

## 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>St. Peter Canisius Catholic Church Addition</b>			
Project Description: 5081 sf addition to the existing 6,064 sf main building of worship on the site.			
Project Address: 255 E. 5th Ave., Sun Valley, Nevada 89433			
Project Area (acres or square feet): 4.47 Acres			
Project Location (with point of reference to major cross streets <b>AND</b> area locator): 255 E. 5th St., Sun Valley, Nevada. Cross Streets - E. 5th Ave. and Leon Dr.			
Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No.(s):	Parcel Acreage:
085-252-02	4.47		
Indicate any previous Washoe County approvals associated with this application: Case No.(s). Unaware of any previous approvals associated with this property.			
<b>Applicant Information</b> (attach additional sheets if necessary)			
<b>Property Owner:</b>		<b>Professional Consultant:</b>	
Name: St. Peter Canisius Real Property LLC		Name: Architects + LLC	
Address: 290 S. Arlington Ave. Reno, NV Zip: 89501		Address: 35 Martin St. Reno, NV Zip: 89509	
Phone: 775-329-9274 Fax: 348-8619		Phone: 775-329-8001 Fax:	
Email:		Email: gerny@architectsplusreno.com	
Cell: 775-771-1743 Other:		Cell: 775-722-8001 Other:	
Contact Person: Mike Quillici		Contact Person: Gregory Erny FAIA NCARB	
<b>Applicant/Developer:</b>		<b>Other Persons to be Contacted:</b>	
Name: St. Peter Canisius Real Property LLC		Name: Mike Quillici	
Address: 290 S. Arlington Ave. Reno, NV Zip: 89501		Address: 290 S. Arlington Ave. Reno, NV Zip: 89501	
Phone: 775-329-9274 Fax: 348-8619		Phone: 775-326-9432 Fax:	
Email: MikeQ@catholicreno.org		Email: MikeQ@catholicreno.org	
Cell: 775-771-1743 Other:		Cell: 775-771-1743 Other:	
Contact Person: Mike Quillici		Contact Person: Mike Quillici	
<b>For Office Use Only</b>			
Date Received: Initial:		Planning Area:	
County Commission District:		Master Plan Designation(s):	
CAB(s):		Regulatory Zoning(s):	

# Special Use Permit Application Supplemental Information

(All required information may be separately attached)

1. What is the project being requested?

Request is to allow a 5,081 sf addition to the existing 6,064 Catholic Church worship facility along with associated site improvements.

2. Provide a site plan with all existing and proposed structures (e.g. new structures, roadway improvements, utilities, sanitation, water supply, drainage, parking, signs, etc.)

Site Plan has been provided.

3. What is the intended phasing schedule for the construction and completion of the project?

The initiation of work is dependent on raising the funds required for development of the project. Construction of the project will hopefully be initiated within the next 6 months.

4. What physical characteristics of your location and/or premises are especially suited to deal with the impacts and the intensity of your proposed use?

The proposed project is an addition to the existing Catholic Church worship building on the site. The 4.4 acre site has ample room to accommodate the addition and the site improvements required to bring the site in compliance with the development code.

5. What are the anticipated beneficial aspects or affects your project will have on adjacent properties and the community?

The proposed project will bring existing site into compliance with Washoe County parking and landscaping development standards. The improved site parking will improve traffic flow to and from the site during peak weekend use.

6. What are the anticipated negative impacts or affect your project will have on adjacent properties? How will you mitigate these impacts?

No negative impacts are anticipated to adjacent properties. The proposed facilities and site improvements will provide improvements to accommodate the number of church parishioners who are already using the site.

7. Provide specific information on landscaping, parking, type of signs and lighting, and all other code requirements pertinent to the type of use being purposed. Show and indicate these requirements on submitted drawings with the application.

Proposed landscaping, parking, and site lighting are included in drawings attached herewith.

8. Are there any restrictive covenants, recorded conditions, or deed restrictions (CC&Rs) that apply to the area subject to the special use permit request? (If so, please attach a copy.)

<input type="checkbox"/> Yes	<input type="checkbox"/> No
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9. Utilities:

a. Sewer Service	Sun Valley General Improvement District
b. Electrical Service	NV Energy
c. Telephone Service	
d. LPG or Natural Gas Service	Natural Gas
e. Solid Waste Disposal Service	Waste Management
f. Cable Television Service	
g. Water Service	Sun Valley General Improvement District

For most uses, Washoe County Code, Chapter 110, Article 422, Water and Sewer Resource Requirements, requires the dedication of water rights to Washoe County. Please indicate the type and quantity of water rights you have available should dedication be required.

h. Permit #		acre-feet per year	
i. Certificate #		acre-feet per year	
j. Surface Claim #		acre-feet per year	
k. Other #		acre-feet per year	

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

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10. Community Services (provided and nearest facility):

a. Fire Station	Truckee Meadows Fire Protection
b. Health Care Facility	Community Health Alliance - Nell J. Redfield Health Center
c. Elementary School	Washoe County School District - Sun Valley Elementary School
d. Middle School	Desert Skies Middle School
e. High School	Washoe County School District - Hug High
f. Parks	Sun Valley Regional Park
g. Library	North Valleys Library, Spanish Springs Library, Sparks Library
h. Citifare Bus Stop	Route 5 - Stop at 5th and Leon

**Special Use Permit Application  
for Grading  
Supplemental Information**  
(All required information may be separately attached)

1. What is the purpose of the grading?

The proposed site grading is will improve site drainage and provide on site storm retention. No significant cuts or fills are required on the site.

2. How many cubic yards of material are you proposing to excavate on site?

3390 CY - Cut. 180 CY - Fill. Net Earthwork - 3210 CY - Cut. Extra cut material will be used on site.

3. How many square feet of surface of the property are you disturbing?

Essentially, the entire site will be disturbed to provide proposed site improvements.

4. How many cubic yards of material are you exporting or importing? If none, how are you managing to balance the work on-site?

Total Proposed Yards of Cut - 3390 c.y., Total Proposed Yards of Fill - 180 c.y.  
Net Earthwork - 3210 c.y. cut  
We will attempt to utilize all cut material in the final grading and minimize export of any cut material.

5. Is it possible to develop your property without surpassing the grading thresholds requiring a Special Use Permit? (Explain fully your answer.)

Yes. No major cuts or fills are proposed and the amount of dirtwork does not reach the 5,000 CY threshold.

6. Has any portion of the grading shown on the plan been done previously? (If yes, explain the circumstances, the year the work was done, and who completed the work.)

No.

7. Have you shown all areas on your site plan that are proposed to be disturbed by grading? (If no, explain your answer.)

Yes

8. Can the disturbed area be seen from off-site? If yes, from which directions and which properties or roadways?

The proposed site improvements will be visible from both Leon and E. 5th Ave.

9. Could neighboring properties also be served by the proposed access/grading requested (i.e. if you are creating a driveway, would it be used for access to additional neighboring properties)?

No

10. What is the slope (horizontal/vertical) of the cut and fill areas proposed to be? What methods will be used to prevent erosion until the revegetation is established?

There are no significant cuts and fills that require erosion mitigation. All disturbed areas will be landscaped as part of the scope of work. Site drainage is being directed to on site detention areas.

11. Are you planning any berms?

Yes XXX	No	If yes, how tall is the berm at its highest? 2-3 ft to utilize extra cut material.
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12. If your property slopes and you are leveling a pad for a building, are retaining walls going to be required? If so, how high will the walls be and what is their construction (i.e. rockery, concrete, timber, manufactured block)?

NA

13. What are you proposing for visual mitigation of the work?

Landscape buffering will be provided at the perimeter of the site and along E.5th Ave. and Leon.

14. Will the grading proposed require removal of any trees? If so, what species, how many and of what size?

NA

15. What type of revegetation seed mix are you planning to use and how many pounds per acre do you intend to broadcast? Will you use mulch and, if so, what type?

NA

16. How are you providing temporary irrigation to the disturbed area?

Existing landscaping on the property will be provided with temporary drip irrigation until tied into the new site irrigation system.

17. Have you reviewed the revegetation plan with the Washoe Storey Conservation District? If yes, have you incorporated their suggestions?

No

18. Are there any restrictive covenants, recorded conditions, or deed restrictions (CC&Rs) that may prohibit the requested grading?

Yes	No XXX	If yes, please attach a copy.
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# St. Peter Canisius Catholic Church Addition Special Use Permit

225 East 5th Avenue  
Sun Valley, Nevada 89433

ARCHITECT  
architects + LLC

35 MARTIN STREET  
RENO, NEVADA 89509  
(775) 329-8001

### ELECTRICAL ENGR.

JP ENGINEERING  
10597 DOUBLE R BIVD. STE. 1  
RENO, NEVADA 89521  
(775) 852-2337

### CIVIL ENGR.

MONTE VISTA ENGINEERING  
575 E. PLUMB LANE, #101  
RENO, NEVADA 89502  
(775) 636-7905

### LANDSCAPING

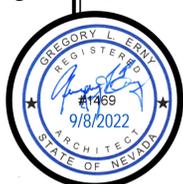
LA STUDIO  
1552 C STREET  
SPARKS, NEVADA 89431  
(775) 323-2223

PROJECT LOCATION  
225 E. 5th Ave.



revisions

architects + LLC  
environmental  
designers  
35 Martin Street  
Reno, NV 89509  
775-329-8001  
775-329-8292 fax



Project: St. Peter Canisius Catholic Church  
Addition and Remodel  
225 E. 5th Ave.  
Sun Valley, Nevada 89433

sheet title  
COVER SHEET

drawn by  
CTS

checked by  
GLE

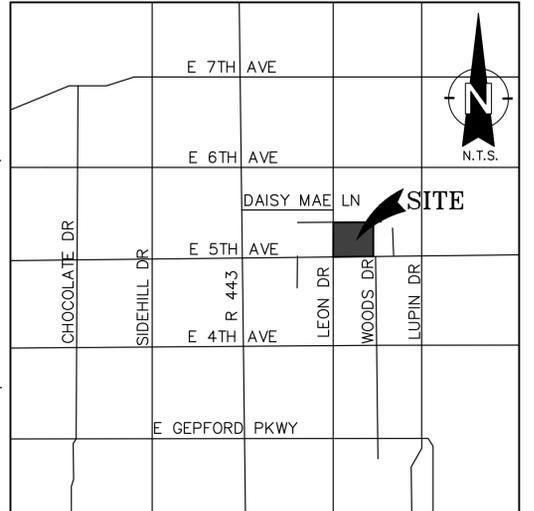
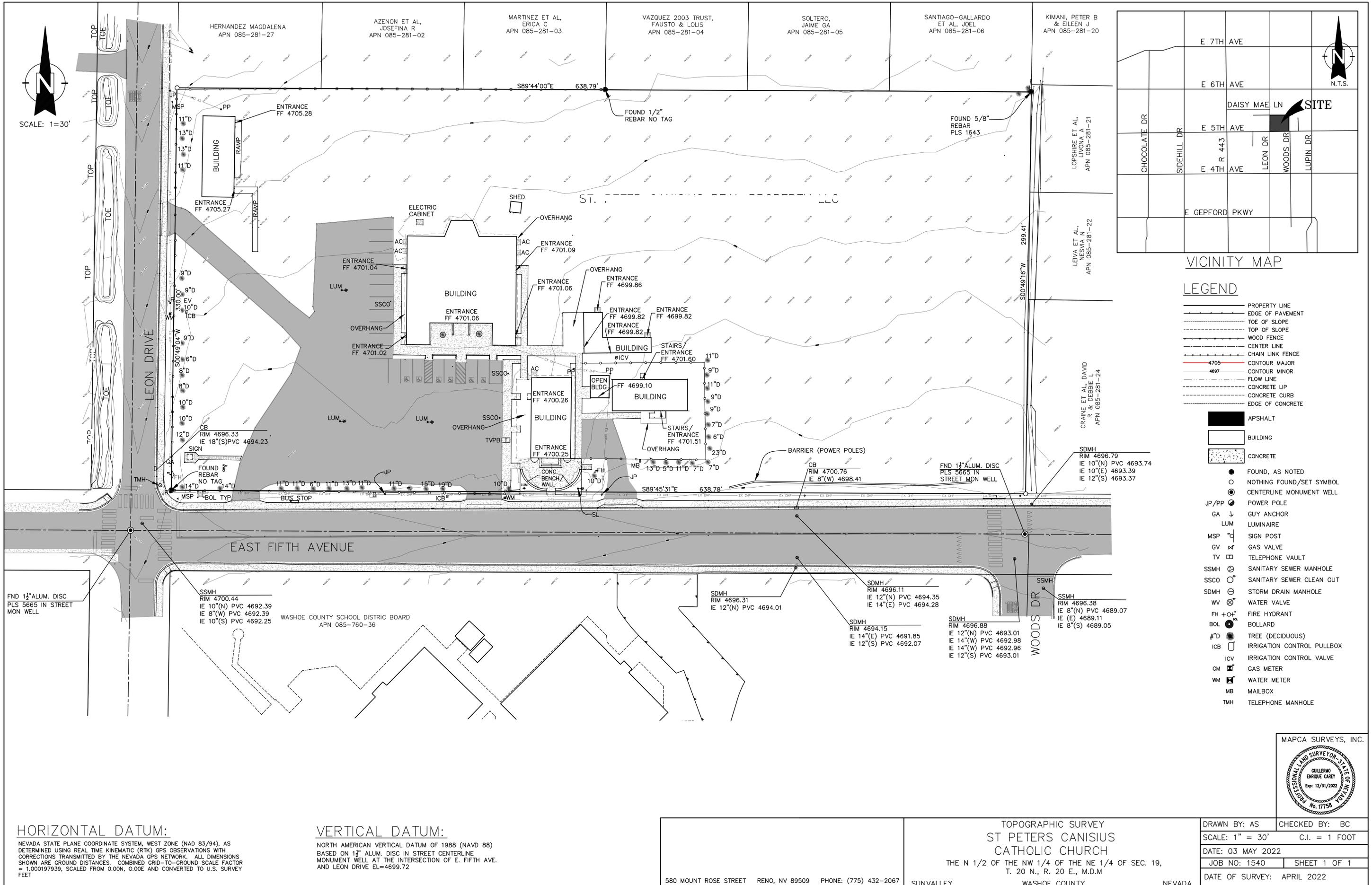
date  
09/08/2022

job no.  
St. Canisius Church  
sheet

A0.0



SCALE: 1"=30'



VICINITY MAP

LEGEND

- PROPERTY LINE
- EDGE OF PAVEMENT
- TOE OF SLOPE
- TOP OF SLOPE
- WOOD FENCE
- CENTER LINE
- CHAIN LINK FENCE
- 4705 CONTOUR MAJOR
- 4697 CONTOUR MINOR
- FLOW LINE
- CONCRETE LIP
- CONCRETE CURB
- EDGE OF CONCRETE
- ASPHALT
- ▭ BUILDING
- ▨ CONCRETE
- FOUND, AS NOTED
- NOTHING FOUND/SET SYMBOL
- ⊙ CENTERLINE MONUMENT WELL
- JP/PP POWER POLE
- GA GUY ANCHOR
- LUM LUMINAIRE
- MSP SIGN POST
- GV GAS VALVE
- TV TELEPHONE VAULT
- SSMH SANITARY SEWER MANHOLE
- SSCO SANITARY SEWER CLEAN OUT
- SDMH STORM DRAIN MANHOLE
- WV WATER VALVE
- FH FIRE HYDRANT
- BOL BOLLARD
- #D TREE (DECIDUOUS)
- ICB IRRIGATION CONTROL PULLBOX
- ICV IRRIGATION CONTROL VALVE
- GM GAS METER
- WM WATER METER
- MB MAILBOX
- TMH TELEPHONE MANHOLE

HORIZONTAL DATUM:

NEVADA STATE PLANE COORDINATE SYSTEM, WEST ZONE (NAD 83/94), AS DETERMINED USING REAL TIME KINEMATIC (RTK) GPS OBSERVATIONS WITH CORRECTIONS TRANSMITTED BY THE NEVADA GPS NETWORK. ALL DIMENSIONS SHOWN ARE GROUND DISTANCES. COMBINED GRID-TO-GROUND SCALE FACTOR = 1.000197939, SCALED FROM 0.00N, 0.00E AND CONVERTED TO U.S. SURVEY FEET

VERTICAL DATUM:

NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) BASED ON 1 1/2" ALUM. DISC IN STREET CENTERLINE MONUMENT WELL AT THE INTERSECTION OF E. FIFTH AVE. AND LEON DRIVE EL=4699.72

580 MOUNT ROSE STREET RENO, NV 89509 PHONE: (775) 432-2067

SUNVALLEY WASHOE COUNTY NEVADA

TOPOGRAPHIC SURVEY  
ST PETERS CANISIUS  
CATHOLIC CHURCH  
THE N 1/2 OF THE NW 1/4 OF THE NE 1/4 OF SEC. 19,  
T. 20 N., R. 20 E., M.D.M

DRAWN BY: AS	CHECKED BY: BC
SCALE: 1" = 30'	C.I. = 1 FOOT
DATE: 03 MAY 2022	
JOB NO: 1540	SHEET 1 OF 1
DATE OF SURVEY: APRIL 2022	



MAPCA SURVEYS, INC.



# Stanka Consulting, LTD

A Professional Engineering Company

## Traffic Circulation Letter

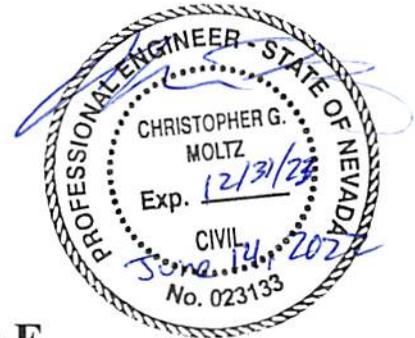
Project: St Peter Canisius Catholic Church Expansion

APN 085-252-02

June 14, 2022

Prepared by:

Christopher Moltz, P.E.



Prepared for:

Architects plus for submittal to Washoe County

## **Executive Summary**

This letter is to serve as a Traffic Circulation Letter for the St Peter Canisius Catholic Church in Sun Valley, Nevada. The proposed project is an expansion to an existing Catholic Church located on Washoe County APN 085-252-02 (located at 225 E 5<sup>th</sup> Ave in Sun Valley, NV). The project is located on E. 5<sup>th</sup> Ave, approximately one-quarter of a mile east of Sun Valley Blvd. Sun Valley Blvd is classified by NDOT as a “Minor Arterial” which runs north/south and is the main access to Reno from Sun Valley. The parcel is located at the northeast corner of Leon Drive and E. 5<sup>th</sup> Ave. The size of the subject parcel is 4.469 acres based on review of Washoe County Assessor Records. The purpose of this study is to address the project’s impact upon the adjacent roadway network, and see how traffic circulation can be improved for both the project and for the community.

The existing site is zoned GC (General Commercial) and a few building exist on the property to include an approximate 6,500 square foot main church, a 2,500 square foot classroom, and a 1,200 square foot admin building, as well as storage. The proposed project intends to expand the Church by approximately 3,000 square feet, as well as an approximate 12,000 square foot courtyard. Based on the proposed site layout, two accesses are proposed off E. 5<sup>th</sup> Ave and one access is proposed off Leon Drive. The main access into or out of the area is E. 5<sup>th</sup> Street, which connects to Sun Valley Blvd, which provides direct access to the surrounding community as well as the City of Reno.

Based on my site visit performed on April 24, 2022, I believe that this addition will generate no new traffic. I don’t mean that there will be no traffic, just no new traffic. The traffic demand for the church already exists. There are already a large number of pedestrians and vehicles that attend the current church based on my site visit observations. The proposed addition would only allow the church to better meet the demand that already exists. I would consider the traffic for this project to be considered pre-existing, and will further re-iterate that the expansion will likely not change the number of trips generated or the number of vehicles parked. I do believe that the existing traffic network is suffering due to the unorganized manner of existing parking and circulation conditions observed during church services.

I identified a number of potential issues with the current traffic circulation and parking practices in place at the Church. Recommendations to allow positive traffic flow for the community and reduce traffic congestion in the area on Sundays have been summarized within this letter.

## **I. Introduction**

### **General Information**

The proposed project is an expansion to an existing Catholic Church located on Washoe County APN 085-252-02 (located at 225 E 5<sup>th</sup> Ave in Sun Valley, NV). The project is located on E. 5<sup>th</sup> Ave, approximately one-quarter of a mile east of Sun Valley Blvd. Sun Valley Blvd is classified by NDOT as a “Minor Arterial” which runs north/south and is the main access to Reno from Sun Valley. The parcel is located at the northeast corner of Leon Drive and E. 5<sup>th</sup> Ave. The size of the subject parcel is 4.469 acres based on review of Washoe County Assessor Records. The property is located in the SE¼ SE¼ of Section 18, T.20N., R.20E., M.D.B.&M. The purpose of this study is to address the project’s impact upon the adjacent roadway network, and see how traffic circulation can be improved for both the project and for the community.

I previously reached out to Mitchell Fink, P.E. of Washoe County regarding the traffic circulation study. He identified the following items to discuss as part of the traffic circulation study:

- Is there only one way in and one way out?
- Are there signed or pavement marking delineating one way directions?
- Are there exit or entrance only signs needed?

The existing site is zoned GC (General Commercial) and a few building exist on the property to include an approximate 6,500 square foot main church, a 2,500 square foot classroom, and a 1,200 square foot admin building, as well as storage. The proposed project intends to expand the Church by approximately 3,000 square feet, as well as an approximate 12,000 square foot courtyard. The courtyard would be used by church attendees who are currently utilizing the parking lot for church gatherings and events. Since the proposed courtyard would be used instead of the existing parking lot, any courtyard generated traffic can be considered pre-existing to this project. Based on the proposed site layout, two accesses are proposed off E. 5<sup>th</sup> Ave and one access is proposed off Leon Drive. The main access into or out of the area is E. 5<sup>th</sup> Street, which connects to Sun Valley Blvd, which provides direct access to the surrounding community as well as the City of Reno. The property is bounded on north and east by medium density suburban parcels, on the south by E. 5<sup>th</sup> Ave, and on the west by Leon Drive. A general location map utilizing Google Earth aerials is included as Attachment 1. A project location map utilizing aerials from the Washoe Regional Mapping System is included as Attachment 2. The primary access to the property is existing driveways off E. 5<sup>th</sup> Ave and secondary access off Leon Dr. An overview of the proposed site layout can be seen in Figure 1 (on the following page) and in Attachment 3. An overview of the existing site layout from Google Earth can be seen in Figure 2 (on the following page).



## **II. Existing Roadways and Intersections and Site Conditions**

The primary access to the property occurs via existing driveways located along the southern edge of the parcel, which provides direct access to the parcel via E. 5<sup>th</sup> Ave. Secondary access occurs on the western edge of the parcel along Leon Drive. The project is located on E. 5<sup>th</sup> Ave, approximately one-quarter of a mile east of Sun Valley Blvd. Sun Valley Blvd is classified by NDOT as a “Minor Arterial” which runs north/south and is the main access to Reno from Sun Valley. The parcel is located at the northeast corner of Leon Drive and E. 5<sup>th</sup> Ave. The speed limit for the local road was identified as 25 mph.

A site visit to the study area was performed on Sunday, April 24, 2022. I would have to say that the volumes of pedestrians and traffic on site exceed published ITE data. Based on my site visit performed on April 24, 2022, I believe that this addition will generate no new traffic. I don’t mean that there will be no traffic, just no new traffic. The traffic demand for the church already exists. There are already a large number of pedestrians and vehicles that attend the current church based on my site visit observations. The proposed addition is only helping the church catch up to the demand that already exists. I would consider the traffic for this project to be considered pre-existing, and will further re-iterate that the expansion will likely not change the number of trips generated.

During my site visit, I identified a few potential issues which should be addressed:

- The current site (as shown in Figure 2, on the previous page), is for the most part a dirt lot. This dirt lot is utilized as a parking lot, which provides a large number of parking spaces, but also hinders traffic movement. By paving and striping the parking area, spaces and lanes will be of adequate sizing to increase traffic flow, as well as improve circulation of vehicles. Right now it is kind of a free-for all, which leads to improper spaces and drive aisle widths, which backs up traffic. I also noticed that the single entrance also turns into a single exit, which is not conducive to traffic flow through the project site.
- A majority of the paved parking lot was blocked off and prevented both paved parking spaces from being used, but also prevented traffic movement through the project site. The addition of the new Courtyard will prevent the blocking off of the parking lot, which will improve parking and circulation conditions.
- A large number of vehicles were observed stopping on E. 5<sup>th</sup> Ave. to either access the dirt parking lot, or unload or pickup attendees of the church. This caused some major delays at times. Recommend that E. 5<sup>th</sup> Ave. is kept clear at all times, and a designated drop off area is made on site.
- I noticed multiple vehicles parking in the “NO PARKING – FIRE LANE” area of the school across the street to the south. This needs to be observed and followed.

Recommend the Church tell their patrons to not park here regardless of the day of the week as this is a fire hazard.

- At times, the large number of pedestrians crossing the street would back up traffic at the intersection of Leon Drive and E. Fifth Avenue.
- A large number of vehicles parked on neighboring streets was observed, which has risen to complaints from neighbors.

Based on the above issues identified, a list of recommendations has been compiled for this project.

### **III. Recommendations for Traffic Circulation**

Based on the site visit and review of the proposed plans, I have the following recommendations to improve traffic circulation to both the church, and the surrounding neighborhood:

- Once the parking lot is paved, I recommend parking lot attendants are utilized to make sure vehicles are parked in designated spots only. This will help improve traffic circulation through the site, as well as allow adequate emergency access to keep the church safe for all patrons.
- It may make sense to have temporary signage that can be placed that states “PARKING LOT FULL” when the parking lot has reached its capacity.
- Any future booths or church activities should be restricted to the new courtyard or existing building areas, and not the parking lot or drive aisles.
- Designate certain driveways as entrances only and certain driveways as exits only. I recommend that this is a temporary measure performed through use of placing temporary signage and traffic cones on Sundays only. My preliminary idea would be to use both access roads off E. Fifth Ave. as an “Entrance Only”, and utilize the proposed driveway off Leon Drive as an “Exit Only”. You may need parking lot attendants to reinforce and make sure these rules are followed.
- No driveways into or off of the property should be blocked with a fence or gate, only temporary signage and traffic cones.
- Vehicles should not be allowed to stop on E. 5<sup>th</sup> Avenue for loading and unloading of vehicles. Recommend a designated loading and unloading site on site. I think the ideal loading area would be just north of the new worship / parish addition. This should be done in conjunction with single way entrances and exits.
- If pedestrian traffic is a concern in the future, recommend at utilizing a crossing guard, similar to that used in a school zone. This would allow patrons to cross in groups only, and reduce the wait time for vehicles at the intersection of E. 5<sup>th</sup> Ave. and Leon Dr.
- If on-street parking is causing congestion issues, a good option would be to initiate some sort of shuttle service. If this is to be pursued, recommend contacting nearby property

owners for permission to park vehicles and perform a shuttle service from their property. Two suitable locations have been identified. These locations are Washoe County APN 085-162-02 and 085-220-017. Both parcels seem to have ample parking space, and both are owned by the “Sun Valley Shopping Center”. The parcels are located at the southeast corner of E. 5<sup>th</sup> Ave. and Sun Valley Blvd.

An overview of the proposed site layout with select recommendations can be seen in Attachment 4.

#### **IV. Conclusions:**

I would consider the traffic for this project to be considered pre-existing, and will further re-iterate that the expansion will likely not change the number of trips generated or the number of vehicles parked. I do believe that the existing traffic network is suffering due to the unorganized manner of existing parking and circulation conditions observed during church services.

I identified a number of potential issues with the current traffic circulation and parking practices in place at the Church. Recommendations to allow positive traffic flow for the community and reduce traffic congestion in the area on Sundays have been summarized within this letter.

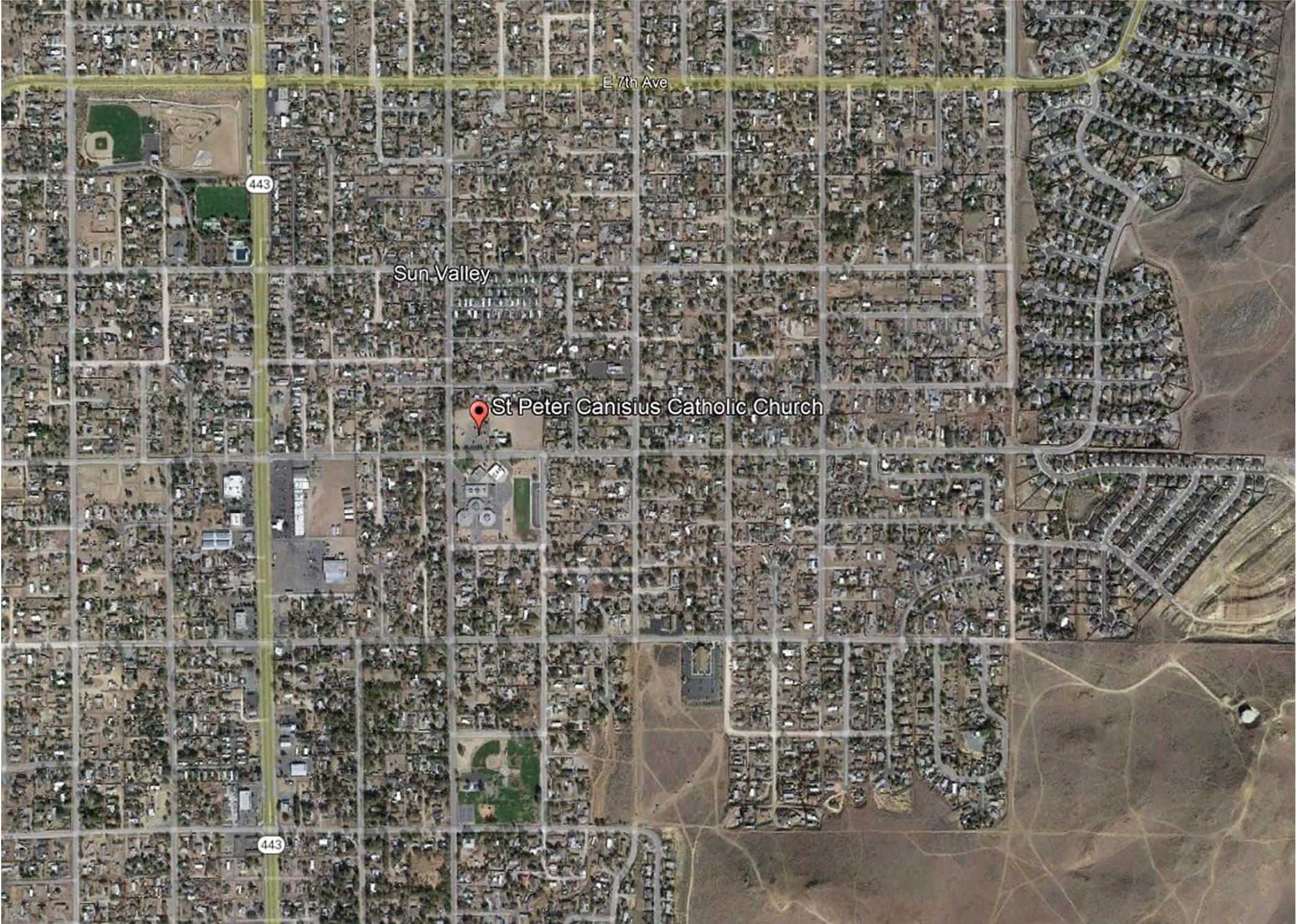
I previously spoke with Mitchell Fink, P.E. of Washoe County regarding the traffic circulation study. He identified the following items to discuss as part of the traffic circulation study:

- Is there only one way in and one way out?
- Are there signed or pavement marking delineating one way directions?
- Are there exit or entrance only signs needed?

I believe that this letter has fully addressed the comments and concerns from Washoe County. A summary of my recommendations can be seen in **Section III. Recommendations** of this report.

An overview of the proposed site layout with select recommendations can be seen in Attachment 4.

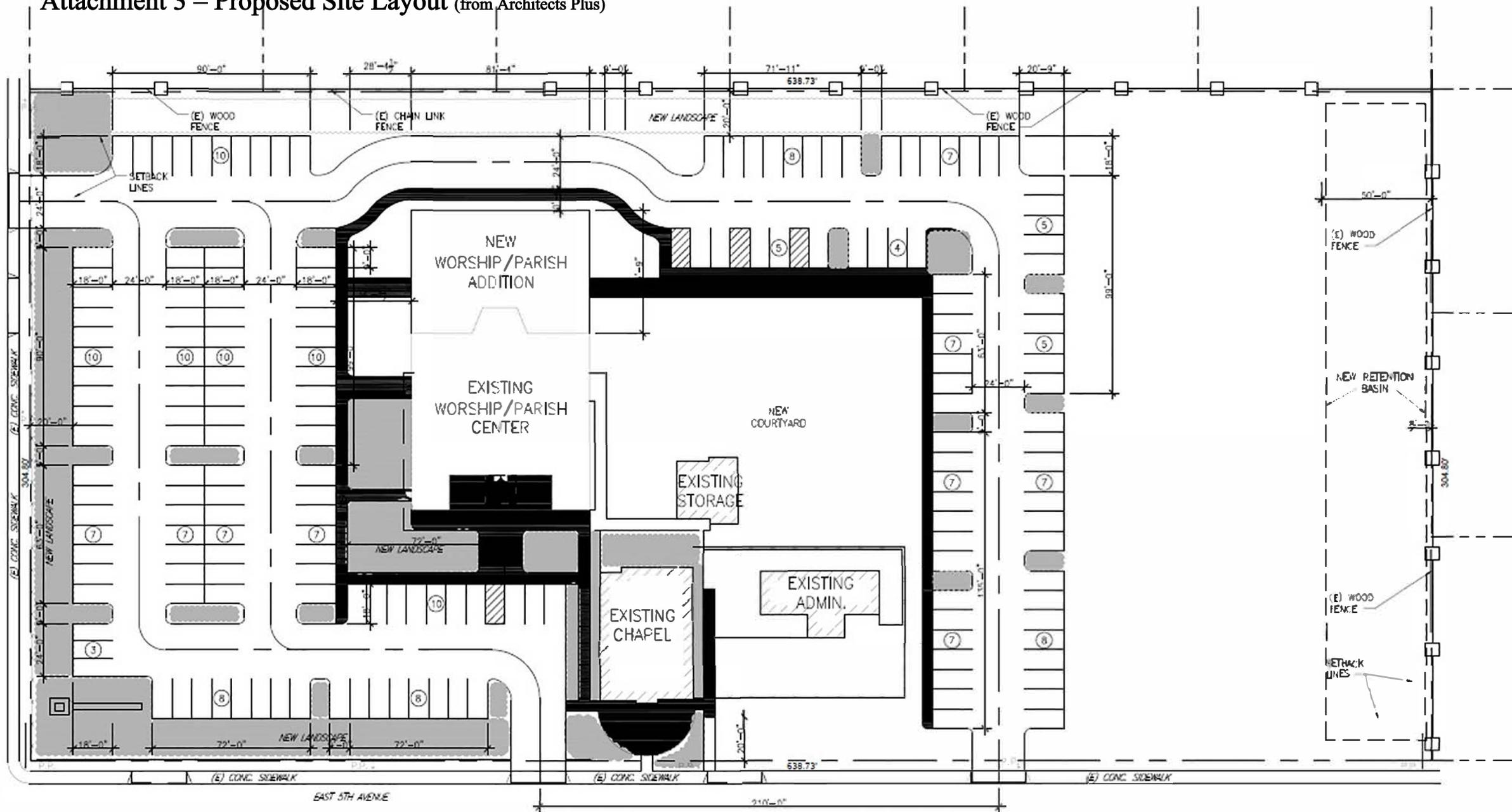
Attachment 1 – General Location Map (aerials from Google Earth Imagery Software)



# Attachment 2 – Project Location Map (aerials from Washoe Regional Mapping System)



# Attachment 3 – Proposed Site Layout (from Architects Plus)



**PARKING CALCULATION:**  
 TOTAL PARKING - 177±  
 TOTAL HC PARKING - 7

**SEATING CALCULATION:**  
 TOTAL SEATING - 358



# Stanka Consulting, LTD

A Professional Engineering Company

## Trip Generation Report

Project: St Peter Canisius Catholic Church Expansion

APN 085-252-02

June 14, 2022

Prepared by:

Christopher Moltz, P.E.



Prepared for:

Architects plus for submittal to Washoe County

## **Executive Summary**

This letter is to serve as a Trip Generation Report for the St Peter Canisius Catholic Church in Sun Valley, Nevada. The proposed project is an expansion to an existing Catholic Church located on Washoe County APN 085-252-02 (located at 225 E 5<sup>th</sup> Ave in Sun Valley, NV). The project is located on E. 5<sup>th</sup> Ave, approximately one-quarter of a mile east of Sun Valley Blvd. Sun Valley Blvd is classified by NDOT as a “Minor Arterial” which runs north/south and is the main access to Reno from Sun Valley. The parcel is located at the northeast corner of Leon Drive and E. 5<sup>th</sup> Ave. The size of the subject parcel is 4.469 acres based on review of Washoe County Assessor Records. The purpose of this study is to address the project’s impact upon the adjacent roadway network.

The existing site is zoned GC (General Commercial) and a few building exist on the property to include an approximate 6,500 square foot main church, a 2,500 square foot classroom, and a 1,200 square foot admin building, as well as storage. The proposed project intends to expand the Church by approximately 3,000 square feet, as well as an approximate 12,000 square foot courtyard. Based on the proposed site layout, two accesses are proposed off E. 5<sup>th</sup> Ave and one access is proposed off Leon Drive. The main access into or out of the area is E. 5<sup>th</sup> Street, which connects to Sun Valley Blvd, which provides direct access to the surrounding community as well as the City of Reno.

According to the ITE trip generation rates, the addition of the new 3,000 square foot addition on to the church would add 30 peak hour trips to the existing traffic on Sundays and only 2.40 peak hour trips during the Weekday Peak Hour. This is below the 80 Peak Hour Trip threshold required for a traffic impact study. However, based on my site visit performed on April 24, 2022, I believe that this addition will generate no new traffic. I don’t mean that there will be no traffic, just no new traffic. The traffic demand for the church already exists. There are already a large number of pedestrians and vehicles that attend the current church based on my site visit observations. The proposed addition would only allow the church to better meet the demand that already exists. I would consider the traffic for this project to be considered pre-existing, and will further re-iterate that the expansion will likely not change the number of trips generated.

Documentation identifying these conditions and the analysis to come to this conclusion are included in this report.

Traffic generated by the expansion of the existing Catholic Church will have negligible impact on the adjacent street network; however, the existing Catholic Church activities appear to exceed ITE trip generation estimates even without the expansion in place. A traffic circulation study will further address how to improve circulation as well as provide recommendations to allow positive traffic flow for the community and reduce traffic congestion in the area on Sundays.

## **I. Introduction**

### **General Information**

The proposed project is an expansion to an existing Catholic Church located on Washoe County APN 085-252-02 (located at 225 E 5<sup>th</sup> Ave in Sun Valley, NV). The project is located on E. 5<sup>th</sup> Ave, approximately one-quarter of a mile east of Sun Valley Blvd. Sun Valley Blvd is classified by NDOT as a “Minor Arterial” which runs north/south and is the main access to Reno from Sun Valley. The parcel is located at the northeast corner of Leon Drive and E. 5<sup>th</sup> Ave. The size of the subject parcel is 4.469 acres based on review of Washoe County Assessor Records. The property is located in the SE¼ SE¼ of Section 18, T.20N., R.20E., M.D.B.&M. The purpose of this study is to address the project’s impact upon the adjacent roadway network due to the proposed expansion of additional facilities.

The existing site is zoned GC (General Commercial) and a few building exist on the property which include an approximate 6,500 square foot main church, a 2,500 square foot classroom, and a 1,200 square foot admin building, as well as storage. The proposed project intends to expand the Church by approximately 3,000 square feet, and includes an approximate 12,000 square foot courtyard. The courtyard would be used by church attendees who are currently utilizing the parking lot for church gatherings and events. Since the proposed courtyard would be used instead of the existing parking lot, any courtyard generated traffic can be considered pre-existing to this project. Based on the proposed site layout, two accesses are proposed off E. 5<sup>th</sup> Ave and one access is proposed off Leon Drive. The main access into or out of the area is E. 5<sup>th</sup> Street, which connects to Sun Valley Blvd, which provides direct access to the surrounding community as well as the City of Reno. The property is bounded on north and east by medium density suburban parcels, on the south by E. 5<sup>th</sup> Ave, and on the west by Leon Drive. A general location map utilizing Google Earth aerials is included as Attachment 1. A project location map utilizing aerials from the Washoe Regional Mapping System is included as Attachment 2. The primary access to the property is existing driveways off E. 5<sup>th</sup> Ave and secondary access off Leon Dr. An overview of the proposed site layout can be seen in Attachment 3.

## **II. Existing Roadways and Intersections and Site Conditions**

The primary access to the property occurs via existing driveways located along the southern edge of the parcel, which provides direct access to the parcel via E. 5<sup>th</sup> Ave. Secondary access occurs on the western edge of the parcel along Leon Drive. The project is located on E. 5<sup>th</sup> Ave, approximately one-quarter of a mile east of Sun Valley Blvd. Sun Valley Blvd is classified by NDOT as a “Minor Arterial” which runs north/south and is the main access to Reno from Sun

Valley. The parcel is located at the northeast corner of Leon Drive and E. 5<sup>th</sup> Ave. The speed limit for the surrounding roads was identified as 25 mph.

A site visit to the study area was performed on Sunday, April 24, 2022. I would say that the volumes of pedestrians and traffic on site exceed published ITE data. Based on my site visit performed on April 24, 2022, I believe that this addition will generate no new traffic. I don't mean that there will be no traffic, just no new traffic. The traffic demand for the church already exists. There are already a large number of pedestrians and vehicles that attend the current church based on my site visit observations. The proposed addition would only allow the church to better meet the demand that already exists. I would consider the traffic for this project to be considered pre-existing, and would further re-iterate that the expansion will likely not change the number of trips generated.

Traffic generated by the expansion of the existing Catholic Church will have negligible impact on the adjacent street network due to the expansion; however, the existing Catholic Church activities appear to exceed ITE trip generation estimates even without the expansion in place. A traffic circulation study will further address how to improve circulation as well as provide recommendations to allow positive traffic flow for the community and reduce traffic congestion in the area on Sundays.

Although there is a school zone located directly across the street to the south, since the proposed project is a church which is primarily utilized on Sundays, and schools are not open on Sundays, there are is no need for any additional traffic calming or control devices identified.

### **III. Engineering Analysis to Determine if a Traffic Study is Required**

Per Washoe County requirements:

Traffic impact reports are required whenever the proposed development project will generate 80 or more weekday peak hour trips as determined using the latest edition of the Institute of Transportation Engineers (ITE) trip generation rates or other such sources as may be accepted by Washoe County Engineering. Projects with less than 200 peak hour trips may not need to perform an impact analysis for future years.

These conditions were reviewed to determine if a Traffic impact report was required for the proposed addition to the existing Catholic Church. Here are the following conditions and the resultant findings:

## 1. 80 or More Peak Hours Trips

Review of the ITE Trip Generation Manual 10<sup>th</sup> Edition (2017) was used for this analysis. The proposed residences were identified as having an ITE Land Use of 560: Church. Review of Weekday AM Peak Hour Flows and Weekday PM Peak Hour Flows were reviewed per Washoe County requirements. The highest number of Peak Hour Trips identified was 0.80 trips per 1,000 sq. ft. of GFA (gross floor area) during the Weekday PM Peak Hour. This means that the addition of the new 3,000 square foot addition on to the church will result in 2.40 Peak Hour Trips. This is far below the 80 Peak Hour Trip threshold. Please note that churches are unique in that they produce a low number of weekday trips, but a high number of Sunday Peak Hour Trips. However, Washoe County requirements are based on Weekday Peak Hour Trips, not Sunday Peak Hour Trips. Even if we negated the Washoe County Requirement that the weekday peak hour trips are warranted, and applied the Sunday Peak Hour trips to this project, we are still only at 29.97 peak hour trips for the 3,000 square foot expansion. On paper, the addition of the new 3,000 square foot addition on to the church will add 30 peak hour trips to the existing traffic. This is below the 80 Peak Hour Trip threshold required for a traffic impact study. However, based on my site visit performed on April 24, 2022, I believe that this addition will generate no new traffic. I don't mean that there will be no traffic, just no new traffic. The traffic demand for the church already exists. There are already a large number of pedestrians and vehicles that attend the current church based on my site visit observations. The proposed addition would only allow the church to better meet the demand that already exists. Since the proposed courtyard would be used instead of the existing parking lot, any courtyard generated traffic can be considered pre-existing to this project.

## **IV. Conclusions:**

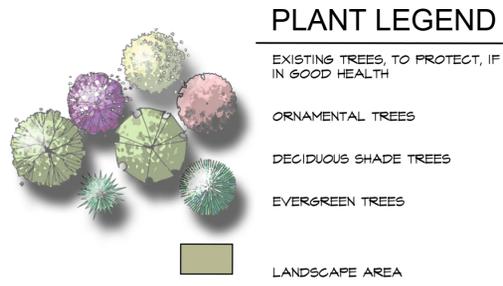
Per Washoe County requirements, traffic impact reports are required whenever the proposed development project will generate 80 or more weekday peak hour trips as determined using the latest edition Institute of Transportation Engineers (ITE) trip generation rates or other such sources as may be accepted by Washoe County Engineering.

On paper, the addition of the new 3,000 square foot addition on to the church will add 30 peak hour trips to the existing traffic on Sundays and only 2.40 peak hour trips during the Weekday Peak Hour. This is below the 80 Peak Hour Trip threshold required for a traffic impact study. I would like to reiterate at this time that Washoe County requirements for 80 Peak Hour Trips are during the Weekday Peak Hour, not the Sunday Peak Hour.

Based on my site visit performed on April 24, 2022, I believe that this addition will generate no new traffic. I don't mean that there will be no traffic, just no new traffic. The traffic demand for the church already exists. There are already a large number of pedestrians and vehicles that attend the current church based on my site visit observations. The proposed addition would only allow the church to better meet the demand that already exists. I would consider the traffic for this project to be considered pre-existing, and would further re-iterate that the expansion will likely not change the number of trips generated.

Traffic generated by the expansion of the existing Catholic Church will have negligible impact on the adjacent street network due to the expansion; however, the existing Catholic Church activities appear to exceed ITE trip generation estimates even without the expansion in place. A traffic circulation study will further address how to improve circulation as well as provide recommendations to allow positive traffic flow for the community and reduce traffic congestion in the area on Sundays.

No changes to the roadway network are proposed for this project at this time.



### LANDSCAPE DATA

APN: 085-252-02  
 SITE AREA: 194,670 SQ FT (4.47 ACRES)  
 JURISDICTION: WASHOE COUNTY  
 ZONING: MDS (ACTY - MEDIUM DENSITY SUBURBAN)

REQUIRED LANDSCAPE AREA = 38,934 SQ FT (20% OF TOTAL SITE AREA)  
 PROVIDED LANDSCAPE AREA = 38,934 SQ FT MIN.

REQUIRED TREES = 130 MIN.  
 • ONE TREE PER 300 SQ FT OF REQUIRED LANDSCAPE AREA  
 • ONE TREE PER 20 LF ADJACENT TO RESIDENTIAL USE

EXISTING TREES (TO PROTECT): 41  
 PROPOSED TREES: 84

REQUIRED SHRUBS = 780 MIN.  
 • (6 SHRUBS PER REQUIRED TREE)

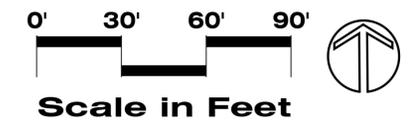
### GENERAL NOTES

- ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING CODES.
- TREES
  - DECIDUOUS TREES SHALL HAVE A MINIMUM CALIPER OF 2 INCHES.
  - EVERGREEN TREES SHALL HAVE A MINIMUM HEIGHT OF 6 FEET.
  - ADDITIONAL TREES, BEYOND THOSE REQUIRED BY CODE, MAY BE REDUCED IN SIZE AT INSTALLATION.
- FINAL PLANT SELECTION AND LAYOUT WILL BE BASED ON SOUND HORTICULTURAL PRACTICES RELATING TO MICRO-CLIMATE, SOIL, AND WATER REGIMES. ALL TREES WILL BE STAKED SO AS TO REMAIN UPRIGHT AND PLUMB FOLLOWING INSTALLATION. PLANT SIZE AND QUALITY AT TIME OF PLANTING WILL BE PER THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-1990).
- ALL SHRUB BEDS WILL RECEIVE 4" DEPTH MULCH WITH WEED CONTROL.
- ALL LANDSCAPING WILL BE AUTOMATICALLY IRRIGATED. CONTAINER PLANTINGS WILL BE DRIP IRRIGATED BASED ON THE SPECIFIC HORTICULTURAL REQUIREMENTS OF EACH SPECIES. A REDUCED-PRESSURE-TYPE BACKFLOW PREVENTER WILL BE PROVIDED ON THE IRRIGATION SYSTEM AS REQUIRED PER CODE.
- PLAN IS CONCEPTUAL. PLANT QUANTITIES INDICATED ARE PER WASHOE COUNTY CODE REQUIREMENTS. PLANT LOCATIONS, FINAL SPECIES SELECTION, AND SIZE AT PLANTING SHALL BE DETERMINED DURING DEVELOPMENT OF THE FINAL CONSTRUCTION DOCUMENTS.



Ryan W. Hansen, PLA ASLA

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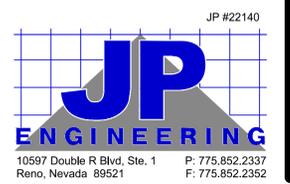
No.	Revision Date

SPECIFICATIONS	
ITEM	DESCRIPTION
26.1	<b>STANDARDS AND CODES:</b> ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE 2017 EDITION OF THE NATIONAL ELECTRICAL CODE (NEC), INTERNATIONAL BUILDING AND FIRE CODE, NFPA 70 E, OSHA, ALL APPLICABLE STATE AND LOCAL CODES AND ORDINANCES, AS WELL AS THE UNIVERSITY OF NEVADA RENO (UNR) CAMPUS DESIGN AND CONSTRUCTION STANDARDS. THIS DOES NOT RELIEVE THE CONTRACTOR FROM FURNISHING AND INSTALLING WORK SHOWN OR SPECIFIED WHICH MAY EXCEED THE REQUIREMENTS OF SUCH ORDINANCES, LAWS, REGULATIONS AND CODES.
26.2	<b>COMPLETE INSTALLATION:</b> PROVIDE ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, ACCESSORIES, ETC., NECESSARY TO ACCOMPLISH A COMPLETE ELECTRICAL SYSTEM IN ACCORDANCE WITH THE PLANS TOGETHER WITH THE SPECIFICATIONS.
26.3	<b>PERMITS:</b> OBTAIN AND PAY FOR ALL BUILDING AND WORKING PERMITS AND INSPECTION FEES REQUIRED FOR THIS PROJECT.
26.4	<b>DRAWINGS:</b> DATA PRESENTED ON THESE DRAWINGS SHALL BE FIELD VERIFIED SINCE ALL DIMENSIONS, LOCATIONS, AND LEVELS ARE GOVERNED BY ACTUAL FIELD CONDITIONS. REVIEW ALL ARCHITECTURAL, STRUCTURAL, CIVIL, MECHANICAL AND SPECIALTY SYSTEMS DRAWINGS AND ADJUST ALL WORK TO MEET THE REQUIREMENTS ON CONDITIONS SHOWN THEREON. DO NOT SCALE ELECTRICAL PLANS FOR FIXTURE, DEVICE OR APPLIANCE LOCATIONS. USE CONFIGURED DIMENSIONS IF GIVEN OR CHECK ARCHITECTURAL OR MECHANICAL DRAWINGS.
26.5	<b>COPYRIGHT:</b> THESE PLANS, SPECIFICATIONS AND ALL RELATED ADDENDA AND DOCUMENTS CONSTITUTE COPYRIGHT MATERIALS OF JP ENGINEERING. ALL RIGHTS CONFERRED BY THE COPYRIGHT AND SIMILAR LAWS ARE RESERVED TO JP ENGINEERING. THESE MATERIALS SHALL REMAIN THE SOLE PROPERTY OF JP ENGINEERING AND MAY NOT BE REPRODUCED, DISTRIBUTED TO OTHERS OR USED FOR ANY PURPOSE WHATSOEVER WITHOUT THE PRIOR WRITTEN CONSENT OF JP ENGINEERING.
26.6	<b>LOCATIONS:</b> INDICATED LOCATIONS OF ALL OUTLETS AND EQUIPMENT ARE SUBJECT TO CHANGE. SHIFT/RELOCATE/RECONFIGURE ANY OUTLET, EQUIPMENT OR CONNECTION POINT UP TO 10' AS DIRECTED BY ENGINEER, AT NO ADDED COST.
26.7	<b>RECORD DRAWINGS:</b> CONTRACTOR SHALL PROVIDE, PRIOR TO FINAL ACCEPTANCE AND OBSERVATION, ONE SET OF REVISED RECORD ELECTRICAL CONSTRUCTION DOCUMENTS ON REPRODUCIBLE MEDIUM INDICATING THE FOLLOWING ADDITIONAL INFORMATION:  EXACT ROUTING OF ALL CONDUITS LARGER THAN 1" EXACT LOCATION OF ALL SERVICE GROUNDING/BONDING CONNECTIONS CONTRACTORS NAME, ADDRESS AND TELEPHONE NUMBER  RECORD NOTATIONS SHALL BE CLEARLY DRAWN AT A DRAFTING APPEARANCE EQUAL TO THE ORIGINAL DRAWINGS. CONTRACTOR SHALL ALSO PROVIDE ALL OPERATING AND MAINTENANCE MANUALS PRIOR TO FINAL PAYMENT.
26.8	<b>EXAMINATION OF SITE AND EXISTING CONDITIONS:</b> BEFORE SUBMITTING A PROPOSAL, CONTRACTOR SHALL EXAMINE THE SITE AND FAMILIARIZE HIMSELF WITH THE EXISTING CONDITIONS AND LIMITATIONS. NO EXTRAS WILL BE ALLOWED BECAUSE OF THE CONTRACTOR'S MISUNDERSTANDING OF THE AMOUNT OF WORK INVOLVED OR HIS LACK OF KNOWLEDGE OF ANY SITE CONDITIONS WHICH MAY AFFECT HIS WORK. ANY APPARENT VARIANCE OF THE DRAWINGS OR SPECIFICATIONS FROM THE EXISTING CONDITIONS AT THE SITE SHALL BE CALLED TO THE ATTENTION OF THE ENGINEER BEFORE SUBMITTING A PROPOSAL.
26.9	<b>EXISTING OUTLETS:</b> EXISTING OUTLETS AND CIRCUITING NOT IN CONFLICT WITH NEW CONDITIONS SHALL REMAIN. EXTEND OUTLETS TO NEW SURFACES. FINAL SURFACE SHALL BE CALKED TO PROVIDE PLATES AS REQUIRED TO PRESENT A SERVICEABLE AND FINISHED APPEARANCE. ALL EXISTING OUTLETS LOCATED WITHIN THE AREA OF WORK SHALL BE RAISED TO A HEIGHT OF 24" A.F.F. AND SHALL CONSIST OF INSTALLING A NEW FLUSH MOUNTED BOX AND RACEWAY TO THE 24" A.F.F. LEVEL FROM THE EXISTING RECEPTACLE LOCATION. PROVIDE NEW BLANK COVER ON JUNCTION BOX BELOW.
26.10	<b>EXISTING SWITCHGEAR:</b> REUSE EXISTING SWITCHGEAR AND PANELS IN PLACE WHERE SO INDICATED. MODIFY AS REQUIRED TO ACCOMMODATE NEW WORK. PROVIDE NEW CIRCUIT BREAKERS AND/OR FUSES AS REQUIRED. REARRANGE EXISTING CIRCUITS WITHIN PANELS TO AGREE WITH NEW PANEL SCHEDULES. TRACE AND IDENTIFY ALL EXISTING CIRCUITS ON NEW RECORD PANEL SCHEDULES.
26.11	<b>DEMOLITION:</b> PROVIDE COMPLETE ELECTRICAL DEMOLITION: REMOVE EXISTING OUTLETS AND EQUIPMENT IN CONFLICT WITH NEW CONDITIONS. DO NOT ABANDON EQUIPMENT IN PLACE. ALL EQUIPMENT NOT BEING REUSED SHALL BE REMOVED. REMOVE ALL WIRE FROM ABANDONED RACEWAYS. WHEN EQUIPMENT AND/OR DEVICES ARE REMOVED FROM SERVICE BY BEING DISCONNECTED, REMOVE THE CONDUCTORS AND CONDUIT BACK TO THE SOURCE. CONDUITS IN CONCRETE SHALL BE CUT FLUSH WITH THE FLOOR AND SEALED. CONTRACTOR SHALL INSURE CONTINUITY OF EXISTING CIRCUITING PASSING THROUGH DEMOLITION AREAS. EXTEND AND/OR RELOCATE AS NECESSARY. SHIFT/RELOCATE EXISTING EQUIPMENT AND CIRCUITING AS REQUIRED TO ACCOMMODATE NEW WORK. REMOVE ALL LABELS NOT BEING REUSED. UPDATE PANEL SCHEDULES FOR REMOVED LOADS. INDICATE "SPARE" ON THE SCHEDULE WHEN WIRES ARE REMOVED FROM A CIRCUIT BREAKER AND "SPACE" ON OPEN BREAKER SPOTS. UNDERGROUND CONDUIT SHALL BE CAPPED AND LABELED WITH AN ATTACHED IDENTIFICATION TAG INDICATING CONDUIT ORIGIN.
26.12	<b>SALVAGE:</b> ALL EXISTING EQUIPMENT REMOVED DURING THE COURSE OF THIS PROJECT SHALL BE OFFERED TO OWNER FOR SALVAGE. ANY EQUIPMENT SELECTED BY OWNER SHALL BE DELIVERED TO OWNER ON SITE. ALL REMAINING EQUIPMENT BECOMES THE PROPERTY OF THIS CONTRACTOR AND SHALL BE REMOVED FROM THE SITE.
26.13	<b>TESTING:</b> PRIOR TO PLACING IN SERVICE, ALL ELECTRICAL SYSTEMS SHALL BE TESTED FOR OPENS, GROUNDS, AND PHASE ROTATION. THE MAIN SERVICE GROUND AND ALL LOCAL TRANSFORMER MADE GROUNDS SHALL BE MEGGER-TESTED.
26.14	<b>GROUNDING:</b> TEST EXISTING SERVICE NEUTRAL FOR ADEQUACY AND FOR GROUND CONTINUITY. GROUND ALL EQUIPMENT AND SYSTEM NEUTRAL IN ACCORDANCE WITH ARTICLE 250 OF THE NEC. ALL RACEWAYS SHALL CONTAIN A GROUNDING CONDUCTOR. EQUIPMENT GROUNDS HAVE NOT BEEN SHOWN ON DRAWINGS - WHERE GROUND WIRES HAVE BEEN SHOWN THEY INDICATE AN INSULATED GROUND.
26.15	<b>EQUIPMENT STANDARDS:</b> ALL MATERIALS AND EQUIPMENT SHALL BE NEW AND OF THE HIGHEST QUALITY AVAILABLE ("SPECIFICATION GRADE"). SERVICE EQUIPMENT SHALL BE FACTORY-ASSEMBLED COMMERCIAL-GRADE, CONFIGURED PER SERVING UTILITY STANDARDS. WIRING DEVICES SHALL BE SPECIFICATION GRADE WITH NYLON PLATES, WHITE UNLESS OTHERWISE NOTED, RAISED STEEL BOX COVERS MAY BE USED IN UTILITY AREAS.
26.16	<b>MATCH EXISTING:</b> EXISTING EQUIPMENT AND SYSTEMS SHALL BE CONSIDERED A MINIMUM STANDARD TO BE MET, IF NOT OTHERWISE EXCEEDED BY THESE PLANS AND SPECIFICATIONS. NEW MATERIALS AND EQUIPMENT SHALL MATCH EXISTING IN APPEARANCE AND FUNCTION.
26.17	<b>TAMPER-PROOF:</b> ALL EQUIPMENT AND CIRCUITING ACCESSIBLE BY THE PUBLIC SHALL BE TAMPER-PROOF AND VANDAL RESISTANT. OPENABLE DEVICES AND EQUIPMENT SHALL BE PADLOCKABLE.
26.18	<b>CIRCUITING:</b> ALL WIRING SHALL BE IN CONDUIT, MINIMUM 3/4" C, CONCEALED EXCEPT WHERE NOTED. EMT WITH STEEL SET SCREW INSULATED-THROAT FITTINGS MAY BE USED IN DRY, PROTECTED INTERIOR LOCATIONS. PVC SCHEDULE 40 SHALL BE USED BELOW GRADE AT MINIMUM -24". WRAPPED RIGID ELBOWS AND RISERS SHALL BE USED FOR ALL THROUGH-GRADE TRANSITIONS AND STUB-UPS. RGS OR IMC CONDUIT WITH THREADED FITTINGS SHALL BE USED IN ALL LOCATIONS WHERE EXPOSED TO THE ELEMENTS OR SUBJECT TO PHYSICAL DAMAGE. METAL-CLAD CABLE (TYPE MC) WILL BE ACCEPTABLE FOR USE AS FLEXIBLE WHIPS FROM JUNCTION BOXES TO LIGHTING FIXTURES (MAXIMUM LENGTH OF 6-FEET) OR WITHIN CASEWORK AND ACCESSIBLE AREAS ONLY WHEN IN WRITING FROM THE ENGINEER. ENT IS NOT ALLOWED. CONNECT RECESSED AND SUSPENDED LIGHTING FIXTURES, MOTORIZED AND VIBRATING EQUIPMENT WITH STEEL FLEX. ALL CONDUIT SHALL HAVE PULL CORD IF OTHERWISE EMPTY.
26.19	<b>WIRING:</b> WIRE SHALL BE COPPER. MINIMUM WIRE SIZE SHALL BE #12 AWG. ALUMINUM WIRING SHALL NOT BE ALLOWED ON UNIVERSITY PROJECTS. INSULATION SHALL BE THW, THWN OR THHN.
26.20	<b>TEMPORARY CONSTRUCTION POWER:</b> PROVIDE TEMPORARY ELECTRICAL POWER AND LIGHTING FOR ALL TRADES THAT REQUIRE SERVICE DURING THE COURSE OF THIS PROJECT. PROVIDE TEMPORARY SERVICE AND DISTRIBUTION AS REQUIRED. COMPLY WITH THE NEC AND OSHA REQUIREMENTS. (ENERGY COSTS BY OTHERS).
26.21	<b>SUBMITTALS:</b> BEFORE ORDERING ANY EQUIPMENT, CONTRACTOR SHALL SUBMIT ELECTRONIC PDF COPIES OF FACTORY SHOP DRAWINGS FOR ALL LIGHTING FIXTURES, SWITCHGEAR, PANELS, MOTOR CONTROLLERS, WIRING DEVICES, ETC. PROPOSED FOR THIS PROJECT.
26.22	<b>SUBSTITUTIONS:</b> PROPOSED SUBSTITUTIONS SHALL BE EQUAL OR SUPERIOR TO SPECIFIED ITEMS IN ALL RESPECTS. DETERMINATION OF EQUALITY RESTS SOLELY WITH ENGINEER. SUBSTITUTIONS MUST BE SUBMITTED A MINIMUM OF 10 WORKING DAYS PRIOR TO BID FOR CONSIDERATION. PROPOSED SUBSTITUTIONS PROVIDED LATER WILL NOT BE REVIEWED OR ALLOWED. BID SUBSTITUTED MATERIAL WILL ONLY BE ALLOWED IF ACCEPTED IN WRITING BY ENGINEER.
26.23	<b>GUARANTEE:</b> THE COMPLETE ELECTRICAL SYSTEM, AND ALL PORTIONS THEREOF, SHALL BE GUARANTEED TO BE FREE FROM DEFECTS IN WORKMANSHIP AND MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF FINAL ACCEPTANCE. PROMPTLY REMEDY SUCH DEFECTS AND ANY SUBSEQUENT DAMAGE CAUSED BY THE DEFECTS OR REPAIR THEREOF AT NO EXPENSE TO THE OWNER. LAMPS ARE EXEMPT FROM THIS GUARANTEE, BUT SHALL BE NEW AT TIME OF FINAL ACCEPTANCE.
26.24	<b>SUSPENDED CEILING SYSTEMS:</b> ALL LAY-IN FIXTURES SHALL BE INDEPENDENTLY SUPPORTED BY TWO #12 SLACK WIRES ATTACHED TO TWO OPPOSITE CORNERS OF THE FIXTURE PER UBC & NEC REQUIREMENTS. THESE WIRES SHALL BE SECURED TO THE STRUCTURAL FRAMING SUCH THAT FAILURE OF THE SUSPENDED CEILING SHALL NOT ALLOW THE FIXTURE TO DROP.
26.25	<b>COORDINATION:</b> THE CIVIL, ARCHITECTURAL, MECHANICAL, KITCHEN AND INTERIOR DRAWINGS CONTAIN DETAIL DESCRIPTIONS, CIRCUITING AND CONNECTION REQUIREMENTS WHICH ARE PART OF DIVISION 16 RESPONSIBILITIES. ELECTRICAL CONTRACTOR SHOULD NOT SUBMIT BIDS ON THIS PROJECT BEFORE REVIEWING ALL PROJECT DRAWINGS, SPECIFICATIONS AND ADDENDA.
26.26	<b>SIGNAL AND DATA:</b> THE TELECOM VOICE AND FIBER OPTIC EQUIPMENT AND INSTALLATION SHALL BE IN ACCORDANCE WITH UNR DESIGN AND CONSTRUCTION STANDARDS. ALL NEW DATA/VOICE EQUIPMENT SHALL BE MANUFACTURED BY COMSCOPE 2071 BLUE, FOR AN END TO END SOLUTION TO ENSURE THE 20-YEAR WARRANTY WILL BE IN EFFECT. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND INSTALLING ALL REQUIRED RACK MOUNTED EQUIPMENT FOR THE NUMBER OF DATA PORTS SHOWN IN THE DOCUMENTS. THE LOW VOLTAGE CONTRACTOR SHALL BE BELDEN CERTIFIED TO ENSURE THE 20-YEAR WARRANTY IS IN EFFECT.  ALL HORIZONTAL VOICE CABLING, DATA CABLING, PATCH CORDS AND WORK AREA CORDS SHALL BE BLUE CATEGORY 6A UNSHIELDED TWISTED PAIR. ALL DATA PATCH PANELS AND DATA OUTLET JACKS SHALL BE CATEGORY 6A. ALL CABLING AND TERMINATION EQUIPMENT SHALL BE MANUFACTURED BY BELDEN AND PART OF THE SAME CABLING SYSTEM. ALL COLORS FOR CABLING SHALL BE IN ACCORDANCE WITH UNR DIVISION 27 STANDARDS.  HORIZONTAL VOICE AND DATA CABLING SHALL HAVE A PLENUM RATED JACKET (CMP, OFNP). BACKBONE CABLE ROUTED IN EMT CONDUIT SHALL HAVE A LISTED RISER OR PLENUM RATED JACKET (CMP, CMR, OFNP, OFNRP). NO SPLICES WILL BE PERMITTED IN ANY TELECOM CABLING.  THE MAXIMUM CABLE LENGTH BETWEEN THE WORK AREA OUTLET AND THE TERMINATION IN THE TELECOM ROOM SHALL BE 295 FEET. NOTIFY THE ENGINEER OF HORIZONTAL CABLES LONGER THAN 295 FEET PRIOR TO INSTALLATION. 10'-0" OF SLACK IN THE HORIZONTAL CABLE SHALL BE STORED IN THE LADDER RACK AT THE TELECOM ROOMS. 3'-0" OF SLACK IN THE HORIZONTAL CABLE SHALL BE STORED IN AN ACCESSIBLE CEILING SPACE ABOVE ALL TELECOM OUTLETS. 0'-5" OF SLACK SHALL BE STORED BEHIND EACH TELECOM OUTLET (IF POSSIBLE WITHOUT COMPROMISING THE MINIMUM BEND RADIUS). ALL HORIZONTAL CABLE SHALL BE ROUTED THROUGH ACCESSIBLE CEILING SPACE WHERE AVAILABLE AND SHALL BE ROUTED IN J-HOOKS MOUNTED PARALLEL TO BUILDING LINES.  TELECOM CABLING SHALL BE INSTALLED IN A NEAT AND WORKMANLIKE MANNER. ALL CABLES SHALL BE NEATLY LOOSELY BUNDLED (UNCOMBED) AND DRESSED IN THE TELECOM ROOMS. BUNDLE HORIZONTAL CABLE WITH VELCRO TIE WRAPS AT 2'-0" CENTERS OUTSIDE OF THE TELECOM ROOMS AND AT 1'-0" CENTERS INSIDE THE TELECOM ROOMS. VELCRO TIE WRAPS SHALL BE PLENUM RATED WHERE LOCATED IN PLENUM SPACES. WHERE PENETRATING FIRE WALLS AND THE INSTALLATION OF FIRE STOPPING IS REQUIRED, THE CONTRACTOR SHALL UTILIZE REMOVABLE FIRE STOP, NO SPRAY IN FOAM IS ALLOWED.  PROVIDE SLACK IN CABLES AT ENTRANCES AND EXITS OF CONDUIT SLEEVES AND AT TRANSITIONS FROM HORIZONTAL TO VERTICAL CABLE LADDERS AND CABLE TRAYS.  PROVIDE PATCH CABLES FOR EACH DROP INSTALLED AND TERMINATED IN DATA RACKS. PATCH CABLES SHALL BE (1) 15' AND (1) 7' PER DROP. 7' PATCH CORDS SHALL BE SMALL DIAMETER/HIGH DENSITY.  ALL CABLING SHALL BE TESTED END TO END WITH FLUKE DSX CATEGORY CABLE TESTER (OR COMPARABLE) PRIOR TO COMPLETION OF WORK AND TEST RESULTS SHALL BE PROVIDED TO THE UNIVERSITY'S NETWORK/IT DEPARTMENT FOR REVIEW. THE ACCESSIBLE PORTIONS OF ABANDONED COMMUNICATIONS CABLE, COAXIAL CABLE, FIBER OPTIC CABLE AND DATA CABLE SHALL BE REMOVED BACK TO THE SOURCE DURING DEMOLITION.  WIRELESS ACCESS POINTS SHALL BE INSTALLED BY THE CONTRACTOR. REFER TO THE UNIVERSITY OF NEVADA STANDARDS, DIVISION 27.
26.27	<b>FIRE ALARM:</b> PROVIDE NEW FIRE DETECTION AND ALARM SYSTEM WITH CLASS 1 CIRCUITING AS REQUIRED BY LOCAL FIRE MARSHAL AND IN COMPLIANCE WITH ADA REQUIREMENTS. CONTROL PANEL SHALL INCLUDE INTEGRAL STANDBY BATTERIES, CHARGER AND MUNICIPAL TIE MODULE OR AGENCY-APPROVED AUTO-DIALER CONNECTED TO THE TELEPHONE SYSTEM (CONNECTION AND MONITORING CHARGES BY OTHERS). PLANS DO NOT INDICATE ALL DEVICES, CONNECTIONS OR CIRCUITING REQUIRED FOR A COMPLETE SYSTEM. SUBMIT PROPOSED DESIGN TO THE FIRE MARSHAL AND RECEIVE APPROVAL PRIOR TO ROUGH-IN.

DRAWING SCHEDULE	
SHEET	DESCRIPTION
E0.1	SYMBOL LIST, SPECIFICATIONS, SCHEDULE
E0.2	ELECTRICAL SCHEDULES AND DETAILS
E1.1	ELECTRICAL SITE LIGHTING PLAN
E1.2	SITE LIGHTING PHOTOMETRIC PLAN
TOTAL SHEETS THIS ISSUE:	
	7

SIGNAL OUTLETS		RECEPTACLES		ABBREVIATIONS	
▼	TELEPHONE: 4S BOX WITH SINGLE GANG MUD RING UON, +18" AFF UON	⊕ ⊖	DUPLEX: 20A, 125V, NEMA 5-20, +18" AFF	℄	CENTERLINE
▽	TELEPHONE: 4S BOX WITH SINGLE GANG MUD RING UON, WALL MOUNT +54" AFF UON	⊕ ⊖	DOUBLE DUPLEX: 20A, 125V, NEMA 5-20, +18" AFF	AFF	ABOVE FINISHED FLOOR
▽	DATA: 4S BOX WITH SINGLE GANG MUD RING UON, +18" AFF UON	⊕ ⊖	HALF SWITCHED DUPLEX: 20A, 125V, NEMA 5-20, +18" AFF (TOP HALF SWITCHED)	AIC	AMPERES INTERRUPTING CAPACITY
▼	VOICE/DATA: 4S BOX WITH SINGLE GANG MUD RING UON, +18" AFF UON	⊕ ⊖	DUPLEX GFCI: 20A, 125V, GFCI, NEMA 5-20 GFR, +18" AFF	AFC	ABOVE FINISH CEILING
▽	TELEVISION: 4S BOX WITH SINGLE GANG MUD RING UON, +18" AFF UON	⊕ ⊖	DUPLEX I.G.: 20A, 125V, ISO. GND., NEMA 5-20 IG +18" AFF (WHITE WITH ORANGE TRIANGLE, UON)	BMS	BUILDING MANAGEMENT SYSTEM
⊕	CAMERA: 4S BOX WITH SINGLE GANG MUD RING UON, CEILING MOUNTED UON	⊕ ⊖	SPECIAL RECEPTACLE - AS INDICATED ON PLANS, +18" AFF	C	CONDUIT
⊕	MICROPHONE: 4S BOX WITH SINGLE GANG MUD RING UON, +18" AFF UON	NOTE: DIAMOND SYMBOLS INDICATES DEDICATED CIRCUIT.			
⊕	VOLUME CONTROL: 4S BOX WITH SINGLE GANG MUD RING UON, +18" TO TOP UON	<b>EQUIPMENT</b>			
⊕	SPEAKER: 8" COAXIAL WITH BACK BOX AND GRILLE, CEILING MOUNTED UON	⊕	SWITCHBOARD	DPST	DOUBLE POLE DOUBLE THROW
3/4" (UON) STUB INTO ACCESSIBLE CEILING SPACE		⊕	PANELBOARD: SURFACE MOUNTED	DPST	DOUBLE POLE SINGLE THROW
<b>SWITCHES</b>		⊕	PANELBOARD: FLUSH MOUNTED	(E)	EXISTING TO REMAIN
S	SINGLE POLE: 20A, 120/277V, +48" TO TOP UON	⊕	TRANSFORMER	ELEV	ELEVATOR
S <sub>2</sub>	TWO POLE: 20A, 120/277V, +48" TO TOP UON	⊕	RELAY (120V COIL, STEP DN XFMR IF REQUIRED, UON)	EMT	ELECTRICAL METALLIC TUBING
S <sub>3</sub>	THREE WAY: 20A, 120/277V, +48" TO TOP UON	⊕	CONTACTOR (120V COIL, STEP DN XFMR IF REQUIRED, UON)	EPO	EMERGENCY POWER OFF SYSTEM
S <sub>4</sub>	FOUR WAY: 20A, 120/277V, +48" TO TOP UON	⊕	COMBINATION MAGNETIC STARTER/FUSED DISCONNECT	FBO	FURNISHED BY OTHERS
S <sub>x</sub>	X INDICATES EMERGENCY CIRCUIT	⊕	NON-FUSIBLE DISCONNECT SWITCH	FPEN	FUSE PER EQUIPMENT NAMEPLATE
S <sub>p</sub>	P INDICATES PILOT LIGHT (LIGHTED WHEN ON)	⊕	FUSIBLE DISCONNECT SWITCH	FLUOR	FLUORESCENT
S <sub>l</sub>	L INDICATES PILOT LOCATOR (LIGHTED WHEN OFF)	⊕	PULLBOX: SIZE AS REQUIRED BY NEC	FU	FUSE: DUAL-ELEMENT, TIME DELAY
S <sub>k</sub>	K INDICATES KEY OPERATED SWITCH	⊕	JUNCTION BOX: SIZE AS REQUIRED BY NEC	GFI/GFCI	GROUND FAULT INTERRUPTER
S <sub>w</sub>	MANUAL MOTOR STARTER: 20A, 120/277V, POLES AND HEATERS AS REQUIRED	⊕	SURFACE RACEWAY WITH OR WITHOUT DEVICES	GND	GROUND
S <sub>wc</sub>	MOMENTARY CONTACT: 20A, 120/277V, SPDT CENTER NORMALLY OFF UON, +48" TO TOP UON	⊕	TELEPOWER POLE	HOA	HAND-OFF-AUTOMATIC
D	DIMMER: 600 WATT UON, ELECTRONIC SLIDER, WITH ON/OFF TOGGLE, +48" TO TOP UON (PLANS SHALL INDICATE TYPE: FLOOR, INCAND OR LOW-VOLTAGE)	<b>CIRCUITING</b>			
⬇	MOTION/OCCUPANCY SENSOR SWITCH WITH OFF-AUTO SELECTOR - WALL MOUNTED AT +48" TO TOP UON	—	CONDUIT IN WALL OR ABOVE CEILING	INCAND	INCANDESCENT
⊕ = 360	ULTRASONIC MOTION/OCCUPANCY SENSOR SWITCH CEILING MOUNTED	---	CONDUIT IN FLOOR OR BELOW GRADE	K	kcmil (300K = 300 kcmil)
⊕ = 180	ARROWS INDICATE DIRECTION AND COVERAGE PROVIDE WITH POWER PACK PER MANUFACTURERS REQUIREMENTS		METAL CLAD CABLE (MC)	LTG	LIGHTING
⊕ = 90	PHOTO ELECTRIC SWITCH: 1600VA UON	—OH—	OVERHEAD SERVICE	LV	LOW VOLTAGE
<b>METHODS</b>		—P—	PRIMARY	MCP	MOTOR CIRCUIT PROTECTOR
⊕	SHADING INDICATES: FIXTURE, OUTLET, EQUIPMENT, ETC. ON EMERGENCY 'X' OR NIGHT LIGHT 'NL' CIRCUIT	—S—	SECONDARY	MC	MULTI-CONDUCTOR CABLE
⊕	DEVICE MOUNTED IN MULTIPLE UNDER COMMON COVER. MAXIMUM HEIGHT ON WALL SHALL BE +48" TO TOP UON	—T—	TELEPHONE	(N)	NEW
⊕	DEVICES MOUNTED IN OR ABOVE COUNTER/BACKSPLASH: MAXIMUM HEIGHT ON WALLS SHALL BE +48" TO TOP UON	—TV—	TELEVISION	NC	NORMALLY CLOSED
⊕	FLUSH FLOOR MOUNTED WIRING DEVICES	---	LOW VOLTAGE AND/OR CONTROL CIRCUITING	NEUT	NEUTRAL
⊕	FLUSH FLOOR MOUNTED WIRING DEVICES IN SINGLE MULTI-COMPARTMENT BOX	—**—	EMERGENCY CIRCUIT	NL	NIGHT LIGHT
⊕	RECEPTACLE MOUNTED IN CEILING OR CASEWORK	—]—	STUB OUT: MARK AND CAP (SITE)	NO	NORMALLY OPEN
⊕	FINE DASHING INDICATES EXISTING EQUIPMENT AND DEVICES TO BE REMOVED	—>—	CIRCUITING UP OR DOWN	NTS	NOT TO SCALE
<b>DESIGNATIONS</b>		TICS = NO. OF #12 WIRES (UON) IF MORE THAN TWO WITHIN CONDUIT OR MC			
⊕	LIGHT FIXTURE: F1 = TYPE (SEE FIXTURE SCHEDULE)	ISOLATED GROUNDING CONDUCTOR			
⊕	SHEET NOTE	GROUNDING CONDUCTOR			
⊕	REVISION DELTA: NUMBER REPRESENTS REVISION	NEUTRAL CONDUCTOR (ONE PER PHASE CONDUCTOR)			
⊕	MECHANICAL AND PLUMBING EQUIPMENT	PHASE CONDUCTOR(S)			
⊕	MISCELLANEOUS: THESE AND OTHER SYMBOLS AS INDICATED IN TABLES AND SCHEDULES ON THE PLANS.	HOMERUN DESIGNATION			
<b>NOTE:</b> THIS IS A MASTER SYMBOL LIST. ALL SYMBOLS SHOWN MAY NOT BE USED WITHIN THIS SET OF PLANS		PHASE CONDUCTOR(S) GROUNDING CONDUCTOR			
		ISOLATED GROUNDING CONDUCTOR			
		NEUTRAL CONDUCTOR (ONE PER PHASE CONDUCTOR)			
		PANEL DESIGNATION			
		<b>MISCELLANEOUS</b>			
		⊕	THERMOSTAT: AT +48" TO TOP UON (OR PER MECH PLANS)	RSC	RIGID STEEL CONDUIT
		⊕	EXHAUST FAN: FRACTIONAL HORSEPOWER	SLD	SINGLE LINE DIAGRAM
		⊕	MOTOR: NUMBER = HORSEPOWER	SO	SEAL OFF
		⊕	SIGNAGE CONNECTION	SPDT	SINGLE POLE DOUBLE THROW
		⊕	SHUNT TRIP STATION: +7"-6" AFF, 12" RED TRIANGLE, UON	SPEN	SIZE PER EQUIPMENT NAMEPLATE
		⊕	CONTROL STATION: AT +48" TO TOP UON	SPST	SINGLE POLE SINGLE THROW
		⊕	DUAL LEVEL LIGHTING CONTROL SWITCH 'a' = CENTER (1) LAMP SWITCH 'b' = OUTER (2) LAMPS	TEL	TELECOM
		⊕		TYP	TYPICAL
		⊕		UNSW	UNSWITCHED
		⊕		UON	UNLESS OTHERWISE NOTED
		⊕		WP	WEATHERPROOF (NEMA 3R)
		⊕		WT	WATERTIGHT
		⊕		(X)	EXISTING TO BE REMOVED
		⊕		XFMR	TRANSFORMER
		⊕		XP	EXPLOSION PROOF

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JAMES P. SOLORO  
EPR 6/28/24  
No. 15316  
NORTH

9/2/22

project UNR PROJ. ZR202100217

St. Peter Canisius Catholic Church  
Addition and Remodel  
225 E. 5th Ave.  
Sun Valley, Nevada 89433

sheet title

SYMBOL LIST AND SPECIFICATIONS

drawn by JP

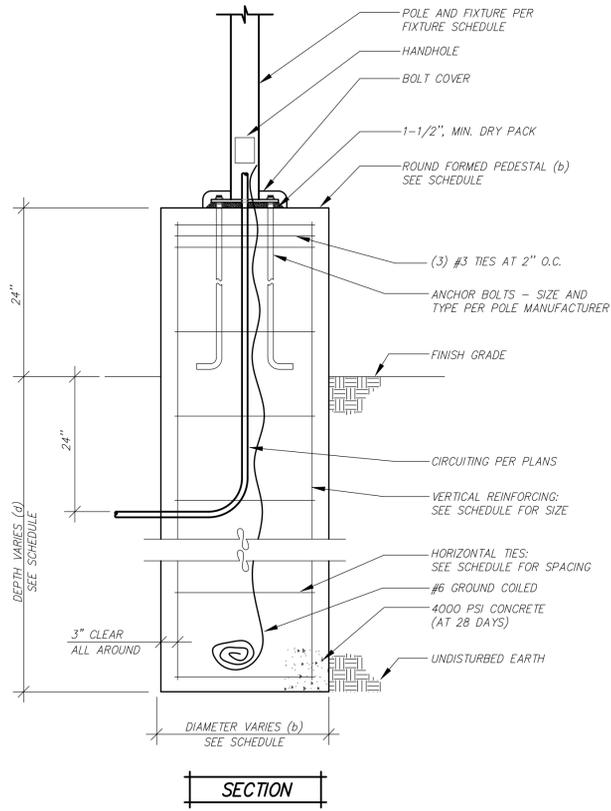
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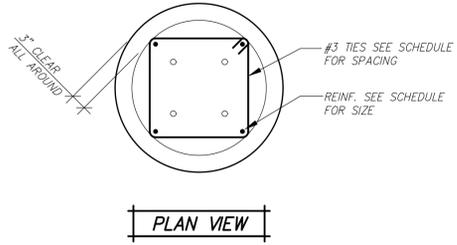
sheet E0.1

JP #22140



POLE BASE SCHEDULE				
POLE	POLE HEIGHT	DIAMETER (b)	DEPTH (d)	REINFORCING
P01	UP TO 12'-0"	18" DIAMETER	4.25'	(4) #5 VERT, #3 TIES AT 9" O.C.
P02	UP TO 12'-0"	24" DIAMETER	4.00'	(4) #5 VERT, #3 TIES AT 12" O.C.
P03	UP TO 16'-0"	18" DIAMETER	4.75'	(4) #5 VERT, #3 TIES AT 9" O.C.
P04	UP TO 16'-0"	24" DIAMETER	4.25'	(4) #5 VERT, #3 TIES AT 12" O.C.
P05	UP TO 20'-0"	24" DIAMETER	4.75'	(4) #5 VERT, #3 TIES AT 12" O.C.
P06	UP TO 20'-0"	30" DIAMETER	4.50'	(4) #5 VERT, #3 TIES AT 15" O.C.
P07	UP TO 25'-0"	24" DIAMETER	5.50'	(4) #5 VERT, #3 TIES AT 12" O.C.
P08	UP TO 25'-0"	30" DIAMETER	5.00'	(4) #5 VERT, #3 TIES AT 15" O.C.
P09	UP TO 30'-0"	24" DIAMETER	6.00'	(4) #6 VERT, #3 TIES AT 12" O.C.
P10	UP TO 30'-0"	30" DIAMETER	5.50'	(4) #6 VERT, #3 TIES AT 15" O.C.
P11	UP TO 35'-0"	24" DIAMETER	6.50'	(4) #6 VERT, #3 TIES AT 12" O.C.
P12	UP TO 35'-0"	30" DIAMETER	6.00'	(4) #6 VERT, #3 TIES AT 15" O.C.

DESIGN CRITERIA	
- CODE:	2018 INTERNATIONAL BUILDING CODE
- WIND LOAD:	130 MPH, EXPOSURE C
- ALLOWABLE LATERAL BEARING PRESSURE:	266PSF/FT BASE LATERAL BEARING PRESSURE: 100PSF/FT 1/3 INCREASE TAKEN FOR WIND OR SEISMIC LOADS (IBC TABLE 1804.2, FOOTNOTE D) 2X INCREASE, NOT ADVERSELY AFFECTED BY 1/2" MOVEMENT (IBC 1804.3.1)
- NONCONSTRAINED DESIGN ASSUMED	
- EFFECTIVE PROJECTED AREA (EPA):	(2) FIXTURES X 3.0 SQ. FT. = 6 SQ. FT. (2 FIXTURES AT A 180 DEGREE ORIENTATION)
- 4000 PSI CONCRETE (AT 28 DAYS) WITH 6% AIR ENTRAINMENT	



A	POLE BASE DETAIL
E0.2	SCALE: NOT TO SCALE

EXTERIOR LIGHTING FIXTURE SCHEDULE			
LIGHTING FIXTURE CATALOG NUMBERS ARE SERIES TYPE ONLY. PROVIDE TRIMS, BALLASTS, MOUNTING EQUIPMENT, FITTINGS AND LAMPS AS REQUIRED BY THE SPECIFICATIONS AND PROJECT CONDITIONS FOR A COMPLETE INSTALLATION. THIS IS NOT A STANDALONE SCHEDULE AND FIXTURES MUST INCORPORATE ALL WORK INDICATED OR IMPLIED THROUGHOUT THE DRAWINGS AND SPECIFICATIONS.			
TYPE	SYMBOL	SKETCH	DESCRIPTION AND MANUFACTURER
W1	[Symbol]	[Sketch]	LED WALL MOUNTED FIXTURE WITH TYPE T25 (SIDE TO SIDE) OPTICS AND 1050mA DRIVER, BLACK FINISH. <b>MOUNTING HEIGHT:</b> 12'-0" <b>LAMP:</b> LED 4,030 LUMENS (36 WATTS) <b>VOLTAGE:</b> MVOLT <b>MANUFACTURER:</b> LITHONIA: DSXW2 LED P6 30K T25 MVOLT WBA DBLXD <b>SUBSTITUTIONS:</b> <input type="radio"/> OR EQUAL <input checked="" type="radio"/> SUBJECT TO REVIEW <input type="radio"/> NO EQUAL
S1	[Symbol]	[Sketch]	LED SINGLE HEAD POLE MOUNTED FIXTURE WITH TYPE BLC (BACK LIGHT CONTROL) OPTICS AND 1050mA DRIVER, BLACK FINISH. MOUNT ATOP A 10'-0", SQUARE STEEL POLE. <b>MOUNTING HEIGHT:</b> 12'-0" <b>LAMP:</b> LED 14,489 LUMENS (163 WATTS) <b>VOLTAGE:</b> MVOLT <b>MANUFACTURER:</b> LITHONIA: DSX1 LED P6 30K BLC MVOLT DBLXD / SSS 30 4G DM19AS DBLXD <b>SUBSTITUTIONS:</b> <input type="radio"/> OR EQUAL <input checked="" type="radio"/> SUBJECT TO REVIEW <input type="radio"/> NO EQUAL
S2	[Symbol]	[Sketch]	LED SINGLE HEAD POLE MOUNTED FIXTURE WITH TYPE T4M (FORWARD THROW MEDIUM THROW) OPTICS AND 1050mA DRIVER, BLACK FINISH. MOUNT ATOP A 10'-0", SQUARE STEEL POLE. <b>MOUNTING HEIGHT:</b> 12'-0" <b>LAMP:</b> LED 17,299 LUMENS (163 WATTS) <b>VOLTAGE:</b> MVOLT <b>MANUFACTURER:</b> LITHONIA: DSX1 LED P6 30K T4M MVOLT DBLXD / SSS 30 4G DM19AS DBLXD <b>SUBSTITUTIONS:</b> <input type="radio"/> OR EQUAL <input checked="" type="radio"/> SUBJECT TO REVIEW <input type="radio"/> NO EQUAL

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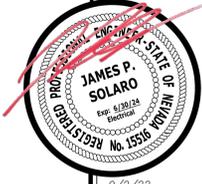
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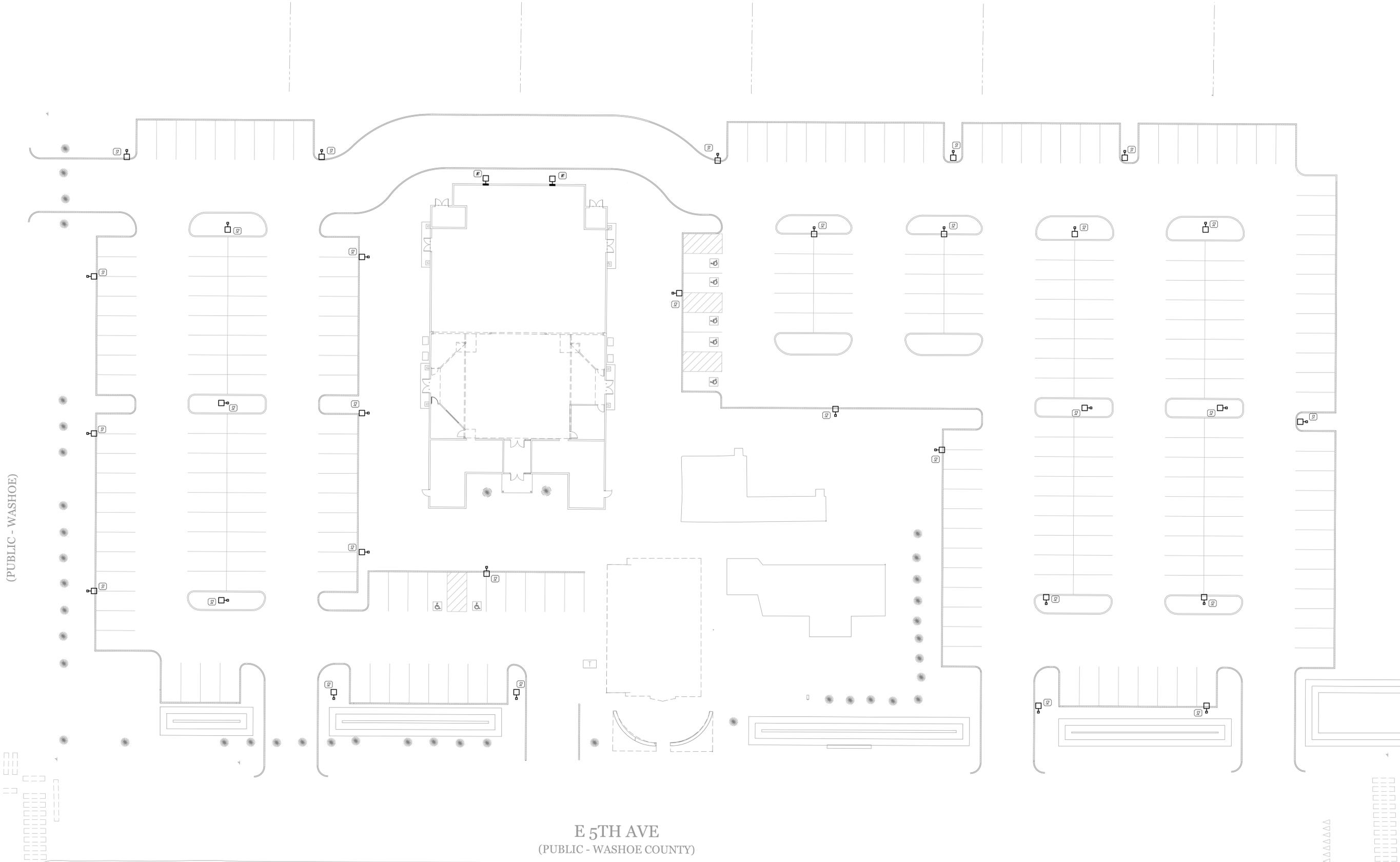


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project UNR PROJ. ZRNVU0217  
 St. Peter Canisius Catholic Church  
 Addition and Remodel  
 225 E. 5th Ave.  
 Sun Valley, Nevada 89433

sheet title  
ELECTRICAL SCHEDULES  
AND DETAILS

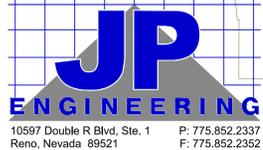
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date 02 SEPTEMBER 2022
job no. St. Canisius Church
sheet E0.2



E 5TH AVE  
(PUBLIC - WASHOE COUNTY)

A	<b>ELECTRICAL SITE LIGHTING PLAN</b>	
E1.1	SCALE: 1" = 20'-0"	

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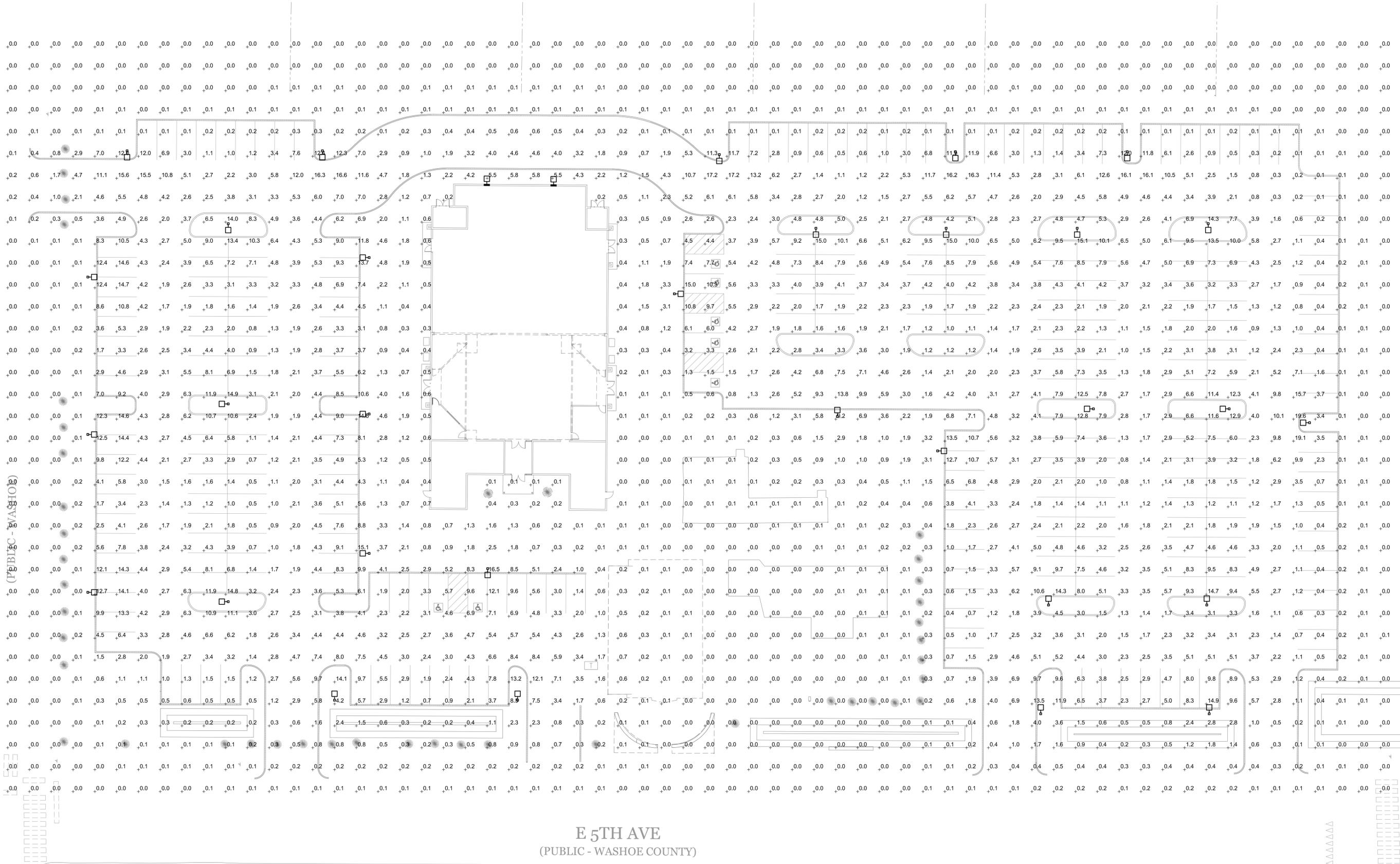
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**St. Peter Canisius Catholic Church  
Addition and Remodel**  
225 E. 5th Ave.  
Sun Valley, Nevada 89433

sheet title	ELECTRICAL SITE LIGHTING PLAN
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sheet	E1.1



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STATISTICS

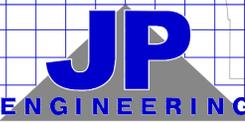
AREA DESCRIPTION	AVERAGE FOOT-CANDLE	MINIMUM FOOT-CANDLE	MAXIMUM FOOT-CANDLE	MAX : MIN RATIO	AVG : MIN RATIO
PARKING LOT	3.0 FC	0.1 FC	19.6 FC	196.0:1	30.0:1

A	<b>SITE LIGHTING PHOTOMETRIC PLAN</b>	
E1.2	SCALE: 1" = 20'-0"	

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sheet title

SITE LIGHTING  
PHOTOMETRIC PLAN

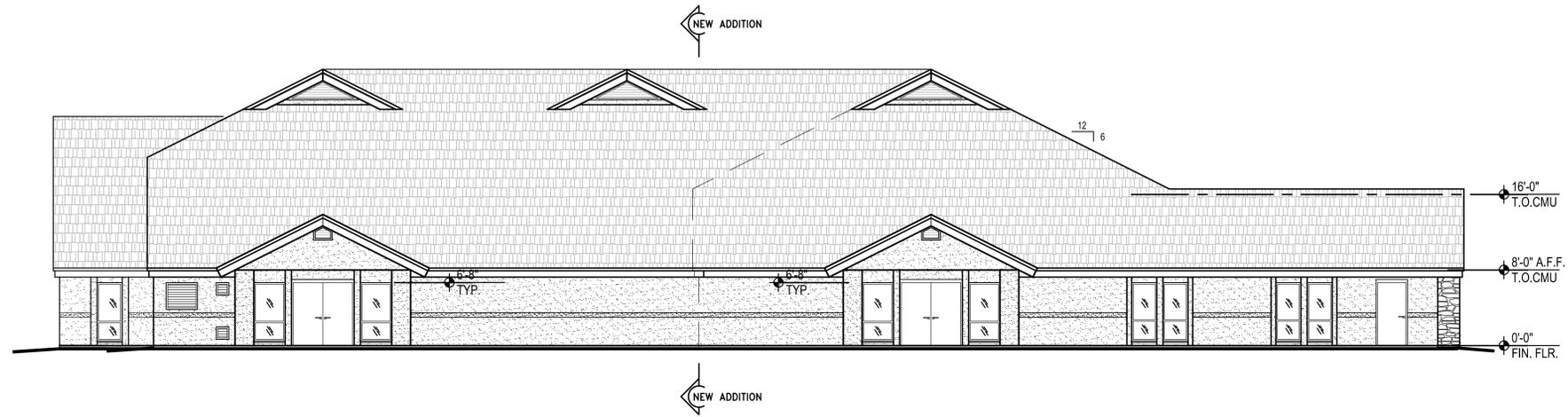
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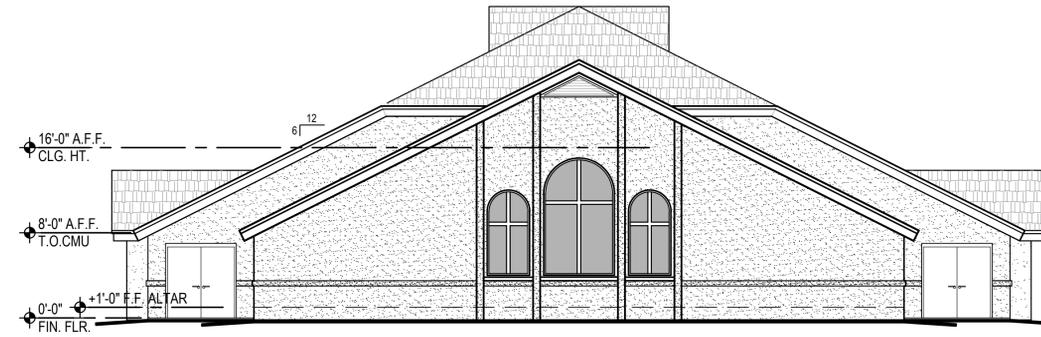
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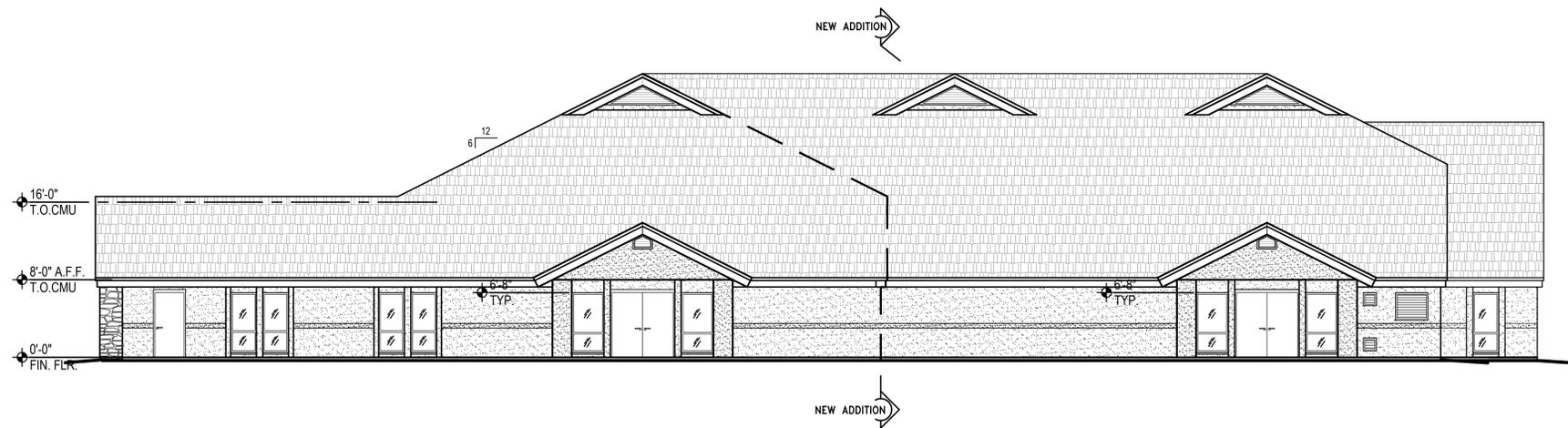
sheet  
**E1.2**



**1 WEST EXTERIOR ELEVATION**  
SCALE: 3/16" = 1'-0"



**2 NORTH EXTERIOR ELEVATION**  
SCALE: 1/4" = 1'-0"



**1 EAST EXTERIOR ELEVATION**  
SCALE: 3/16" = 1'-0"

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