

## 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.

<b>Project Information</b>		Staff Assigned Case No.: _____	
Project Name: <b>Campo Rico Ln MPA</b>			
Project Description: Amendment to Master Plan designation from Suburban Residential to Industrial			
Project Address: 11540 Campo Rico Ln., Spanish Springs, NV 89441			
Project Area (acres or square feet): 10.864 acres			
Project Location (with point of reference to major cross streets <b>AND</b> area locator): <b>East of Pyramid Highway, North of Donovan Pit, South of Alamosa Drive</b>			
Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No.(s):	Parcel Acreage:
534-600-05	10.864		
<b>Indicate any previous Washoe County approvals associated with this application:</b> Case No.(s).			
<b>Applicant Information (attach additional sheets if necessary)</b>			
<b>Property Owner:</b>		<b>Professional Consultant:</b>	
Name: Paseo Redondo Trust		Name: Lewis Roca Rothgerber Christie LLP	
Address: PO Box 135		Address: 1 East Liberty Street, Suite 300	
Reno, NV	Zip: 89504	Reno, NV	Zip: 89501
Phone:	Fax:	Phone: 775-321-3420	Fax:
Email: marypoppins630@hotmail.com		Email: ggordon@lewisroca.com	
Cell: 775-453-8003	Other:	Cell:	Other:
Contact Person: Mary Papaandreas, Trustee		Contact Person: Garrett Gordon, Esq.	
<b>Applicant/Developer:</b>		<b>Other Persons to be Contacted:</b>	
Name: Mary Papaandreas		Name: Aubrey Powell, Esq.	
Address: PO Box 135		Address: 1 East Liberty Street, Suite 300	
Reno, NV	Zip: 89504	Reno, NV	Zip: 89501
Phone: 775-453-8003	Fax:	Phone: 775-321-3452	Fax:
Email: marypoppins630@hotmail.com		Email: apowell@lewisroca.com	
Cell:	Other:	Cell:	Other:
Contact Person:		Contact Person:	
<b>For Office Use Only</b>			
Date Received:	Initial:	Planning Area:	
County Commission District:		Master Plan Designation(s):	
CAB(s):		Regulatory Zoning(s):	

# Master Plan Amendment Supplemental Information

(All required information may be separately attached)

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

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

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

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

The request is to redesignate 10.864 acres from Suburban Residential to Industrial.
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2. What conditions have changed and/or new studies have occurred since the adoption of the Washoe County Master Plan that supports the need for the amendment request?

The area surrounding the property is changing to an industrial corridor and the Spanish Springs Area Plan limits the acreage for the industrial regulatory zone in the Suburban Character Management Area.
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3. Please provide the following specific information:

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

11540 Campo Rico Ln., Spanish Springs, NV 89441 - East of Pyramid Highway, North of Donovan Pit, South of Alamosa Drive.
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b. Please list the following proposed changes (attach additional sheet if necessary):

Assessor's Parcel Number	Master Plan Designation	Existing Acres	Proposed Master Plan Designation	Proposed Acres
534-600-05	Suburban-Residential	10.864	Industrial	10.864

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

North	Low-Density Suburban (LDS)
South	Neighborhood Commercial/Office (NC) and LDS
East	LDS
West	Industrial

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

Mostly vacant land with a 1400 s.f. modular single-family residence

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 natural resources are primarily standard vegetation expected on vacant, rural land. The site does not contain any water bodies, minerals, or soils of note.

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

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

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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Explanation:

N/A

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

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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Explanation:

N/A

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

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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Explanation:

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

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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Explanation:

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

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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Explanation:

Property has a moderate fire risk rating.

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

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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Explanation:

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

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
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If yes, please identify the following quantities and documentation numbers relative to the water rights. Please attach a copy(s) of the water rights title (as filed with the State Engineer in the Division of Water Resources of the Department of Conservation and Natural Resources).

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

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

See attached feasibility letter from TMWA re additional water service.

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

- a. System Type:

<input checked="" type="checkbox"/> Individual wells	Individual well in service on Subject Property.		
<input type="checkbox"/> Private water	Provider:		
<input type="checkbox"/> Public water	Provider:		

- b. Available:

<input checked="" type="checkbox"/> Now	<input type="checkbox"/> 1-3 years	<input type="checkbox"/> 3-5 years	<input type="checkbox"/> 5+ years
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- c. If a public facility is proposed and is currently not available, please describe the funding mechanism for ensuring availability of water service.

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

- a. System Type:

<input checked="" type="checkbox"/> Individual septic	1500 gallon septic system on Subject Property.		
<input type="checkbox"/> Public system	Provider:		

- b. Available:

<input checked="" type="checkbox"/> Now	<input type="checkbox"/> 1-3 years	<input type="checkbox"/> 3-5 years	<input type="checkbox"/> 5+ years
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- c. If a public facility is proposed and is currently not available, please describe the funding mechanism for ensuring availability of sewer service. If a private system is proposed, please describe the system and the recommended location(s) for the proposed facility.

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

Pyramid Highway (State Route 445) via a connection with Campo Rico Ln

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

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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13. Community Services (provided and nearest facility):

a. Fire Station	TMFPD - Station 46 (500 Rockwell Blvd., Spanish Springs)
b. Health Care Facility	Northern Nevada Medical Center, Renown and St. Mary's Urgent Care - Los Altos Pkwy
c. Elementary School	Taylor Elementary School
d. Middle School	Shaw Middle School
e. High School	Spanish Springs High School
f. Parks	Sugarloaf Open Space/Lazy 5 Regional Park
g. Library	Washoe County - Spanish Springs Branch
h. Citifare Bus Stop	N/A

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:

The request will allow for a greater range of industrial uses and will serve the surrounding residential uses.
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b. Conservation Element:

This project will have no, or at most, a negligible impact on the scenic, land and related resources.
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c. Housing Element:

N/A
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d. Land Use and Transportation Element:

This project responds to changed conditions of the surrounding area and represents a more desirable utilization of land.
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e. Public Services and Facilities Element:

There are adequate public facilities and services to accommodate the uses and densities of an industrial designation.
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f. Adopted area plan(s):

This project will comply with all requirements of the Spanish Springs Area Plan.
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15. If the area plan includes a Plan Maintenance component, address all policies and attach all studies and analysis required by the Plan Maintenance criteria.

See Narrative Letter Attached hereto - Section II Master Plan Amendment Maintenance Plan
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### Applicant Comments

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

## 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.

<b>Project Information</b>		Staff Assigned Case No.: _____	
Project Name: <b>Campo Rico Ln RZA</b>			
Project Description: Amend regulatory zone from Low Density Suburban to Industrial.			
Project Address: 11540 Campo Rico Ln., Spanish Springs, NV 89441			
Project Area (acres or square feet): 10.864 acres			
Project Location (with point of reference to major cross streets <b>AND</b> area locator): <b>East of Pyramid Highway, North of Donovan Pit, South of Alamosa Drive</b>			
Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No.(s):	Parcel Acreage:
534-600-05	10.864		
Indicate any previous Washoe County approvals associated with this application: Case No.(s).			
<b>Applicant Information (attach additional sheets if necessary)</b>			
<b>Property Owner:</b>		<b>Professional Consultant:</b>	
Name: Paseo Redondo Trust		Name: Lewis Roca Rothgeber Christie LLP	
Address: PO Box 135		Address: 1 East Liberty Street, Suite 300	
Reno, NV	Zip: 89504	Reno, NV	Zip: 89501
Phone:	Fax:	Phone: 775-321-3420	Fax:
Email: marypoppins630@hotmail.com		Email: ggordon@lewisroca.com	
Cell: 775-453-8003	Other:	Cell:	Other:
Contact Person: Mary Papaandreas, Trustee		Contact Person: Garrett Gordon, Esq.	
<b>Applicant/Developer:</b>		<b>Other Persons to be Contacted:</b>	
Name: Mary Papaandreas		Name: Aubrey Powell	
Address: PO Box 135		Address: 1 East Liberty Street, Suite 300	
Reno, NV	Zip: 89504	Reno, NV	Zip: 89501
Phone: 775-453-8003	Fax:	Phone: 775-321-3452	Fax:
Email: marypoppins630@hotmail.com		Email: apowell@lewisroca.com	
Cell:	Other:	Cell:	Other:
Contact Person:		Contact Person:	
<b>For Office Use Only</b>			
Date Received:	Initial:	Planning Area:	
County Commission District:		Master Plan Designation(s):	
CAB(s):		Regulatory Zoning(s):	

# Regulatory Zone Amendment Supplemental Information

(All required information may be separately attached)

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

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

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

11540 Campo Rico Ln., Spanish Springs, NV 89441 - East of Pyramid Highway, North of Donovan Pit, South of Alamosa Drive.

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

APN of Parcel	Master Plan Designation	Current Zoning	Existing Acres	Proposed Zoning	Proposed Acres
534-600-05	Suburban-Residential	Low-Density Suburban	10.864	Industrial	10.864

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

	Zoning	Use (residential, vacant, commercial, etc.)
North	LDR and LDS	Residential
South	LDS, Neighborhood Commercial	Residential, Vacant
East	LDS	Residential, Vacant
West	Industrial	Storage Facilities, Warehousing, Manufacturing

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

Mostly vacant land with a 1,400 s.f. modular single-family residence

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 natural resources are primarily standard vegetation expected on vacant, rural land. The site does not contain any water bodies, minerals, or soils of note.



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

<input type="checkbox"/> Yes, provide map identifying locations	<input checked="" type="checkbox"/> No
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6. Is the site located in an area where there is potentially an archeological, historic, or scenic resource?

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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Explanation:

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

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
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If yes, please identify the following quantities and documentation numbers relative to the water rights:

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

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

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

**See attached feasibility letter from TMWA re additional water service.**

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

- a. System Type:

<input checked="" type="checkbox"/> Individual wells	Well currently in service on Subject Property	
<input type="checkbox"/> Private water	Provider:	
<input type="checkbox"/> Public water	Provider:	

- b. Available:

<input checked="" type="checkbox"/> Now	<input type="checkbox"/> 1-3 years	<input type="checkbox"/> 3-5 years	<input type="checkbox"/> 5+ years
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- c. Is this part of a Washoe County Capital Improvements Program project?

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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- d. If a public facility is proposed and is currently not listed in the Washoe County Capital Improvements Program or not available, please describe the funding mechanism for ensuring availability of water service.

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

- a. System Type:

<input checked="" type="checkbox"/> Individual septic	1500 gallon septic system on Subject Property	
<input type="checkbox"/> Public system	Provider:	

- b. Available:

<input checked="" type="checkbox"/> Now	<input type="checkbox"/> 1-3 years	<input type="checkbox"/> 3-5 years	<input type="checkbox"/> 5+ years
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- c. Is this part of a Washoe County Capital Improvements Program project?

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

--

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

Pyramid Highway (State Route 445) via a connection from Campo Rico Ln
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11. Will the proposed amendment impact existing or planned transportation systems? (If yes, a traffic report is required.)

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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12. Community Services (provided name, address and distance to nearest facility).

a. Fire Station	TMFPD - Station 46 (500 Rockwell Blvd., Spanish Springs)
b. Health Care Facility	NNMC, Renown and St. Mary's Urgent Care - Los Altos Pkwy
c. Elementary School	Taylor Elementary School
d. Middle School	Shaw Middle School
e. High School	Spanish Springs High School
f. Parks	Sugarloaf Open Space/Lazy 5 Regional Park
g. Library	Washoe County - Spanish Springs Branch
h. Citifare Bus Stop	N/A

## Projects of Regional Significance Information For Regulatory Zone Amendments

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

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

<input type="checkbox"/> Yes	<input type="checkbox"/> No
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2. Will the full development potential of the Regulatory Zone amendment increase housing by 625 or more units?

<input type="checkbox"/> Yes	<input type="checkbox"/> No
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3. Will the full development potential of the Regulatory Zone amendment increase hotel accommodations by 625 or more rooms?

<input type="checkbox"/> Yes	<input type="checkbox"/> No
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4. Will the full development potential of the Regulatory Zone amendment increase sewage by 187,500 gallons or more per day?

<input type="checkbox"/> Yes	<input type="checkbox"/> No
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5. Will the full development potential of the Regulatory Zone amendment increase water usage by 625 acre-feet or more per year?

<input type="checkbox"/> Yes	<input type="checkbox"/> No
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6. Will the full development potential of the Regulatory Zone amendment increase traffic by 6,250 or more average daily trips?

<input type="checkbox"/> Yes	<input type="checkbox"/> No
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7. Will the full development potential of the Regulatory Zone amendment increase the student population from kindergarten to 12<sup>th</sup> grade by 325 students or more?

<input type="checkbox"/> Yes	<input type="checkbox"/> No
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## Regulatory Zone Amendment Findings

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

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

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

O. 775.823.2900  
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lewisroca.com

Garrett D. Gordon  
Partner  
Admitted in Nevada  
775.321.3420 direct  
775.321.5569 fax  
GGordon@lewisroca.com

January 8, 2024

Washoe County Community Services Department  
Planning and Building  
1001 E. Ninth Street, Building A  
Reno, Nevada 89512

RE: Narrative Letter - Washoe County Master Plan Amendment and Regulatory Zone Amendment Application for APN: 534-600-05.

To Whom It May Concern:

**I. INTRODUCTION; BACKGROUND; PROJECT REQUEST:**

On behalf of the Paseo Redondo Trust, the owner and applicant in this matter ("Applicant"), we hereby submit the enclosed Master Plan Amendment and Regulatory Zone Amendment applications for Washoe County Assessor's Parcel Number 534-600-05 located at 11540 Campo Rico Lane (the "Subject Property"). The Subject Property consists of ± 10.864 acres of land and is located in northern Spanish Springs. Specifically, the Subject Property is located east of Pyramid Highway, north of Donovan Pit and south of Alamosa Drive. The Subject Property is part of the Spanish Springs Area Plan and is located within the Suburban Character Management Area ("SCMA") boundary identified within the Spanish Springs Area Plan. Currently, the Subject Property is made up of mostly vacant land with a ±1,400 square foot modular single-family residence on the land.

This application contains two requests:

1. A **Master Plan Amendment** to change the Master Plan land use designation of the Subject Property from Suburban Residential (SR) to Industrial (I); and
2. A **Regulatory Zone Amendment** to change the zoning of the Subject Property from Low Density Suburban (LDS) to Industrial (I).

**II. MASTER PLAN AMENDMENT:**

It is proposed to amend the current Suburban Residential Master Plan designation to Industrial. The Industrial designation is well suited for the Subject Property based on a variety of factors. For example, the Subject Property is on a major arterial road with industrial uses across the street. Additionally, the addition of an industrial development will create higher tax revenues to fund the growing need for public services in the Spanish Springs area which is rapidly growing with primarily residential uses. The requested amendment represents a more desirable utilization of land.

## **Spanish Springs Area Plan**

The Spanish Springs Area Plan is an area plan of the Washoe County Master Plan that establishes the overall theme and vision that the community desires for the development of the Spanish Springs area over the next 20 years. The Subject Property is located within the Spanish Springs Area Plan. The following are the pertinent policies from the area plan:

### **Plan Maintenance Policies**

**SS.17.1** In order for the Washoe County Planning Commission to recommend the approval of ANY amendments 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.
- b. The amendment conforms to all applicable policies of the Spanish Springs Area Plan and the Washoe County Master Plan.
- c. The amendment will not conflict with the public's health, safety or welfare.

**Applicant's Response:** *The amendment implements the Spanish Springs Area Plan Vision and Character Statement as it expands the distinct suburban core concentrated along Pyramid Highway which is intended to include a broad mix of non-residential uses together with residential densities. The proposed amendment conforms to all applicable policies of the Spanish Springs Area Plan and the Washoe County Master Plan. Additionally, the proposed amendment will provide for land uses that are compatible with (existing or planned) adjacent land uses, and will not adversely impact the public, health, safety or welfare.*

**SS.17.2** In order for the Washoe County Planning Commission to recommend approval of any 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.

**Applicant's Response:** *Feasibility letter from TMWA is attached.*

- 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.

**Applicant's Response:** *Traffic Impact Study attached hereto.*

- 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.

**Applicant's Response:** *The amendment of the Subject Property's designation to Industrial will not exceed the 9.86 percent acreage cap established for the Suburban Character Management Area.*

- 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.

**Applicant's Response:** *Not applicable.*

- 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.

**Applicant's Response:** *Not applicable.*

- f. If roadways impacted by the 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.

**Applicant's Response:** *Not applicable.*

- 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.

**Applicant's Response:** *Washoe County is responsible for tracking increasing land use potential to ensure the growth level established in Policy SS.1.2 is not exceeded. This proposed amendment will not exceed such growth level.*

- 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.

**Applicant's Response:** *Not applicable. The proposed amendment will not result in existing public school facilities exceeding design capacity.*

- 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.

**Applicant's Response:** *Not applicable.*

### **Master Plan Amendment Findings**

Section 110.820.15(d) of the Washoe County Development Code established findings for Master Plan Amendment requests. The proposed amendment meets or exceeds all requirements, and all findings are met, as set forth herein.

1. **Consistency with Master Plan.** The proposed amendment is in substantial compliance with the policies and actions of the Master Plan.

**Applicant's Response:** *The requested Industrial designation is in substantial compliance with the Suburban Character Management Area and is consistent with the goals, policies, vision and character statement of the Spanish Springs Area Plan, and the policies and actions of the Master Plan.*

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

**Applicant's Response:** *The Subject Property has direct access to Pyramid Highway, a major arterial road, that would facilitate the development of an industrial development without impacting any surrounding properties. The proposed Industrial zoning designation is permitted in the Suburban Character Management Area. The Industrial zoning is established for many other nearby sites, making it highly compatible. There is no conceivable detriment to public health, safety, or welfare.*

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



**Applicant's Response:** *The Subject Property's surrounding conditions have changed a lot. The area of Spanish Springs where the Subject Property is located has quickly evolved into an industrial corridor, and industrial demand is rising. The rapidly growing industrial uses in the area and cap on acreage for industrial uses in the Suburban Character Management Area have placed an urgency on the Applicant to submit this amendment request so that the Subject Property can come in under the industrial acreage cap. The proposed amendment will allow for a more desirable utilization of land.*

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

**Applicant's Response:** *All needed public facilities are in close enough proximity to the Subject Property, including public safety facilities.*

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

**Applicant's Response:** *The Suburban Character Management Area is the designated growth area in the Spanish Springs Valley under the Spanish Springs Area Plan. The proposed amendment will promote a desired pattern of growth for orderly physical growth of the County among a fast-growing industrial corridor.*

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

**Applicant's Response:** *Not applicable. The proposed amendment will not affect the location, purpose and mission of the military installation.*

### **III. REGULATORY ZONE AMENDMENT:**

It is proposed to amend the current zoning designation of Low Density Suburban (LDS) to Industrial (I). To make a recommendation for approval, all of the following findings must be made by the Commission:

1. Consistency with Master Plan. The proposed amendment is in substantial compliance with the policies and actions of the Master Plan.

**Applicant's Response:** *The requested Industrial designation is in substantial compliance with the Suburban Character Management Area and is consistent with the goals, policies, vision and character statement of the Spanish Springs Area Plan, and the policies and actions of the Master Plan.*

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

***Applicant's Response:*** *The Subject Property has direct access to Pyramid Highway, a major arterial road, that would facilitate the development of an industrial development without impacting any surrounding properties. The proposed Industrial zoning designation is permitted in the Suburban Character Management Area. The Industrial zoning is established for many other nearby sites, making it highly compatible. There is no conceivable detriment to public health, safety, or welfare.*

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

***Applicant's Response:*** *The Subject Property's surrounding conditions have changed a lot. The area of Spanish Springs where the Subject Property is located has quickly evolved into an industrial corridor, and industrial demand is rising. The rapidly growing industrial uses in the area and cap on acreage for industrial uses in the Suburban Character Management Area have placed an urgency on the Applicant to submit this amendment request so that the Subject Property can come in under the industrial acreage cap. The proposed amendment will allow for a more desirable utilization of land.*

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

***Applicant's Response:*** *All needed public facilities are in close enough proximity to the Subject Property, including public safety facilities.*

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

***Applicant's Response:*** *The Suburban Character Management Area is the designated growth area in the Spanish Springs Valley under the Spanish Springs Area Plan. The proposed amendment will promote a desired pattern of growth for orderly physical growth of the County among a fast-growing industrial corridor.*

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

***Applicant's Response:*** *Not applicable. The proposed amendment will not affect the location, purpose and mission of the military installation.*

**IV. CONCLUSION:**

For the reasons stated herein, the amendment requests meet or exceeds all requirements, and all findings under the Washoe County Development and the Spanish Springs Area Plan. The Applicant therefore respectfully requests that the County approve both amendment requests for the Subject Property.

Sincerely,

*/s/ Garrett D. Gordon*

Garrett D. Gordon  
Lewis Roca Rothgerber Christie LLP

GDG/AKP



**PYRAMID WAY**  
(STATE ROUTE 445)

270.89'  
S 10°29'38" W

D=2°52'25"  
R=5125.00'  
L=257.04'

250'

A.P.N. 534-600-05  
MARKOWSKI, et al  
(NOT A PART)

S 89°14'07" W 874.82'

**A.P.N. 534-600-05**  
**11540 CAMPO RICO LANE**  
PASEO REDONDO TRUST  
±10.86 ACRES

N 89°11'07" E 955.12'

N 1°03'06" E 518.36'

A.P.N. 538-281-15  
HUNT HARRIS RANCH LAND, LLC.  
(NOT A PART)

A.P.N. 534-600-04  
ROMERO FAMILY TRUST  
(NOT A PART)

A.P.N. 534-600-03  
HALL, BRUCE & EMILY  
(NOT A PART)

SCALE: 1"=150'  
DATE: 1/5/2024  
SHT. NO.: 1 of 1

**EXISTING SITE DISPLAY**  
**11540 CAMPO RICO LN**  
**A.P.N. 534-600-05**  
WASHOE COUNTY, NEVADA

WWW.ODYSSEYRENO.COM  
(775) 359-3303 FAX (775) 359-3329  
895 ROBERTA LANE, SUITE 104, SPARKS, NV 89431

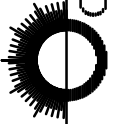
**Odyssey**  
ENGINEERING  
INCORPORATED



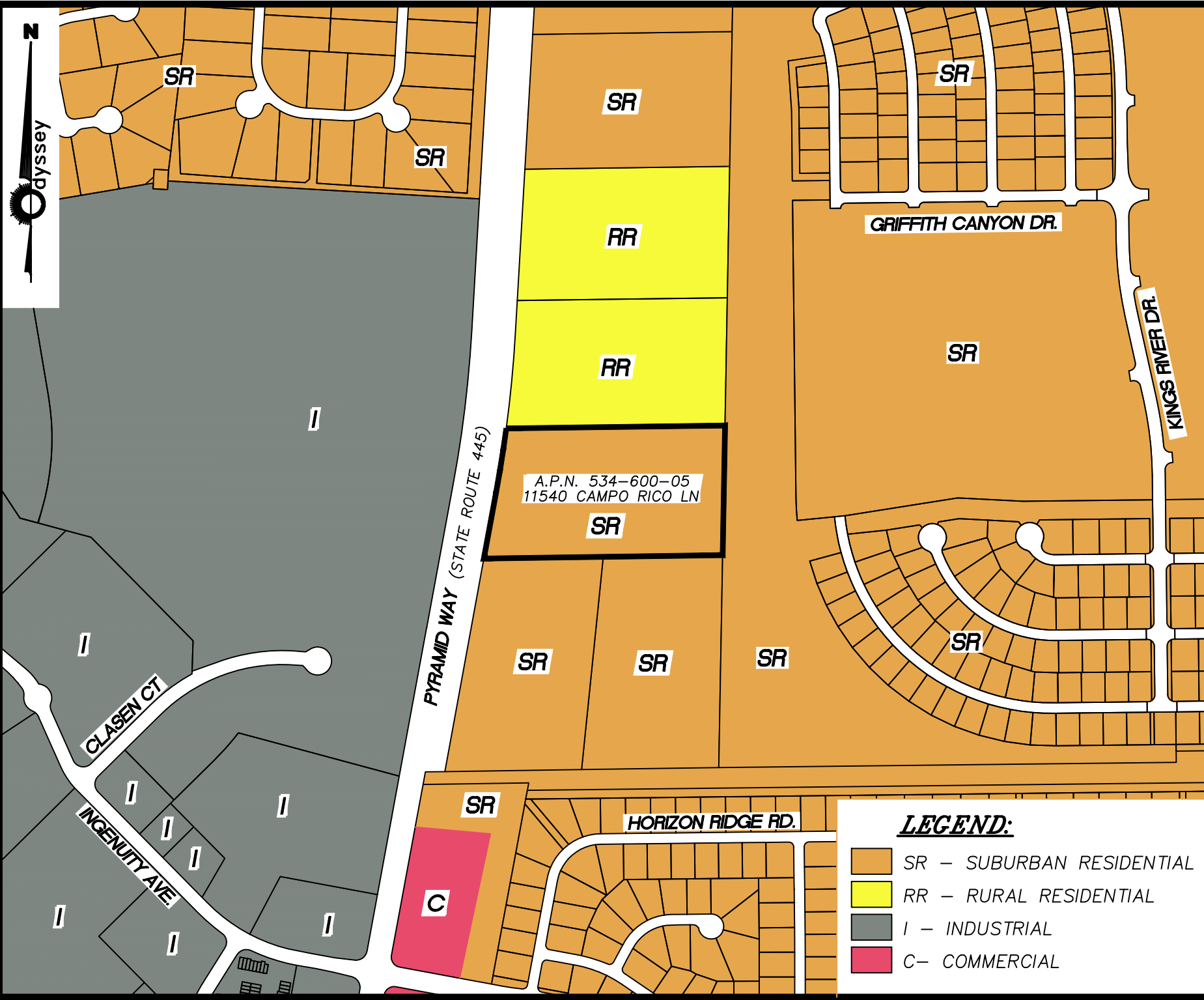
SCALE: NOT TO SCALE  
DATE: 1/5/2024  
SHT. NO.: 1 of 1

VICINITY MAP  
LOCATED WITHIN T.21N., R.20E., M.D.M.

WASHOE COUNTY,  
NEVADA



www.ODYSSEYRENO.COM  
**Odyssey**  
ENGINEERING  
INCORPORATED



PYRAMID WAY (STATE ROUTE 445)

GRIFFITH CANYON DR.

KINGS RIVER DR.

A.P.N. 534-600-05  
11540 CAMPO RICO LN

CLASEN CT

INGENUITY AVE.

HORIZON RIDGE RD.

**LEGEND:**

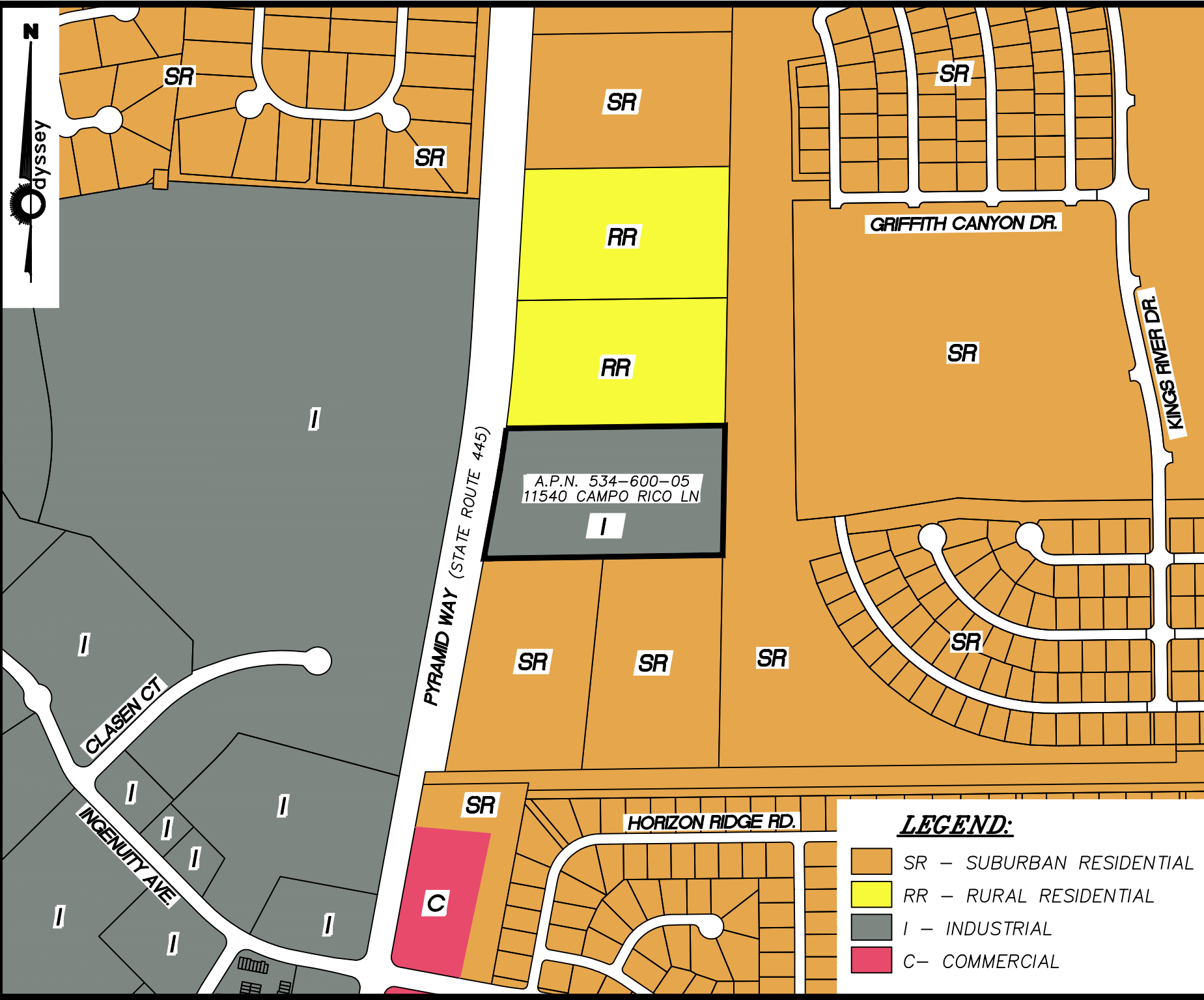
- SR - SUBURBAN RESIDENTIAL
- RR - RURAL RESIDENTIAL
- I - INDUSTRIAL
- C- COMMERCIAL

SCALE: 1"=500'  
DATE: 1/5/2024  
SHT. NO.: 1 of 1

**MASTER PLAN AMENDMENT APPLICATION**  
**EXISTING MASTER PLAN DESIGNATION**  
**11540 CAMPO RICO LN - A.P.N. 534-600-05**  
**WASHOE COUNTY, NEVADA**

WWW.ODYSSEYRENO.COM  
(775) 399-3303 FAX (775) 399-3329  
895 ROBERTA LANE, SUITE 104, SPARKS, NV 89431





N

A.P.N. 534-600-05  
11540 CAMPO RICO LN

**LEGEND:**

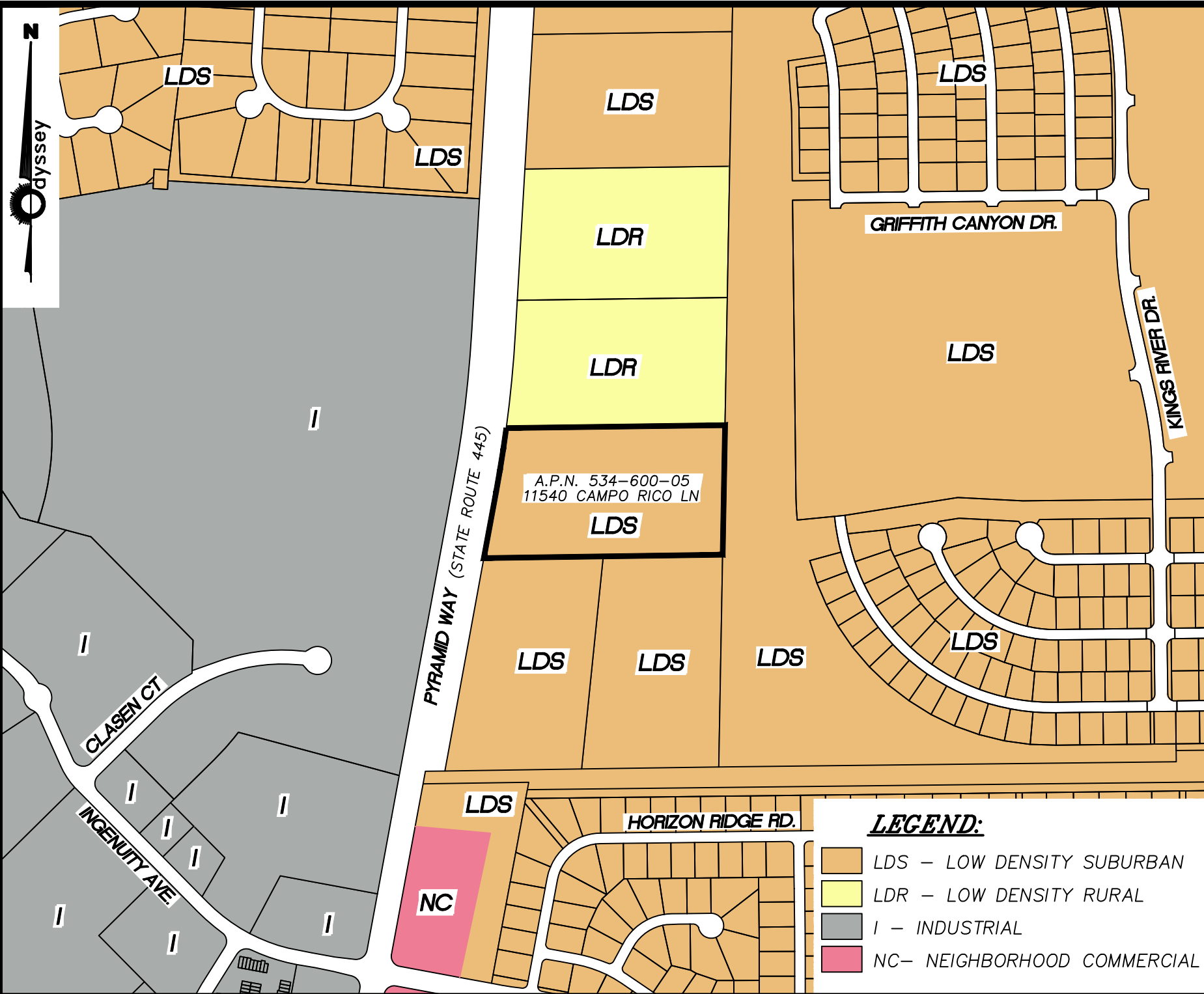
- SR - SUBURBAN RESIDENTIAL
- RR - RURAL RESIDENTIAL
- I - INDUSTRIAL
- C- COMMERCIAL

SCALE: 1"=500'  
DATE: 1/5/2024  
SHT. NO.: 1 of 1

**MASTER PLAN AMENDMENT APPLICATION**  
**PROPOSED MASTER PLAN DESIGNATION**  
**11540 CAMPO RICO LN - A.P.N. 534-600-05**  
**WASHOE COUNTY, NEVADA**

WWW.ODYSSEYRENO.COM  
(775) 399-3303 FAX (775) 399-3329  
895 ROBERTA LANE, SUITE 104, SPARKS, NV 89431





SCALE: 1" = 500'  
 DATE: 1/5/2024  
 SHT. NO.: 1 of 1

**ZONING AMENDMENT APPLICATION**  
**EXISTING ZONING DESIGNATION**  
**11540 CAMPO RICO LN - A.P.N. 534-600-05**  
**WASHOE COUNTY, NEVADA**

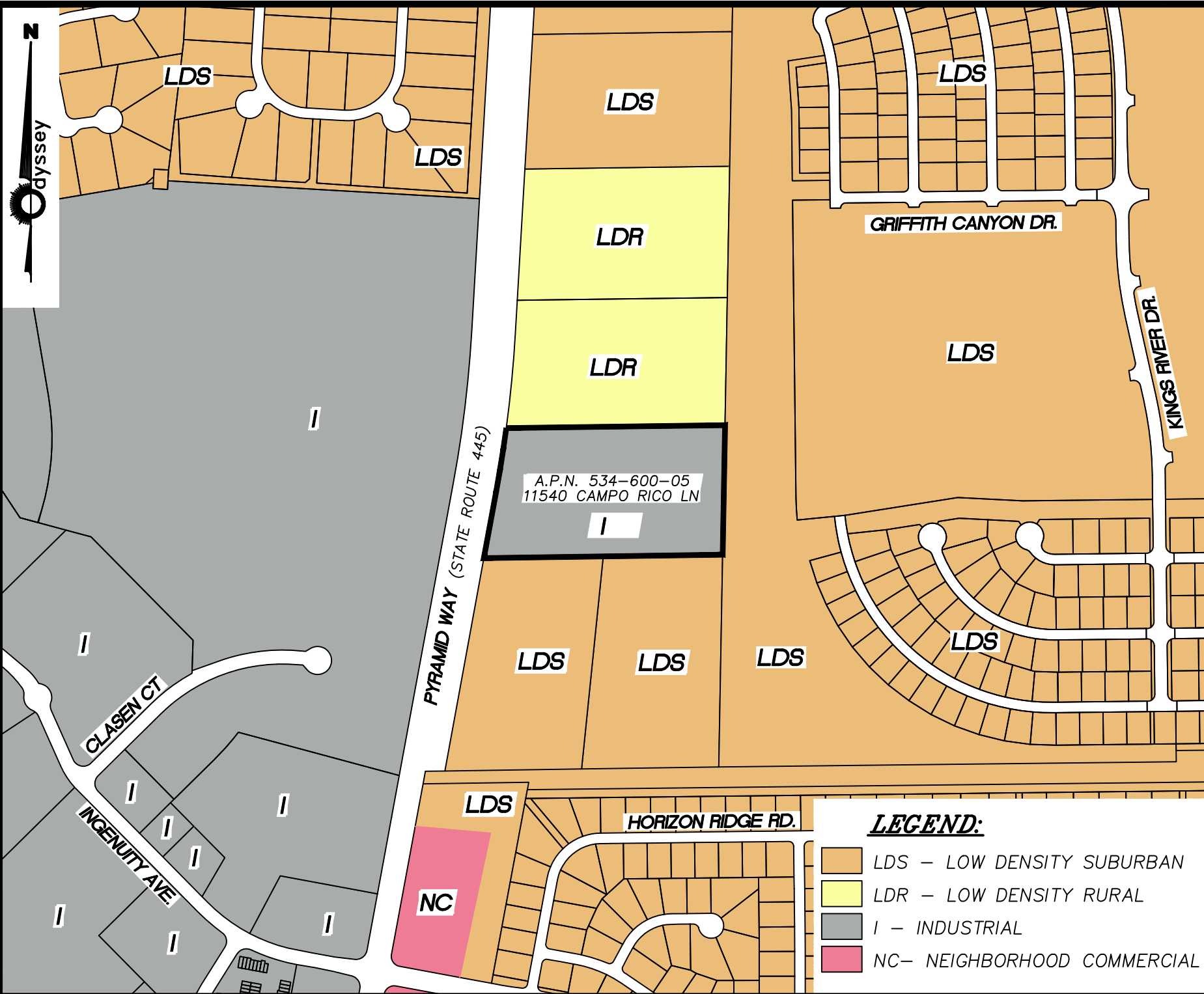
WWW.ODYSSEYRENO.COM  
 (775) 359-3303 FAX (775) 359-3329  
 895 ROBERTA LANE, SUITE 104, SPARKS, NV 89431



**LEGEND:**

- LDS - LOW DENSITY SUBURBAN
- LDR - LOW DENSITY RURAL
- I - INDUSTRIAL
- NC - NEIGHBORHOOD COMMERCIAL





SCALE: 1" = 500'  
 DATE: 1/5/2024  
 SHT. NO.: 1 of 1

**ZONING AMENDMENT APPLICATION**  
**PROPOSED ZONING DESIGNATION**  
**11540 CAMPO RICO LN - A.P.N. 534-600-05**  
 WASHOE COUNTY, NEVADA

WWW.ODYSSEYRENO.COM  
 (775) 359-3303 FAX (775) 359-3329  
 895 ROBERTA LANE, SUITE 104, SPARKS, NV 89431



**LEGEND:**

- LDS - LOW DENSITY SUBURBAN
- LDR - LOW DENSITY RURAL
- I - INDUSTRIAL
- NC - NEIGHBORHOOD COMMERCIAL



August 28, 2018

Maritsa Papaandreas  
P.O. Box 135  
Reno, NV 89504

RE: Statement of Available Services  
Washoe County APN 534-600-05  
TMWA Work Order 18-6346

Dear Owner:

The Truckee Meadows Water Authority (TMWA) has made an investigation into providing water service to the property located at Washoe County Assessor's parcel number 534-600-05. This investigation indicates TMWA can provide service to the subject property, subject to payment of TMWA charges and construction of facility improvements. The purpose of this letter is to communicate an estimate of the cost required for TMWA to provide water service to the property.

TMWA owns a 12-inch water main located approximately 185 feet west of the subject property line across Pyramid Way that could be tapped for a water service extension to the parcel to include a meter box on the property. TMWA will provide and install the meter. From the meter box, an on-site service line would need to be installed to the point of use. The typical pressure at this location in the main is on the order of 85 psi. Based on this pressure, a privately owned and maintained pressure regulating valve will be required. The owner, or a third-party contractor, will be responsible for work on the subject property and their associated costs.

The difficulty in this case involves crossing Pyramid Way with a main extension which is within NDOT right-of-way. It is typical for NDOT to require jack and bore construction methods to avoid open cutting this busy highway. In addition, an NDOT permit would be required. The cost of such an effort is likely approximately \$500 per foot for an 8-inch main extension under the roadway including larger diameter carrying pipe.

TMWA's other charges are based on maximum day usage (demand). The maximum day demand for this parcel is 3.0 gallons per minute based on the size at 10.86 acres for one single family home. No hydrants or fire flow delivery is assumed at this time.

The current estimated cost to provide water service to the parcel is \$114,856. This does not include water resource dedication or TMWA business service fees. This amount is comprised of the following facility improvements and facility charges:

- Pyramid Way jack and bore main extension estimate = \$85,000
- Area 12 Facility Charge = \$17,367
- Supply and Treatment Facility Charge = \$12,489

---

These charges are subject to change. A final determination of the actual charges payable to TMWA will be made at the time of application for TMWA service.

If I can be of further assistance or answer any questions, please feel free to contact me at 834-8026.

Sincerely,



Holly Flores, P.E.  
Truckee Meadows Water Authority

Attachment: TMWA Distribution System Exhibit



**TRUCKEE MEADOWS WATER**  
A U T H O R I T Y

*Quality. Delivered.*

DATE: Aug 17, 2018
MAP BY:
WORK ORDER #:
SCALE: NTS

NORTH

NAD 83 NEVADA STATE  
PLANE WEST FEET

# DRAFT TRAFFIC IMPACT STUDY FOR BECKNELL INDUSTRIAL

November 10, 2023

PREPARED FOR:  
Tectonics Design Group

PREPARED BY:



## **YOUR QUESTIONS ANSWERED QUICKLY**

### **Why did you perform this study?**

This Traffic Impact Study evaluates the potential traffic impacts associated with the proposed Becknell Industrial project in Sparks, Nevada. This study of potential transportation impacts was undertaken for planning purposes and to assist in determining what traffic controls or mitigations may be needed to reduce potential impacts, if any are found.

### **What does the project consist of?**

The project consists of a 309,168 square foot warehouse building in Washoe County, NV. The project is located east of Pyramid Way between Horizon View Avenue and Kings River Drive. The project will utilize an existing access driveway that connects Pyramid Way to Campo Rico Lane (referred to as Campo Rico Lane Connection in this report). Campo Rico Lane is a dirt frontage road that currently provides access to approximately ten residential properties.

### **How much traffic will the project generate?**

The project is anticipated to generate approximately 529 Daily, 53 AM peak hour, and 56 PM peak hour trips to the external roadway network. This trip generation level is below the level of traffic requiring a Traffic Impact Study in either Washoe County or the City of Sparks. This study has been provided for NDOT access permitting purposes.

### **How will project traffic affect the roadway network?**

Under Opening Year Plus Project and Future Year Plus Project conditions, the study intersection is expected to operate within policy level of service thresholds.

### **Are any improvements recommended?**

NDOT's left-turn lane and right-turn lane warrant criteria was analyzed for the study intersection. The left-turn lane warrant would be met during the AM peak hour based on Opening Year Plus Project and Future Year Plus Project traffic volumes. The right-turn lane warrant would be met during the AM and PM peak hours based on Opening Year Plus Project and Future Year Plus Project traffic volumes.

A southbound left-turn deceleration lane and northbound right-turn deceleration lane should be provided. Each lane should be at least 710 feet, with 290 feet of full lane width and 420 feet of taper, on Pyramid Way at the study intersection.



Acceleration lanes are not recommended on Pyramid Way at the study intersection based on NDOT guidance, intersection level of service analysis, and the context of the roadway. None of the nearby intersections/driveways along Pyramid Way in the project vicinity have acceleration lanes.

Based on NDOT standards, the existing Campo Rico Lane Connection will be improved to a “Type 4 Typical Plan” approach road modified to include a right-turn deceleration lane.

A deviation letter may be required to improve the project access driveway, as the existing intersection does not meet NDOT spacing standards.

The project will pay standard Regional Road Impact Fees (RRIF) based on a 309,168 square foot warehouse building (estimated at approximately \$188,052) as mitigation for its impacts on the regional roadway network.



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2. Study Intersections
3. Site Plan
4. Existing Traffic Volumes, Lane Configurations, and Controls
5. Opening Year Traffic Volumes, Lane Configurations, and Controls
6. Project Trip Distribution and Assignment
7. Opening Year Plus Project Traffic Volumes, Lane Configurations, and Controls
8. Future Year Traffic Volumes, Lane Configurations, and Controls
9. Future Year Plus Project Traffic Volumes, Lane Configurations, and Controls

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- A. Crash Data
- B. Traffic Count Data Sheets
- C. Existing LOS Calculations
- D. Growth Rate Calculations
- E. Opening Year LOS Calculations
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- I. Deceleration Lane Warrant Calculations



## INTRODUCTION

This report presents the findings of a Traffic Impact Study completed to assess the potential traffic impacts on local intersections associated with the Becknell Industrial project in Washoe County, Nevada. This Traffic Impact Study has been prepared to document existing traffic conditions, quantify traffic volumes generated by the proposed project, identify potential impacts, document findings, and make recommendations to mitigate impacts, if any are found. The location of the project is shown on **Figure 1** and **Figure 2** and the project site plan is shown on **Figure 3**.

### ***Study Area and Evaluated Scenarios***

The project consists of a 309,168 square foot warehouse building in Washoe County, NV. The project is located east of Pyramid Way and Campo Rico Lane between Horizon View Avenue and Kings River Drive. The study intersection was identified based on the project location and a scoping conversation with Nevada Department of Transportation (NDOT) staff and is shown on **Figure 2**. The following intersection is included in this study:

- ▶ Pyramid Way/Campo Rico Lane Connection

The project will utilize an existing access driveway that connects Pyramid Way to Campo Rico Lane (referred to as Campo Rico Lane Connection in this report). Campo Rico Lane is a dirt frontage road that currently provides access to approximately ten residential properties.

This study includes analysis of both the weekday AM and PM peak hours as these are the periods of time in which peak traffic is anticipated to occur. The evaluated development scenarios are:

- ▶ Existing Conditions
- ▶ Opening Year Conditions
- ▶ Opening Year Plus Project Conditions
- ▶ Future Year Conditions (20 year horizon)
- ▶ Future Year Plus Project Conditions





# Study Intersection

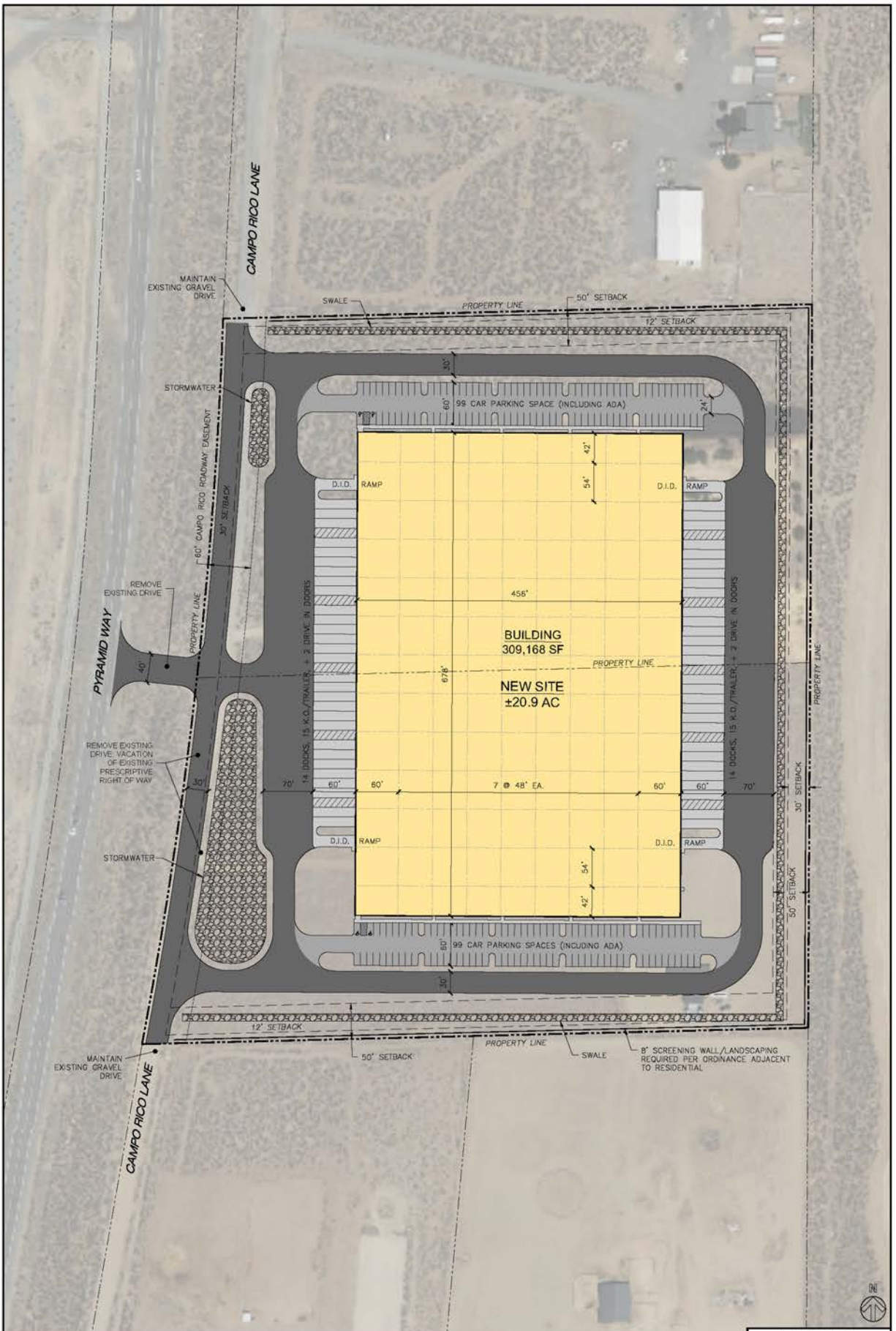
① Pyramid Way / Campo Rico Lane Connection



Campo Rico Ln

Pyramid Way

① Project Site



LOCATION: PYRAMID WAY  
SPANISH SPRING, NV

**EXHIBIT SITE PLAN**

DATE: 07/31/2023

SCALE: 1" = 120'

SITE DATA TABLE	
DRIVE-IN DOORS	4
DOCK LEVEL DOORS	28
KNOCK-OUTS	30
TRAILER PARKING	0
CAR PARKING STALLS	198



NO SCALE

**Figure 3**  
Springhill Suites  
Traffic Impact Study  
*Site Plan*

## ANALYSIS METHODOLOGY

Level of service (LOS) is a term commonly used by transportation practitioners to measure and describe the operational characteristics of intersections, roadway segments, and other facilities. This term equates seconds of delay per vehicle at intersections to letter grades “A” through “F” with “A” representing optimum conditions and “F” representing breakdown or over capacity flows.

### **Intersections**

The complete methodology for intersection level of service analysis is established in *the Highway Capacity Manual (HCM), 6th Edition* published by the Transportation Research Board (TRB). **Table 1** presents the delay thresholds for each level of service grade at signalized and unsignalized intersections.

**Table 1: Level of Service Definition for Intersections**

Level of Service	Brief Description	Average Delay (seconds per vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Free flow conditions.	< 10	< 10
B	Stable conditions with some affect from other vehicles.	10 to 20	10 to 15
C	Stable conditions with significant affect from other vehicles.	20 to 35	15 to 25
D	High density traffic conditions still with stable flow.	35 to 55	25 to 35
E	At or near capacity flows.	55 to 80	35 to 50
F	Over capacity conditions.	> 80	> 50

Source: *Highway Capacity Manual, 6<sup>th</sup> Edition*

Level of service calculations were performed for the study intersections using the Synchro 11 software package with analysis and results reported in accordance with *HCM* methodology.

### **Level of Service Policy**

#### City of Sparks/Washoe County

The Regional Transportation Commission’s (RTC) *2050 Regional Transportation Plan (RTP)* establishes level of service criteria for regional roadway facilities in the City of Reno, City of Sparks, and Washoe County. The current Level of Service policy is:

*“All regional roadway facilities projected to carry less than 27,000 ADT at the latest RTP horizon – LOS D or better.”*



*“All regional roadway facilities projected to carry 27,000 or more ADT at the latest RTP horizon – LOS E or better.”*

*“All intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting corridors”.*

Pyramid Way within the study area is projected to carry less than 27,000 ADT at the latest RTP horizon.

#### Nevada Department of Transportation

The Nevada Department of Transportation (NDOT) *Traffic Impact Study Requirements* publication states:

*Level of service “C” will be the design objective for capacity and under no circumstances will less than level of service “D” be accepted for site and non-site traffic*

Hence, LOS “D” was used as the threshold criteria for this analysis.

## EXISTING CONDITIONS

### **Roadway Facilities**

A brief description of the key roadways in the study area is provided below.

*Pyramid Way* (State Route 445) is a north-south state highway that connects Interstate 80 (I-80) in the south to State Route 446 at Pyramid Lake in the north. The segment of Pyramid Way near the project site is classified in the *2050 RTP* as a Moderate Access Control (MAC) Arterial. The Nevada Department of Transportation classifies the segment of Pyramid Way near the project site as an “Other Principal Arterial.” Pyramid Way adjacent to the project site is a two-lane roadway with a posted speed limit of 65 mph.

### **Bicycle, Pedestrian, and Transit Facilities**

There are no existing bicycle or pedestrian facilities in the project vicinity.

The RTC provides fixed route (RIDE) and FlexRIDE bus service throughout the Reno/Sparks area. Fixed route service is not provided in the project area. FlexRIDE service is provided in Spanish Springs with the closest stop location at the Spanish Springs Business Circle located off of Calle de la Plata to the south.

### **Crash History**

Vehicle crash data is available from NDOT and includes information from the 2016 to 2020 five-year period (the most current data available). Zero crashes occurred at the study intersection during the five year period. Five crashes occurred on Pyramid Way between Landmark Drive/Kings River Drive and Ingenuity



Avenue/Horizon View Avenue, with the closest crash approximately 200 feet from the study intersection. Two crashes resulted in property damage only and three crashes resulted in injury. All five crashes were single vehicle, run-off-the-road crashes. The NDOT crash data report is provided in **Appendix A**.

**Traffic Volumes**

AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak hour traffic volumes were collected at the study intersection on October 24, 2023 when school was in regular session. The data collection periods match the peak periods of NDOT traffic volume data for Pyramid Way in the project area. NDOT’s 2022 *Seasonal Growth Factors* report was reviewed to determine if seasonal growth factors should be applied to the counts. The report includes a count station on Pyramid Way just south of the project site. The seasonal growth factor for October would reduce the existing traffic volumes, therefore the unadjusted existing counts were used in the analysis. The existing AM and PM peak hour intersection turning movement volumes are shown on **Figure 4**. The traffic count data sheets are provided in **Appendix B**.

**Intersection Level of Service Analysis**

Existing AM and PM peak hour intersection level of service analysis was performed for the study intersections using Synchro 11 analysis software based on the existing traffic volumes, intersection lane configurations, and controls shown on **Figure 4**. The existing peak hour factors and heavy vehicle percentages (or a default heavy vehicle percentage of two, whichever is higher) from the counts were also used. **Table 2** shows the existing conditions level of service results and the technical calculations are provided in **Appendix C**.

**Table 2: Existing Intersection Level of Service**

Int. ID	Intersection	Control	AM		PM	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1	Pyramid Way/Campo Rico Ln Connection (Existing)	Side Street Stop				
	Westbound Approach		11	B	12	B
	Southbound Left		8	A	8	A

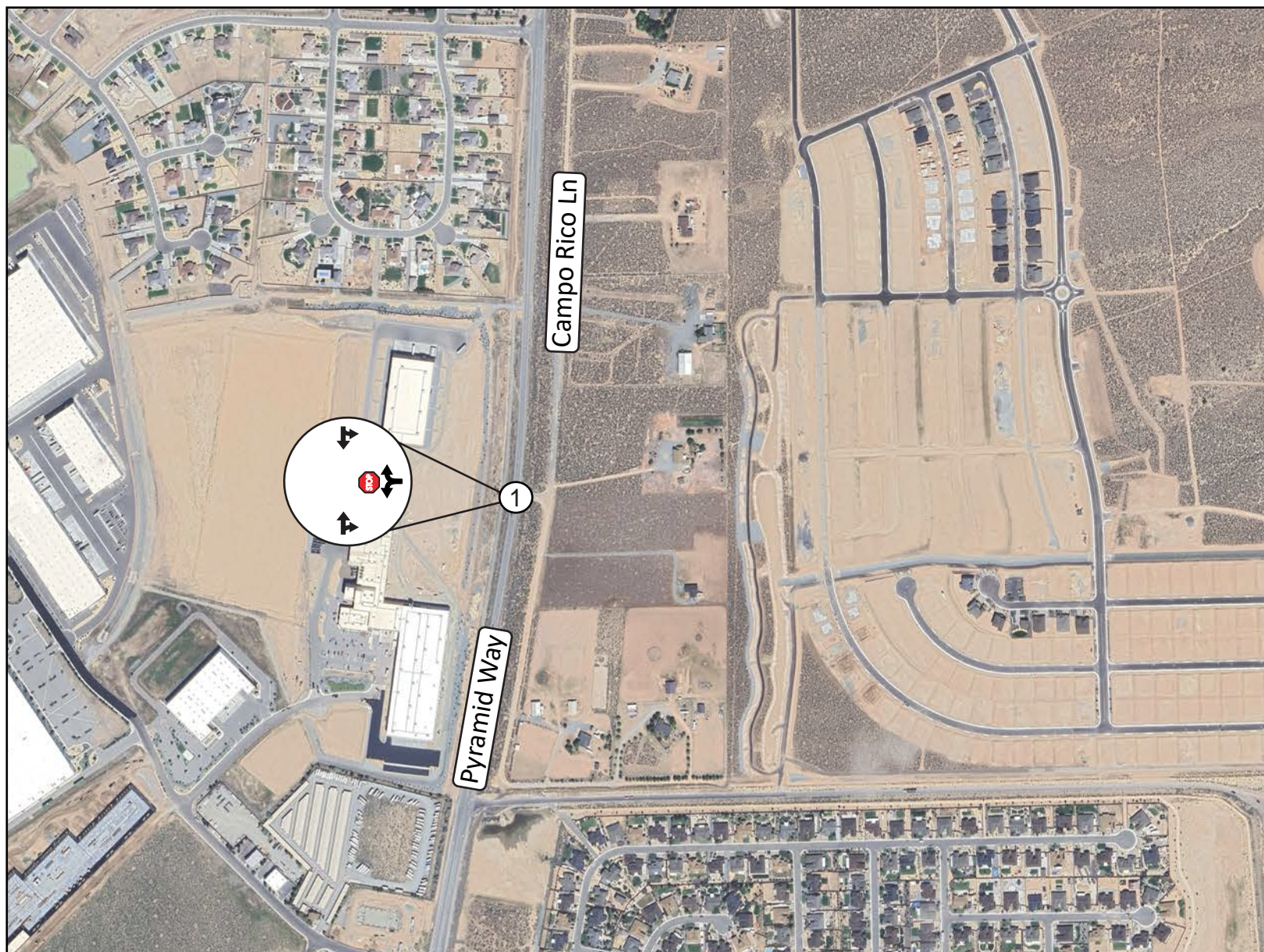
Notes: 1. Delay is reported in seconds per vehicle for the worst approach/movement for side street stop controlled intersections.

Source: Headway Transportation, 2023

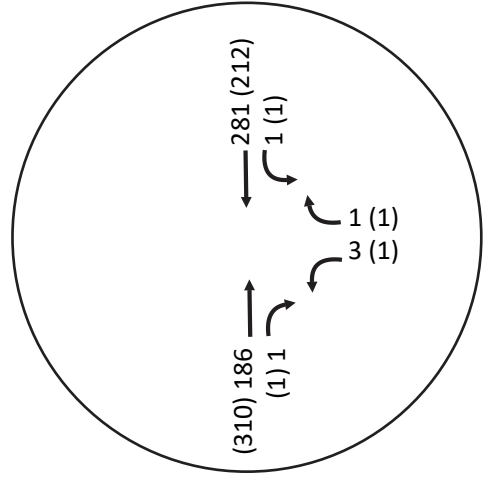
As shown in the table, the existing study intersection currently operates within policy level of service thresholds during the AM and PM peak hours.







1 Pyramid Way /  
Campo Rico Lane Connection



## OPENING YEAR CONDITIONS

The Opening Year of the project was analyzed as 2025.

### ***Traffic Volumes***

Opening Year traffic volumes were developed using the RTC’s regional travel demand model. Base year (2020) and Future Year (2040 and 2050) model volume forecasts on Pyramid Way adjacent to the project location were evaluated, as well as the project TAZ (traffic analysis zone). The project TAZ appeared to include a portion (approximately 40 percent) of the residential units from the Harris Ranch project (located directly east of the project) in the 2050 scenario. The Harris Ranch project trips were removed from the 2050 model forecasts (and manually added later) and a growth rate was developed without that project. An average annual growth rate of 1.2 percent was developed based on the updated model forecasts and applied to the northbound and southbound through movement volumes on Pyramid Way for two years (2023 to 2025) using a compound growth equation. It was assumed that half of the Harris Ranch project would be constructed by 2025. Traffic volumes for half of the units from the *Traffic Study Update - Harris Ranch* (Headway Transportation, January 2023) were manually added to the intersection volumes to develop Opening Year traffic volumes. The Opening Year AM and PM peak hour intersection turning movement volumes are shown on **Figure 5**. The growth rate calculations are provided in **Appendix D**.

### ***Intersection Level of Service Analysis***

Opening Year AM and PM peak hour intersection level of service analysis was performed for the study intersection using Synchro 11 analysis software. The existing intersection lane configurations and control shown on **Figure 5** were used in the analysis. The existing peak hour factors and heavy vehicle percentages (or a default heavy vehicle percentage of two, whichever is higher) from the counts were also used. **Table 3** shows the Opening Year level of service results and the technical calculations are provided in **Appendix E**.

**Table 3: Opening Year Intersection Level of Service**

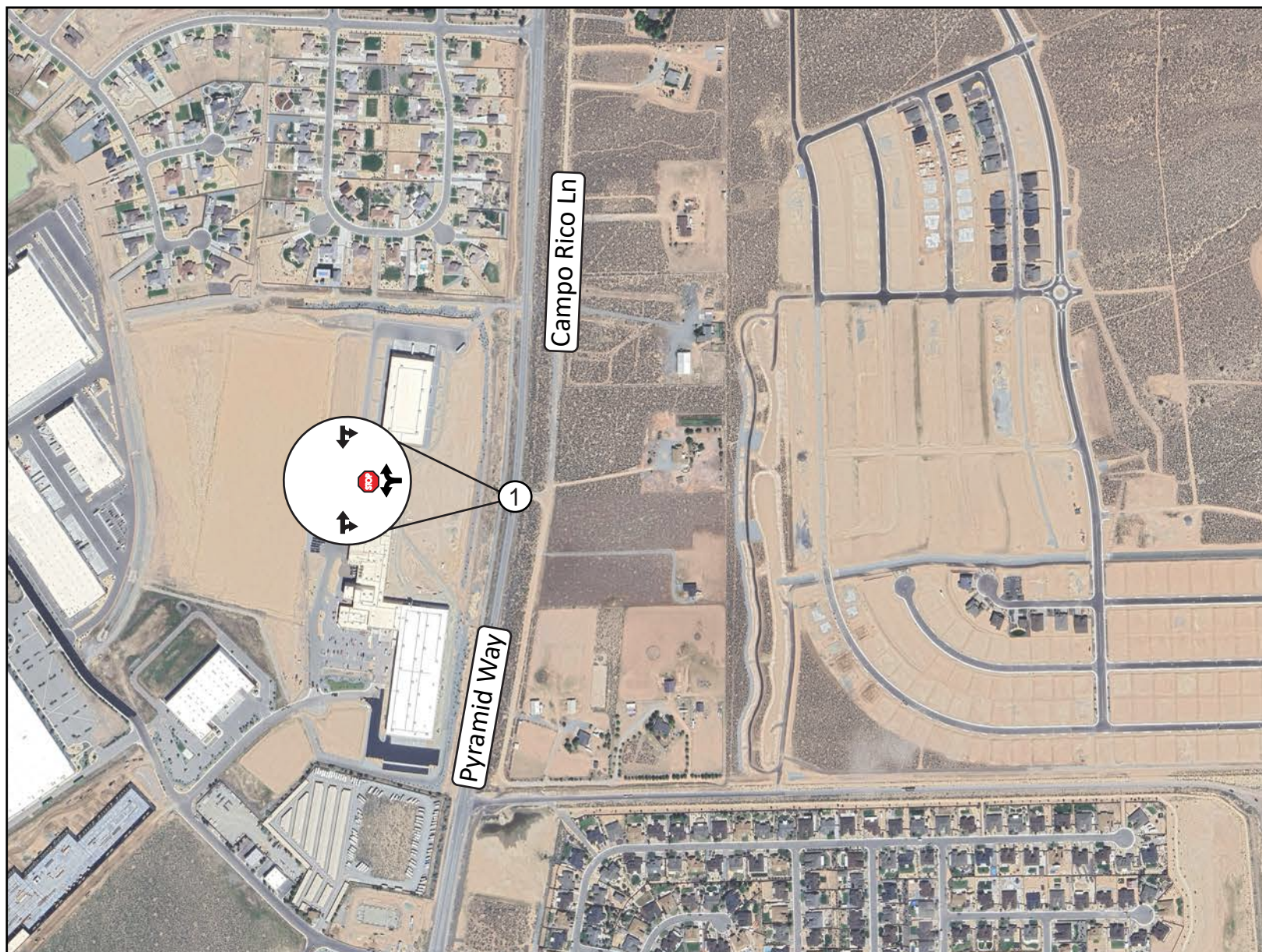
Int. ID	Intersection	Control	AM		PM	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1	Pyramid Way/Campo Rico Ln Connection	Side Street Stop				
	Westbound Approach		13	B	15	C
	Southbound Left		8	A	9	A

Notes: 1. Delay is reported in seconds per vehicle for the worst approach/movement for side street stop controlled intersections.

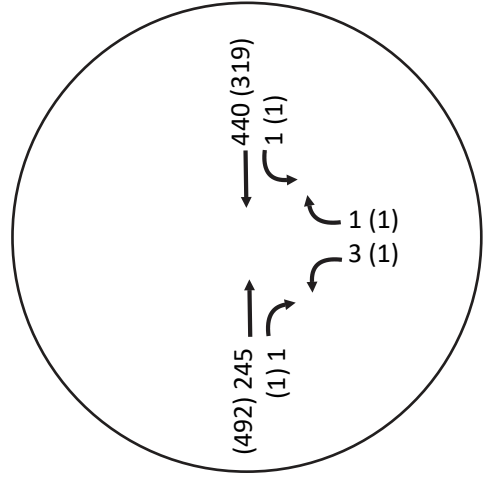
Source: Headway Transportation, 2023

As shown in the table, the study intersection is expected to operate within policy level of service thresholds during the AM and PM peak hours under Opening Year conditions.





1 Pyramid Way /  
Campo Rico Lane Connection



## PROJECT CONDITIONS

### ***Trip Generation***

Trip generation rates from *Trip Generation Manual, 11th Edition* published by the Institute of Transportation Engineers (ITE) were used to develop trip generation estimates for the proposed project based on the Warehousing (150) rates. **Table 4** shows the Daily, AM peak hour, and PM peak hour trip generation estimates.

**Table 4: Trip Generation Estimates**

Land Use (ITE Code)	Size <sup>1</sup>	Trips <sup>2</sup>				
		Daily	AM	AM In/Out	PM	PM In/Out
Warehousing (150)	309.168 ksf	529	53	41 / 12	56	16 / 40

Notes: 1. ksf = 1,000 square feet

2. Trips were calculated based on the following rates per ksf: Daily – 1.71; AM – 0.17 (77% in / 23% out); PM – 0.18 (28% in / 72% out)

Source: Headway Transportation, 2023

As shown in the table, the project is expected to generate 529 Daily, 53 AM peak hour, and 56 PM peak hour trips.

The proposed project would replace two existing residential properties. However, to present a conservative analysis, trips from those houses were not removed from the overall trip generation calculations and intersection turning movement counts.

### ***Trip Distribution***

Project trips were distributed to the adjacent roadway network based on existing traffic volumes, the locations of complimentary land uses, and anticipated travel patterns. Project trips were distributed based on the following:

- ▶ 10% to/from the north via Pyramid Way
- ▶ 90% to/from the south via Pyramid Way

**Figure 6** shows the project trip distribution and assignment.

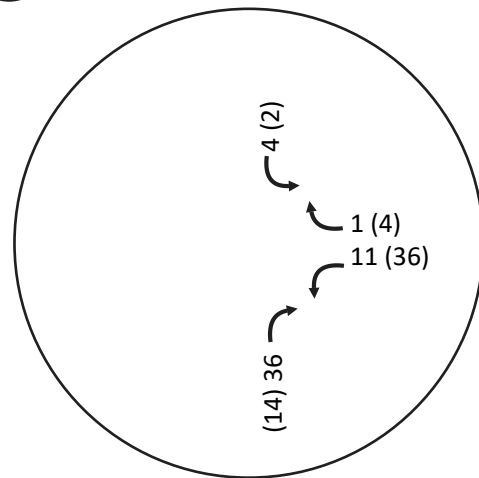
### ***Project Access***

The project will utilize The Campo Rico Lane Connection, an existing access driveway that connects Pyramid Way to Campo Rico Lane. Campo Rico Lane is a dirt frontage road that currently provides access to approximately ten residential properties.





1 Pyramid Way /  
Campo Rico Lane Connection



## OPENING YEAR PLUS PROJECT CONDITIONS

### ***Traffic Volumes***

Project trips (**Figure 6**) were added to the Opening Year traffic volumes (**Figure 5**) to develop the Opening Year Plus Project conditions traffic volumes, shown on **Figure 7**.

### ***Intersection Level of Service***

AM and PM peak hour intersection level of service analysis was performed for the study intersections based on the Opening Year Plus Project traffic volumes, the existing peak hour factors from the counts, and the lane configurations and controls shown on **Figure 7**. **Table 5** shows the level of service results and the technical calculations are provided in **Appendix F**.

**Table 5: Opening Year Plus Project Intersection Level of Service**

Int. ID	Intersection	Control	Opening Year				Opening Year Plus Project			
			AM		PM		AM		PM	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1	Pyramid Way/Campo Rico Ln Connection	Side Street Stop								
	Westbound Approach		13	B	15	C	15	B	21	C
	Southbound Left		8	A	9	A	8	A	9	A

Notes: 1. Delay is reported in seconds per vehicle for the worst approach/movement for side street stop controlled intersections.

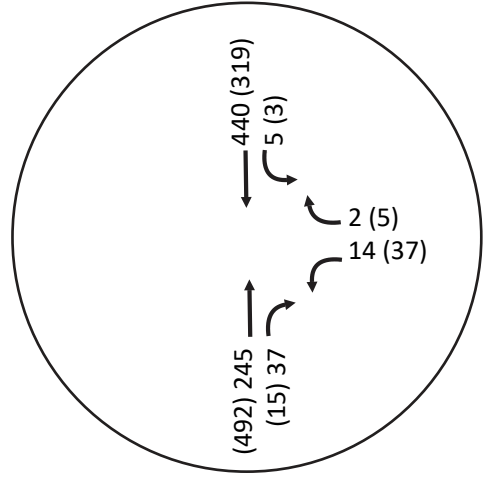
Source: Headway Transportation, 2023

As shown in the table, the study intersection is expected to operate at LOS C or better during the AM and PM peak hours with project traffic.





1 Pyramid Way /  
Campo Rico Lane Connection



## FUTURE YEAR CONDITIONS

The Future Year analysis estimates operating conditions for the 20 year horizon beyond Opening Year (2045).

### ***Planned Roadway Improvements***

The RTC's 2050 RTP outlines programmed roadway projects of regional significance. The project list is split into three time periods: 2021 – 2025 (first five years of the plan), 2026 – 2030 (second five years of the plan), and 2031 – 2050 (remaining years of the plan). The following roadway improvements are programmed within the project vicinity:

#### RTP Complete Street Project Listing (2021 – 2025)

- ▶ Pyramid Way – Egyptian Drive to Ingenuity Avenue: Add southbound lane (design phase)

#### RTP Complete Street Project Listing (2026 – 2030)

- ▶ Pyramid Way – Egyptian Drive to Ingenuity Avenue: Add southbound lane

While this roadway improvement is in the general project area (south of the study intersection), it would not affect the study intersection or level of service.

### ***Traffic Volume Forecasts***

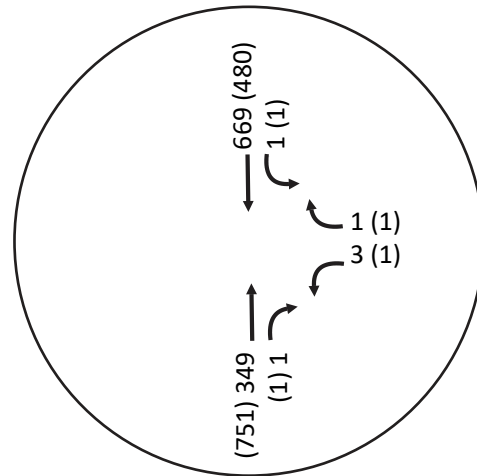
Future Year traffic volumes were developed using the RTC's regional travel demand model. Base year (2020) and Future Year (2040 and 2050) model volume forecasts on Pyramid Way adjacent to the project location were evaluated, as well as the project TAZ (traffic analysis zone). The project TAZ appeared to include a portion (approximately 40 percent) of the residential units from the Harris Ranch project (located directly east of the project) in the 2050 scenario. The Harris Ranch project trips were removed from the 2050 model forecasts (and manually added later) and a growth rate was developed without that project. An average annual growth rate of 1.2 percent was developed based on the updated model forecasts and applied to the northbound and southbound through movement volumes on Pyramid Way for 22 years (Opening Year plus 20 years) using a compound growth equation. Traffic volumes from the *Traffic Study Update - Harris Ranch* (Headway Transportation, January 2023) were manually added to the intersection volumes to develop Future Year traffic volumes. The Future Year AM and PM peak hour intersection turning movement volumes are shown on **Figure 8**. The growth rate calculations are provided in **Appendix D**.







1 Pyramid Way /  
Campo Rico Lane Connection



**Intersection Level of Service**

AM and PM peak hour intersection level of service analysis was performed for the study intersection using Synchro 11 analysis software. The existing intersection lane configurations and control were used in the analysis. The existing peak hour factors, or a peak hour factor of 0.92, whichever is higher, were also in the analysis. **Table 6** shows the Future Year conditions level of service results and the technical calculations are provided in **Appendix G**.

**Table 6: Future Year Intersection Level of Service**

Int. ID	Intersection	Control	AM		PM	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1	Pyramid Way/Campo Rico Ln Connection	Side Street Stop				
	Westbound Approach		18	B	21	C
	Southbound Left		8	A	9	A

Notes: 1. Delay is reported in seconds per vehicle for the worst approach/movement for side street stop controlled intersections.

Source: Headway Transportation, 2023

As shown in the table, the study intersection is expected to operate within policy level of service thresholds during the AM and PM peak hours under Future Year (no project) conditions.

**FUTURE YEAR PLUS PROJECT CONDITIONS**

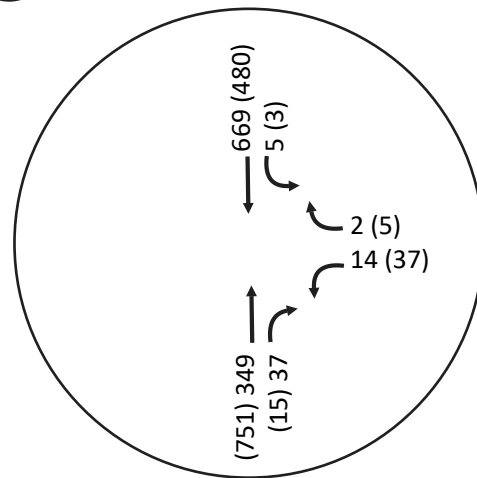
**Traffic Volumes**

Project trips (**Figure 6**) were added to the Future Year traffic volumes (**Figure 8**) to develop the Future Year Plus Project conditions traffic volumes, shown on **Figure 9**.





1 Pyramid Way / Campo Rico Lane Connection



**Intersection Level of Service**

AM and PM peak hour intersection level of service analysis was performed for the study intersection based on the Future Year Plus Project traffic volumes. **Table 7** shows the level of service results and the technical calculations are provided in **Appendix H**.

**Table 7: Future Year Plus Project Intersection Level of Service**

Int. ID	Intersection	Control	Future Year				Future Year Plus Project			
			AM		PM		AM		PM	
			Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1	Pyramid Way/Campo Rico Ln Connection	Side Street Stop								
	Westbound Approach		18	B	21	C	21	C	33	D
	Southbound Left		8	A	9	A	8	A	10	A

Notes: 1. Delay is reported in seconds per vehicle for the worst approach/movement for side street stop controlled intersections.

Source: Headway Transportation, 2023

As shown in the table, the study intersection is expected to operate within policy level of service thresholds during the AM and PM peak hours under Future Year Plus Project conditions.

**ACCESS MANAGEMENT**

The project will utilize an existing access driveway (Campo Rico Lane Connection) on Pyramid Way. The existing access driveway provides a connection between Pyramid Way and Campo Rico Lane, a dirt frontage road that currently provides access to approximately ten residential properties. The access driveway includes full access with all movements permitted to/from Pyramid Way.

**Access Spacing**

The Campo Rico Lane Connection is located approximately 2,230 feet north of Ingenuity Avenue/Horizon View Avenue and approximately 2,180 feet south of Pebble Creek Drive. NDOT’s *Access Management System and Standards* (November 2017) provides Access Spacing Standards based on roadway classification, speed, and access type. The spacing standard for a full access, unsignalized intersection on an “Other Principal Arterial” with a speed limit of 60 miles per hour or more is 2,640 feet. A deviation letter may be required to improve the project access driveway, as the existing intersection does not meet NDOT spacing standards.



**Deceleration Lanes**

NDOT’s *Access Management System and Standards* (November 2017) provides warrant criteria for left- and right-turn lanes at intersections and driveways. “Table 4-12: Left-Turn Warrants at Unsignalized Intersections, Two-Lane Roadways in Urban Areas” was used to determine if a southbound left-turn lane is needed at the study intersection based on hourly traffic volumes. “Table 4-16: Right-Turn Warrants at Unsignalized Intersections, Two-Lane Roadways in Urban Areas” was used to determine if a northbound right-turn lane is needed at the study intersection based on hourly traffic volumes. **Table 8** shows the warrant study results based on Opening Year Plus Project and Future Year Plus Project conditions traffic volumes.

**Table 8: Deceleration Lane (Left-Turn and Right-Turn) Warrant Analysis**

Scenario	AM Peak Hour			PM Peak Hour		
	Turning Volume	Volume in Adjacent Through Lane <sup>1</sup>	Warrant Met?	Turning Volume	Volume in Adjacent Through Lane <sup>1</sup>	Warrant Met?
<b>Southbound Left-Turn Lane</b>						
Opening Year Plus Project	5	440	Yes	3	319	No
Future Year Plus Project	5	669	Yes	3	480	May Be Required
<b>Northbound Right-Turn Lane</b>						
Opening Year Plus Project	37	245	Yes	15	492	Yes
Future Year Plus Project	37	349	Yes	15	751	Yes

Notes: Turn lane is warranted if the design year volumes are equal to or greater than the volumes provided in Tables 4-12 and 4-16 (provided in **Appendix I**).

1. The volume in the adjacent through lane includes through vehicles and turning vehicles.

Source: Headway Transportation, 2023

As shown in the table, the left-turn lane warrant would be met during the AM peak hour based on Opening Year Plus Project and Future Year Plus Project traffic volumes. The right-turn lane warrant would be met during the AM and PM peak hours based on Opening Year Plus Project and Future Year Plus Project traffic volumes.

NDOT’s *Access Management System and Standards* provides design lengths for left- and right-turn deceleration lanes based on the following:

$$\text{Minimum Length of Deceleration Lane} = \text{Deceleration Length} + \text{Queue Storage Lane}$$

The Synchro analysis results show queues of zero (0) feet for the northbound right-turn and southbound left-turn movements for all scenarios. Based on “Table 4-20: Minimum Length of Left-Turn or Right-Turn Deceleration Lanes” and “Table 4-22: Approach and Departure Tapers” of NDOT’s access standards,



deceleration lanes of at least 710 feet, with 290 feet of full lane width and 420 feet of taper, should be provided.

### **Acceleration Lanes**

NDOT's *Access Management System and Standards* (November 2017) provides guidance for determining when acceleration lanes should be implemented. The standards state, "Acceleration lanes should be used on high speed ( $\geq 45$  mph), high volume ( $\geq 10,000$  vehicles per day, based on a 20-year forecast) roads, as determined by a traffic impact study, or when entering vehicles do not have a sufficient gap to enter traffic safely, or as required by the Department. Acceleration lanes should also be considered for use on roads with restricted sight distances."

Pyramid Way adjacent to the project site has a 65 mph speed limit and is expected to carry at least 10,000 vehicles per day in the 20 year horizon. The study intersection, however, is expected to operate at LOS D or better under all analysis scenarios with up to 33 seconds of delay for the side street (westbound) movement. The right-turn volumes during the AM and PM peak hours are only 2 and 5 vehicles, respectively. Adequate sight distance is also provided at the intersection. Additionally, none of the nearby intersections/driveways along Pyramid Way in the project vicinity have acceleration lanes. Therefore, acceleration lanes are not recommended on Pyramid Way at the project study intersection as they are not needed for operations purposes and are not consistent with context of the roadway.

## **CONCLUSIONS**

The following is a list of our key findings and recommendations:

- ▶ The proposed project consists of a 309,168 square foot warehouse building and is anticipated to generate approximately 529 Daily, 53 AM peak hour, and 56 PM peak hour trips on the external roadway network. This trip generation level is below the level of traffic requiring a Traffic Impact Study in either Washoe County or the City of Sparks. This study has been provided for NDOT access permitting purposes.
- ▶ The project will utilize an existing access driveway that connects Pyramid Way to Campo Rico Lane (referred to as Campo Rico Lane Connection in this report). Campo Rico Lane is a dirt frontage road that currently provides access to approximately ten residential properties.
- ▶ Under Existing, Opening Year, Opening Year Plus Project, Future Year, and Future Year Plus Project conditions the study intersection is expected to operate within policy level of service thresholds.
- ▶ NDOT's left-turn lane and right-turn lane warrant criteria was analyzed for the study intersection. The left-turn lane warrant would be met during the AM peak hour based on Opening Year Plus Project and Future Year Plus Project traffic volumes. The right-turn lane



- warrant would be met during the AM and PM peak hours based on Opening Year Plus Project and Future Year Plus Project traffic volumes.
- ▶ A southbound left-turn deceleration lane and northbound right-turn deceleration lane should be provided on Pyramid Way at the study intersection. Each lane should be at least 710 feet, with 290 feet of full lane width and 420 feet of taper.
  - ▶ Acceleration lanes are not recommended on Pyramid Way at the study intersection based on NDOT guidance, intersection level of service analysis, and the context of the roadway. None of the nearby intersections/driveways along Pyramid Way in the project vicinity have acceleration lanes.
  - ▶ Based on NDOT standards, the existing Campo Rico Lane Connection will be improved to a “Type 4 Typical Plan” approach road modified to include a right-turn deceleration lane.
  - ▶ A deviation letter may be required to improve the project access driveway, as the existing intersection does not meet NDOT spacing standards.
  - ▶ The project will pay standard Regional Road Impact Fees (RRIF) based on a 309,168 square foot warehouse building (estimated at approximately \$188,052) as mitigation for its impacts on the regional roadway network.

