Approach				EB			WB			NB			SB		
Lane			Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Lane Control Delay (d), s/veh				6.3		8.7	2.9			4,9		6.3	5.4		
Lane LOS				А		A	А			A		А	Α		
95% Queue, veh				1.4		3,6	0,1			0.2		0,3	0.0		
Approach Delay, s/veh			6.3				8.4			4.9		6.2			
Approach LOS				The same of the same of the	A Transport of the Parket of t	-	Α			A A					

					Si	te Info	rmatio	n					-
MSH		***************************************				anno de la companione d	Territor de la production de la constante de l		Eagle C	anvon/N	eighborho	ood	WATER COMMON CONTROL
Solae	qui Engi	neers	*****							-			
	-	and the same of th				-						r Dr	#WWW.
***		-		PROPERTY AND PROPE				(hrs)	-		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
	xistina +	Project	IN THE STREET,	TANKS .				((), 2)		SI SI AMMERICAN SI		***	
				THE RESERVE OF THE PERSON NAMED IN COLUMN			-			County			-
and	Site C	harac	teristic	S					1105.101	County		***********	
		contains with an in-	I		WB		1	N	IR.			SB	
U		-	R	ti T	-	T P		7		P	п		Ř
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					-		-						R
0	7				42 7		+-	75				02 1	17
		-					-	-				-	2
			-	-							-		
-	<u></u>	-				54 75				91	0 1		20
		-										TOTAL COMMENSATION OF THE PARTY	
	Mary Mary Mary											*****	
					10.				U		***************************************	10	Name (School & Broom about
р пеа	adway	Adju			1		TO BE THE RESIDENCE OF THE SAME OF THE SAM						
proach				T .		7	7		1	1	<u> </u>	-	Υ
				Bypass		-	Bypass	Left		Bypass	-	_	Bypass
-		raprodos decontrolegamos litica			-		-			ļ	-		ļ
			l		2.5352	2.5352	115		2.6087		2.5352	2.5352	
Capac	ity an	id v/c	Ratios		_								
			EB			WB	mpronounce account		NB	naga na makawa na masa		SB	
		Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
		ing about the control of the control	1059,00		983.00	73.00			125.00		121.00	20.00	
			1038.24		963.73	71.57			122.55		118.63	19.61	
The same of the sa			170			42	e destrucción de la constanta de		1178			1012	
*****			1261	·		983			86			51	
TO THE REAL PROPERTY.			1160.31		1366.76	1366.76			415.01		565.38	565.38	
			1136.00		1325.14	1325.14			406.87		554.29	554.29	
			0.91		0.73	0.05			0.30		0.21	0.04	
el of Service													
		EB				WB			NB			SB	
Left Right		Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
			29.3		13.2	-3,1			14.1		9.3	6.9	
			D		В	А			В		Α	A	
			14.5		6.9	0.2			1.2		0.8	0.1	
29.3					1	12.5			14.1	of succession we have		9.0	-
			77 BATE	Total Season		16.0			17.1			5.0	
	Solae 8/15/ 2018 AM E  and  0 0 2 0 P Hea	Solaegui Engii 8/15/2018 2018  AM Existing +  and Site C  U L 0 0  0 7 2 2 0 8  No  1  P Headway  Capacity an	Solaegui Engineers  8/15/2018  2018  AM Existing + Project   and Site Charace  EB  U	Solaegui Engineers  8/15/2018  2018  AM Existing + Project  AM Site Characteristic  EB  U	Sola=  Sola   S	MSH	MSH	MSH	8/15/2018	Solar   Sol	Solar   Sol	MSH	Solar

<b>General Information</b>						Si	te Info	orm	nation						
Analyst	MSH					Ir	ntersectio	n			Eagle Ca	nyon/Ne	ighborhoo	d	Mineral Control of the Control of th
Agency or Co.	Solae	gui Engii	neers	-		E	/W Street	Nar	me		Eagle Ca	nyon Roa	ıd	MANAGEMENT AND SINGLE STREET,	BOOK AND
Date Performed	8/15/	2018		ner-specimentaler Review State Assistant	40000	N	I/S Street	Nan	ne		Neighbo	orhood W	ay/Ember	Dr	
Analysis Year	2018		***************************************			A	nalysis Ti	me l	Period (h	nrs)	0.25	nisociologia cor a massa in Apalica del			Mariantina de Colonia, contro de Colonia de
Time Analyzed	PM E	kisting +	Project		TILL SHEET STATE OF THE STATE O	P	eak Hour	Fact	tor		0.90		AND AND COMPANIES OF THE PARTY		
Project Description			PORTE DE MONTANTE AL STILLE CONTRA			Jı	urisdictio	n	THE PERSON NAMED IN COLUMN		Washoe	County			
Volume Adjustments	and	Site C	harac	teristic	5								ne an Austrian (Lineau an Anna Anna An	natrogrammental Significación del Residente de	Management (Color of Color of
Approach	T	E	В	T		WB		T		N	В	T	The same of the same	SB	
Movement	U	L	Т	R	u	L	ТЕ	2	U	L	Т	R	UL	Т	R
Number of Lanes (N)	0	0	1	0	0	0	1 1		0	0	1	0	0 0	1	1
Lane Assignment			Ľ	TR	LT		R				LTR		LT		R
Volume (V), veh/h	0	9	333	3	0	83 6	04 10	7	0	4	1	55	0 95	4	10
Percent Heavy Vehicles, %	2	2	2	2	2	2	2 2		2	2	2	2	2 2	2	2
Flow Rate (VPCE), pc/h	0	10	377	3	0	94 6	85 12	21	0	5	1	62	0 10	8 5	11
Right-Turn Bypass		No	ne	None			IN HER HALL SELECTION OF THE SECURITION	No	ne	NAME OF TAXABLE PARTY.		None			
Conflicting Lanes		1					uu auraku valen tähäänen turvun ajan tähun a			1				1	
Pedestrians Crossing, p/h		10					ALCOHOLOGIC CONTRACTOR		MANAGEMENT OF THE STATE OF THE	1	0		-	10	
Critical and Follow-U	itical and Follow-Up Headway Adjustment					inconsecutive agency while residence and a			Темпения поднества стата	yen ye addocum demanda salaha					
Approach		T		EB			WB		1		NB	WAR		SB	Resident Control Control
Lane		Left Right			Bypass	Left	Right	E	3ypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)			**************************************	4,9763		4.5436	4.5436				4.9763		4.5436	4.5436	
Follow-Up Headway (s)				2.6087		2.5352	2.5352				2.6087		2.5352	2.5352	
Flow Computations,	Capa	city ar	nd v/c	Ratios	2.04.08.7004										
Approach		T		EB		1	WB	-	T		NB			SB	DANIE A STANS & THE SECOND
Lane			Left	Right	Bypass	Left	Right	E	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v <sub>e</sub> ), pc/h				390.00		779.00	121.00				68.00		113.00	11.00	
Entry Volume veh/h	ode domit nedopologisti strani		-	382.35		763.73	118.63				66.67	A CONTRACTOR OF THE PARTY OF TH	110.78	10.78	appropries and a second
Circulating Flow (v <sub>c</sub> ), pc/h				207			16				495	Caracanan an ann ann ann ann an		784	diameter and a second
Exiting Flow (Vex), pc/h				547			701				132	a un redecto de la prima de la prima de la constante de la con		102	
Capacity (cpce), pc/h				1117.33		1399.48	1399.4	8			832.93		695.74	695.74	
Capacity (c), veh/h				1093.92		1356.56	1356.5	6			815.47		680.48	680,48	
v/c Ratio (x)				0.35		0.56	0.09				0.08		0.16	0.02	
<b>Delay and Level of S</b>	ervice														
Approach	***************************************	EB					WB			kulturi on material Sience	NB			SB	
Lane			Left	Right	Bypass	Left	Right	E	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh				6,8		8.8	3.3				5.2		7,1	5.5	
Lane LOS				Α		A	A				А		Α	Α	
95% Queue, veh				1.6		3.7	0.3				0.3		0,6	0,0	
Approach Delay, s/veh				6.8			8,1				5,2			7.0	
Approach LOS A					1						-	1	Α		

					Si	te Info	rmatio	1					
MCU		-		CALLETTON MANAGEMENT		namenta schrödige modern byrket	and the state of the state of	an annumba (incompany	Facile C	anuan /Na	iabbarba		
	qui Engi	noore		THE RESERVE OF THE PARTY OF THE							***************************************	ou	
		ieeis										Dr	
	2010		A STATE COMPANY OF THE PARTY OF	CONTRACTOR AND DISCOURSE		CONTRACTOR	CONTRACT DES CONTRACTOR	hrs\	hand and the second sec	ornood vv	ay/Ember	DI	
	250			Andrew Control of the		THE RESERVE THE PERSON NAMED IN	w drawn	1115)			***		
AIVI D	ase			-			-actor			Country		***	
	C'L C			-		urisdiction			vvasnoe	County			
and			teristic	5							****************		
	E				WB			N				SB	
U	L	Т	R	U	L .	T R	U	L	Т	R	UL	T	R
0	0	1	0	0	0	1 1	0	0	1	0	0 0	1	1
	·	Ľ	TR	LT		R			LTR		LT		R
0	2	1000	1	0	47 8	89 46	0	28	4	87	0 41	1	11
2	2	2	2	2	2	2 2	2	2	2	2	2 2	2	2
0	2	1172	1	0	55 10	)42 54	0	33	5	102	0 48	3 1	13
*****************	No	ne			None	ennement of the state of the st		No	ne			None	
		1			1							1	
open drawn a construction of the construction	10							1	0			10	
Critical and Follow-Up Headway Adjustment													
			EB			WB			NB			SB	
		Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
			4.9763		4.5436	4.5436			4.9763		4.5436	4.5436	
			2.6087		2.5352	2.5352			2.6087		2.5352	2.5352	
Capa	city ar	nd v/c	Ratios										
			EB	***************************************		WB			NB			SB	CONC. MA. B
		Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
			1175.00		1097.00	54.00			140.00		49.00	13.00	
			1151.96		1075.49	52.94		peritorio escalario de processo de la constancia de la co	137.25		48.04	12.75	
			104			40		***************************************	1222			1130	«Вистерновиновки достовнического
			1322			1088			61	THE STREET STREET		57	
			1241.11		1369.25	1369.25			396.79		507.81	507.81	
			1215.10		1327.53	1327.53			389.01		497.86	497.86	
			0,95		0.81	0.04			0.35		0.10	0.03	
ervice	vice .												
EB				- The Control of the Control		WB			NB	manakan <del>manakan kero</del> u		SB	***************************************
		Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
			33.4		17.1	3.0			16.0		8.5	7.5	
			D		С	А			С		А	А	
			17.2	Pro New Local	9.8	0.1		Auto-gardo coltinado de coltina	1.6		0.3	0,1	
y, s/veh 33.4			20.4		1				465	The state of the state of			Acres management
			33.4			16.4			16.0			8.3	
	8/15/ 2028 AM B 3 and 5 0 0 2 0	Solaegui Engii 8/15/2018 2028  AM Base  and Site C  U U U U O O 2 2 2 2 O 2 No  1  P Headway	Solaegui Engineers 8/15/2018 2028  AM Base  Fand Site Charace EB  U	Sola=Site Site Site Site Site Site Site Site	Solaes   So	MSH Solaegui Engineers 8/15/2018  2028  AMM Bassible Sibers Sibe	MSH	MSH	8/15/2∪18	MSH	Sole	Solition   Solition	Solition   Solition

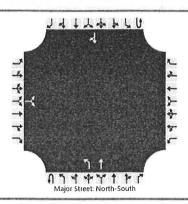
<b>General Information</b>		Town Town				Sit	te Info	rmation	า	10,000				
Analyst	MSH		nietitääsikkoikoi parolu				tersection		au Milylys of villacess liberaes.	Eagle C	anyon/Ne	iahborhoo	od .	
Agency or Co.	-	gui Eng	neers	district substitute of the substitute course	Minds (Administration)		W Street				anyon Roa			
Date Performed	8/15/						/S Street N				orhood W		Dr	
Analysis Year	2028		the company of the first	official cale providing 5 towns	COMPANY OF THE			ne Period (	hrs)	0.25		The Mark of the State of the St	ali modo kirali minacioni ali	
Time Analyzed	РМ В	ase	e dour terror manuscriptor de color				ak Hour F	-		0.90				
Project Description			THE RESERVE OF THE PARTY OF THE			Ju	risdiction		ar an ann an Aire an Aire an	Washoe	County			Programme Street, and an advantage of the second
Volume Adjustments	and	Site C	harac	teristic	s							Timelo, domino mercano de la forma		
Approach		-	В	T		WB		1	N	R	T	***************************************	SB	
Movement	U	L	T	R	u	L 7	R	10	L	T	R	ULL		R
Number of Lanes (N)	0	0	1	0	0	0 1		0	0	1		0 0		1
Lane Assignment			-	TR	LT		R	+-		LTR		LT	<del>-   ·</del>	R
Volume (V), veh/h	0	1	371	3	0 ]	93 67		0	4	1		0 58	3 4	1 6
Percent Heavy Vehicles, %	2	2	2	2	2	2 2		2	2	2		2 2		2
Flow Rate (VPCE), pc/h	0	1	420	3		105 76		0	5	1		0 66		7
Right-Turn Bypass			one			None		+		ne	-		None	
Conflicting Lanes		1							-	1			1	
Pedestrians Crossing, p/h						10			1	0	$\dashv$		10	kim a
	and Follow-Up Headway Adjustment									***************************************				
Approach				EB		T	WB		AUGUSTONIE VINNERS EINE STEINE S	NB		T	SB	
Lane			Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)				4.9763	-) -	4.5436	4.5436	- Jac		4.9763	-78	4.5436	4.5436	-56
Follow-Up Headway (s)	TOWNS OF STREET, STREE			2.6087	<u> </u>	2,5352	2.5352			2.6087		2.5352	2.5352	
Flow Computations,	Capa	city a	nd v/c	Ratios			L							
Approach		T		EB	**************************************	T	WB		***************************************	NB		Г	SB	
Lane			Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v <sub>e</sub> ), pc/h				424.00	-71	869.00	44.00	7	ACOUNTY OF THE PARTY NAMED IN	75.00	-21	71.00	7.00	
Entry Volume veh/h	Andrew Stranger of Stranger Stranger			415.69		851.96	43.14			73.53		69.61	6.86	
Circulating Flow (v <sub>c</sub> ), pc/h	Parado de se destribirado de en		UNE NEW OR STATE OF THE PERSON AND A	176			7			487			874	de la composição de la
Exiting Flow (vex), pc/h	el a constant company de garacter			555	NAME OF STREET		776		g-10-100-100-100-100-100-100-100-100-100	46			113	
Capacity (cpce), pc/h			***************************************	1153.23		1410.99	1410.99			839.75	T	641.03	641.03	T
Capacity (c), veh/h				1129.07	<u> </u>	1367.62	1367.62		ACCEPTATION OF THE PARTY OF THE	822.16		627.92	627.92	
v/c Ratio (x)				0.37		0.62	0.03			0.09		0,11	0.01	
Delay and Level of S	lay and Level of Service							1						77 - 1
Approach EB					T	WB		pomparitory of interior marketing	NB	COLUMN SERVICE DE LA SERVICE D	I	SB		
Lane			Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh				6.9		10.0	2.9			5.3		7.0	5.9	
Lane LOS				A		A	A			A		Α	A	
95% Queue, veh				1.7		4.6	0.1			0.3		0.4	0.0	
				-	L	1			-	-				A
Approach Delay, s/veh				6.9			9.6			5.3			6.9	

<b>General Information</b>						Si	te Info	rmatio	1					
Analyst	МЅН	dent many treatment of the		-			tersection	-		Fagle C	anvon/Ne	ighborho	nd	
Agency or Co.		gui Engi	neers	THE STREET STREET, STR	******		W Street				anyon Ro		Ju	
Date Performed	8/15/			***************************************			/S Street I					/ay/Ember	Dr	MANAGEMENT AND PROPERTY.
Analysis Year	2028			TOLK HAVE STREET	-			ne Period (	hrs\	0.25	Ollioca Vi	ay/ Elliber		
Time Analyzed		ase + Pr	oject		N. W.		eak Hour I		1113)	0.87				e em sent de message y tro
Project Description	7.111.5	030 1 11	ojec:		***********		risdiction			Herman State of State	County	ninanzo (k. n.) den er kenser und		-
Volume Adjustments	and	Site C	harac	teristic	c	1 70	madetton			Washoe	County	****		***************************************
Approach			В			WB		1	N	D	T		SB	
Movement	Ü		T	R	u T	7	- T -		-	T				T
		L	1	0			R	U	L	_	R	UL		R
Number of Lanes (N)	0	0			0	0	1 1	0	0	1	0	0 0	1	1
Lane Assignment	0	4	1000	TR	LT	47 0	R 39   67		1 20	LTR		LT	- 1	R
Volume (V), veh/h			-	1	0			0	28	4	87	0 10		18
Percent Heavy Vehicles, %	2	2	2	2	2		2 2	2	2	2	2	2 2		2
Flow Rate (VPCE), pc/h	0	5	1172		0		42 79	0	33	5	102	0 12		21
Right-Turn Bypass		-	one			None 1			and the second second second	ne .			None	
Conflicting Lanes		10											1	
Pedestrians Crossing, p/h						10	ner wie Sonite te steer s		1.	0			10	
Critical and Follow-Up Headway Adjustment					t							,		
Approach EB						WB			NB			SB		
Lane	-		Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)				4.9763		4.5436	4.5436			4.9763		4.5436	4.5436	
Follow-Up Headway (s)				2.6087	<u> </u>	2.5352	2.5352			2.6087		2.5352	2.5352	
Flow Computations,	Capa	ity ar	nd v/c	Ratios										
Approach				EB			WB			NB			SB	
Lane			Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v₀), pc/h				1178.00		1097.00	79.00			140.00		125.00	21.00	
Entry Volume veh/h				1154.90		1075.49	77,45			137.25		122.55	20.59	
Circulating Flow (v <sub>s</sub> ), pc/h				180			43			1301			1130	1.
Exiting Flow (vex), pc/h				1398			1096			89			57	
Capacity (cpee), pc/h				1148.53		1365.51	1365.51			366.07		507.81	507.81	
Capacity (c), veh/h				1124.47		1323.94	1323.94			358.90		497.86	497.86	
v/c Ratio (x)				1.03		0.81	0.06			0.38		0.25	0.04	
Delay and Level of So	ervice													
Approach	and a year management		EB				WB			NB			SB	ede Attabalis de republica
Lane	Left Righ		Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Lane Control Delay (d), s/veh	ol Delay (d), s/veh 53.2			53.2		17.3	3.2			18.0		10.8	7.7	
Lane LOS				F		С	A			С		В	А	
95% Queue, veh				22.8		9.9	0.2			1.7		1.0	0.1	
Approach Delay, s/veh	veh 53.2						16.3			18.0		1	10.4	
Approacti Delay, 3/Veti							1,000	1		1.5-7.4		1		

<b>General Information</b>						Si	te Info	rmat	tion	1					
Analyst	MSH	+	del del con-	Transferance Comm		Ir	ntersectio	n	econolis contactors		Eagle C	anyon/Ne	eighborho	od	AND DESCRIPTION OF THE PARTY OF
Agency or Co.	Solae	gui Engi	neers	akto i Si Si Sagara di Assault III d		E	/W Street	Name	CONTRACTOR OF STREET		Eagle C	anyon Ro	ad		
Date Performed	8/15/	2018	***		***	N	I/S Street	Name	CELEBOOK TEL COMM		Neighb	orhood V	/ay/Embe	r Dr	
Analysis Year	2028	- Continues in	CONTRACTOR OF THE PROPERTY OF	ar Driving Manager and Sangarage and Sangarage and Sangarage and Sangarage and Sangarage and Sangarage and San	and the same and t	A	nalysis Ti	me Peri	od (h	nrs)	0.25				
Time Analyzed	РМ В	ase + Pro	oject			Р	eak Hour	Factor	AND DESCRIPTION OF THE PERSON		0.90				
Project Description		-			West-1	Ju	urisdiction	)	MATERIAL PROPERTY.		Washoe	County			
Volume Adjustments	and	Site C	harac	teristic	S							THE RESERVE TO SERVE THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TO SERVE THE PER	OTTO BEAT OF STREET		
Approach	Π		В			WB	-	T		N	В	T		SB	
Movement	U	L	Т	R	U		T R		u l	L	Т	R	u l	LT	R
Number of Lanes (N)	0	0	1	0	0		1 1	_	0	0	1	0		) 1	1
Lane Assignment				TR	LT	+	R	_			LTR		LT		R
Volume (V), veh/h	0	9	371	3	0	93 6	74   11	1	0	4	1	61		01 4	1 11
Percent Heavy Vehicles, %	2	2	2	2	2		2 2		2	2	2	2		2 2	2
Flow Rate (VPCE), pc/h	0	10	420	3		_	64 12	-	0	5	1	69		14 5	12
Right-Turn Bypass			ne		None				No	ne			None		
Conflicting Lanes			1		1	and the second second second	_		1				1	ugu agunta mara da yana mara da mara d	
Pedestrians Crossing, p/h	\	10						+		10				10	
	itical and Follow-Up Headway Adjustment									-					
Approach		T		EB		T	WB		T		NB		T	SB	
Lane				Bypass	Left	Right	Вура	ess	Left	Right	Bypass	Left	Right	Bypass	
Critical Headway (s)	bill life was not well as possible			4.9763		4.5436	4.5436	_	+		4.9763		4.5436	4.5436	1
Follow-Up Headway (s)	Marine A valory side and it was			2.6087		2.5352	2.5352		1		2.6087		2.5352	2.5352	1
Flow Computations,	Capac	ity ar	ıd v/c	Ratios				1			L			1	
Approach		T		EB		1	WB	-	T	NAME OF TAXABLE PARTY.	NB		T	SB	
Lane			Left	Right	Bypass	Left	Right	Вура	iss	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v <sub>e</sub> ), pc/h	and the second second second			433.00		869.00	126.00		1	4 ***	75.00		119.00	12.00	
Entry Volume veh/h		$\neg \uparrow$		424.51		851.96	123.53	1	1	yyahki akonyi zago sawo ujesi	73.53	<b></b>	116.67	11.76	<b>†</b>
Circulating Flow (v <sub>c</sub> ), pc/h		$\neg \uparrow$		224	1	1	16	1	$\dashv$		544		1	874	1
Exiting Flow (vex), pc/h	- Arm - ark ark armate. or			603	THE RESIDENCE OF THE PARTY OF T	<b>†</b>	781	- Anna Carlos	$\dashv$		137	THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN		113	
Capacity (c <sub>pce</sub> ), pc/h				1098.13		1399.48	1399.48	T	$\neg$	nagor den Silvando e de confessor de consequenció	792.32	T	641.03	641.03	T
Capacity (c), veh/h				1075.12		1356.56	1356.56			nie dzielowie de de propositie er de p	775.72	-	627.92	627.92	
v/c Ratio (x)				0.39		0.63	0.09		7		0.09		0.19	0.02	
Delay and Level of Se	and Level of Service														
Approach				EB	T	WB		T		NB		T	SB		
Lane			Left	Right	Bypass	Left	Right	Вура	iss	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh				7,5		10.2	3.4				5,6		8.0	5.9	
Lane LOS	-		CONTRACTOR CONTRACTOR	А		В	А				Α		A	А	
95% Queue, veh				1.9		4.7	0.3				0.3		0.7	0.1	
Approach Delay, s/veh	7.5				Language State of Sta	1	9.3	-	7		5.6	dencember	1	7.8	American American
Approach belay, 3/ven			Approach LOS A										1		

#### HCS7 Two-Way Stop-Control Report **Site Information General Information** Analyst **MSH** Intersection Neighborhood/South Access Solaegui Engineers Agency/Co. Jurisdiction Washoe County Date Performed 8/15/2018 East/West Street South Access Analysis Year 2018 North/South Street Neighborhood Way Time Analyzed **AM Existing** Peak Hour Factor Intersection Orientation North-South 0.25 Analysis Time Period (hrs) **Project Description**

#### Lanes



Vehicle Volumes and Adjustmer	nts
-------------------------------	-----

Approach		Eastb	ound		Westbound					North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	Т					TR
Volume (veh/h)		0		3						11	36				45	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)		(	0	******************************		Restaurance of scientists	f			fi am in	Name (No. of Control o	Empression (State State St	Name of the last o	hammanaa muunin	Beamingsupermones	Processor representation
Right Turn Channelized		ATTENNESS CONTROL SERVICE					200277-7-1-0-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1				Maria de Companyo de Compa					
Median Type   Storage		***************		Undi	vided			BECKE STORY OF THE STORY OF				-	Assessment a summar			

#### **Critical and Follow-up Headways**

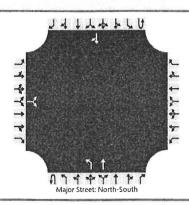
Base Critical Headway (sec)	7.1	6.2			4.1				
Critical Headway (sec)	6.42	6.22			4.12				
Base Follow-Up Headway (sec)	3.5	3.3			2,2				
Follow-Up Headway (sec)	3.52	3.32			2.22		***************************************	Total Responsibilities and the	

Flow Rate, v (veh/h)	3	12	
Capacity, c (veh/h)	1018	1557	
v/c Ratio	0.00	0.01	
95% Queue Length, Q <sub>95</sub> (veh)	0.0	0.0	
Control Delay (s/veh)	8.5	7.3	
Level of Service (LOS)	A	A	
Approach Delay (s/veh)	8.5	1.7	
Approach LOS	A		

#### HCS7 Two-Way Stop-Control Report **Site Information General Information** Analyst **MSH** Intersection Neighborhood/South Access Solaegui Engineers Agency/Co. Jurisdiction Washoe County 8/15/2018 Date Performed East/West Street South Access Analysis Year 2018 North/South Street Neighborhood Way Time Analyzed PM Existing Peak Hour Factor 0.90 0.25 Intersection Orientation North-South Analysis Time Period (hrs) **Project Description**

#### Lanes

Approach



Westbound

Northbound

0.0

7.3

2,0

Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	Т					TR
Volume (veh/h)		0		15						10	27				46	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)		(	)			Transmission (Mari	Care and the second	Maria Ma				***************************************				
Right Turn Channelized						AAV TO HIS LIVEN METERS AND THE SECOND								######################################	HADANIBADANISH KARISTIDA	
Median Type   Storage				Undi	vided								Total Control of the			
Critical and Follow-up Ho	eadwa	ys														
Base Critical Headway (sec)	T	7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3,5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						
Delay, Queue Length, an	d Leve	of Se	ervice													
Flow Rate, v (veh/h)	T		17							11		I				
Capacity, c (veh/h)			1017							1555						
v/c Ratio		***************************************	0.02							0.01						

95% Queue Length, Q95 (veh)

Control Delay (s/veh)

Level of Service (LOS)

Approach LOS

Approach Delay (s/veh)

**Vehicle Volumes and Adjustments** 

Eastbound

0.0

8.6

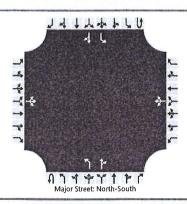
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8,6

Southbound

#### HCS7 Two-Way Stop-Control Report **Site Information General Information** Analyst **MSH** Intersection Neighborhood/South Access Solaegui Engineers Agency/Co. Jurisdiction Washoe County 8/15/2018 Date Performed East/West Street South Access Analysis Year 2018 North/South Street Neighborhood Way AM Existing + Project Time Analyzed 0.90 Peak Hour Factor Intersection Orientation 0.25 North-South Analysis Time Period (hrs) **Project Description**

#### Lanes



<b>Vehicle Volumes</b>	and	Adjustments
Approach		E

Approach		Eastbound				Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		0	0	3		18	0	0		11	53	6		0	99	0
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		(	)			(	)	Даненский какический подволя		**************************************				Bannonerovo e parculario con	R. Mario Caronelli (1922) (1922) (1922)	Autoria
Right Turn Channelized																
Median Type   Storage		Undivid			vided					enterente de la companya de la comp			The second second	edit de sus em retante el par malo	o Aumani gican dan bakhir din salah ma	

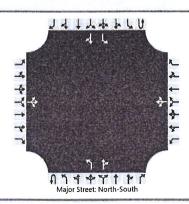
# Critical and Follow-up Headways

Base Critical Headway (sec)	7,1	6.5	6.2	7.1	6.5	6,2	4.1		4.1	
Critical Headway (sec)	7.12	6.52	6.22	7.12	6.52	6.22	4,12		4,12	
Base Follow-Up Headway (sec)	3.5	4.0	3.3	3,5	4.0	3,3	2,2		2,2	
Follow-Up Headway (sec)	3,52	4.02	3.32	3.52	4.02	3.32	2.22		2.22	

Flow Rate, v (veh/h)	3			20		12			0		
Capacity, c (veh/h)	943			753		1480			1536		
v/c Ratio	0.00			0.03		0.01			0.00		
95% Queue Length, Q <sub>95</sub> (veh)	0.0			0.1		0.0			0.0		
Control Delay (s/veh)	8,8			9.9		7.5			7.3		
Level of Service (LOS)	А			Α		Α			Α		
Approach Delay (s/veh)	8.8		9.	9		1	.2		0.	.0	
Approach LOS	Α		A	\						Management of the sale	Character St. Commission of the Commission of th

#### HCS7 Two-Way Stop-Control Report **General Information Site Information** Analyst MSH Intersection Neighborhood/South Access Solaegui Engineers Agency/Co. Jurisdiction Washoe County 8/15/2018 Date Performed East/West Street **South Access** Analysis Year 2018 North/South Street Neighborhood Way Time Analyzed PM Existing + Project Peak Hour Factor 0.90 0.25 Intersection Orientation North-South Analysis Time Period (hrs) **Project Description**

#### Lanes



Approach		Eastb	ound			West	oound			North	bound	
Movement	U	L	Т	R	υ	L	Т	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3
Number of Lanes		0	1	0		0	1	0	0	1	1	0
Configuration			LTR				LTR			L.		TR

Number of Lanes	0	1	0	0	1	0	0	7	1	0	0	1	1	0
Configuration		LTR			LTR			L.		TR		L		TR
Volume (veh/h)	0	0	15	12	0	0		10	87	20		0	82	0
Percent Heavy Vehicles (%)	2	2	2	2	2	2		2				2		
Proportion Time Blocked														
Percent Grade (%)		0			0			Private Residence (Control						

Median Type | Storage Undivided

# Critical and Follow-up Headways

Right Turn Channelized

**Vehicle Volumes and Adjustments** 

Base Critical Headway (sec)	7.1	6.5	6.2	7.1	6.5	6,2	4,1		4.1	
Critical Headway (sec)	7.12	6.52	6.22	7.12	6.52	6.22	4.12		4.12	
Base Follow-Up Headway (sec)	3.5	4.0	3.3	3.5	4.0	3,3	2.2		2,2	
Follow-Up Headway (sec)	3,52	4.02	3,32	3.52	4.02	3.32	2.22		2.22	

### Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)	17	13	11	
Capacity, c (veh/h)	966	709	1504	1469
v/c Ratio	0.02	0.02	0.01	0.00
95% Queue Length, Q <sub>95</sub> (veh)	0.1	0.1	0.0	0.0
Control Delay (s/veh)	8.8	10.2	7.4	7.5
Level of Service (LOS)	A	В	A	A
Approach Delay (s/veh)	8.8	10,2	0.6	0.0
Approach LOS	A	В	And the state of t	

Southbound

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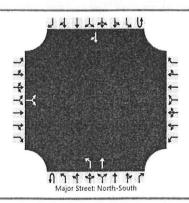
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<b>General Information</b>		Site Information	
Analyst	MSH	Intersection	Neighborhood/South Access
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	8/15/2018	East/West Street	South Access
Analysis Year	2028	North/South Street	Neighborhood Way
Time Analyzed	AM Base	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description		от до том в посредне произврание в «Печение на интернации» в печение по при десение по поставление на пост	

#### Lanes



/ehicle Volume:	and Ad	justments
-----------------	--------	-----------

Approach		Eastbound				Westl	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	Т					TR
Volume (veh/h)		0		3						11	41				50	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)			0			-				-	-					
Right Turn Channelized											and the services				OLDER TO BE A LIBERTY OF THE PARTY OF THE PA	
Median Type   Storage		Undivi											A			MARKET THE PARTY OF THE PARTY O
		MOTO PRODUCTION AND ADDRESS OF THE PARTY OF		Administration of the last of	THE PERSON NAMED IN	-	-	THE RESERVE OF THE PARTY OF THE	a Commence and a second		THE RESERVED					-

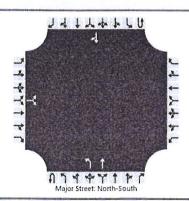
## **Critical and Follow-up Headways**

Base Critical Headway (sec)	7.1	6.2			4.1			
Critical Headway (sec)	6.42	6.22			4.12			
Base Follow-Up Headway (sec)	3.5	3,3			2.2			
Follow-Up Headway (sec)	3.52	3.32			2.22			

Flow Rate, v (veh/h)	2	12	T	-
Flow Rate, v (veri/ii)	3	12		 
Capacity, c (veh/h)	1011	1549		
v/c Ratio	0.00	0.01		
95% Queue Length, Q <sub>95</sub> (veh)	0.0	0.0	T	1000
Control Delay (s/veh)	8.6	7.3		NAME OF TAXABLE PARTY.
Level of Service (LOS)	A	A		No.
Approach Delay (s/veh)	8,6	1.6		 
Approach LOS	Α		 	

	HCS7 Two-W	Vay Stop-Control Report	
General Information		Site Information	
Analyst	MSH	Intersection	Neighborhood/South Access
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	8/15/2018	East/West Street	South Access
Analysis Year	2028	North/South Street	Neighborhood Way
Time Analyzed	PM Base	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

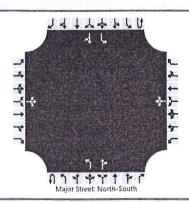
### Lanes



Vehicle Volumes and Adj	justme	nts														
Approach		Eastk	oound	a destruction		West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration		-	LR							L	Ţ					TR
Volume (veh/h)		0		15						10	31				53	0
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	-		0	Port of the last o		Accessed the second		di ananamanan			h-an-				American	A
Right Turn Channelized	Maria de Caración											<b>S</b>				
Median Type   Storage		THE RESERVE AND A STREET	Peter Salper Advisor Salada Suuraa suom	Undi	vided											
Critical and Follow-up H	eadway	ys					CONTROL OF THE REPORT OF THE PARTY OF THE PA						Anti-Sandhirghausan agaraya			
Base Critical Headway (sec)		7,1		6.2						4.1				T	I	T
Critical Headway (sec)		6.42		6.22						4,12			-		WASHINGTON TO THE REAL PROPERTY OF THE PERTY	
Base Follow-Up Headway (sec)		3.5		3.3		1				2.2						
Follow-Up Headway (sec)		3.52		3,32				1		2.22			-			
Delay, Queue Length, and	d Level	of Se	ervice											-		
Flow Rate, v (veh/h)		Andrew Street,	17				T		Г	11			T		Ī	
Capacity, c (veh/h)			1007							1545		-	<b>†</b>		ļ	-
v/c Ratio		***********	0.02							0.01					-	<b></b>
95% Queue Length, Q <sub>95</sub> (veh)		Salar Sa	0.1							0.0						
Control Delay (s/veh)		Water St. To Berlin, Marian.	8.6							7.3	***************************************	Annual designation of the contract of the cont				
Level of Service (LOS)			А							Α						
Approach Delay (s/veh)		8.6								1,	.8	L		I	-	L
Approach LOS	1		4						<b> </b>							

#### HCS7 Two-Way Stop-Control Report **Site Information General Information** MSH Neighborhood/South Access Analyst Intersection Solaegui Engineers Jurisdiction Washoe County Agency/Co. Date Performed 8/15/2018 East/West Street South Access Analysis Year 2028 North/South Street Neighborhood Way 0.90 Time Analyzed AM Base + Project Peak Hour Factor 0.25 Intersection Orientation North-South Analysis Time Period (hrs) Project Description

#### Lanes



V	ehicle	<b>Volumes</b>	and	Adius	tments

Approach		Eastb	ound		Westbound					Northbound				Southbound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0		
Configuration			LTR				LTR			L		TR		L		TR		
Volume (veh/h)		0 0 3				18	0	0		11	58	6		0	104	0		
Percent Heavy Vehicles (%)		2 2 2				2	2	2		2				2				
Proportion Time Blocked																		
Percent Grade (%)		0					0											
Right Turn Channelized																		
Median Type   Storage	Undivid																	

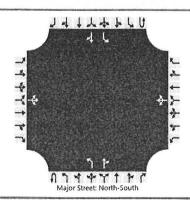
### **Critical and Follow-up Headways**

Base Critical Headway (sec)	7.1	6.5	6.2	7.1	6.5	6.2	4.1		4.1	
Critical Headway (sec)	7.12	6.52	6.22	7.12	6.52	6.22	4.12		4,12	
Base Follow-Up Headway (sec)	3,5	4.0	3.3	3.5	4.0	3,3	2,2		2,2	
Follow-Up Headway (sec)	3,52	4.02	3.32	3.52	4.02	3.32	2.22		2.22	

Flow Rate, v (veh/h)	3	20	12	0
Capacity, c (veh/h)	937	740	1473	1529
v/c Ratio	0.00	0.03	0.01	0.00
95% Queue Length, Q <sub>95</sub> (veh)	0.0	0.1	0.0	0.0
Control Delay (s/veh)	8.9	10.0	7.5	7.4
Level of Service (LOS)	A	A	A	A
Approach Delay (s/veh)	8.9	10,0	1.1	0,0
Approach LOS	А	A		

	HCS7 Two-V	Vay Stop-Control Report	
General Information		Site Information	
Analyst	MSH	Intersection	Neighborhood/South Access
Agency/Co.	Solaegui Engineers	Jurisdiction	Washoe County
Date Performed	8/15/2018	East/West Street	South Access
Analysis Year	2028	North/South Street	Neighborhood Way
Time Analyzed	PM Base + Project	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description		Marie & Britan and Britania de Company (1997)	PROFESSION OF THE PROFESSION O

### Lanes



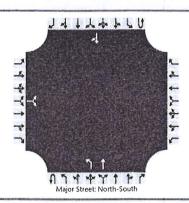
Approach		Eastbound				West	bound		Northbound				Southbound			
Movement	U	L	Т	R	U	L	T	R	U	L.	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR		Î	L		TR		L		TR
Volume (veh/h)		0	0	15		12	0	0		10	91	20		0	89	0
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)			0		1		0				Accessor			Assessment		A
Right Turn Channelized		THE RESERVE OF THE PARTY OF THE								***************************************				and could		
Median Type   Storage		Undivid				ndivided					Andrew March	-	-	-		

Proportion Time Blocked														
Percent Grade (%)		0		he anne comment and a second	(	)			-		i i			
Right Turn Channelized		****			-					inamini dele-e dimeni nevel di meni un Mene	1	100 M		
Median Type   Storage			Undi	vided			-	***************************************	erente en	M-1000-1000-1000-1000-1000-1-1000-1-1000-1000-1000-1000-1000-1000-1000-1000-1000-1000-1000-1000-1000-1000-1000	and the second second second second			
Critical and Follow-up He	eadways						ANTAL THE STREET, SALES		are on the second secon					
Base Critical Headway (sec)	7.1	6.5	6,2		7.1	6.5	6.2	A SATISATION OF THE SATISATION	4.1		T	4.1		
Critical Headway (sec)	7,12	6.52	6.22		7.12	6.52	6.22		4.12			4,12	dense updanssaller att ikete	
Base Follow-Up Headway (sec)	3.5	4.0	3.3		3,5	4.0	3,3		2.2			2,2	-	
Follow-Up Headway (sec)	3.52	4.02	3.32		3.52	4.02	3.32		2.22			2.22	***************************************	
Delay, Queue Length, and	d Level of Se	ervice					**************************************							Entered to the State of the Sta
Flow Rate, v (veh/h)		17			-	13			11		T	0	****	page 100 miles
Capacity, c (veh/h)		957				696			1494			1464		
v/c Ratio		0.02				0.02			0.01			0.00		
95% Queue Length, Q <sub>95</sub> (veh)		0.1				0.1			0.0			0.0		
Control Delay (s/veh)		8.8				10.3			7.4			7.5		
Level of Service (LOS)		Α				В			Α			Α		
Approach Delay (s/veh)	8.8				10	,3		0.6			0.0			
Approach LOS	A			В				THE RESERVE OF THE PERSON NAMED IN COLUMN 1						

**Vehicle Volumes and Adjustments** 

#### **HCS7 Two-Way Stop-Control Report General Information Site Information** Analyst MSH Intersection Neighborhood/Mid Access Agency/Co. Solaegui Engineers Jurisdiction Washoe County **Date Performed** 8/15/2018 East/West Street Middle Access Analysis Year 2018 North/South Street Neighborhood Way Time Analyzed **AM Existing** Peak Hour Factor 0.90 Intersection Orientation North-South 0.25 Analysis Time Period (hrs) **Project Description**

#### Lanes



Vehicle '	Volumes	and Ad	ljustments
-----------	---------	--------	------------

Approach		Eastb	ound		Westbound					Northbound				Southbound				
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	T	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0		
Configuration			LR							L	Т							
Volume (veh/h)		0 4								17	19				41	0		
Percent Heavy Vehicles (%)		2 2								2								
Proportion Time Blocked																		
Percent Grade (%)	0					Automorphism (Company)	Agent a subsection of the first section of the firs								A establishment of the second	Britania de Santonio		
Right Turn Channelized																MANAGE OF THE PARTY OF THE PART		
Median Type   Storage	Undivid					divided												

### **Critical and Follow-up Headways**

Base Critical Headway (sec)	7,1	6.2	- Andread		4.1			
Critical Headway (sec)	6.42	6.22			4,12			
Base Follow-Up Headway (sec)	3.5	3.3			2,2			
Follow-Up Headway (sec)	3.52	3.32			2.22			

Flow Rate, v (veh/h)	4	19	
Capacity, c (veh/h)	1024	1562	
v/c Ratio	0.00	0.01	
95% Queue Length, Q <sub>95</sub> (veh)	0.0	0.0	
Control Delay (s/veh)	8.5	7.3	
Level of Service (LOS)	A	A	
Approach Delay (s/veh)	8,5	3.5	
Approach LOS	A		