

STAFF REPORT FOR THE PLANNING COMMISSION MEETING OF JANUARY 31, 2024

FILE NO: LU-2023-0453

AGENDA ITEM: 6.D

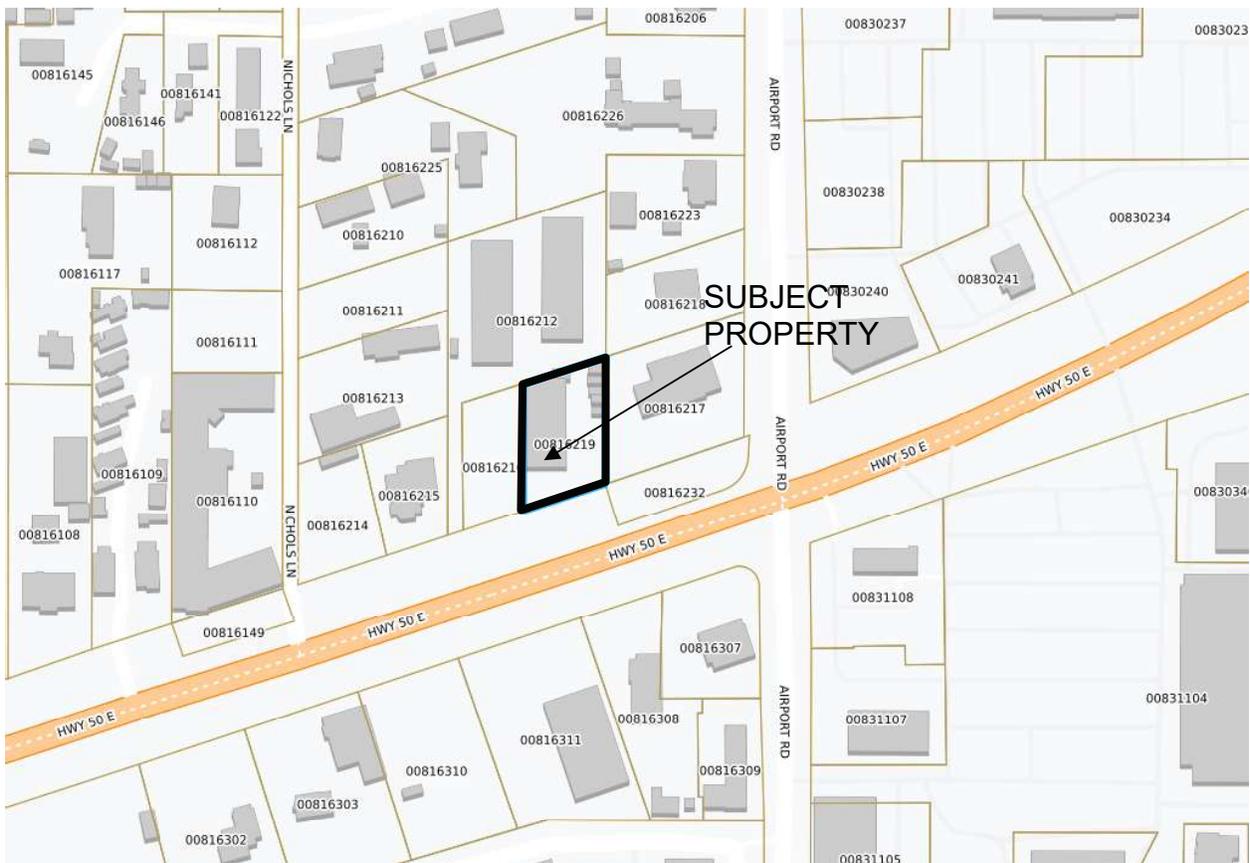
STAFF AUTHOR: Heather Ferris, Planning Manager

AGENDA TITLE: For Possible Action: Discussion and possible action regarding a request for a special use permit (“SUP”) to allow for the establishment of a new marijuana retail store on a parcel zoned General Commercial (“GC”), located at 3060 Hwy 50 E, Assessor’s Parcel Number (“APN”) 008-162-19. (Heather Ferris, hferris@carson.org)

Staff Summary: GTI Nevada, LLC (“Applicant”) is requesting an SUP to establish a new 4,500 square foot marijuana retail store, in an existing 5,500 square foot retail building on the north side of Hwy 50 E just west of its intersection with Airport Road. The Planning Commission is authorized to approve the SUP.

RECOMMENDED MOTION: “I move to approve LU-2023-0453 based on the ability to make the required findings and subject to the conditions of approval included in the staff report.”

VICINITY MAP:



RECOMMENDED CONDITIONS OF APPROVAL:

1. The Applicant must sign and return the Notice of Decision for conditions for approval within 10 days of receipt of notification. If the Notice of Decision is not signed and returned within 10 days, then the item may be rescheduled for the next Planning Commission meeting for further consideration.
2. All development must be substantially in accordance with the development plans approved with this application, except as otherwise modified by these conditions of approval.
3. All on- and off-site improvements must conform to City standards and requirements.
4. The use for which this permit is approved shall commence within 12 months of the date of final approval. A single, one-year extension of time may be requested in writing to the Planning Division of the Community Development Department 30 days prior to the one-year expiration date. If this permit is not initiated within one year and no extension granted, the permit becomes null and void.

THE FOLLOWING CONDITIONS SHALL APPLY AT THE TIME OF BUILDING PERMIT:

5. The Applicant shall submit a copy of the Notice of Decision and conditions of approval, signed by the applicant and owner, with any Building Permit application.
6. With the building permit application, the applicant shall submit a landscaping plan, substantially consistent with the conceptual landscaping plan submitted with the SUP application.
7. The Transportation Division of the Carson City Public Works Department ("Transportation Division") has reviewed the transportation impact study and determined that there are clerical corrections that will need to be made to the traffic impact study prior to the issuance of the building permit. These corrections include the following:
 - a. Page 22, Section 4.4 appears to incorrectly note that under the 2023 Plus Project condition, the queue length for the southbound movement of Airport Road (intersection #2) will exceed the existing storage length. The storage length at this location is more than 150-feet, exceeding the project's storage length needs. This will need to be corrected and clarified in the revised traffic impact study.
 - b. The Table on page 20 indicates level of service for Airport Road (intersection #2) as being worse in the AM than in the PM; however, this is not consistent with the City's knowledge. The analysis for this intersection must be reviewed and revised as necessary.
 - c. On page 20, US Hwy 50 and Airport Road is showing a level of service F in the current condition. While the City has agreed that this project will not be required to mitigate to an acceptable level of service, the city did request, as part of the scope of work, that the traffic impact study recommend mitigations resulting from the project's generated traffic. The city agrees that an increase in delay of less than 2 seconds is not a significant amount to exacerbate the existing condition and require mitigation (page 21); however, concerns about the signal

operations as noted above, raise concern that the analysis for the AM and PM condition may not be accurate reflection of delay. If the corrected delay increases significantly, the project will be required to analyze and implement mitigations through the normal building permit process.

THE FOLLOWING CONDITIONS SHALL APPLY THROUGHOUT THE LIFE OF THE PROJECT:

8. The Applicant shall maintain a State of Nevada license to operate an adult use cannabis dispensary at the subject location. Failure to maintain a state license will render this Special Use Permit null and void.
9. The Applicant shall obtain and maintain a valid Carson City Business License for the operation of a retail marijuana store.
10. The Special Use Permit for this retail marijuana store is only valid at the location specified in this application for this Applicant. The Special Use Permit approval becomes null and void if the Applicant loses or otherwise forfeits his or her State approval. This Special Use Permit is non-transferable between operators and/or locations within Carson City.
11. Consumption of marijuana or marijuana-infused products must not occur on the premises of this retail marijuana store, including the parking lot and surrounding area.
12. Outdoor display and sales of marijuana merchandise is prohibited.
13. Hours of operation are limited from 8:00 a.m. to 10:00 p.m., seven days per week.
14. Marijuana products must not be visible from outside the store at any time.
15. The Applicant shall ensure that any offensive marijuana product odors are not discharged from the building at any time. The detection of marijuana odors in the vicinity may result in code enforcement action and possible revocation of this Special Use Permit.
16. This Special Use Permit does not include the approval of signage. All signage must be consistent with Carson City Development Standards Division 1.20(1)(h) and requires approval of a sign permit.
17. This Special Use Permit does not include the approval of drive through or curbside services. If the applicant wishes to add drive through or curbside services in the future, an amendment to the special use permit will be required.

LEGAL REQUIREMENTS: Carson City Municipal Code (“CCMC”) 18.02.050 (Review); 18.02.080 (Special Use Permit); 18.04.135 (General Commercial); Carson City Development Standards (“CCDS”) Division 1.20

MASTER PLAN DESIGNATION: Mixed-Use Commercial

ZONING DISTRICT: General Commercial

KEY ISSUES: Will the use be compatible with the surrounding neighborhood and be in

keeping with the standards of the CCMC?

SURROUNDING ZONING AND LAND USE INFORMATION:

NORTH: General Commercial / personal storage
EAST: General Commercial / retail store and service garage
WEST: General Commercial / vacant
SOUTH: General Commercial / Hwy 50 E

ENVIRONMENTAL INFORMATION:

FLOOD ZONE: Zone X (minimal flood hazard)
EARTHQUAKE FAULT: Zone II (Moderate; Beyond 500 feet)

SITE DEVELOPMENT INFORMATION:

LOT SIZE: 0.37 +/- acres
EXISTING STRUCTURE SIZE: 5,500 square foot retail building & several sheds of various sizes (to be removed)
VARIANCES REQUESTED: None

BACKGROUND:

In 2016, Nevada voters passed The Regulation and Taxation of Marijuana Act (codified as NRS Chapter 453D and later amended and recodified as NRS Title 56), legalizing recreational marijuana in Nevada. In 2017, the Board of Supervisors adopted an ordinance to allow for recreational marijuana establishments under certain conditions and in 2022 another ordinance was adopted to allow for additional marijuana retail stores in Carson City, consistent with NRS. Currently there are 2 marijuana retail stores operating in the city. Per CCDS Division 1.20(j) a total of 4 marijuana retail stores are allowed to operate at the same time in Carson City.

DISCUSSION:

The subject property, located at 3060 Hwy 50 E (APN 008-162-19) is approximately 0.37 acres in size and zoned General Commercial. The property is currently developed with a 5,500 square foot retail store. The Applicant is requesting a SUP to establish a 4,500 square foot retail marijuana store in the existing building. The remaining 1,000 square feet of the existing building will not be used as part of the marijuana retail stores space.

Per CCMC 18.04.135, a retail marijuana store is allowed in the General Commercial zoning district subject to first obtaining a SUP and subject to CCDS Section 1.20, Medical Marijuana Establishments and Marijuana Establishments. The development standards and an analysis of how the proposed retail marijuana store meets them are addressed below:

1.20- Medical Marijuana Establishments and Marijuana Establishments

1. The following standards apply to all Medical Marijuana Establishments and Marijuana Establishments:
 - (a) Medical Marijuana Establishments and Marijuana Establishments require the issuance of a Special Use Permit. Special Use Permits for Medical Marijuana Establishments and Marijuana Establishments are only valid at the specific location for which a person has obtained the required approval through the applicable state agency to operate as a Medical Marijuana Establishment or Marijuana Establishment. A Special Use Permit that is issued in accordance with this Division automatically

expires and shall be deemed void if the Medical Marijuana Establishment or Marijuana Establishment loses or otherwise forfeits the required state approval to operate. A Special Use Permit issued in accordance with this Division is not transferable between operators and locations within Carson City. Except as otherwise provided in this Division and notwithstanding any other provision of CCMC, a separate Special Use Permit is not required for a Medical Marijuana Establishment or Marijuana Establishment that will be established in an existing location at which a Medical Marijuana Establishment or Marijuana Establishment in good standing already operates. The expansion of any location of a Medical Marijuana Establishment or Marijuana Establishment that will result in an increase of more than ten (10) percent of the space in which the Medical Marijuana Establishment or Marijuana Establishment has been approved to operate requires the issuance of an amended Special Use Permit.

The applicant is applying for the required special use permit. Staff has also recommended a condition of approval outlining these requirements (Condition 10).

- (b) The consumption of marijuana products is prohibited on the premises of any Medical Marijuana Establishment and Marijuana Establishment.

The applicant is not proposing to allow consumption on premises. Staff has also recommended a condition of approval outlining this requirement (Condition 11).

- (c) All business activities related to Medical Marijuana Establishments and any marijuana cultivation facility, marijuana testing facility, marijuana product manufacturing facility or retail marijuana store must be conducted indoors and within a permanent building. The use of an office trailer or other temporary structure is prohibited. All Medical Marijuana Establishments and Marijuana Establishments must at all times maintain an interior and exterior appearance that is professional, orderly, dignified and consistent with the traditional style of pharmacies and medical offices.

The business activities are proposed to be conducted inside the existing building. The proposed exterior elevations of the building as well as the proposed landscaping will enhance the buildings appearance and be more in keeping with a traditional style of pharmacies and medical offices.

- (d) The outdoor display or sale of any Medical Marijuana Establishment or Marijuana Establishment merchandise or product is prohibited.

Outdoor display and sales are not proposed with this special use permit. Staff has recommended a condition of approval to address this requirement (Condition 12).

- (e) Accessory outside storage for Medical Marijuana Establishments and Marijuana Establishments must comply with the provisions of Title 18 Appendix (Carson City Development Standards), Division 1.12 (Outside Storage).

Outside storage is not proposed with this project.

- (f) Access to Medical Marijuana Establishment or Marijuana Establishment must comply with all applicable state and federal laws and regulations.

Staff has recommended a condition of approval requiring maintenance of the State License which would require compliance with all state regulations (Condition 8).

- (g) Medical Marijuana Establishment and Marijuana Establishment merchandise and products must not be visible when viewed from outside the building in which the Marijuana Establishment or Marijuana Establishment is located.

As designed, merchandise should not be visible from outside the building. Staff has recommended a condition of approval to address this requirement (Condition 14).

- (h) All signage for Medical Marijuana Establishments and Marijuana establishments must be discreet, professional and consistent with the traditional style of signage for pharmacies and medical offices. All Medical Marijuana establishments and Marijuana Establishments are limited to following signage:
 - (1) A maximum of thirty (30) square feet of wall sign area.
 - (2) A maximum of thirty-two (32) square feet of freestanding sign area.
 - (3) The maximum freestanding sign height for Marijuana Dispensaries and Marijuana Retail Stores shall be determined by the applicable commercial or shopping center regulations of Division 4 (Signs).
 - (4) The maximum freestanding sign height for all Medical Marijuana Establishments and Marijuana Establishments other than Medical Marijuana Dispensaries and Marijuana Retail Stores shall be ten (10) feet.
 - (5) Where a Medical Marijuana Establishment and Marijuana Establishment are jointly located on a single property, the maximum permitted sign area applies to the property and not each type of Establishment.

Signage is not being reviewed as part of this Special Use Permit. Signage will require a sign permit with review and approval by the Planning Division prior to installation. At that time, staff will review the sign permit application for conformance with these requirements. Staff is recommending a condition of approval to address this (Condition 16).

- (i) Off-street parking must be provided for Medical Marijuana Establishments and Marijuana Establishments in accordance with the following:
 - (1) For Medical Marijuana Dispensaries and Marijuana Retail Stores, a minimum of one (1) space for every three hundred (300) square feet of gross floor area.
 - (2) For Medical Marijuana Cultivation Facilities and Marijuana Cultivation Facilities, a minimum of one (1) space for every one thousand (1,000) square feet of gross floor area.
 - (3) For Medical Marijuana Product Manufacturing Facilities and Marijuana Product Manufacturing Facilities, a minimum of one (1) space for every five hundred (500) square feet of gross floor area.
 - (4) For Medical Marijuana Testing and Marijuana Testing Facilities, a minimum of one (1) space for every four hundred (400) square feet of gross floor area.

As designed, the project will provide a total of 18 parking spaces to serve the retail marijuana store. Per subsection 1 above, a minimum of 18 spaces are required.

- (j) Notwithstanding any other provision of CCMC, not more than 2 Medical Marijuana Dispensaries and 4 Marijuana Retail Stores are allowed to operate at the same time in Carson City.

This request would allow for the establishment of the third marijuana retail store within the city.

- (k) A Medical Marijuana Dispensary may only be jointly located within the same premises of a Marijuana Retail Store that is operating in good standing.

The applicant is proposing a new marijuana retail store that does not have a medical marijuana component.

- (l) A Medical Marijuana Establishment or Marijuana Establishment is prohibited within one thousand (1,000) feet of a public or private school that provides formal education traditionally associated with preschool or kindergarten through grade twelve (12), or within three hundred (300) feet of a facility that provides day care to children, a public park, a playground, a public swimming pool, and any other center or facility, the primary purpose of which is to provide recreational opportunities or services to children or adolescents, which already exists on the date the application for the proposed Medical Marijuana Establishment or Marijuana Establishment is submitted to the applicable state agency for approval to operate, as measured on a straight line from the property line of the nearest school or facility to the front door or primary entrance of the Medical Marijuana Establishment or Marijuana Establishment.

The Applicant has verified, and staff has substantiated, that the proposed store meets the minimum distance requirements outlined in this standard.

2. The following standards apply to all Medical Marijuana Dispensaries and Retail Marijuana Stores:

- (a) A single point of secure public entry must be provided and identified.

A single point of secure public entry has been identified at the front of the building. The doors on the east side of the building will be for emergency egress only. All other doors will be for employees only.

- (b) Hours of operation are limited to between 8:00 a.m. and 10:00 p.m., daily.

The hours of operation will be limited per this section of the Carson City Development Standards. Staff has recommended a condition of approval to address this requirement (Condition 13).

- (c) Drive-through service is permitted.

The applicant has not requested drive-through services. If, in the future, the applicant would like to allow for drive-through services, an amendment to the special use permit will be required (Condition 17).

- (d) A Medical Marijuana Dispensary or Retail Marijuana Store is prohibited on any property, or within a shopping center with frontage, that is located on the same street on which a residentially zoned property is also located unless the dispensary or store is located more than three hundred (300) feet from the residential property, as measured on a straight line from the nearest residential property line abutting the street right-of-way to the front door of the dispensary or store.

The proposed location of the retail marijuana store is not located on the same street as a residentially zoned property.

- (e) Curbside pickup service may be authorized pursuant to a Special Use Permit. A Special Use Permit that is issued for curbside pickup service must expressly state that such service:
 - (1) Must be provided only through a customer appointment basis.
 - (2) Must be conducted in a manner which does not increase ordinary onsite or offsite vehicle traffic congestion, including, without limitation, an increase in parked or unparked vehicles awaiting curbside pickup service in any area outside the immediate premises of the property on which the Medical Marijuana Dispensary or Retail Marijuana Store is located.
 - (3) Must be provided in an area immediately adjacent to the Medical Marijuana Dispensary or Retail Marijuana Store.
 - (4) Must be provided in an area that is visible on an operable security surveillance system.
 - (5) Must not be provided on any property other than the private property on which the Medical Marijuana Dispensary or Retail Marijuana Store is located.
 - (6) Must not be provided in front of or adjacent to any other business in a manner that is disruptive to the other business.
 - (7) Must not be provided in any designated fire lane.
 - (8) Must not be facilitated through the use of any directional sign or shade structure that contains commercial advertisement for the Medical Marijuana Dispensary or Retail Marijuana Store.

The applicant clarified via email that there will be no curbside pick-up at this time. If, in the future, the applicant would like to allow for curbside services, an amendment to the special use permit will be required (Condition 17).

3. In addition to the required findings for a Special Use Permit, the following standards must also be considered in the review of a request for a Special Use Permit for a Medical Marijuana Dispensary or Marijuana Retail Store to be located within the General Industrial zoning district:

- (a) That the proposed Medical Marijuana Dispensary or Marijuana Retail Store is located where sufficient, convenient and safe access is provided to the public.
- (b) That the proposed location has adequate lighting and street improvements for a use providing public access.

The subject property is located in the General Commercial zoning district; therefore, these requirements do not apply.

PUBLIC COMMENTS:

Public notices were mailed to 50 property owners (including 11 residents of mobile home parks) within 500 feet of the subject site on January 18, 2024. As of the writing of this report, staff has not received any public comments. Any comments that are received after this report is completed will be submitted to the Planning Commission prior to or at the meeting on January 31, 2024, depending on the date of submission of the comments to the Planning Division.

OTHER CITY DEPARTMENTS OR OUTSIDE AGENCY COMMENTS:

Plans were routed to commenting agencies, and the following comments were received. Comments have been incorporated into the conditions of approval, as appropriate.

Development Engineering:

The Development Engineering Division of the Carson City Public Works Department (“Development Engineering”) has no preference or objection to the special use request provided that the following conditions are met:

- The project must meet all Carson City Development Standards and Standard Details including but not limited to the following:
 - The Transportation Division has reviewed the transportation impact study and determined that there are clerical corrections that will need to be made to the traffic impact study prior to the issuance of the building permit. These corrections include the following:
 1. Page 22, Section 4.4 appears to incorrectly note that under the 2023 Plus Project condition, the queue length for the southbound movement of Airport Road (intersection #2) will exceed the existing storage length. The storage length at this location is more than 150-feet, exceeding the project’s storage length needs. This will need to be corrected and clarified in the revised traffic impact study.
 2. The Table on page 20 indicates level of service for Airport Road (intersection #2) as being worse in the AM than in the PM; however, this is not consistent with the City’s knowledge. The analysis for this intersection must be reviewed and revised as necessary.
 3. On page 20, US Hwy 50 and Airport Road is showing a level of service F in the current condition. While the City has agreed that this project will not be required to mitigate to an acceptable level of service, the city did request, as part of the scope of work, that the traffic impact study recommend mitigations resulting from the project’s generated traffic. The city agrees that an increase in delay of less than 2 seconds is not a significant amount to exacerbate the existing condition and require mitigation (page 21); however, concerns about the signal operations as noted above, raise concern that the analysis for the AM and PM condition may not be accurate reflection of delay. If the corrected delay increases significantly, the project will be required to analyze and implement mitigations through the normal building permit process.

Development Engineering has reviewed the application within our areas of purview relative to adopted standards and practices and to the provisions of CCMC 18.02.080, Conditional Uses. Development Engineering offers the following discussion:

CCMC 18.02.080(5)(a) - Master Plan

The request is not in conflict with any Engineering Master Plans.

CCMC 18.02.080(5)(b) – Use, Peaceful Enjoyment, Economic Value, Compatibility

Development Engineering has no comment on this finding.

CCMC 18.02.080(5)(c) - Traffic/Pedestrians

Local intersections: The traffic impact study shows that the intersection of US Highway 50 and Airport Road is failing in the existing and future conditions both with and without the

project. This intersection is already signalized, and the added delay of less than 2 seconds is negligible, and therefore no mitigation has been required.

Parking and internal circulation: Additional parking is proposed, and access is sufficient.

Adjacent Streets On-Street Parking: Parking is not allowed on the adjacent streets.

CCMC 18.02.080(5)(d) - Public Services

The impacts from the project to City sanitary sewer, water, and storm drainage are negligible.

CCMC 18.02.080(5)(e) – Title 18 Standards

Development Engineering has no comment on this finding.

CCMC 18.02.080(5)(f) – Public health, Safety, Convenience, and Welfare

The project meets engineering standards for health and safety.

Earthquake faults: There are no known earthquake fault lines within 500 feet of the project.

FEMA flood zones: The project is in a FEMA X flood zone which has no special requirements.

Site slope: The site is relatively level.

CCMC 18.02.080(5)(g) – Material Damage or Prejudice to Other Property

Development Engineering has no comment on this finding.

CCMC 18.02.080(5)(h) – Adequate Information

The plans and reports provided were adequate for this analysis.

Building Division:

1. Plans for construction must specifically identify each of the respective adopted 2018 Code Series and Northern Nevada Amendments (Building and Fire) that govern the design, construction, and inspection of the proposed facility.
2. All plan submittals must comply with The Blue Book, A Reference Guide for the Nevada Design and Construction Industry.
3. Apply at Carson City permit center digitally at permitcenter.carson.org.
4. A formatted (minimum 11x17) set of plans shall be submitted for Building permit plan review. Plan set must include all Mechanical, Electrical, Plumbing (“MEPs”), Structural, Architectural, Entitlements, Energy, Special Inspections and Civil pages, etc.

FINDINGS:

Staff's recommendation is based upon the findings as required by CCMC Section 18.02.080 (Special Use Permits) enumerated below and substantiated in the public record for the project.

1. *Will be consistent with the objectives of the Master Plan elements.*

The subject property is zoned General Commercial and has a master plan designation of Mixed-Use Commercial (“MUC”). The MUC master plan designation anticipates a mix of uses with commercial retail and offices being the primary use. A new retail marijuana store is consistent with the anticipated uses.

2. ***Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood; and is compatible with and preserves the character and integrity of adjacent development and neighborhoods or includes improvements or modifications either on-site or within the public right-of-way to mitigate development related to adverse impacts such as noise, vibrations, fumes, odors, dust, glare or physical activity.***

The project will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood. The subject property is surrounded by similarly zoned parcels with uses including personal storage, retail and service garage, and Hwy 50 E. CCDS Division 1.20 outlines requirements for operating a medical marijuana dispensary and marijuana retail store, including but not limited to, no on-site consumption, no outdoor display of merchandise, requiring the interior and exterior of the facility to be maintained in a professional manner consistent with the traditional styles of pharmacies and medical offices, and limited hours of operation. A retail marijuana store at this location is consistent with other similar use in the same zoning district. The nature of the business is in line with a retail use and as conditioned is not expected to cause objectionable noise, vibrations, fumes, odors, dust, glare, or physical activity.

3. **Will have little or no detrimental effect on vehicular or pedestrian traffic.**

A traffic impact study was completed and provided to staff for review with the SUP application. The Transportation Division has reviewed the transportation impact study and determined that there are clerical corrections that will need to be made to the traffic impact study prior to the issuance of the building permit. These corrections include the following:

4. Page 22, Section 4.4 appears to incorrectly note that under the 2023 Plus Project condition, the queue length for the southbound movement of Airport Road (intersection #2) will exceed the existing storage length. The storage length at this location is more than 150-feet, exceeding the project's storage length needs. This will need to be corrected and clarified in the revised traffic impact study.
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With the proposed conditions of approval, impacts to vehicular and pedestrian traffic will be mitigated.

4. ***Will not overburden existing public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage,***

and other public improvements.

The proposed retail marijuana store will not overburden existing public services and facilities. The building was most recently used as a retail nursery and garden supply store. The change of use to a marijuana retail store would have a negligible effect on public services as it is a change from one retail use to another.

5. *Meets the definition and specific standards set forth elsewhere in this Title for such particular use and meets the purpose statement of that district.*

Per CCMC 18.04.135 the use may only be established in the General Commercial zoning district subject to a Special Use Permit. As outlined above in the detailed analysis of compliance with Division 1.20, the SUP will comply with the specific standards set forth in Title 18.

6. *Will not be detrimental to the public health, safety, convenience and welfare.*

The existing dispensary locations have not been found to be detrimental to public health, safety, convenience and welfare. The proposed location will be visible from Hwy 50 E and is surrounded by similarly zoned parcels with uses including personal storage, retail, and service garage. As proposed, the business will operate in a way that is consistent with other retail businesses in similar zoning districts. Moreover, staff has recommended conditions of approval to ensure that the business will operate consistent with the requirements of CCDS Division 1.20.

7. *Will not result in material damage or prejudice to other property in the vicinity, as a result of proposed mitigation measures.*

The project is not anticipated to result in material damage or prejudice to other property in the vicinity. The subject property is surrounded by similarly zoned parcels with uses including personal storage, retail, and service garage. The proposed retail marijuana store will operate much like other retail businesses in similar zoning districts. The project will operate consistent with CCDS Division 1.20 as well as state law.

Attachments:

Application LU-2023-0453



RISE DISPENSARY CARSON CITY, NEVADA SPECIAL USE PERMIT

December 14, 2023

Prepared for **Green Thumb Industries**

In collaboration with:

Kimley»Horn



950 Sandhill Road, Suite 100
Reno, Nevada 89521
T 775.827.6111
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www.LumosInc.com

Carson City Planning Division
108 E. Proctor Street • Carson City NV 89701
Phone: (775) 887-2180 • E-mail: planning@carson.org

FOR OFFICE USE ONLY:

CCMC 18.02.080

SPECIAL USE PERMIT

FEE*: \$2,450.00 MAJOR
\$2,200.00 MINOR (Residential zoning districts)

+ noticing fee

*Due after application is deemed complete by staff

SUBMITTAL PACKET – 4 Complete Packets (1 Unbound Original and 3 Copies) including:

- Application Form
- Detailed Written Project Description
- Site Plan
- Building Elevation Drawings and Floor Plans
- Special Use Permit Findings
- Master Plan Policy Checklist
- Applicant's Acknowledgment Statement
- Documentation of Taxes Paid-to-Date
- Project Impact Reports (Engineering)

CD or USB DRIVE with complete application in PDF

Application Received and Reviewed By: _____

Submittal Deadline: Planning Commission application submittal [schedule](#).

Note: Submittals must be of sufficient clarity and detail for all departments to adequately review the request. Additional information may be required.

FILE

APPLICANT PHONE #
GTI Nevada, LLC (973) 897-7633

MAILING ADDRESS, CITY, STATE, ZIP
325 W. Huron St. Chicago, IL 60654

EMAIL ADDRESS
michelle.mccarten@gtigrows.com

PROPERTY OWNER PHONE #
Khaled & Shahema Abdelhady

MAILING ADDRESS, CITY, STATE, ZIP
429 Vintage Cir., Carson City, NV 89701

EMAIL ADDRESS

APPLICANT AGENT/REPRESENTATIVE PHONE #
CFA, a Bowman Company, Dave Snelgrove 775-856-7073

MAILING ADDRESS, CITY STATE, ZIP
1150 Corporate Blvd., Reno, NV 89502

EMAIL ADDRESS

dsnelgrove@cfareno.com

Project's Assessor Parcel Number(s): 008-162-19
Street Address: 3060 Hwy 50 E

Project's Master Plan Designation: General Commercial
Project's Current Zoning: GC
Nearest Major Cross Street(s): Airport Raod/Hwy 50 E Intersection

Please provide a brief description of your proposed project and/or proposed use below. Provide additional pages to describe your request in more detail. Please see project description provided with this application.

PROPERTY OWNER'S AFFIDAVIT

I, Khaled & Shahema Abdelhady, being duly deposed, do hereby affirm that I am the record owner of the subject property, and that I have knowledge of, and I agree to, the filing of this application.

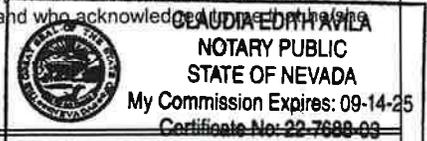
Signature: [Signature] Address: 429 Vintage Circle Date: 12-11-23

Use additional page(s) if necessary for additional owners.

STATE OF NEVADA
COUNTY Of Carson City

On December 11th, 2023, Khaled & Shahema Abdelhady, personally appeared before me, a notary public, personally known (or proved) to me to be the person whose name is subscribed to the foregoing document and who acknowledged and who acknowledged the foregoing document.

Claudia Edith Anila
Notary Public



NOTE: If your project is located within the Historic District or airport area, it may need to be scheduled before the Historic Resources Commission or the Airport Authority in addition to being scheduled for review by the Planning Commission. Planning staff can help you make this determination.

If there is any additional information that would provide a clearer picture of your proposal that you would like to add for presentation to the Planning Commission, please be sure to include it in your detailed description.

Please type and sign the statement on the following page at the end of your findings response.

ACKNOWLEDGMENT OF APPLICANT

I certify that the forgoing statements are true and correct to the best of my knowledge and belief. I agree to fully comply with all conditions as established by the Planning Commission. I am aware that this permit becomes null and void if the use is not initiated within one-year of the date of the Planning Commission's approval; and I understand that this permit may be revoked for violation of any of the conditions of approval. I further understand that approval of this application does not exempt me from all City code requirements.


Applicant's Signature

R. David Snelgrove
Print Name

12/14/23
Date

ATTACHMENT A

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Project Narrative (Tab A) –

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 Landscaping 6
 Pedestrian Access 6
 Fencing..... 6
 Signage 7
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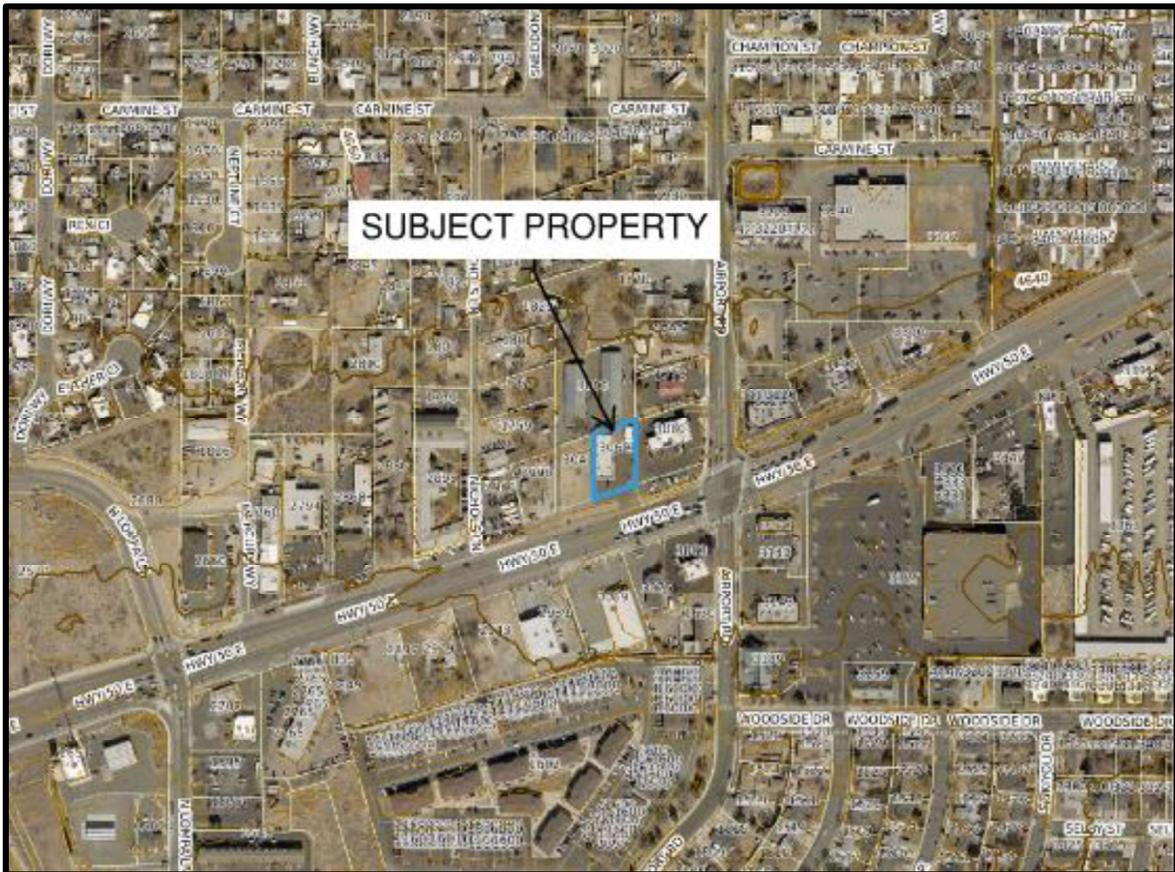
Preliminary Landscape Plan, Preliminary Civil Plans and Architectural Exhibits Tab B
Utility Impact Letter, Traffic Impact Study Tab C
SUP Application Checklist, Proof of Property Tax Payment, MPR Comment Response Letter, Sensitive Use Verification Letter and Map, Multi-Tenant Buildings Exhibit. Tab D

Project Narrative

Property Location/Site Area

The subject parcel is located at 3060 Highway 50 East between Airport Road and Nichols Lane. According to the Carson City Assessor's office, the subject parcel is 0.37+/- acres in size and is recognized as APN 008-162-19. The parcel is bound by General Commercial zoning on all sides. The property currently has an existing 1-story, 5,500-sf retail building located on the northwestern portion of the site and surface level parking south of the existing building and on the eastern half of the parcel.

A vicinity map is provided below in the parcel location and demonstrates the development pattern in the immediate area and potential access to the site.



Vicinity Map

Project Request

It is requested that a conditional use permit be approved to allow for a marijuana at this location on Highway 50 East. The proposed location of the new site conforms to the location criteria(s) stipulated by the Nevada Revised Statutes (NRS) and Carson City Municipal Code(CCMC) Division 1.20. A site sensitive use map and surrounding multi-tenant map are provided in Tab D of this application as verification of the state and city locational criteria.

Green Thumbs Industries (GTI) is requesting the allowance modify the subject property at 3060 HWY 50 East Carson City from its current use as a retail garden store into a retail cannabis store. The subject parcel is located within Carson City's GC zoning district along Hwy 50 E. The proposed retail cannabis store is to be located within the existing 5,500 square-foot, structure, on-site. GTI proposes a full rework of the inside of the building to accommodate their layout and requirements for safety and security. The outside of the building will be refreshed but expansion or significant structural changes to the building are not proposed with this request.

As a retail cannabis store, this property will require extensive security and general facility upgrades. Cameras, security doors, hardening of the facility around the vault additional and exterior lighting are security improvements expected to meet state and local requirements. Additional upgrades to the facility, to bring it to code are expected.

Existing Site Conditions and Improvements

Following are a series of photos of the existing building and site to show the existing conditions and improvements.



View of existing building from the south (along Hwy 50 E)

RISE DISPENSARY – 3060 HWY 50 E

SPECIAL USE PERMIT APPLICATION



View of eastern side of building. Fencing within parking area will be removed with improvements for the proposed facility.



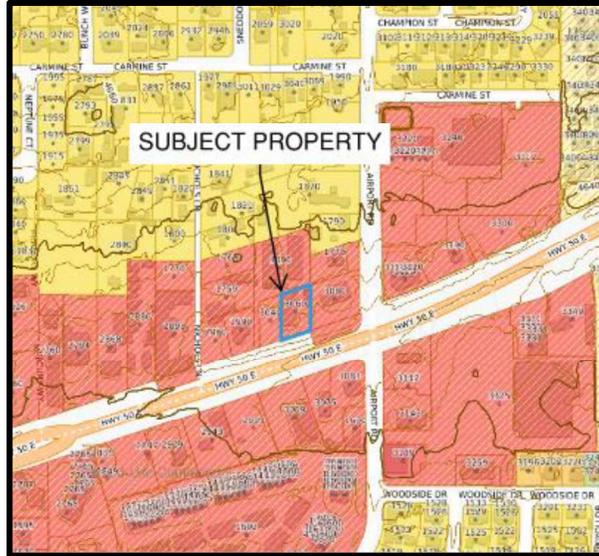
View of northern side of building



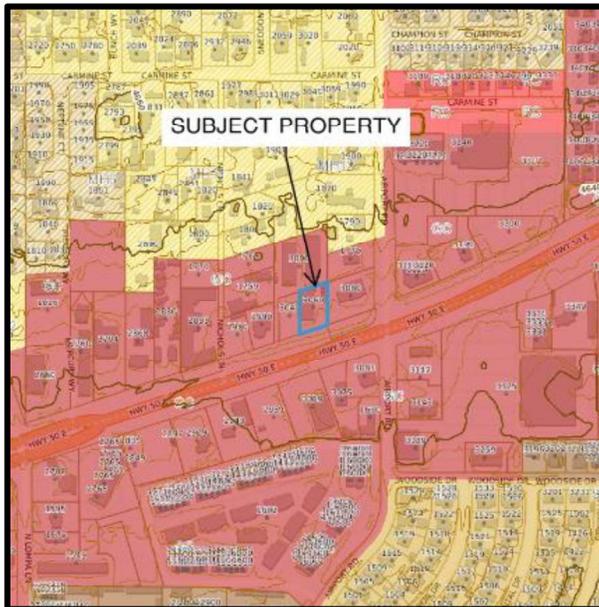
View of Western Side of Building from Hwy 50 E.

Project Master Plan and Zoning

Currently, the property has a zoning designation of General Commercial, and has a master plan designation of Community/Regional Commercial.



Existing Master Plan Designation Exhibit

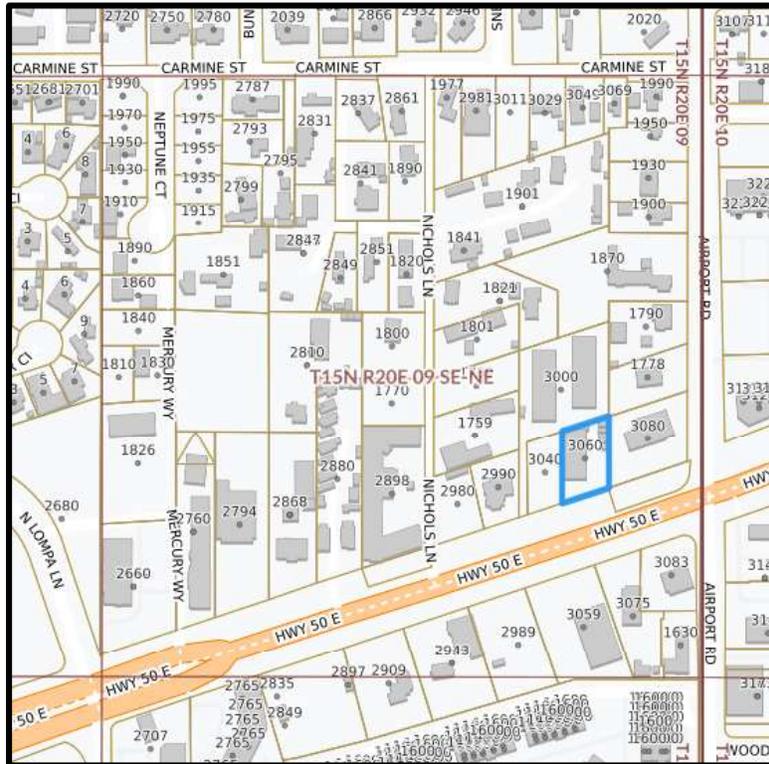


Existing Zoning Designation Exhibit

Sensitive Uses Review

The proposed location for the dispensary is located at 3060 Highway 50 East and is zoned General Commercial (GC). Per 18.04.135 (General Commercial), this location is in conformance with the City’s zoning code to permit the establishment of medical marijuana dispensary in the GC (General Commercial) zoning district. Specifically, the proposed site satisfies the location criteria specified in the use districts portion of the CCMC,

“Medical Marijuana Dispensary or Marijuana Retail Store (subject to the provisions of Title 18 Appendix (Carson City Development Standards), [Division 1.20](#) (Medical Marijuana Establishments and Marijuana Establishments). Such facilities are limited in location by CCMC 18.04.135, which identifies the area limitations to be within those areas zoned General Commercial within Sections 29 through 32 of Township 15 N., Range 20 E., south of Moses Street (South Carson Street vicinity) and within Sections 1, 2, 9, 10, 11 and 12 of Township 15 N., Range 20 E., and Section 36 of Township 16 N., Range 20 E., east of the I-580 freeway (Highway 50 East vicinity)” the subject parcel is located within Township 15N., Range 20E., Section 09 and is zoned general commercial. As such, the site location conforms to the Code allowance for such uses. A copy of the PLSS map showing the property location along with the township, range and section listing is provided on the following page.



PLSS Exhibit

State and Local Sensitive Use Buffering - This location also satisfies State of Nevada location requirements. The location of these facilities must also comply with NRS 453D restrictions which prohibit medical marijuana establishments from locating within 1,000 feet of a public or private school providing formal education to pre-school/kindergarten to 12th grade or within 300 feet of a 'community facility'. The latter includes licensed day care facilities, public parks, playgrounds, public swimming pools, recreational facilities for children or adolescents, churches and other places used for religious worship.

In addition, no non-restricted gaming license is located within 1,500 feet of the site. A required Separation Distance exhibit and verification letter were prepared by MST Surveying for this application to show adherence with these locational requirements.

Site Development Specifics

Traffic

A traffic impact study was prepared for the proposed use and is provided in Tab C with this application. In summary, the report estimates that the weekday ADT will be 786 trips while the AM and PM peak hour trips are estimated to be 45 and 66 trips, respectively. Please see the traffic impact study in Tab C for more information.

Parking Analysis

Per CCMC 1.20(1)(i)(1), the proposed use (Medical Marijuana Dispensaries and Marijuana Retail Stores), a minimum of one (1) space for every three hundred (300) square feet of gross floor area. As the existing building is listed as 5,500 SF, this would require 18 spaces to satisfy this requirement. There are 18 parking spaces proposed on site with 17 being standard and 1 accessible space.

Landscaping

Currently, there is minimal landscaping on site. It was noted in the comments from City staff during the major project review that since there are no plans to expand the existing building, the city has no specific requirements for landscaping. Nonetheless, there will be landscape improvements and enhancements on the subject property and along the adjacent Hwy 50E. right-of-way. A preliminary landscape plan (prepared by LA Studio, Nevada) has been provided with this application package that identifies that the site would typically require 2,126+/- SF of landscape area. The plan further identifies that 2,220 SF of landscape area is provided.

Pedestrian Access

The project preliminary plans denote a 12' sidewalk at back of curb along Hwy 50E, which was noted to be a requirement through the MPR review.

Fencing

The existing fencing that creates a secure outdoor plant area to the east of the main structure will be removed and any required fencing improvements or additions will meet the standards outlined in Carson

City Development Standards Division 1.13. The previously secured outdoor plant area will be used for additional parking to meet the code requirements for the site.

Signage

Per comments from the MPR, signage will be reviewed through a separate signate permit meeting the requirements in CCMC Development Standards, Division 4.4.1 and Division 1.20. There exists a pole mounted free standing sign at the southeast corner of the site. If allowed for reuse, this signage location and fixture will likely be used in the overall project signage. It is intended that a new sign will conform to the basic signage requirements in CCMC Division 4 and the more specific requirements contained in CCMC 1.20(1)(h) that pertain specifically to marijuana dispensaries.

Trash Enclosure

A trash enclosure has been incorporated into the plan at the north end of the parking area.

CCMC 18.02.080(5) Findings

- a. Will be consistent with the objectives of the Master Plan elements;

Response: The subject property is zoned General Commercial and has a master plan designation of Community / Regional Commercial (C/RC). The C/RC master plan designation anticipates general retail uses. A new retail marijuana store is consistent with the anticipated uses allowed in the General Commercial zone.

- b. Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood; and is compatible with and preserves the character and integrity of adjacent development and neighborhoods or includes improvements or modifications either on-site or within the public right-of-way to mitigate development related to adverse impacts such as noise, vibrations, fumes, odors, dust, glare or physical activity;

Response: The project will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood. The subject property is surrounded by similarly zoned parcels on all sides. A retail marijuana store at this location is consistent with other similar uses in the same zoning district in Carson City. The business is in line with other allowed retail uses within this area and zoning designation and is not expected to cause objectionable noise, vibrations, fumes, odors, dust, glare or physical activity.

- c. Will have little or no detrimental effect on vehicular or pedestrian traffic;

Response: While not located in an existing identified redevelopment area, the site would constitute an infill site. It is presumed that the requested use will have a minimal effect upon existing traffic and pedestrian traffic. As this is an existing property, it will need to be improved to current design standards, which will include a pedestrian sidewalk installed in the right of way in front of the existing building.

- d. Will not overburden existing public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage and other public improvements;

Response: The proposed project will not overburden existing public services and facilities. Water and sewer mains currently exist in the right-of-way to serve this site and must not negatively impact the system to Carson City Standards. The Sheriff's and Fire Departments currently serves this surrounding area. Existing fire hydrants are located within 200 feet of the site.

- e. Meets the definition and specific standards set forth elsewhere in this Title for such particular use and meets the purpose statement of that district;

Response: being a marijuana establishment, the proposed project is required to meet a number of rigorous criteria in order to be approved. Locational criteria as stipulated by Nevada Revised Statutes and CCMC 1.20 outline the locational criteria and specific requirements for such uses.

- f. Will not be detrimental to the public health, safety, convenience and welfare; and

Response: With increased time from the initial allowance of marijuana establishments within the state, it is been recognized that the previously established dispensaries have not been found to be detrimental to public health, safety, convenience, and welfare. Locational criteria, enhanced design and security standards help to provide for community well-being.

- g. Will not result in material damage or prejudice to other property in the vicinity, as a result of proposed mitigation measures.

Response: The project is not anticipated to result in material damage or prejudice to other property in the vicinity. The subject property is surrounded by similarly zoned parcels to all sides The proposed retail marijuana store will operate much like other retail businesses in similar zoning districts. The project will operate consistent with Division 1.20 of the Carson City Development Standards as well as state law.

CCMC 1.20(3) (a & b) In addition to the required findings for a Special Use Permit, the following standards must also be considered in the review of a request for a Special Use Permit for a Medical Marijuana Dispensary or Marijuana Retail Store to be located within the General Industrial zoning district:

- (a) That the proposed Medical Marijuana Dispensary or Marijuana Retail Store is located where sufficient, convenient and safe access is provided to the public.
- (b) That the proposed location has adequate lighting and street improvements for a use providing public access.

Response: The subject property is located in the General Commercial zoning district; therefore, these requirements do not apply.

ATTACHMENT B

RISE DISPENSARY NEW LOCATION

3060 US Highway 50 Carson City, NV
89703



DRAWING INDEX - CONCEPT SET

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DD-2	LOCATION MAP
DD-3	EXISTING SITE PLAN
DD-5	EXISTING FLOOR PLAN
DD-4	PROPOSED SITE PLAN
DD-6	PROPOSED FLOOR PLAN
DD-4	OVERALL AVON
DD-6	AVON
DD-11	RENDERING
DD-12	RENDERING
DD-7	APPROVED F100
DD-10	INTERNAL ELEVATIONS

PROJECT DESCRIPTION:
- RENOVATION OF AN EXISTING 5 500 SF STORE

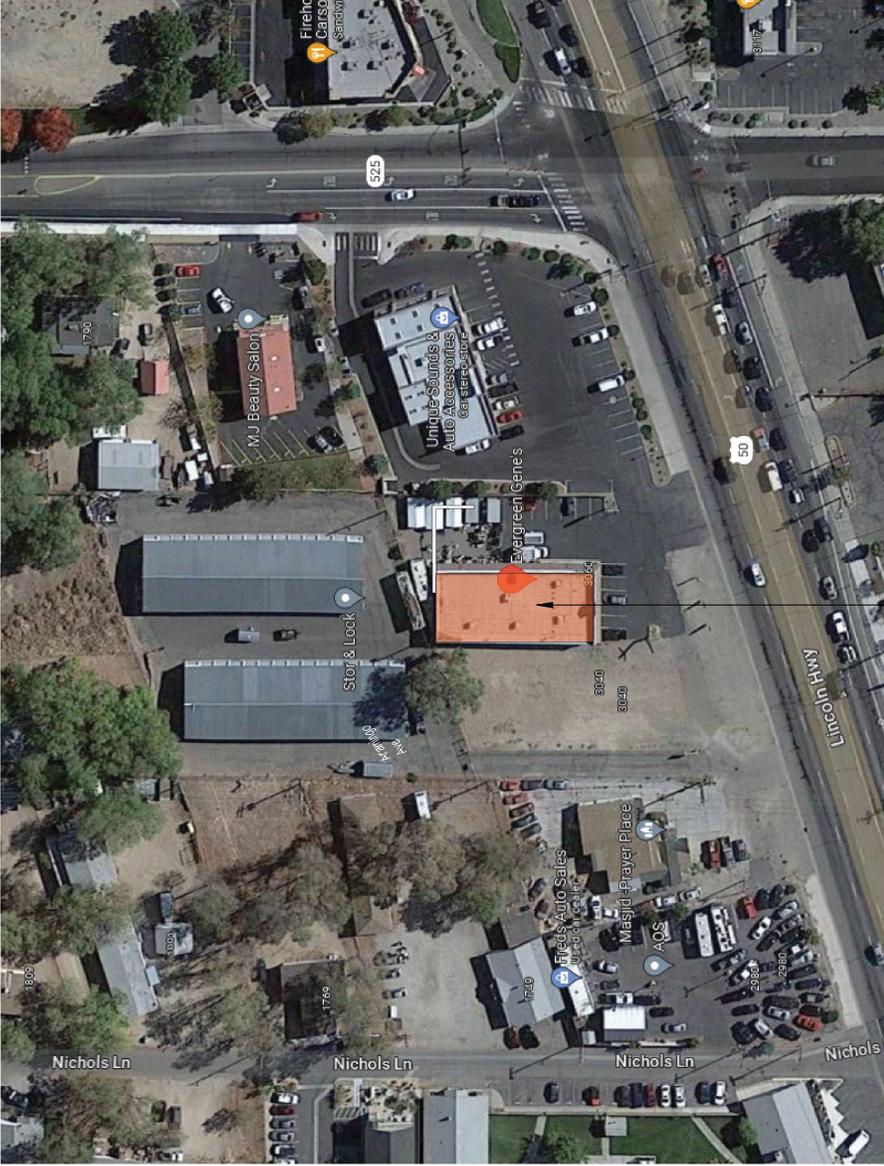
GTI GROWS

RISE Dispensary

3060 US Highway 50
Carson City, NV 89703

DD-1
11/29/23

hambrechtleson
design inc.



LOCATION MAP

EXISTING BUILDING



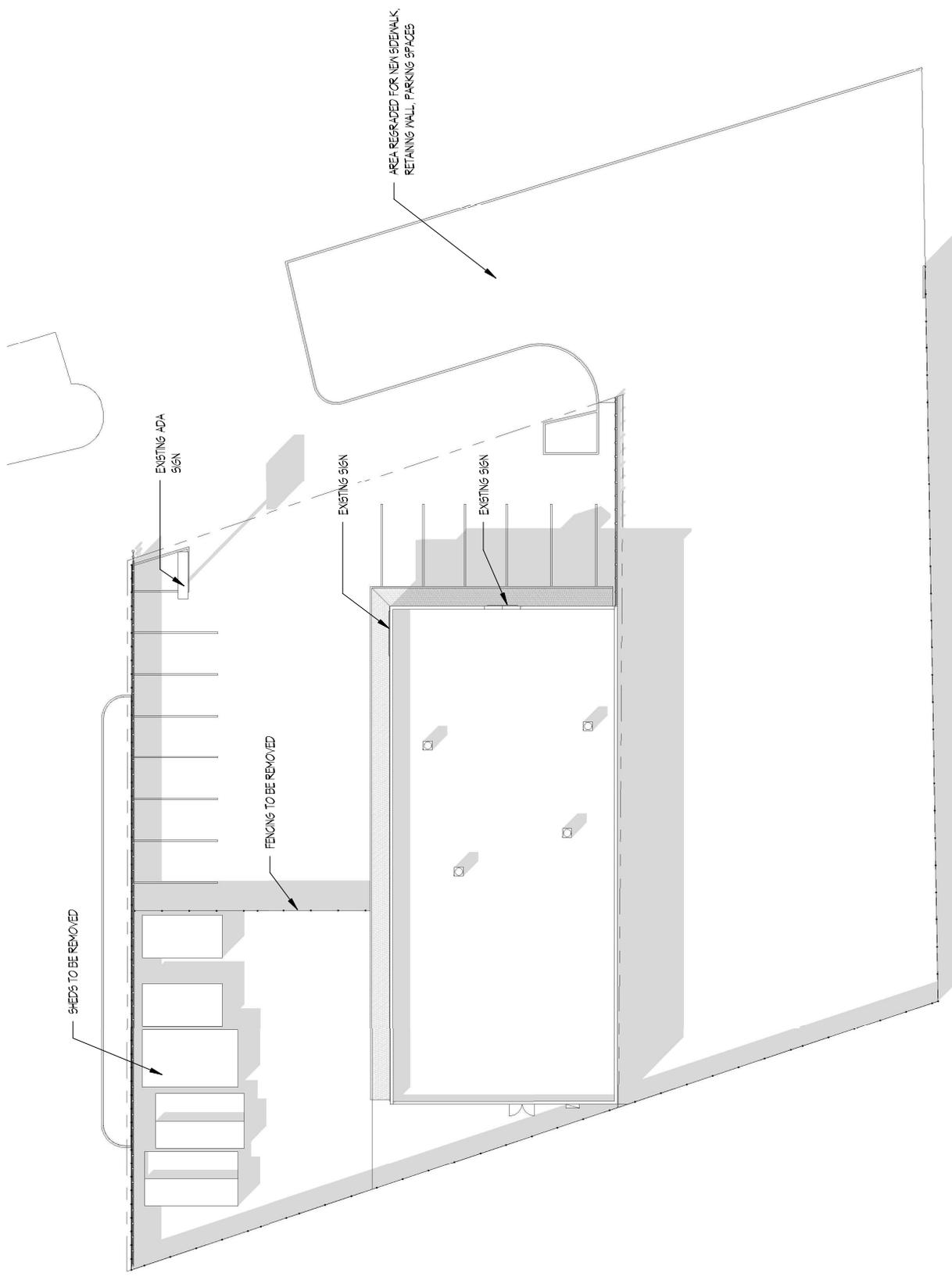
GTI GROWS

RISE Dispensary

3060 US Highway 50
Carson City, NV 89403

DD-2
11/29/23

hambrechtleson
design inc.



EXISTING SITE PLAN

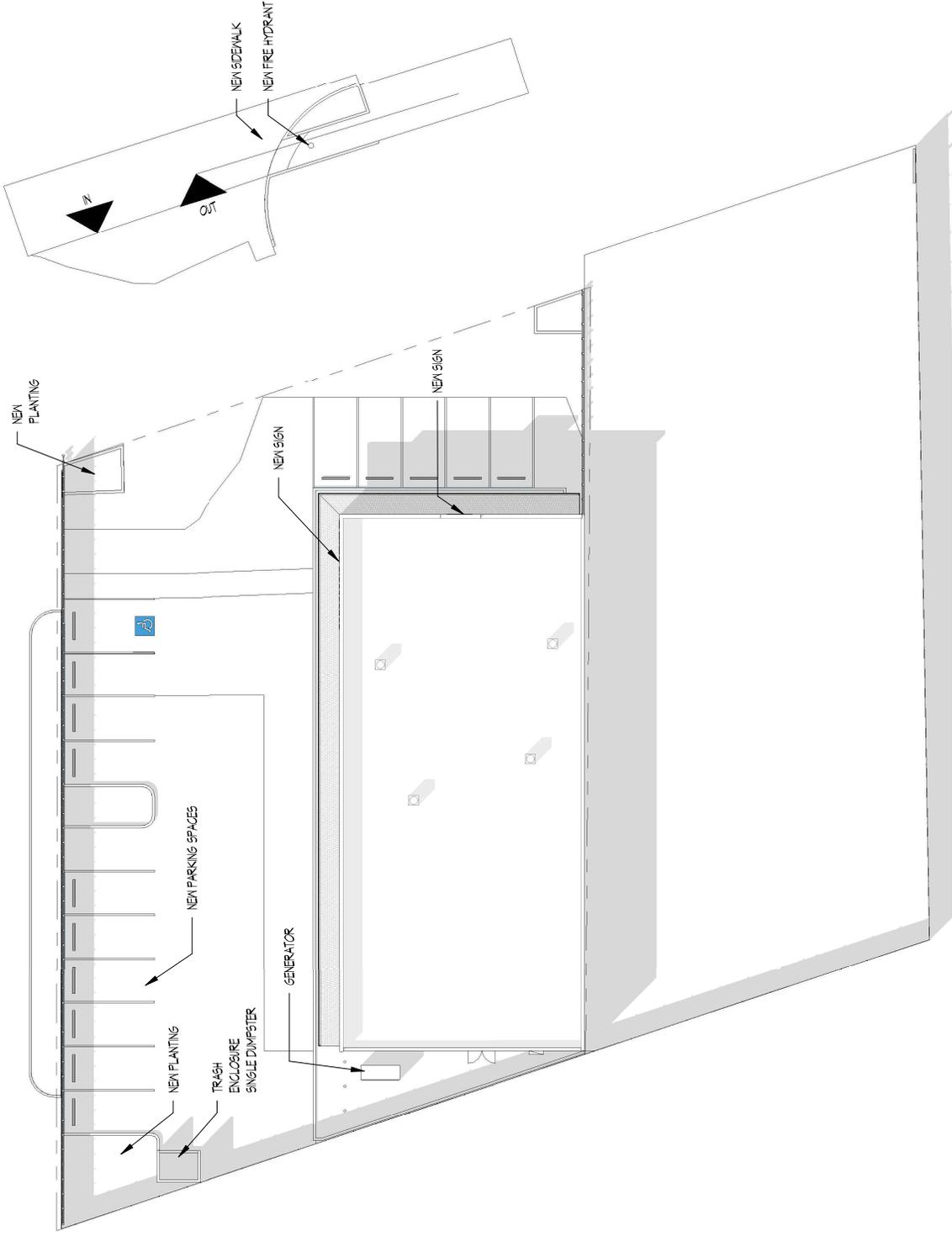
GTI GROWS

RISE Dispensary

3060 US Highway 50
Carson City, NV 89403

hambrechtleson
design inc.

DD-3
11/29/23



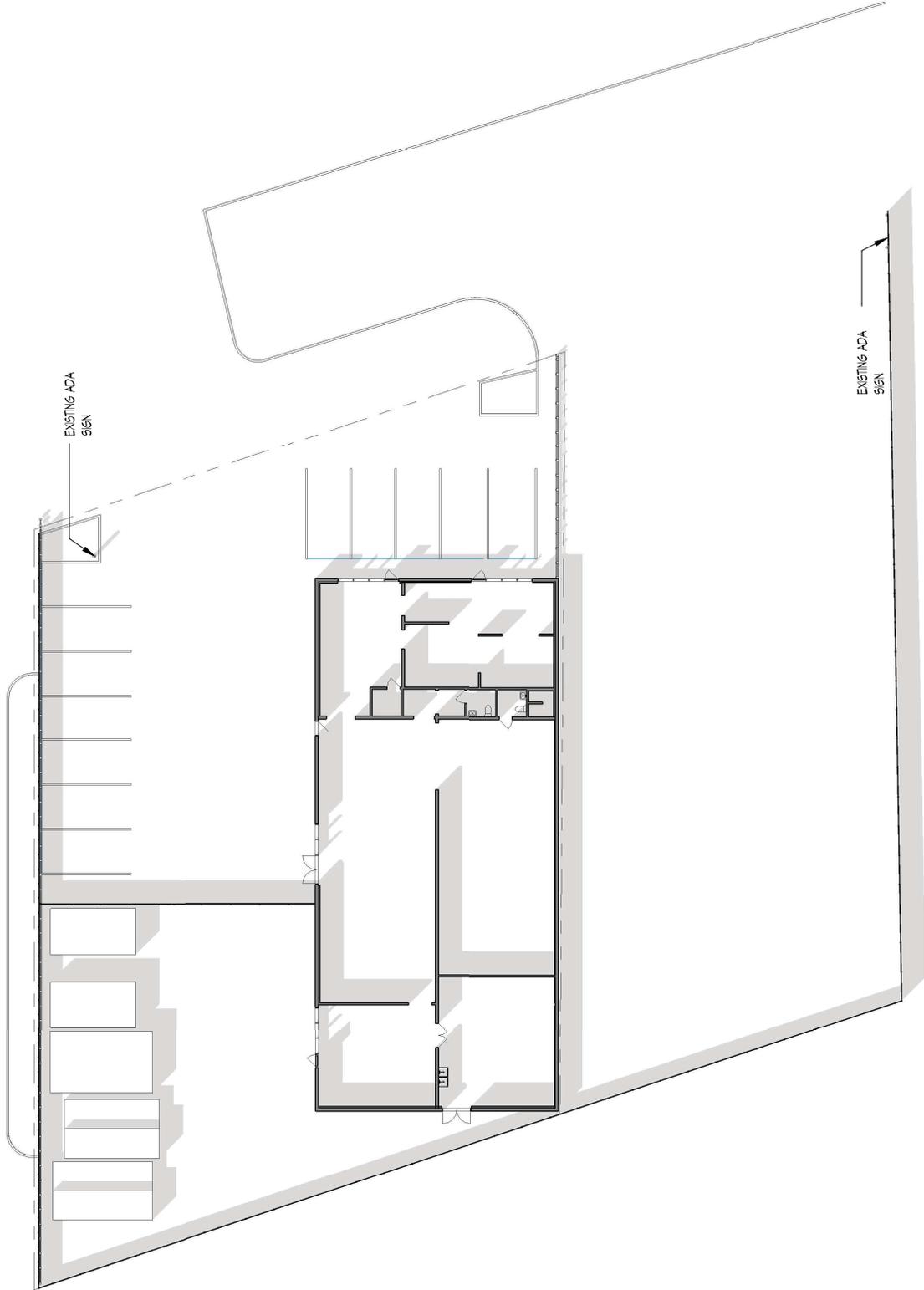
PROPOSED SITE PLAN

GTI GROWS

RISE Dispensary

3060 US Highway 50
Carson City, NV 89403

DD-4
11/29/23



EXISTING ADA
SIGN

EXISTING ADA
SIGN

EXISTING FLOOR PLAN

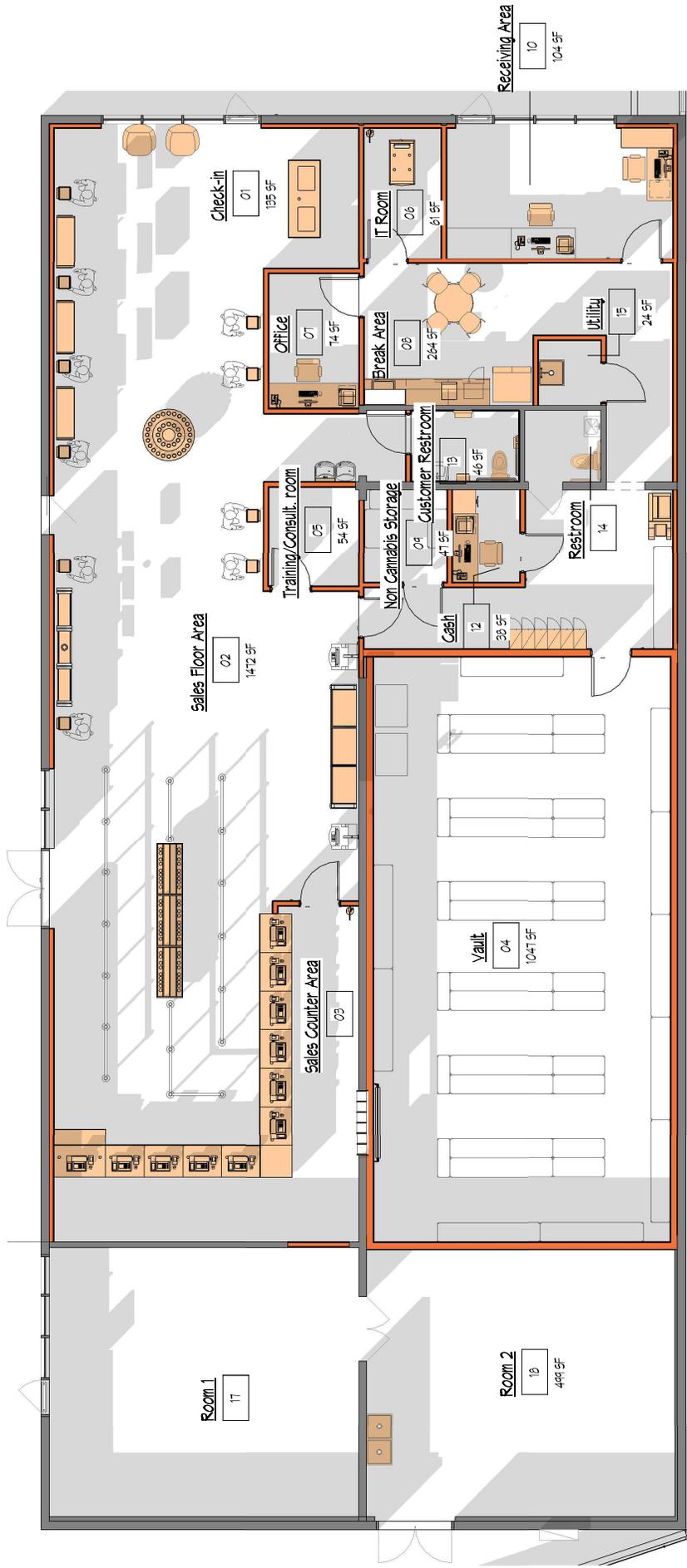
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RISE Dispensary

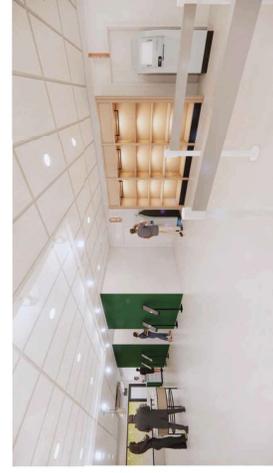
3060 US Highway 50
Carson City, NV 89403

hambrechtleson
design inc.

DD-5
11/29/23



PROPOSED FLOOR PLAN



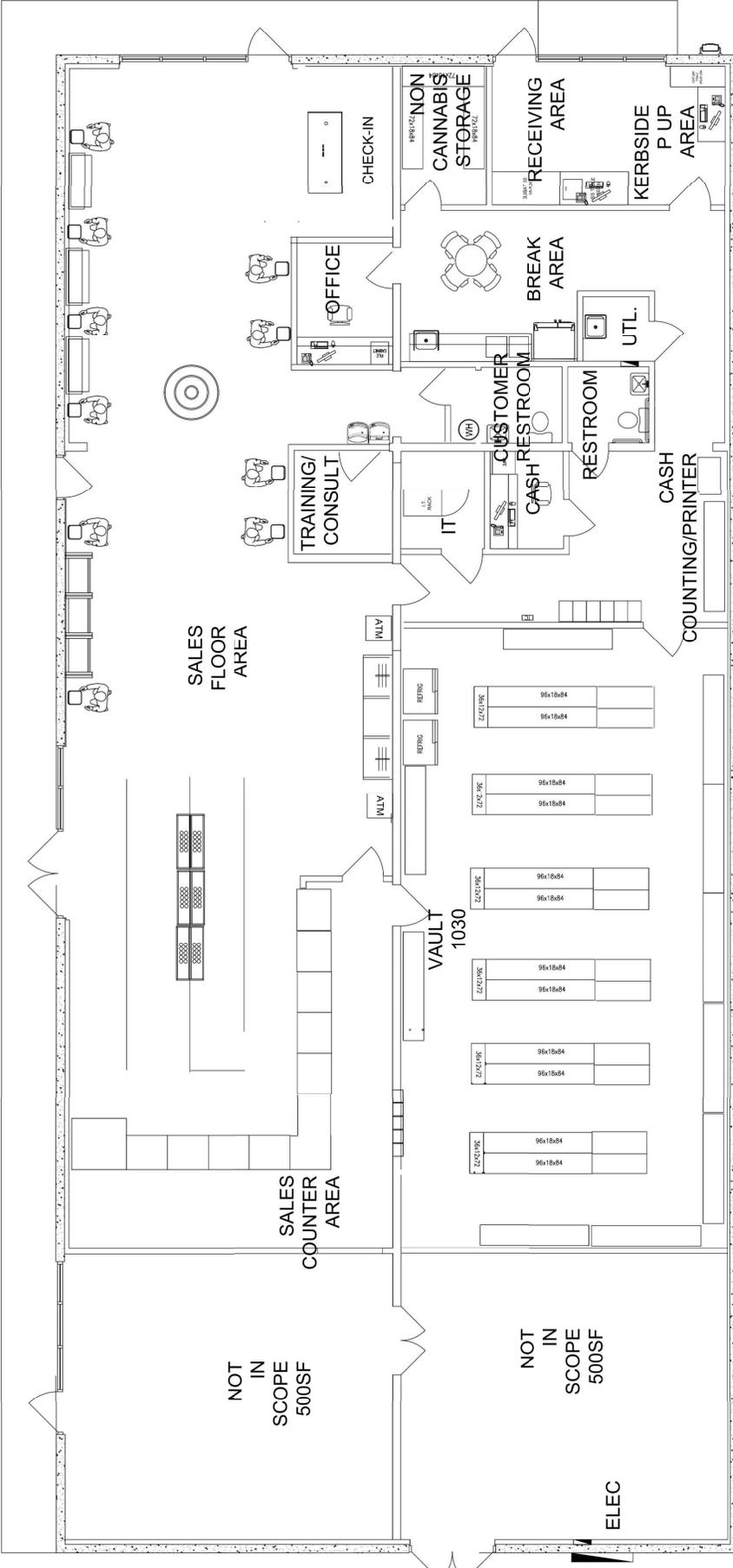
GTI GROWS

RISE Dispensary

3060 US Highway 50
Carson City, NV 89403

DD-6
11/29/23

hambrechtleson
design inc.



RISE DISPENSARY
 3060 US-50
 CARSON CITY, NEVADA 89706
 TOTAL SQUARE FOOTAGE = ± 5,505sf REV SCOPE 4500SF
 FOH = 2030SF 49%. BOH = 1060SF 25%. VAULT = 1100SF 26%
 POS 10 KIOSK 10

1 FLOOR PLAN
 AB

F100 - APPROVED

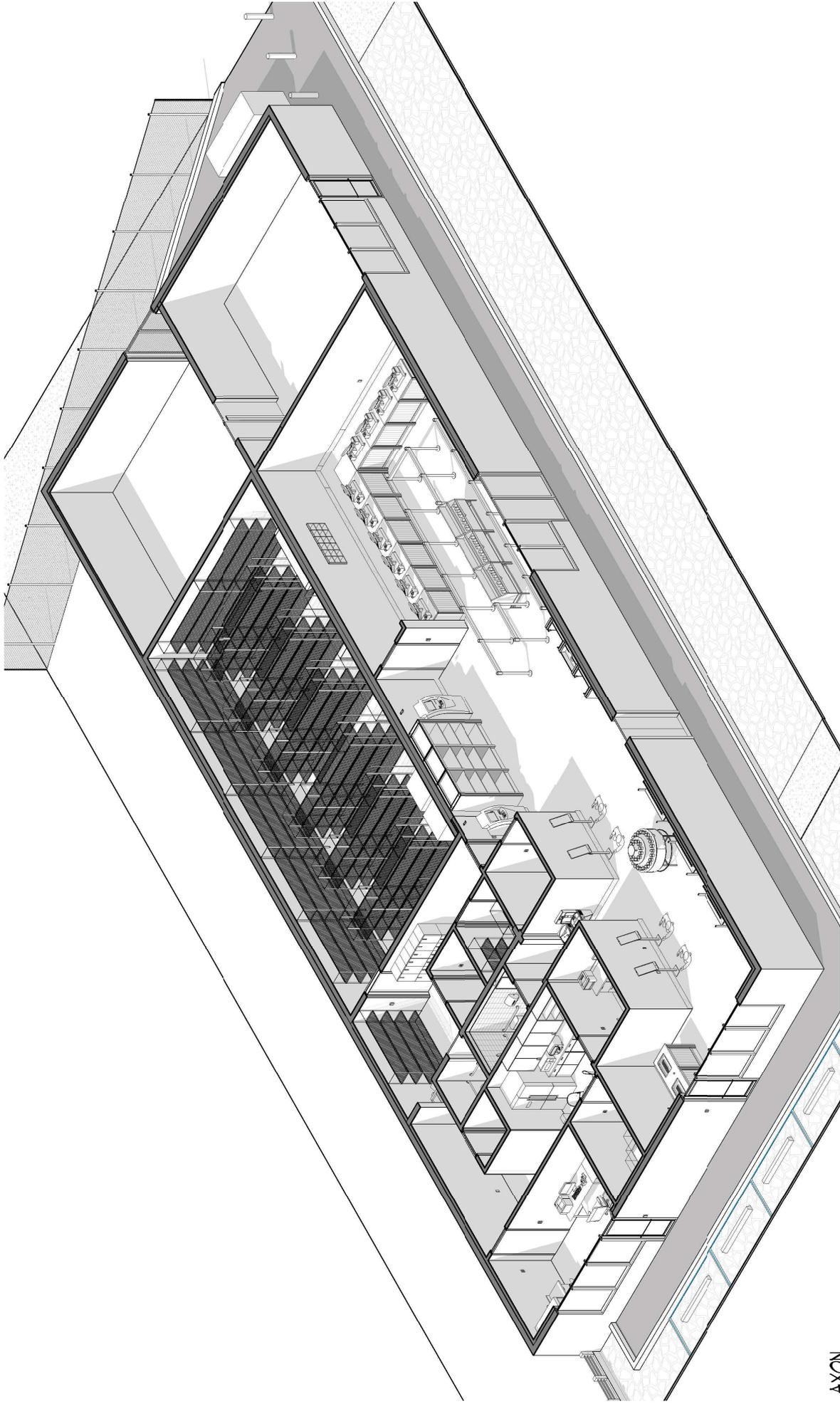
GTI GROWS

RISE Dispensary

3060 US Highway 50
 Carson City, NV 89703

hambrechtleson
 design inc.

DD-7
 11/29/23



AXON

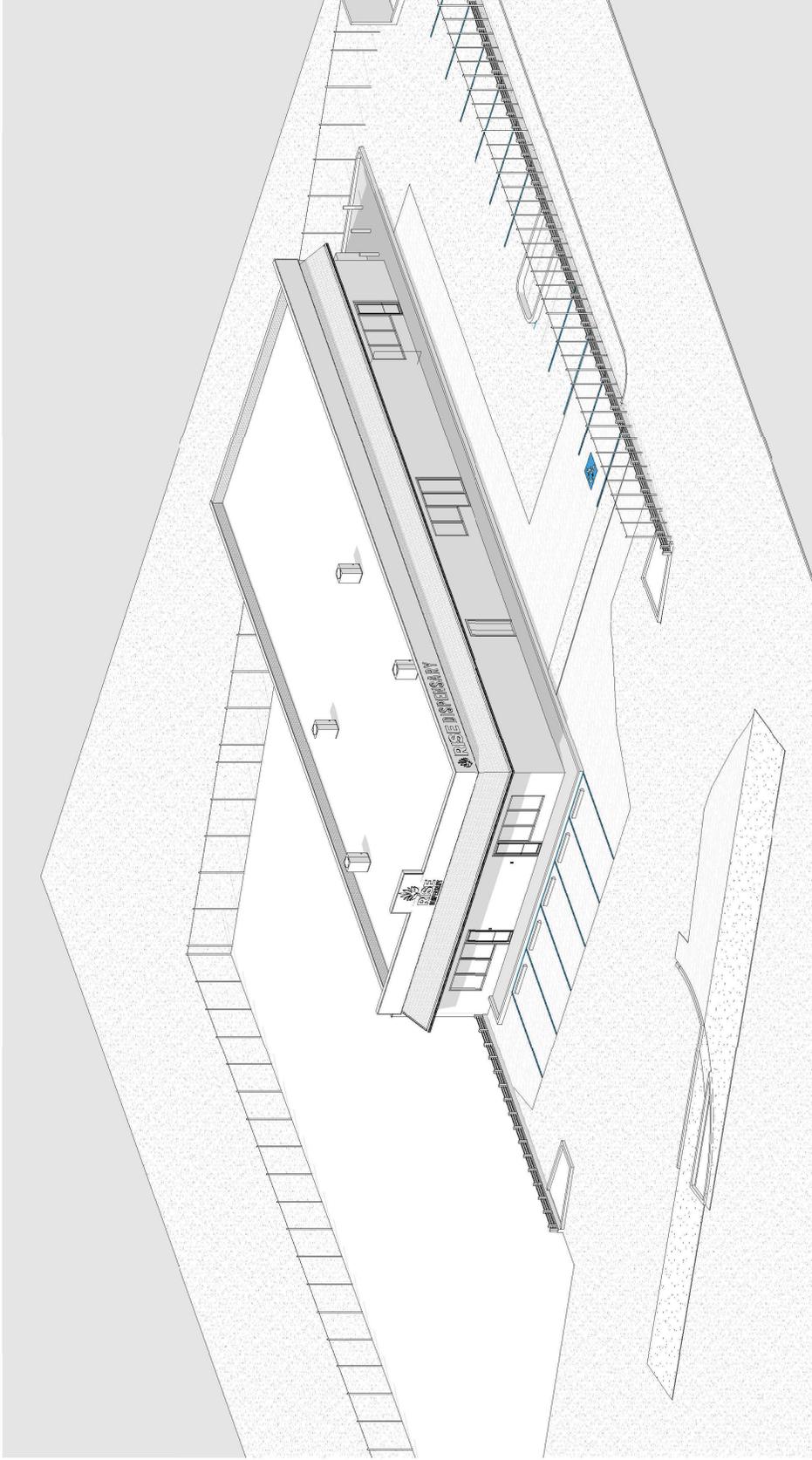
GTI GROWS

RISE Dispensary

3060 US Highway 50
Carson City, NV 89403

DD-8
11/29/23

hambrechtleson
design inc.



OVERALL AXON

GTI GROWS

RISE Dispensary

3060 US Highway 50
Carson City, NV 89403

DD-9
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design inc.



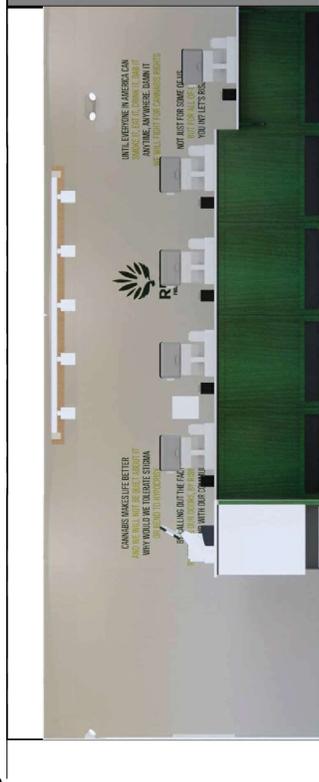
0' - 0" A.F.F.

① ELEVATION - SALES AREA
1/4" = 1'-0"



② ELEVATION - SALES AREA

10'6" = 20" CEILING HEIGHT



0' - 0" A.F.F.

③ ELEVATION - SALES AREA
1/4" = 1'-0"



④ ELEVATION - SALES AREA
1/4" = 1'-0"



⑤ ELEVATION - SALES AREA
1/4" = 1'-0"

GTI GROWS

RISE Dispensary

3060 US Highway 50
Carson City, NV 89403

DD-10
11/29/23

hambrechtleson
design inc.



GTI GROWS

RISE Dispensary

3060 US Highway 50
Carson City, NV 89403

hambrechtleson
design inc.

DD-11
11/29/23



GTI GROWS

RISE Dispensary

3060 US Highway 50
Carson City, NV 89403

hambrechtleson
design inc.

DD-12
11/29/23

ATTACHMENT C



Reno
950 Sandhill Road, Suite 100
Reno, Nevada 89521
775.827.6111

December 13, 2023

Ms. Hope Sullivan, Director
Carson City Community Development
201 N. Carson Street
Carson City, Nevada 89701

Subject: RISE Dispensary | Special Use Permit Application

Dear Hope:

Pursuant to the Carson City requirements, Lumos and Associates has prepared the following water, sewer and drainage impact letter to support the Special Use Permit Application submittal. The project proposes a marijuana retail store to be located in an existing 5,500 square foot building. The project is located at 3060 Highway 50 East in Carson City, APN 008-162-19.

WATER & FIRE FLOW ANALYSIS

The existing building is serviced by both an existing water lateral and meter. No new fixture units are being proposed and the proposed use of the building will remain the same, therefore there will be no adverse effects on the existing systems.

No water main analysis has been calculated as the project is not proposing to retro-fit the existing building with fire sprinklers.

SEWER MAIN ANALYSIS

The existing building has less than 200 fixture units and is exempt from a sewer main analysis per Carson City Development Standards 15.3.2.

DRAINAGE ANALYSIS

The existing site will be retrofitted to bring the building access and parking lot into ADA compliance, along with the construction of a new City sidewalk extension and ADA compliant driveway approach. The project proposes no net increase in impervious areas and will have no adverse effects on the City's drainage infrastructure.

If you have any questions, please do not hesitate to contact me at 775.827.6111.

Sincerely,

Justin Listar, P.E.
Project Engineer



 **TRAFFIC IMPACT STUDY**

RISE DISPENSARY

CARSON CITY, NEVADA

APN: 008-162-19

Prepared for:
Hambrecht Oleson Design, Inc.
127 E Ridgewood Avenue
Ridgewood, New Jersey, 07450

Prepared by:
Kimley»»Horn

December 2023
192443000
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TRAFFIC IMPACT STUDY

FOR

RISE DISPENSARY

Prepared for:
Hambrecht Oleson Design, Inc.
127 E Ridgewood Avenue
Ridgewood, New Jersey, 07450

Prepared by:
Kimley-Horn and Associates, Inc.
7900 Rancharrah Parkway
Suite 100
Reno, Nevada 89511
(775) 787-7552

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

© December 2023
192443000

EXECUTIVE SUMMARY

The purpose of this traffic study is to identify traffic generation characteristics of a proposed marijuana dispensary, identify potential traffic related impacts on the surrounding street network, and develop mitigation measures required for identified impacts.

The proposed RISE Dispensary is located in the northwest corner of US Highway 50 (US-50) and Airport Road within APN 008-162-19 in Carson City, Nevada. The proposed project will replace the existing Evergreen Gene's Nursey and Garden.

Regional access to the project site is expected to be provided via Interstate 580 (I-580). Primary access to the project site is anticipated to be from US-50. Direct access to the project site is provided the existing full access drive on US-50 and the existing right-in/right-out only access drive on Airport Road north of US-50.

As a part of this study the following two (2) key intersections and two (2) project access drive were analyzed:

- US Highway 50 and North Lompa Lane (#1)
- US Highway 50 and Airport Road (#2)
- US Highway 50 and Project Access Drive (A)
- Airport Road and Project Access Drive (B)

The scope of services is included in **Appendix A**. The study area intersections and project access drive are shown in **Figure E-1**.

The proposed development is anticipated to generate a net total of 786 daily weekday driveway trips, with 45 of these trips occurring during the morning peak hour and 66 trips occurring during the evening peak hour. As such, 86 percent (86%) of the trips are anticipated to occur outside the AM and PM peak hours.

The proposed dispensary traffic is anticipated to generate traffic volumes resulting in the following recommendations:

- All on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings and conform to the current Manual on Uniform Traffic Control Devices (MUTCD), as applicable.
- The project is not anticipated to have significant impacts to the key study intersections and the surrounding street network.



STUDY INTERSECTIONS

1. US Highway 50 and North Lompa Lane
2. US Highway 50 and Airport Road
- A. US Highway 50 and Project Access Drive
- B. Airport Road and Project Access Drive



SOURCE: NEARMAP US, INC.

LEGEND:

- ① Study Area Key Intersection
- Ⓐ Project Access Drive

RISE Dispensary STUDY AREA INTERSECTIONS AND PROJECT ACCESS DRIVES

FIGURE E-1



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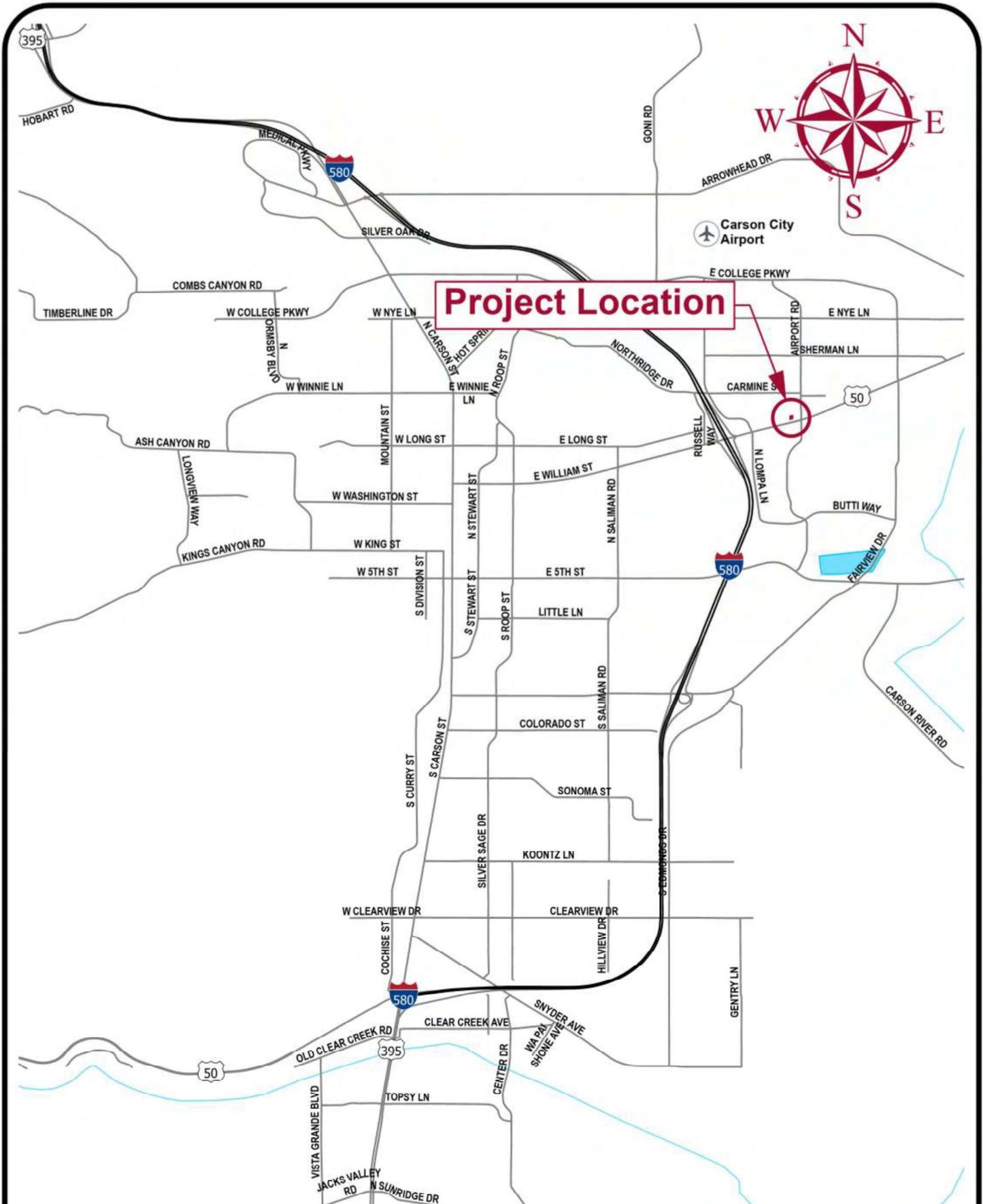
- Appendix A Scope of Study
- Appendix B Count Data
- Appendix C Trip Generation Calculations
- Appendix D Key Intersection Peak Hour LOS Calculations
- Appendix E Project Access Drive Peak Hour LOS Calculations
- Appendix F Crash Data

1. INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained by Hambrecht Oleson Design, Inc. to prepare a traffic impact study for a proposed marijuana dispensary. The purpose of this traffic impact study is to identify traffic generation characteristics of the proposed development, identify potential traffic related impacts on the local street system, and develop mitigation measures required for the identified impacts. The Carson City Scope of Study is included in **Appendix A**.

The proposed RISE Dispensary is located in the northwest corner of US Highway 50 (US-50) and Airport Road within APN 008-162-19 in Carson City, Nevada. The proposed project will replace the existing Evergreen Gene's Nursey and Garden. The location of the project site with respect to Carson City is shown on **Figure 1**.

Regional access to the project site is expected to be provided via Interstate 580 (I-580). Primary access to the project site is anticipated to be from US-50. Direct access to the project site is provided by the full access drive on US-50 and the right-in/right-out only access drive on Airport Road north of US-50.



**RISE Dispensary
Vicinity Map**

Figure 1

2. EXISTING CONDITIONS

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

2.1. Study Area Intersections

As a part of this study the following two (2) key intersections and two (2) project access drive were analyzed:

- US Highway 50 and North Lompa Lane (#1)
- US Highway 50 and Airport Road (#2)
- US Highway 50 and Project Access Drive (A)
- Airport Road and Project Access Drive (B)

2.2. Existing Land Uses

The location for the proposed dispensary is currently the Evergreen Gene’s Nursey and Garden. The area surrounding the project site is composed primarily of commercial and residential land uses. The location of the project site and study area intersections are shown on **Figure 2**.

2.3. Existing Lane Configurations and Control

Regional access to the project site is expected to be provided via I-580. Primary access to the project site is anticipated to be from US-50. Direct access to the project site is provided by the full access drive on US-50 and the right-in/right-out only access drive on Airport Road north of US-50. Existing lane configuration and traffic control at the time of this study are illustrated in **Figure 2**.

2.4. Existing Turning Movements

Existing turning movement data was field counted for 24 hours, as summarized in **Table 1**. Count data sheets are provided in **Appendix B**. Existing traffic volumes at the project access driveways were interpolated from the intersections defined in **Table 1**.

Table 1 –Turning Movement Count Dates

Intersection	Count Date	Weather Conditions
US Highway 50 and North Lompa Lane (#1)	Tuesday, December 5, 2023	Partly Cloudy
US Highway 50 and Airport Road (#2)	Tuesday, December 5, 2023	Partly Cloudy

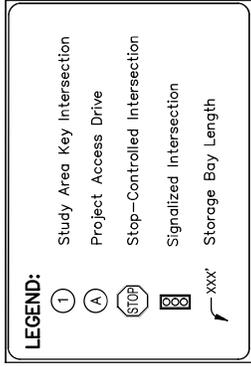
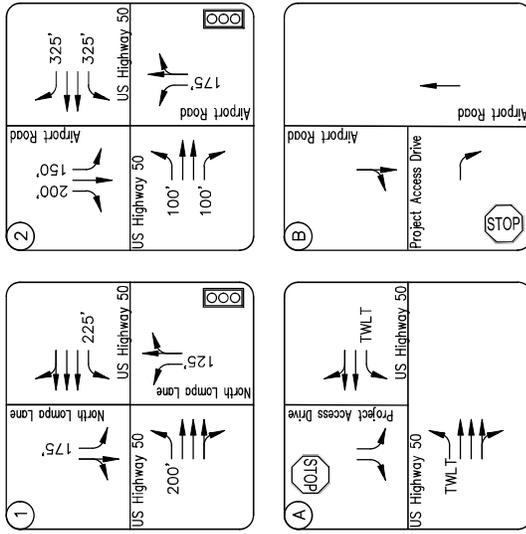
Turning movement count data taken in the field was compared to existing traffic counts collected at nearby NDOT TRINA Count Stations. A summary of the comparison is shown in **Table 2**. Existing volumes on US-50 between North Lompa Lane and Airport Road are generally 5 percent to 7 percent (5% to 7%) greater than traffic volumes counted by TRINA Station 0250172 in 2020. Due to the age of the traffic counts taken by the TRINA station, traffic volumes collected on Tuesday, December 5, 2023 were used to establish existing conditions at the study intersections. **Figure 3** illustrates the 2023 existing peak hour traffic volumes.

Table 2 –Turning Movement Count Comparison

Count Station	TRINA Volume (Vehicles) <i>Tuesday, December 8, 2020</i>		Existing Volume (Vehicles) <i>Tuesday, December 5, 2023</i>	
	East	West	East	West
0250172, “US50 330 ft W of Airport Rd”	13,923	14,963	14,558	15,985



SOURCE: NEARMAP US, INC.



**RISE Dispensary
2023 EXISTING LANE CONFIGURATION AND CONTROL**

**FIGURE 2
Kimley»Horn**



SOURCE: NEARMAP US, INC.

RISE Dispensary 2023 EXISTING PEAK HOUR TRAFFIC VOLUMES

US HWY 50 & N LOMPA LN ①		US HWY 50 & AIRPORT RD ②	
← 106(93)	→ 25(27)	← 128(104)	→ 87(141)
← 29(68)	→ 29(68)	← 33(99)	→ 33(99)
← 716(1425)	→ 31	← 43(150)	→ 633(1097)
← 103(216)	→ 164(159)	← 73(127)	→ 147(161)
← 11(31)	→ 18(20)	← 1181(939)	→ 121(5)
← 1391(980)	→ 11(31)	← 17(28)	→ 19(41)

US HWY 50 & PROJECT ACCESS ①		AIRPORT ROAD & PROJECT ACCESS ②	
← 3(10)	→ 4(10)	← 0(1)	→ 248(343)
← 3(9)	→ 1456(1204)	← 3(10)	→ 128(282)

LEGEND:

- ① Study Area Key Intersection
- ←-xx(xxx) AM(PM) Peak Hour Traffic Volumes

3. FUTURE CONDITIONS

This section of the report details the conditions that are expected in the future at the time the proposed project is anticipated to be completed.

3.1. 2050 Background Lane Configuration and Control

Regional access to the project site is expected to be provided via I-580. Primary access to the project site is anticipated to be from US-50. Direct access to the project site is provided by the full access drive on US-50 and the right-in/right-out only access drive on Airport Road north of US-50. Speed limits, lane configuration, and traffic control in 2050 illustrated in **Figure 4** are anticipated to remain the same as illustrated in **Figure 2**.

3.2. 2050 Buildout Background Traffic

To accurately determine the impact of project traffic, it is necessary to establish future baseline traffic volumes along roadways in the vicinity of the proposed development site.

Forecasted traffic volumes for the 2050 year were obtained using the Carson Area Metropolitan Planning Organization (CAMPO) Travel Demand Model (TDM). Traffic volumes were obtained for 2030 and 2050 at the approaches of each study area intersection to determine an annual growth rate. This was used to grow 2023 existing turning movement counts for the 2050 background year. The growth rate factors are summarized in **Table 3**. The 2050 background peak hour traffic volumes at the key intersections are illustrated in **Figure 5**.

Table 3 – 2050 Growth Rate Summary

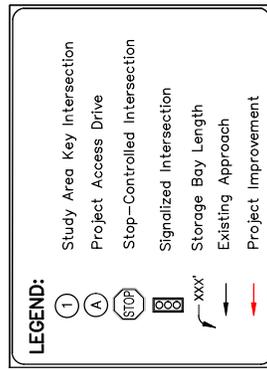
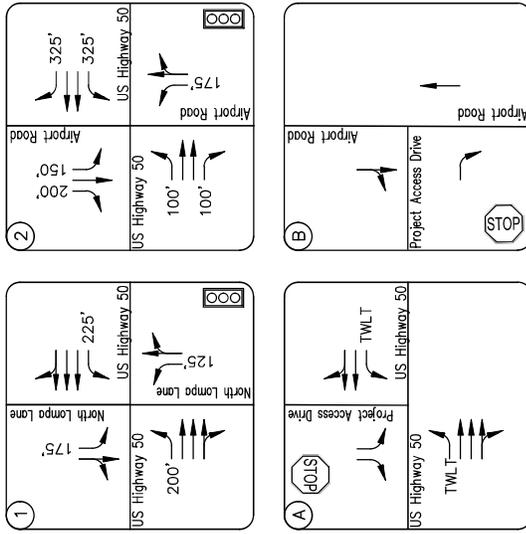
Intersection Location	Approach	2030 Volumes (Vehicles)	2050 Volumes (Vehicles)	Annual Growth Rate
US Highway 50 and N Lompa Lane (#1)	Northbound	4,664	5,704	1.01%
	Southbound	4,664	5,704	1.01%
	Eastbound	41,464	45,598	0.48%
	Westbound	38,590	41,334	0.34%
US Highway 50 and Airport Road (#2)	Northbound	7,448	8,014	0.37%
	Southbound	3,695	3,856	0.21%
	Eastbound	38,590	41,334	0.34%
	Westbound	29,678	32,220	0.41%

Source: CAMPO Travel Demand Model

It should be noted that the 2050 TDM incorrectly predicts an ADT of 150 on the northbound approach of US Highway 50 and North Lompa Lane (#1). Existing counts indicate that there are 4,887 vehicles at the approach which is similar to the southbound approach of the intersection. As such, the growth rate of 1.01 percent (1.01%) at the southbound approach of US Highway 50 and North Lompa Lane was applied to the northbound approach.



SOURCE: NEARMAP US, INC.



RISE Dispensary 2050 BACKGROUND PLUS PROJECT LANE CONFIGURATION AND CONTROL

FIGURE 4





SOURCE: NEARMAP US, INC.

RISE Dispensary 2050 BACKGROUND PEAK HOUR TRAFFIC VOLUMES

US HWY 50 & N LOMPA LN ①		US HWY 50 & AIRPORT RD ②	
← 139(122) ↑ 33(35) ↓ 38(89)	← 815(1622) ↑ 35(91) ↓ 129(285)	← 135(110) ↑ 93(154) ↓ 35(105)	← 162(178) ↑ 86(143) ↓ 40(57)
← 3(10) ↑ 4(11) ↓ 815(1556)	← 3(10) ↑ 1611(1332)	← 0(1) ↑ 248(363)	← 3(10) ↑ 135(298)
US HWY 50 & N LOMPA LN ①		AIRPORT ROAD & PROJECT ACCESS ②	
← 20(59) ↑ 1525(1074) ↓ 12(34)	← 24(26) ↑ 38(35) ↓ 252(231)	← 46(164) ↑ 677(1202) ↓ 80(160)	← 40(57) ↑ 86(143) ↓ 162(178)
← 3(10) ↑ 4(11) ↓ 815(1556)	← 3(10) ↑ 1611(1332)	← 0(1) ↑ 248(363)	← 3(10) ↑ 135(298)

LEGEND:

① Study Area Key Intersection

←-xx(xxx) AM(PM) Peak Hour Traffic Volumes

3.3. Project Trip Generation

For purposes of estimating the number of net new trips that are anticipated to be generated by the proposed marijuana dispensary, data from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition was used. The ITE Trip Generation Manual informational report is a standard reference used by jurisdictions throughout the country and is based on actual trip generation studies performed at numerous locations in areas of various populations. Average trip generation rates for ITE Land Use Code 817 - Nursery (Garden Center) and 882 - Marijuana Dispensary were used to estimate the trips associated with the existing and proposed uses, respectively.

The project will replace the existing 5,500 SF nursery. **Table 4** summarizes the estimated project trips. The proposed development is anticipated to generate a net total of 786 daily weekday driveway trips, with 45 of these trips occurring during the morning peak hour and 66 trips occurring during the evening peak hour. As such, 86 percent (86%) of the trips are anticipated to occur outside the AM and PM peak hours. Calculations are provided in **Appendix C**.

Table 4 – Trip Generation

ITE Code	Description	Size	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
882	Marijuana Dispensary	5,500 SF	30	28	58	52	52	104	1,162
817	Nursery (Garden Center)	5,500 SF	-7	-6	-13	-19	-19	-38	-376
Total Net Trips			23	22	45	33	33	66	786

Source: ITE Trip Generation Manual, 11th Edition

3.4. Project Trip Distribution

The study area street network characteristics, including the existing traffic patterns, expected street network, and access to regional facilities (I-580) were used to determine the distribution of site generated traffic. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site in the same or different direction. **Figure 6** shows the trip distribution at the study area intersections and the project access drive.

3.5. Traffic Assignment

Project traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 4**. Project traffic assignment is shown in **Figure 7** for the development, which includes the removal of the trips associated with the existing nursery. The entering and exiting trips at the project access drive are rounded to the nearest whole number when assigned. Therefore, the number of trips assigned to the project driveway may differ slightly from the total trip generation.

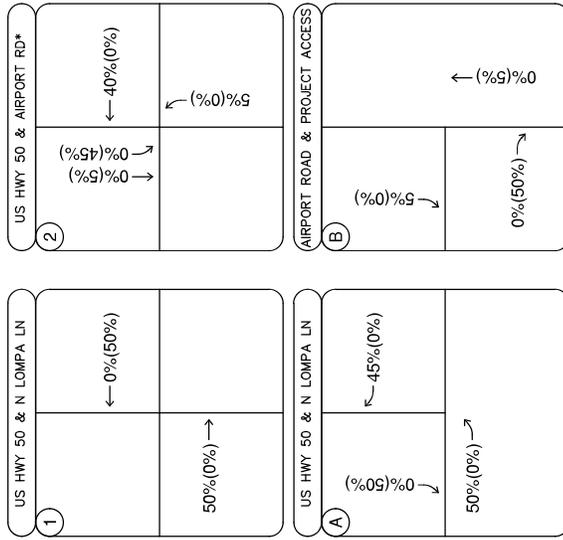
3.6. Buildout Traffic Volumes

The project generated traffic volumes shown in **Figure 7** were added to the 2023 existing and 2050 background traffic volumes illustrated in **Figure 3** and **Figure 5**, respectively, to represent estimated traffic conditions for full project development in 2023 and 2050. The 2023 and 2050 background plus project peak hour traffic volumes for the study area intersections and the project access drive are illustrated in **Figure 8** and **Figure 9**, respectively.



SOURCE: NEARMAP US, INC.

RISE Dispensary PROJECT TRIP DISTRIBUTION



*5% of the southbound left turn movement will make a U-turn.

LEGEND:

- ① Study Area Key Intersection
- Ⓐ Project Access Drive
- ← XXX(XXX) IN(OUT) Peak Hour Trip Distribution
- ←-XXZ-→ Global Peak Hour Trip Distribution

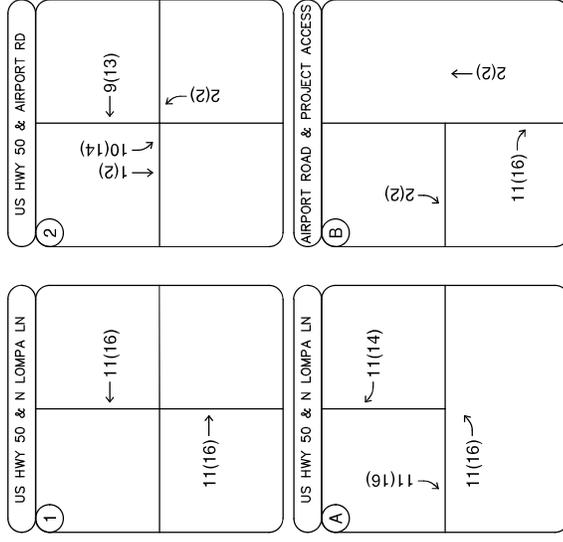
FIGURE 6





SOURCE: NEARMAP US, INC.

RISE Dispensary PROJECT TRIP ASSIGNMENT



* Assignment values
Includes removal of
existing nursery.

LEGEND:

- ① Study Area Key Intersection
- ② Project Access Drive
- ←-X(X) AM(FM) Peak Hour Traffic Volumes



SOURCE: NEARMAP US, INC.

RISE Dispensary 2023 EXISTING PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

US HWY 50 & N LOMPA LN		US HWY 50 & AIRPORT RD	
106(93) ←	25(27) ←	128(104) ←	1190(952) ←
29(68) ←	727(1441) ←	88(143) ←	1190(952) ←
18(54) ←	103(216) ←	43(113) ←	17(28) ←
164(159) ←	31(80) ←	43(150) ←	149(163) ←
11(31) ←	18(20) ←	73(127) ←	73(127) ←
1402(996) ←	14(23) ←	19(41) ←	19(41) ←

US HWY 50 & N LOMPA LN		AIRPORT ROAD & PROJECT ACCESS	
14(26) ←	15(26) →	2(3) ←	130(290) ←
1456(1204) ←	751(1393) →	248(343) ←	14(26) ←

LEGEND:

- ① Study Area Key Intersection
- Ⓐ Project Access Drive
- ←XX(XX) AM(FM) Peak Hour Traffic Volumes



SOURCE: NEARMAP US, INC.

RISE Dispensary 2050 BACKGROUND PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

US HWY 50 & N LOMPA LN		US HWY 50 & AIRPORT RD	
139(122) ←	33(35) →	135(110) ←	94(156) →
38(89) ←	38(89) →	45(119) ←	45(119) →
252(231) ←	826(1638) →	164(180) ←	164(180) →
12(34) ←	129(285) →	40(57) ←	40(57) →
38(35) ←	39(91) →	86(143) ←	86(143) →
24(26) ←	129(285) →	1328(1062) ←	1328(1062) →
14(24) ←	14(26) →	25(51) ←	25(51) →
1611(1332) ←	15(27) →		
14(26) ←	815(1556) →		

AIRPORT ROAD & PROJECT ACCESS	
2(3) ←	14(26) →
248(363) ←	137(300) →

LEGEND:

- ① Study Area Key Intersection
- Ⓐ Project Access Drive
- ←XX(XX) AM(FM) Peak Hour Traffic Volumes

4. TRAFFIC IMPACT ANALYSIS

Traffic analyses for 2023 existing, 2023 existing plus project, 2050 background, and 2050 background plus project scenarios were conducted at the identified key intersections to determine possible existing and/or future deficiencies in the street network.

4.1. Analysis Methodology

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections presented in the Transportation Research Board’s “Highway Capacity Manual” 6th Edition (HCM 6). Under the unsignalized analysis, the level of service (LOS) for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for a signalized or four-way stop controlled intersection is defined for the intersection as a whole. **Table 5** shows the definition of LOS for intersections.

Table 5 – Level of Service Definitions

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

Definitions provided from the Highway Capacity Manual, 6th Edition, Transportation Research Board.

Synchro 11 was used to analyze the study area intersections and driveways for LOS. Synchro is an interactive computer program that enables planners and engineers to forecast the traffic impacts of new developments; conduct area-wide traffic forecasting studies; test different mitigation measures and compare different traffic scenarios. Synchro 11 utilizes HCM 6 methodology to analyze intersection delay and LOS.

4.2. Key Intersection Operational Analysis

Calculations for the LOS at the key intersections are provided in **Appendix D**. The 2023 existing and 2050 background analysis is based on the lane geometry and intersection control shown in **Figure 2**. The 2023 existing plus project and 2050 background plus project analyses are based on the lane geometry and intersection control shown in **Figure 4**. The results of the key intersection LOS analysis for existing and horizon year conditions are summarized in **Table 6**.

The key intersections are expected to operate at acceptable LOS (as defined by the Carson City) under 2023 existing, 2023 existing plus project, 2050 background, and 2050 background plus project scenarios with the exception of US Highway 50 and Airport Road (#2) during the AM peak periods for all analysis scenarios.

Table 6 – Key Intersection Peak Hour LOS Analysis

Intersection	2023 Existing		2023 Existing Plus Project		2050 Background		2050 Background Plus Project	
	AM	PM	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
US Highway 50 and North Lompa Lane (#1) Signalized	32.5 (C)	36.4 (D)	32.6 (C)	36.5 (D)	46.4 (D)	40.6 (D)	46.5 (D)	42.3 (D)
US Highway 50 and Airport Road (#2) Signalized	113.9 (F)	45.5 (D)	115.5 (F)	45.9 (D)	147.6 (F)	50.2 (D)	149.2 (F)	50.7 (D)

In the scope provided by the City of Carson City it was noted that the LOS at the key study intersections will be near or at LOS E or LOS F in the existing and future conditions as shown in **Table 6**. Additionally, the scope noted that the developer will not be required to mitigate these intersections to an acceptable LOS but would be required to mitigate resulting from its own site generated traffic as to not exacerbate the existing condition. Across all analysis scenarios (background and future, with and without project) the LOS does not change. As such, the project is not anticipated to have impacts that require mitigation to the key study intersections and the surrounding street network.

4.3. Project Access Operational Analysis

The 2023 existing plus project and 2050 background plus project analysis is based on the lane configuration and intersection control shown in **Figure 4**. The analysis is based on traffic volumes shown in **Figure 8** and **Figure 9**, respectively. Calculations are located in **Appendix E**.

The results of the LOS analysis for the project access drives are presented in **Table 7**. The proposed project access drives are expected to operate at acceptable LOS in 2023 existing plus project and 2050 background plus project AM and PM peak hours.

Table 7 – Project Access Drive Peak Hour LOS Analysis

Intersection	2023 Existing Plus Project		2050 Background Plus Project	
	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
US Highway 50 and Project Access Drive (A) Two-Way Stop Control Southbound Approach Eastbound Left	12.9 (B) 10.3 (B)	14.5 (B) 12.4 (B)	14.6 (B) 11.4 (B)	15.7 (C) 13.4 (B)
Airport Drive and Project Access Drive (B) Two-Way Stop Control Eastbound Approach	9.9 (A)	10.4 (B)	9.9 (A)	10.6 (B)

4.4. Left Turn Storage Bay Analysis

Left turn storage bay analysis was conducted for signalized turning movements anticipated to be impacted by the addition of project traffic at the study area intersections as well as the intersection of the project access drive. The analysis was conducted using the Synchro 11 software and HCM 6 methodology to obtain 95th percentile queues and are summarized in **Table 8** and provided with the LOS calculations in **Appendix D**.

The left turn storage bay calculations include AM and PM peak volumes. The existing storage bays have adequate length to serve 2023 existing plus project and 2050 background plus project conditions during both the AM and PM peak hours with the exception for the following:

- Northbound left turn lane at US Highway 50 and North Lompa Lane (#1) in the 2023 existing plus project and 2050 background plus project scenarios.
- Northbound left turn lane US Highway 50 and Airport Road (#2) in the 2023 existing plus project and 2050 background plus project scenarios.
- Southbound left turn lane US Highway 50 and Airport Road (#2) in the 2023 existing plus project and 2050 background plus project PM scenarios.
- Eastbound left turn lane US Highway 50 and Airport Road (#2) in the 2023 existing plus project and 2050 background plus project PM scenarios.

Because the high queuing demand is a result of existing conditions, there are no recommendations for the queuing in the plus project scenarios.

Table 8 – Left Turn Storage Bay Analysis

Intersection	Storage Provided (ft)	2023 Existing		2023 Existing Plus Project		2050 Background		2050 Background Plus Project	
		AM	PM	AM	PM	AM	PM	AM	PM
US Highway 50 and North Lompa Lane (#1)									
Signalized									
Northbound Left	125'	203'	250'	230'	250'	580'	418'	580'	418'
Southbound Left	175'	33'	95'	33'	95'	43'	120'	43'	120'
Eastbound Left	200'	45'	140'	45'	140'	53'	158'	53'	138'
Westbound Left	225'	18'	50'	18'	50'	18'	55'	18'	50'
US Highway 50 and Airport Road (#2)									
Signalized									
Northbound Left	175'	220'	335'	225'	343'	250'	405'	245'	398'
Southbound Left	150'	45'	145'	58'	168'	63'	188'	48'	158'
Eastbound Left	100'	68'	198'	68'	198'	70'	215'	70'	215'
Westbound Left	325'	25'	30'	23'	30'	38'	63'	38'	63'

5. CRASH DATA SUMMARY

Crash data was requested for the two (2) existing key intersection from the NDOT Safety Engineering Division for the most recent four-year period (January 1, 2016 – December 31, 2020). The crash data for the study intersections is summarized in **Table 9**. A detailed summary is included in **Appendix F**. The intersection crashes include those crashes on both the major and minor streets of the key intersections during the four-year analysis period.

Table 9 – Crash Data Summary

Intersection Name	Total Crashes	Property Damage Only	Injury	Fatal
US Highway 50 and N Lompa Lane	80	53 (66%)	27 (34%)	0 (0%)
US Highway 50 and Airport Road	74	54 (73%)	18 (24%)	2 (3%)
Total	154	107 (69%)	45 (29%)	2 (1%)

A total of 154 crashes were recorded at the two (2) intersections in the most recent four-year period. Those 154 crashes resulted in 45 injury crashes (29%) and 107 property damage only crashes (69%). There was a total of two (2) fatal crashes (1%) reported across the two (2) study intersections.

One fatal crash at US Highway 50 and Airport Road (#2) involved a vehicle turning left and colliding with a pedestrian during the day. The second fatal crash occurred during the day between a vehicle traveling south and another vehicle traveling east.

6. BICYCLE/PEDESTRIAN/TRANSIT FACILITIES

This section of the report details bicycle and pedestrian access to local attractions.

6.1. Local Bicycle/Pedestrian Access

There are existing bicycle lanes along both sides of US Highway 50 between North Lompa Lane and Airport Road. Pedestrian access is provided by sidewalks on both sides of US Highway 50. Additionally, each study area intersection has crosswalk and pedestrian push buttons. There are no major improvements within the vicinity of the project site identified in the CAMPO 2050 Regional Transportation Plan (RTP)

6.2. Public Transportation

Carson City provides public transportation services through Jump Around Carson (JAC). Currently, JAC provides service for four fixed routes and ADA paratransit services. Route 2A and 2B service North Lompa Lane and Airport Road. The nearest bus stops to the project site are (1) 725 feet north of US Highway 50 on North Lompa Lane, (2) 400 feet south of US Highway 50 on North Lompa Lane, (3) 550 feet north of US Highway 50 on Airport Road, and (4) 275 feet south of US Highway 50 on Airport Road. While there are no direct improvements planned for the bus services around the project site, the 2050 RTP states general improvements that include expanding the routes serviced from four (4) to six (6) and eventually fully covering Carson City.

7. CONCLUSIONS/RECOMMENDATIONS

The proposed marijuana dispensary development traffic is anticipated to generate traffic volumes resulting in the following recommendations:

- All on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings and conform to the current Manual on Uniform Traffic Control Devices (MUTCD), as applicable.
- The project is not anticipated to have significant impacts to the key study intersections and the surrounding street network.

APPENDIX A
SCOPE OF STUDY

Assuming the trips generated meet the required thresholds:

1) Please evaluate:

- Existing Conditions:
- Existing Conditions Plus Project
- Long-Term Transportation Model. Carson City has adopted the 2050 Regional Transportation plan and model. Information in PDF form can be pickup from Public Works. Please let me know, and I can provide you with a flash drive with the information.

Please also consider other nearby developments approved but not yet fully operational:

- Lompa East Development – TIS provided. However, I don't know what the final conditions ended up being or if the project is even still moving forward.

2) Please discuss any project phasing and timing of proposed and anticipated future development, if applicable.

3) Please discuss crash data in the study area and provide a summary.

4) Please show the location, separation distance, and the number of proposed driveways and intersections. Driveways should be spaced in conformance with our Code. Please review sight triangles at each driveway and please review if the driveway access will require left or right-turn lanes.

5) Trip Generation and Distribution

- Please provide trip generation for average daily trips (ADT), the a.m., mid-day, and p.m. peak hour trips (including in and out traffic split), per ITE, latest edition.
- Provide traffic counts for a typical day, with school in session; include dates, times, and weather conditions. Traffic counts shall not be more than twelve (12) months old. It should be noted that Saturdays, mid-day can experience high volumes of traffic along US 50. Please verify with NDOT Trina data and the Carson Area Transportation System Management Plan.

6) Please analyze the LOS for the following intersections at each approach and the overall for each condition above:

- US 50 and Airport Road
- US 50 and Lompa Lane

In addition, evaluate intersections and the potential need for turn lanes and/or intersection control improvements. It is anticipated that these intersections will be near or at LOS E or F in

the existing and future condition, with or without the project. The TIS will not be required to mitigate to an acceptable LOS, however the TIS must recommend mitigations to resulting from its own site generated traffic as to not exacerbate the existing condition, if found to be LOS E or LOS F. Options for this may include striping, signal timing, pro-rata shares to nearby projects, enhancements to other modes or transportation, or others as agreed to with Carson City.

- 7) Please review all existing and planned bicycle and pedestrian facilities and discuss how this project may affect those modes, as applicable.
 - Describe trip distribution and methodology for a.m. and p.m. peak periods, and existing and future scenarios evaluated in the traffic study.
- 8) Please perform the impact analysis and provide any recommended mitigations per CCMC.

APPENDIX B
COUNT DATA

US 50 and Lompa Lane - TMC

Tue Dec 5, 2023

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

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

All Movements

ID: 1138739, Location: 39.175464, -119.73799

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

Leg Direction	Lompa Lane Northbound					Lompa Lane Southbound					US 50 Eastbound					US 50 Westbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2023-12-05 12:00AM	0	0	4	0	4	1	2	0	0	3	3	14	0	0	17	0	11	0	0	11	35
12:15AM	0	0	0	0	0	1	1	0	0	2	1	13	3	0	17	2	13	1	0	16	35
12:30AM	0	0	2	0	2	0	0	0	0	0	1	13	0	0	14	0	12	0	0	12	28
12:45AM	0	0	2	0	2	0	1	0	0	1	2	13	2	0	17	0	9	1	0	10	30
Hourly Total	0	0	8	0	8	2	4	0	0	6	7	53	5	0	65	2	45	2	0	49	128
1:00AM	0	1	4	0	5	1	0	0	0	1	1	12	0	0	13	0	7	0	0	7	26
1:15AM	0	0	1	0	1	2	0	0	0	2	2	7	0	0	9	0	7	0	0	7	19
1:30AM	0	1	0	0	1	0	0	1	0	1	0	9	0	0	9	1	7	0	0	8	19
1:45AM	0	2	1	0	3	0	1	0	0	1	1	4	0	0	5	0	8	1	0	9	18
Hourly Total	0	4	6	0	10	3	1	1	0	5	4	32	0	0	36	1	29	1	0	31	82
2:00AM	0	0	0	0	0	1	2	0	0	3	2	4	0	0	6	0	6	1	0	7	16
2:15AM	0	0	1	0	1	0	1	0	0	1	0	7	0	0	7	0	4	0	0	4	13
2:30AM	0	0	0	0	0	1	0	0	0	1	0	2	2	0	4	0	12	0	0	12	17
2:45AM	0	0	1	0	1	1	0	0	0	1	0	7	1	0	8	0	5	0	0	5	15
Hourly Total	0	0	2	0	2	3	3	0	0	6	2	20	3	0	25	0	27	1	0	28	61
3:00AM	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	0	5	0	0	5	11
3:15AM	0	0	0	0	0	0	0	0	0	0	1	6	1	0	8	0	16	0	0	16	24
3:30AM	0	0	2	0	2	0	0	0	0	0	1	14	2	0	17	0	23	1	0	24	43
3:45AM	0	1	2	0	3	4	0	1	0	5	2	7	1	0	10	1	26	0	0	27	45
Hourly Total	0	1	4	0	5	4	1	1	0	6	4	32	4	0	40	1	70	1	0	72	123
4:00AM	0	0	2	0	2	3	0	1	0	4	0	11	0	0	11	1	35	0	0	36	53
4:15AM	0	1	2	0	3	1	0	1	0	2	3	14	0	0	17	0	37	1	0	38	60
4:30AM	0	4	4	0	8	6	3	1	0	10	3	24	1	0	28	0	53	0	0	53	99
4:45AM	1	2	11	0	14	4	2	6	0	12	4	25	2	0	31	0	66	2	0	68	125
Hourly Total	1	7	19	0	27	14	5	9	0	28	10	74	3	0	87	1	191	3	0	195	337
5:00AM	1	3	10	0	14	3	0	1	0	4	2	48	0	0	50	1	77	1	0	79	147
5:15AM	1	1	16	0	18	14	1	3	0	18	4	49	2	0	55	1	125	1	0	127	218
5:30AM	1	2	13	0	16	12	2	2	0	16	4	70	3	0	77	1	149	1	0	151	260
5:45AM	2	6	15	0	23	14	3	1	0	18	11	67	1	0	79	2	174	6	0	182	302
Hourly Total	5	12	54	0	71	43	6	7	0	56	21	234	6	0	261	5	525	9	0	539	927
6:00AM	1	2	25	0	28	9	4	3	0	16	10	70	2	0	82	5	172	1	0	178	304
6:15AM	7	4	26	0	37	11	4	4	0	19	13	87	2	0	102	4	211	2	0	217	375
6:30AM	5	2	23	0	30	20	5	6	0	31	24	157	4	0	185	6	267	4	0	277	523
6:45AM	4	6	28	0	38	23	10	3	0	36	23	146	6	0	175	8	294	1	0	303	552
Hourly Total	17	14	102	0	133	63	23	16	0	102	70	460	14	0	544	23	944	8	0	975	1754
7:00AM	4	6	42	0	52	28	11	4	0	43	27	143	6	1	177	2	311	5	0	318	590
7:15AM	6	6	57	0	69	29	4	8	0	41	24	159	8	0	191	2	366	2	0	370	671
7:30AM	5	14	33	0	52	25	6	7	0	38	28	218	6	0	252	5	364	2	0	371	713
7:45AM	3	3	32	0	38	24	4	10	0	38	24	196	10	0	230	9	350	2	0	361	667
Hourly Total	18	29	164	0	211	106	25	29	0	160	103	716	30	1	850	18	1391	11	0	1420	2641
8:00AM	7	9	34	0	50	28	7	15	0	50	21	151	7	0	179	10	268	3	0	281	560
8:15AM	3	6	37	0	46	16	11	14	0	41	16	176	6	0	198	7	286	3	0	296	581
8:30AM	3	7	23	0	33	16	5	9	0	30	22	189	6	0	217	7	235	2	0	244	524
8:45AM	2	8	20	0	30	15	5	10	0	30	13	184	9	0	206	12	246	3	0	261	527
Hourly Total	15	30	114	0	159	75	28	48	0	151	72	700	28	0	800	36	1035	11	0	1082	2192
9:00AM	6	3	26	0	35	17	5	4	0	26	12	149	6	0	167	10	229	6	0	245	473
9:15AM	2	3	28	0	33	9	1	5	0	15	16	182	8	0	206	5	229	3	0	237	491
9:30AM	3	3	16	0	22	18	4	6	0	28	15	196	12	2	225	8	241	1	0	250	525
9:45AM	4	1	21	0	26	15	6	6	0	27	13	168	9	0	190	4	237	4	0	245	488
Hourly Total	15	10	91	0	116	59	16	21	0	96	56	695	35	2	788	27	936	14	0	977	1977
10:00AM	4	5	18	0	27	10	3	12	0	25	20	172	11	0	203	5	230	2	0	237	492
10:15AM	2	4	26	0	32	11	5	9	0	25	22	200	17	0	239	14	197	0	0	211	507
10:30AM	3	5	25	0	33	0	4	8	0	12	22	196	14	0	232	9	197	6	0	212	489
10:45AM	4	5	23	0	32	0	4	7	0	11	26	198	12	0	236	6	222	3	0	231	510

Leg Direction	Lompa Lane Northbound					Lompa Lane Southbound					US 50 Eastbound					US 50 Westbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
Hourly Total	13	19	92	0	124	21	16	36	0	73	90	766	54	0	910	34	846	11	0	891	1998
11:00AM	1	5	19	0	25	11	4	5	0	20	21	206	11	0	238	7	204	0	0	211	494
11:15AM	5	4	18	0	27	16	4	10	0	30	28	228	13	0	269	4	293	5	1	303	629
11:30AM	5	6	22	0	33	13	6	6	0	25	26	234	19	0	279	7	244	4	1	256	593
11:45AM	4	5	29	0	38	16	4	17	0	37	23	231	21	0	275	11	252	2	1	266	616
Hourly Total	15	20	88	0	123	56	18	38	0	112	98	899	64	0	1061	29	993	11	3	1036	2332
12:00PM	4	8	18	0	30	16	8	16	0	40	24	257	14	0	295	13	236	3	0	252	617
12:15PM	3	1	21	0	25	22	6	12	0	40	20	239	12	0	271	14	277	6	0	297	633
12:30PM	7	3	22	0	32	17	8	12	0	37	29	222	14	0	265	8	263	6	0	277	611
12:45PM	10	7	25	0	42	23	6	12	0	41	21	237	17	1	276	12	235	4	0	251	610
Hourly Total	24	19	86	0	129	78	28	52	0	158	94	955	57	1	1107	47	1011	19	0	1077	2471
1:00PM	6	10	15	0	31	5	3	13	0	21	38	234	20	1	293	11	239	4	0	254	599
1:15PM	5	4	18	0	27	6	5	12	0	23	34	240	20	0	294	7	248	6	1	262	606
1:30PM	3	4	32	0	39	13	6	12	0	31	31	248	13	0	292	11	279	1	0	291	653
1:45PM	2	3	37	0	42	12	5	9	0	26	27	219	17	1	264	10	250	6	0	266	598
Hourly Total	16	21	102	0	139	36	19	46	0	101	130	941	70	2	1143	39	1016	17	1	1073	2456
2:00PM	2	3	32	0	37	9	5	16	0	30	27	250	17	0	294	8	269	3	0	280	641
2:15PM	11	2	22	0	35	10	9	16	0	35	45	311	20	0	376	4	238	3	0	245	691
2:30PM	9	7	28	0	44	23	5	8	0	36	33	294	19	1	347	11	261	2	0	274	701
2:45PM	4	8	32	0	44	18	11	15	0	44	39	288	19	0	346	7	253	1	0	261	695
Hourly Total	26	20	114	0	160	60	30	55	0	145	144	1143	75	1	1363	30	1021	9	0	1060	2728
3:00PM	3	7	15	0	25	17	5	5	0	27	42	323	20	0	385	16	235	4	0	255	692
3:15PM	2	5	35	0	42	26	10	17	0	53	32	260	16	1	309	12	270	7	0	289	693
3:30PM	4	9	44	0	57	16	10	17	0	43	30	295	16	0	341	15	258	8	0	281	722
3:45PM	2	6	34	0	42	11	7	16	0	34	44	324	26	0	394	11	297	6	0	314	784
Hourly Total	11	27	128	0	166	70	32	55	0	157	148	1202	78	1	1429	54	1060	25	0	1139	2891
4:00PM	2	9	42	0	53	22	5	12	0	39	65	403	15	0	483	9	296	14	0	319	894
4:15PM	5	4	37	0	46	25	6	17	0	48	49	335	24	0	408	19	242	1	0	262	764
4:30PM	5	7	32	0	44	14	11	19	0	44	43	321	19	1	384	5	208	7	0	220	692
4:45PM	8	7	48	0	63	32	5	20	0	57	59	366	21	0	446	21	234	9	0	264	830
Hourly Total	20	27	159	0	206	93	27	68	0	188	216	1425	79	1	1721	54	980	31	0	1065	3180
5:00PM	2	8	38	0	48	19	11	17	0	47	45	329	22	0	396	16	244	11	0	271	762
5:15PM	3	12	38	0	53	8	14	19	0	41	43	309	17	0	369	16	244	3	0	263	726
5:30PM	5	19	36	0	60	18	11	18	0	47	41	286	19	0	346	13	224	8	0	245	698
5:45PM	6	1	24	0	31	18	7	14	0	39	48	257	25	1	331	22	234	4	0	260	661
Hourly Total	16	40	136	0	192	63	43	68	0	174	177	1181	83	1	1442	67	946	26	0	1039	2847
6:00PM	6	5	26	0	37	24	7	10	0	41	36	267	18	0	321	11	178	2	0	191	590
6:15PM	4	9	28	0	41	9	7	14	0	30	37	203	17	1	258	7	150	5	0	162	491
6:30PM	2	6	16	0	24	7	6	9	0	22	33	205	11	3	252	10	132	2	0	144	442
6:45PM	5	4	33	0	42	9	5	7	0	21	27	171	23	0	221	8	123	5	0	136	420
Hourly Total	17	24	103	0	144	49	25	40	0	114	133	846	69	4	1052	36	583	14	0	633	1943
7:00PM	3	6	23	0	32	8	6	9	0	23	24	160	7	0	191	6	113	4	0	123	369
7:15PM	3	4	20	0	27	14	5	4	0	23	16	135	8	0	159	12	94	5	1	112	321
7:30PM	2	4	19	0	25	14	3	14	0	31	29	129	10	1	169	8	76	2	0	86	311
7:45PM	4	3	8	0	15	5	3	7	0	15	26	110	6	1	143	6	83	2	0	91	264
Hourly Total	12	17	70	0	99	41	17	34	0	92	95	534	31	2	662	32	366	13	1	412	1265
8:00PM	2	1	12	0	15	8	5	6	0	19	20	134	11	1	166	4	88	1	0	93	293
8:15PM	4	3	11	0	18	7	4	4	0	15	16	119	10	0	145	6	68	0	0	74	252
8:30PM	1	3	12	0	16	3	6	2	0	11	14	108	7	1	130	7	67	4	0	78	235
8:45PM	1	4	9	0	14	10	5	9	0	24	16	90	4	0	110	4	53	2	0	59	207
Hourly Total	8	11	44	0	63	28	20	21	0	69	66	451	32	2	551	21	276	7	0	304	987
9:00PM	1	3	7	0	11	5	1	4	0	10	14	96	8	0	118	8	50	2	0	60	199
9:15PM	3	2	11	0	16	4	1	2	0	7	5	73	5	0	83	5	38	3	0	46	152
9:30PM	3	6	11	0	20	3	2	2	0	7	17	83	6	0	106	2	49	2	0	53	186
9:45PM	3	1	5	0	9	1	2	0	0	3	14	55	4	2	75	2	31	4	0	37	124
Hourly Total	10	12	34	0	56	13	6	8	0	27	50	307	23	2	382	17	168	11	0	196	661
10:00PM	1	3	5	0	9	1	3	1	0	5	14	59	3	0	76	3	45	0	0	48	138
10:15PM	1	0	6	0	7	2	2	3	0	7	7	66	5	0	78	3	32	2	0	37	129
10:30PM	1	1	1	0	3	4	0	3	0	7	5	32	2	0	39	1	22	1	0	24	73
10:45PM	0	0	4	0	4	1	0	1	0	2	10	30	1	0	41	4	20	1	0	25	72

Leg Direction	Lompa Lane Northbound					Lompa Lane Southbound					US 50 Eastbound					US 50 Westbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
Hourly Total	3	4	16	0	23	8	5	8	0	21	36	187	11	0	234	11	119	4	0	134	412
11:00PM	0	0	9	0	9	0	0	1	0	1	8	29	1	0	38	2	21	0	0	23	71
11:15PM	1	0	0	0	1	1	0	0	0	1	4	27	1	0	32	0	13	0	0	13	47
11:30PM	1	0	3	0	4	0	0	0	0	0	4	18	1	0	23	0	19	0	0	19	46
11:45PM	1	1	1	0	3	1	0	0	0	1	4	25	0	0	29	0	15	1	0	16	49
Hourly Total	3	1	13	0	17	2	0	1	0	3	20	99	3	0	122	2	68	1	0	71	213
Total	265	369	1749	0	2383	990	398	662	0	2050	1846	13952	857	20	16675	587	14646	260	5	15498	36606
% Approach	11.1%	15.5%	73.4%	0%	-	48.3%	19.4%	32.3%	0%	-	11.1%	83.7%	5.1%	0.1%	-	3.8%	94.5%	1.7%	0%	-	-
% Total	0.7%	1.0%	4.8%	0%	6.5%	2.7%	1.1%	1.8%	0%	5.6%	5.0%	38.1%	2.3%	0.1%	45.6%	1.6%	40.0%	0.7%	0%	42.3%	-
Lights	252	352	1705	0	2309	970	381	644	0	1995	1782	13167	833	19	15801	578	13792	254	5	14629	34734
% Lights	95.1%	95.4%	97.5%	0%	96.9%	98.0%	95.7%	97.3%	0%	97.3%	96.5%	94.4%	97.2%	95.0%	94.8%	98.5%	94.2%	97.7%	100%	94.4%	94.9%
Articulated Trucks	5	0	18	0	23	7	2	3	0	12	29	344	10	1	384	0	376	2	0	378	797
% Articulated Trucks	1.9%	0%	1.0%	0%	1.0%	0.7%	0.5%	0.5%	0%	0.6%	1.6%	2.5%	1.2%	5.0%	2.3%	0%	2.6%	0.8%	0%	2.4%	2.2%
Buses and Single-Unit Trucks	8	17	26	0	51	13	15	15	0	43	35	441	14	0	490	9	478	4	0	491	1075
% Buses and Single-Unit Trucks	3.0%	4.6%	1.5%	0%	2.1%	1.3%	3.8%	2.3%	0%	2.1%	1.9%	3.2%	1.6%	0%	2.9%	1.5%	3.3%	1.5%	0%	3.2%	2.9%

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

US 50 and Lompa Lane - TMC

Tue Dec 5, 2023

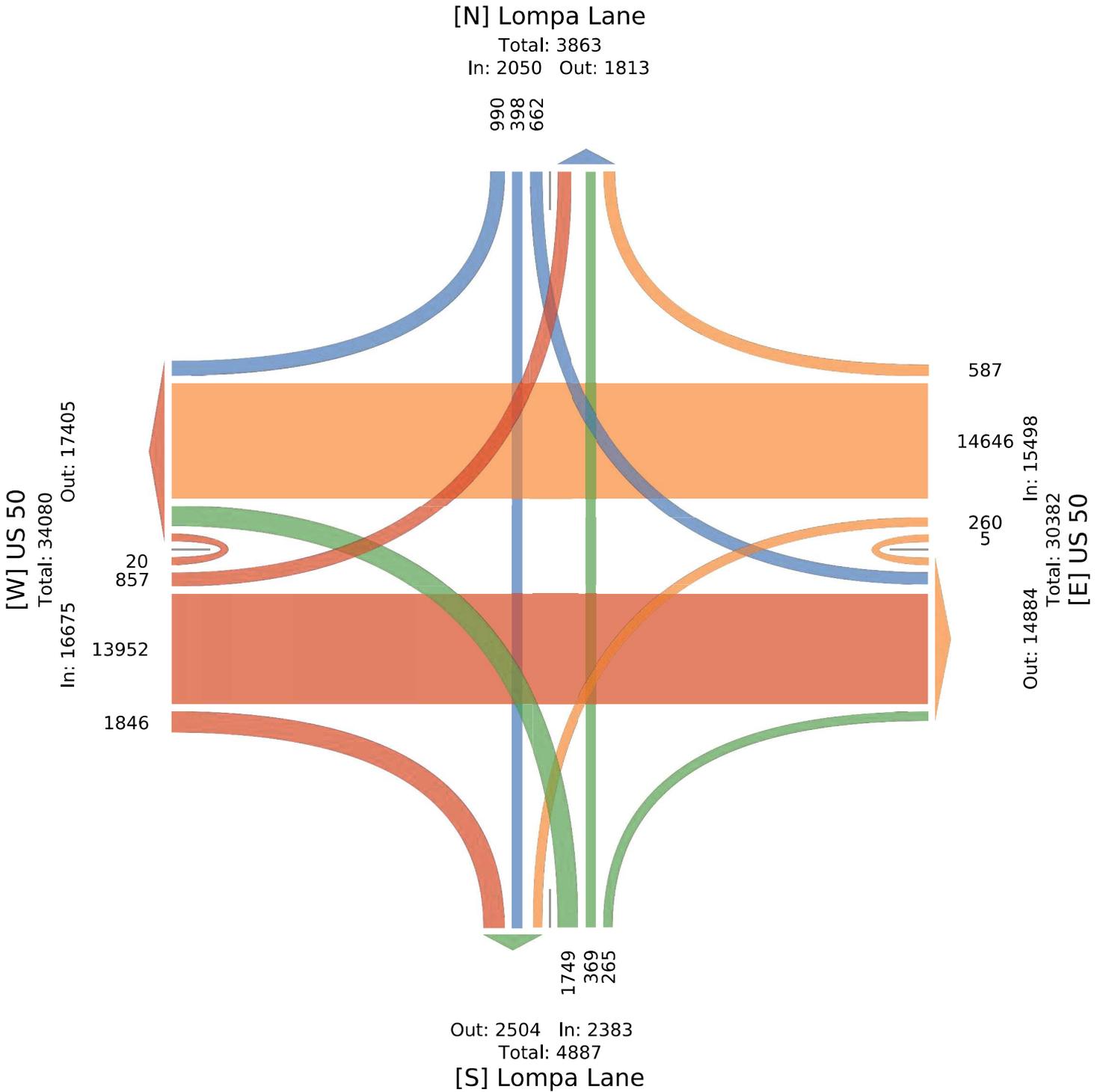
Full Length (12 AM-12 AM (+1))

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

All Movements

ID: 1138739, Location: 39.175464, -119.73799

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



US 50 and Lompa Lane - TMC

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

Tue Dec 5, 2023

AM Peak (7 AM - 8 AM)

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

All Movements

ID: 1138739, Location: 39.175464, -119.73799

Leg Direction	Lompa Lane Northbound					Lompa Lane Southbound					US 50 Eastbound					US 50 Westbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2023-12-05 7:00AM	4	6	42	0	52	28	11	4	0	43	27	143	6	1	177	2	311	5	0	318	590
7:15AM	6	6	57	0	69	29	4	8	0	41	24	159	8	0	191	2	366	2	0	370	671
7:30AM	5	14	33	0	52	25	6	7	0	38	28	218	6	0	252	5	364	2	0	371	713
7:45AM	3	3	32	0	38	24	4	10	0	38	24	196	10	0	230	9	350	2	0	361	667
Total	18	29	164	0	211	106	25	29	0	160	103	716	30	1	850	18	1391	11	0	1420	2641
% Approach	8.5%	13.7%	77.7%	0%	-	66.3%	15.6%	18.1%	0%	-	12.1%	84.2%	3.5%	0.1%	-	1.3%	98.0%	0.8%	0%	-	-
% Total	0.7%	1.1%	6.2%	0%	8.0%	4.0%	0.9%	1.1%	0%	6.1%	3.9%	27.1%	1.1%	0%	32.2%	0.7%	52.7%	0.4%	0%	53.8%	-
PHF	0.750	0.518	0.719	-	0.764	0.914	0.568	0.725	-	0.930	0.920	0.821	0.750	0.250	0.843	0.500	0.950	0.550	-	0.957	0.926
Lights	17	28	163	0	208	106	23	29	0	158	96	662	29	1	788	17	1310	11	0	1338	2492
% Lights	94.4%	96.6%	99.4%	0%	98.6%	100%	92.0%	100%	0%	98.8%	93.2%	92.5%	96.7%	100%	92.7%	94.4%	94.2%	100%	0%	94.2%	94.4%
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	4	29	0	0	33	0	29	0	0	29	63
% Articulated Trucks	5.6%	0%	0%	0%	0.5%	0%	0%	0%	0%	0%	3.9%	4.1%	0%	0%	3.9%	0%	2.1%	0%	0%	2.0%	2.4%
Buses and Single-Unit Trucks	0	1	1	0	2	0	2	0	0	2	3	25	1	0	29	1	52	0	0	53	86
% Buses and Single-Unit Trucks	0%	3.4%	0.6%	0%	0.9%	0%	8.0%	0%	0%	1.3%	2.9%	3.5%	3.3%	0%	3.4%	5.6%	3.7%	0%	0%	3.7%	3.3%

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

US 50 and Lompa Lane - TMC

Tue Dec 5, 2023

AM Peak (7 AM - 8 AM)

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

All Movements

ID: 1138739, Location: 39.175464, -119.73799

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

[N] Lompa Lane

Total: 237
In: 160 Out: 77

106
25
29

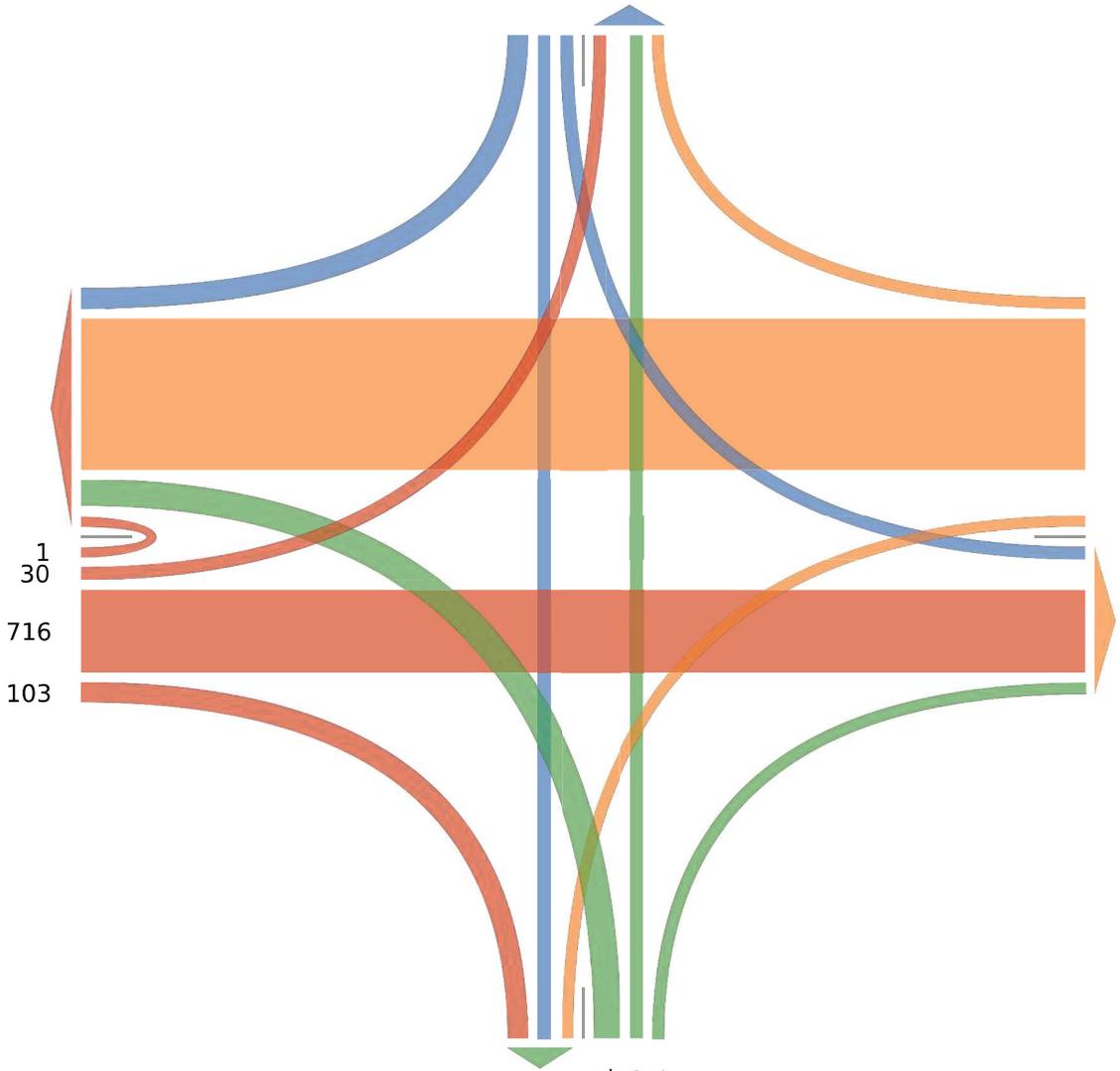
[W] US 50
Total: 2512
In: 850 Out: 1662

30
716
103

18
1391
11
Out: 763 In: 1420
Total: 2183
[E] US 50

Out: 139 In: 211
Total: 350
[S] Lompa Lane

164
29
18



US 50 and Lompa Lane - TMC

Tue Dec 5, 2023

Midday Peak (11:45 AM - 12:45 PM)

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

All Movements

ID: 1138739, Location: 39.175464, -119.73799

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

Leg Direction	Lompa Lane Northbound					Lompa Lane Southbound					US 50 Eastbound					US 50 Westbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2023-12-05 11:45AM	4	5	29	0	38	16	4	17	0	37	23	231	21	0	275	11	252	2	1	266	616
12:00PM	4	8	18	0	30	16	8	16	0	40	24	257	14	0	295	13	236	3	0	252	617
12:15PM	3	1	21	0	25	22	6	12	0	40	20	239	12	0	271	14	277	6	0	297	633
12:30PM	7	3	22	0	32	17	8	12	0	37	29	222	14	0	265	8	263	6	0	277	611
Total	18	17	90	0	125	71	26	57	0	154	96	949	61	0	1106	46	1028	17	1	1092	2477
% Approach	14.4%	13.6%	72.0%	0%	-	46.1%	16.9%	37.0%	0%	-	8.7%	85.8%	5.5%	0%	-	4.2%	94.1%	1.6%	0.1%	-	-
% Total	0.7%	0.7%	3.6%	0%	5.0%	2.9%	1.0%	2.3%	0%	6.2%	3.9%	38.3%	2.5%	0%	44.7%	1.9%	41.5%	0.7%	0%	44.1%	-
PHF	0.643	0.531	0.776	-	0.822	0.807	0.813	0.838	-	0.963	0.828	0.923	0.726	-	0.937	0.821	0.928	0.708	0.250	0.919	0.978
Lights	16	15	88	0	119	69	25	54	0	148	89	884	60	0	1033	46	935	17	1	999	2299
% Lights	88.9%	88.2%	97.8%	0%	95.2%	97.2%	96.2%	94.7%	0%	96.1%	92.7%	93.2%	98.4%	0%	93.4%	100%	91.0%	100%	100%	91.5%	92.8%
Articulated Trucks	1	0	0	0	1	1	1	2	0	4	2	32	1	0	35	0	41	0	0	41	81
% Articulated Trucks	5.6%	0%	0%	0%	0.8%	1.4%	3.8%	3.5%	0%	2.6%	2.1%	3.4%	1.6%	0%	3.2%	0%	4.0%	0%	0%	3.8%	3.3%
Buses and Single-Unit Trucks	1	2	2	0	5	1	0	1	0	2	5	33	0	0	38	0	52	0	0	52	97
% Buses and Single-Unit Trucks	5.6%	11.8%	2.2%	0%	4.0%	1.4%	0%	1.8%	0%	1.3%	5.2%	3.5%	0%	0%	3.4%	0%	5.1%	0%	0%	4.8%	3.9%

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

US 50 and Lompa Lane - TMC

Tue Dec 5, 2023

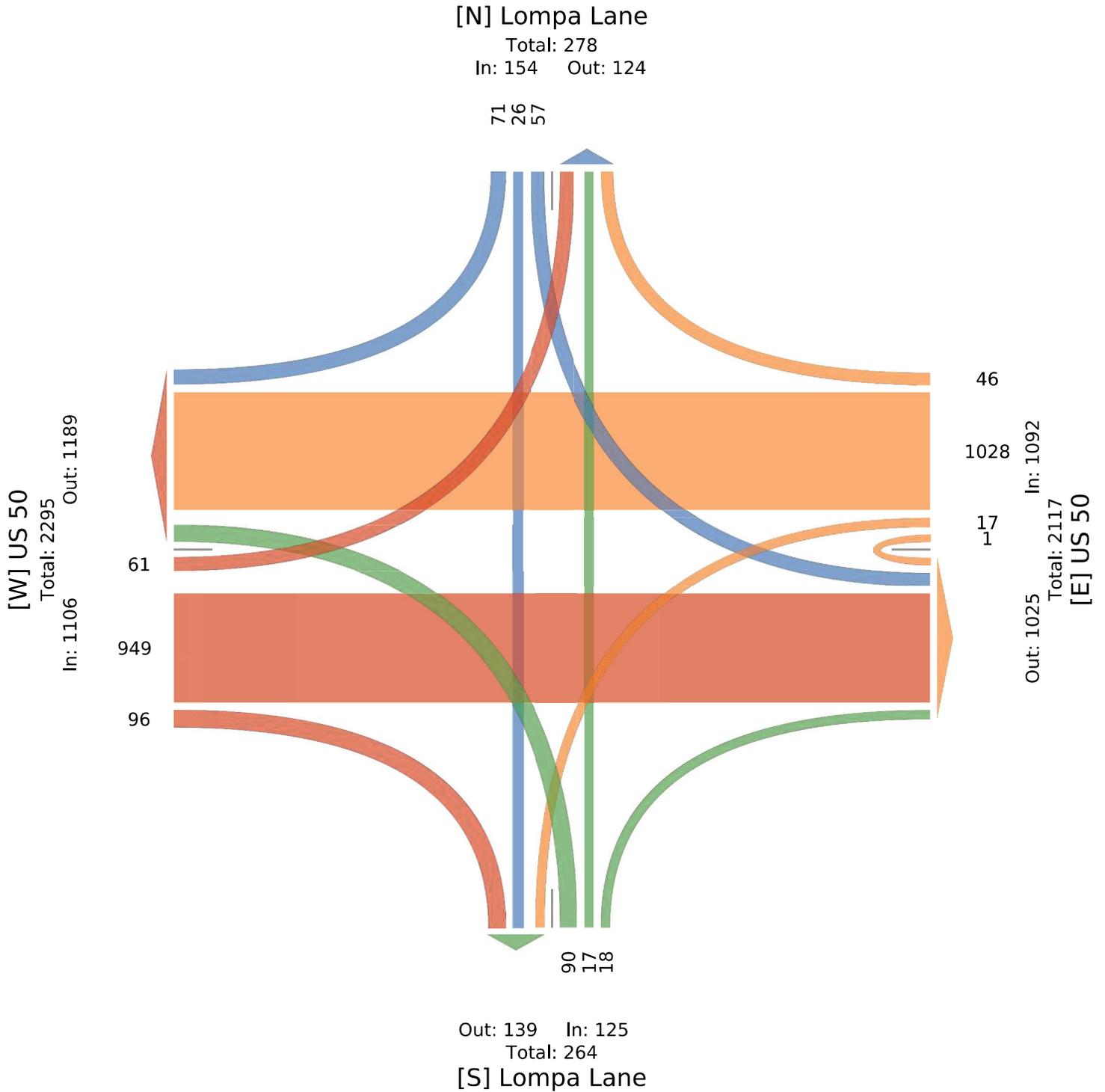
Midday Peak (11:45 AM - 12:45 PM)

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

All Movements

ID: 1138739, Location: 39.175464, -119.73799

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



US 50 and Lompa Lane - TMC

Tue Dec 5, 2023

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

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

All Movements

ID: 1138739, Location: 39.175464, -119.73799

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

Leg Direction	Lompa Lane Northbound					Lompa Lane Southbound					US 50 Eastbound					US 50 Westbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2023-12-05 4:00PM	2	9	42	0	53	22	5	12	0	39	65	403	15	0	483	9	296	14	0	319	894
4:15PM	5	4	37	0	46	25	6	17	0	48	49	335	24	0	408	19	242	1	0	262	764
4:30PM	5	7	32	0	44	14	11	19	0	44	43	321	19	1	384	5	208	7	0	220	692
4:45PM	8	7	48	0	63	32	5	20	0	57	59	366	21	0	446	21	234	9	0	264	830
Total	20	27	159	0	206	93	27	68	0	188	216	1425	79	1	1721	54	980	31	0	1065	3180
% Approach	9.7%	13.1%	77.2%	0%	-	49.5%	14.4%	36.2%	0%	-	12.6%	82.8%	4.6%	0.1%	-	5.1%	92.0%	2.9%	0%	-	-
% Total	0.6%	0.8%	5.0%	0%	6.5%	2.9%	0.8%	2.1%	0%	5.9%	6.8%	44.8%	2.5%	0%	54.1%	1.7%	30.8%	1.0%	0%	33.5%	-
PHF	0.625	0.750	0.828	-	0.817	0.727	0.614	0.850	-	0.825	0.831	0.884	0.823	0.250	0.891	0.643	0.828	0.554	-	0.835	0.889
Lights	20	26	156	0	202	90	26	66	0	182	209	1373	77	1	1660	53	932	31	0	1016	3060
% Lights	100%	96.3%	98.1%	0%	98.1%	96.8%	96.3%	97.1%	0%	96.8%	96.8%	96.4%	97.5%	100%	96.5%	98.1%	95.1%	100%	0%	95.4%	96.2%
Articulated Trucks	0	0	1	0	1	0	0	0	0	0	4	15	0	0	19	0	17	0	0	17	37
% Articulated Trucks	0%	0%	0.6%	0%	0.5%	0%	0%	0%	0%	0%	1.9%	1.1%	0%	0%	1.1%	0%	1.7%	0%	0%	1.6%	1.2%
Buses and Single-Unit Trucks	0	1	2	0	3	3	1	2	0	6	3	37	2	0	42	1	31	0	0	32	83
% Buses and Single-Unit Trucks	0%	3.7%	1.3%	0%	1.5%	3.2%	3.7%	2.9%	0%	3.2%	1.4%	2.6%	2.5%	0%	2.4%	1.9%	3.2%	0%	0%	3.0%	2.6%

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

US 50 and Lompa Lane - TMC

Tue Dec 5, 2023

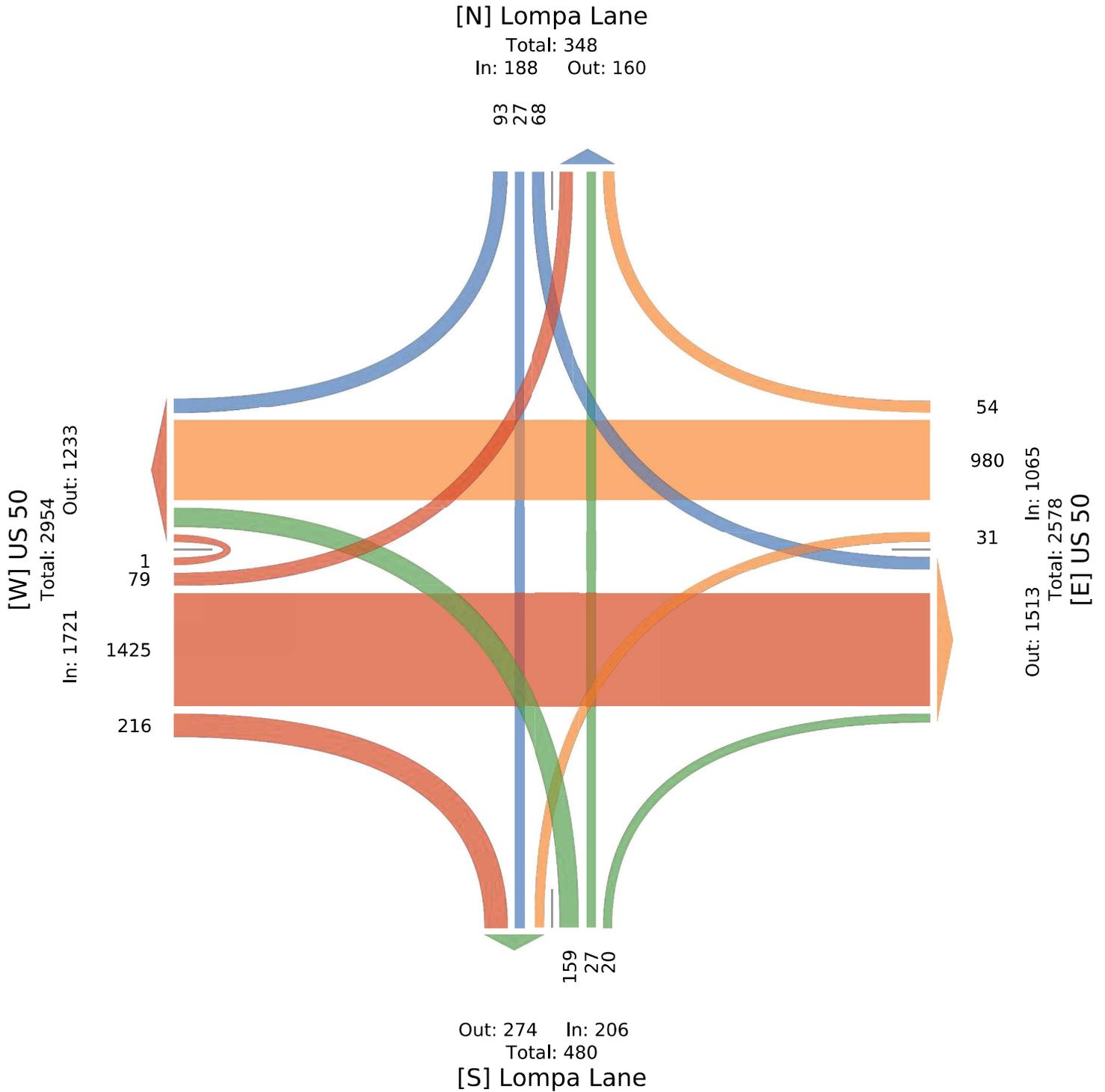
PM Peak (4 PM - 5 PM) - Overall Peak Hour

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

All Movements

ID: 1138739, Location: 39.175464, -119.73799

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



US 50 and Airport Road - TMC

Tue Dec 5, 2023

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

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

All Movements

ID: 1138737, Location: 39.17666, -119.733387

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

Leg Direction	Airport Road Northbound					Airport Road Southbound					US 50 Eastbound					US 50 Westbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2023-12-05 12:00AM	0	1	1	0	2	1	1	1	0	3	1	15	0	0	16	0	7	0	0	7	28
12:15AM	0	1	2	0	3	0	0	0	0	0	4	10	0	0	14	0	13	0	0	13	30
12:30AM	2	3	1	0	6	1	0	0	0	1	4	8	2	0	14	0	10	1	0	11	32
12:45AM	0	2	1	0	3	0	1	1	0	2	1	9	2	0	12	0	9	0	0	9	26
Hourly Total	2	7	5	0	14	2	2	2	0	6	10	42	4	0	56	0	39	1	0	40	116
1:00AM	0	0	2	0	2	1	0	1	0	2	0	10	0	0	10	0	4	2	0	6	20
1:15AM	0	2	0	0	2	1	1	1	0	3	0	6	0	0	6	0	6	0	0	6	17
1:30AM	0	0	2	0	2	0	1	0	0	1	0	5	0	0	5	0	6	0	0	6	14
1:45AM	1	0	1	0	2	1	0	0	0	1	0	2	1	0	3	0	5	0	0	5	11
Hourly Total	1	2	5	0	8	3	2	2	0	7	0	23	1	0	24	0	21	2	0	23	62
2:00AM	1	1	1	0	3	0	0	0	0	0	0	5	0	0	5	0	7	0	0	7	15
2:15AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	4	1	0	5	13
2:30AM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	14	0	0	14	17
2:45AM	0	0	0	0	0	1	0	1	0	2	0	5	1	0	6	0	4	0	0	4	12
Hourly Total	1	1	1	0	3	1	0	3	0	4	0	19	1	0	20	0	29	1	0	30	57
3:00AM	1	0	0	0	1	0	1	0	0	1	0	4	0	0	4	0	6	0	0	6	12
3:15AM	0	0	2	0	2	1	0	0	0	1	0	6	0	0	6	0	13	0	0	13	22
3:30AM	1	0	1	0	2	1	0	2	0	3	0	13	0	0	13	0	23	0	0	23	41
3:45AM	1	2	8	0	11	2	1	0	0	3	1	6	0	0	7	0	17	1	0	18	39
Hourly Total	3	2	11	0	16	4	2	2	0	8	1	29	0	0	30	0	59	1	0	60	114
4:00AM	0	1	10	0	11	1	0	0	0	1	0	10	1	0	11	0	26	0	0	26	49
4:15AM	4	1	3	0	8	4	0	1	0	5	0	14	0	0	14	0	31	0	0	31	58
4:30AM	4	4	5	0	13	3	2	1	0	6	0	23	0	0	23	0	45	0	0	45	87
4:45AM	6	5	6	0	17	6	0	3	0	9	1	29	0	0	30	0	54	0	0	54	110
Hourly Total	14	11	24	0	49	14	2	5	0	21	1	76	1	0	78	0	156	0	0	156	304
5:00AM	2	1	4	0	7	5	1	3	0	9	0	44	2	0	46	0	72	2	0	74	136
5:15AM	6	4	5	0	15	7	2	3	0	12	0	51	0	0	51	0	110	2	0	112	190
5:30AM	3	13	17	0	33	14	3	2	0	19	0	68	1	0	69	0	123	1	0	124	245
5:45AM	5	11	21	0	37	14	4	4	0	22	0	54	1	1	56	0	154	2	0	156	271
Hourly Total	16	29	47	0	92	40	10	12	0	62	0	217	4	1	222	0	459	7	0	466	842
6:00AM	5	7	16	0	28	11	4	4	0	19	6	66	2	0	74	0	140	4	0	144	265
6:15AM	3	8	10	0	21	12	2	8	0	22	6	90	4	0	100	1	205	1	0	207	350
6:30AM	10	11	26	0	47	16	6	12	0	34	7	131	5	0	143	0	218	2	0	220	444
6:45AM	14	16	27	0	57	18	10	6	0	34	11	162	5	0	178	1	265	5	0	271	540
Hourly Total	32	42	79	0	153	57	22	30	0	109	30	449	16	0	495	2	828	12	0	842	1599
7:00AM	5	17	36	0	58	33	13	2	0	48	13	115	7	0	135	3	283	1	0	287	528
7:15AM	4	10	42	0	56	47	29	11	0	87	25	154	11	0	190	3	319	7	0	329	662
7:30AM	1	17	35	0	53	24	24	9	0	57	23	196	11	0	230	0	312	3	0	315	655
7:45AM	9	29	34	0	72	24	21	11	0	56	14	168	14	0	196	6	267	6	0	279	603
Hourly Total	19	73	147	0	239	128	87	33	0	248	75	633	43	0	751	12	1181	17	0	1210	2448
8:00AM	6	25	26	0	57	1	21	13	0	35	19	144	8	0	171	5	236	6	0	247	510
8:15AM	9	22	46	0	77	9	16	15	0	40	22	128	15	0	165	5	227	2	0	234	516
8:30AM	4	18	27	0	49	7	17	10	0	34	16	181	14	0	211	1	223	2	0	226	520
8:45AM	2	8	31	0	41	13	13	6	1	33	7	172	9	0	188	2	230	3	0	235	497
Hourly Total	21	73	130	0	224	30	67	44	1	142	64	625	46	0	735	13	916	13	0	942	2043
9:00AM	0	14	21	0	35	25	11	8	0	44	15	130	7	0	152	1	188	2	0	191	422
9:15AM	3	9	17	0	29	17	11	10	0	38	15	129	13	0	157	4	195	1	0	200	424
9:30AM	4	10	21	0	35	15	11	6	0	32	13	176	7	0	196	1	206	4	0	211	474
9:45AM	4	15	21	0	40	16	6	8	0	30	12	160	12	0	184	3	198	3	0	204	458
Hourly Total	11	48	80	0	139	73	39	32	0	144	55	595	39	0	689	9	787	10	0	806	1778
10:00AM	3	9	31	0	43	20	15	10	0	45	16	172	9	0	197	6	209	3	0	218	503
10:15AM	4	16	20	0	40	25	11	11	0	47	18	156	11	0	185	1	207	6	0	214	486
10:30AM	1	10	23	0	34	14	7	8	0	29	22	154	18	0	194	4	182	3	0	189	446
10:45AM	6	13	25	0	44	20	18	12	0	50	22	172	17	0	211	2	200	11	0	213	518

Leg Direction	Airport Road Northbound					Airport Road Southbound					US 50 Eastbound					US 50 Westbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
Hourly Total	14	48	99	0	161	79	51	41	0	171	78	654	55	0	787	13	798	23	0	834	1953
11:00AM	2	15	22	0	39	18	14	16	0	48	18	176	22	0	216	3	177	7	0	187	490
11:15AM	5	10	28	0	43	23	11	16	0	50	14	201	16	0	231	0	256	2	0	258	582
11:30AM	2	12	20	0	34	12	15	13	0	40	13	205	23	0	241	3	220	2	0	225	540
11:45AM	2	18	19	0	39	18	18	18	0	54	20	190	27	0	237	1	230	2	0	233	563
Hourly Total	11	55	89	0	155	71	58	63	0	192	65	772	88	0	925	7	883	13	0	903	2175
12:00PM	7	15	20	0	42	21	13	22	0	56	24	207	30	0	261	4	202	15	0	221	580
12:15PM	2	17	33	0	52	16	18	21	0	55	25	194	25	0	244	7	223	5	0	235	586
12:30PM	4	19	22	0	45	22	20	21	0	63	21	202	16	0	239	5	229	5	0	239	586
12:45PM	3	26	28	0	57	24	18	21	0	63	36	207	25	0	268	5	213	1	0	219	607
Hourly Total	16	77	103	0	196	83	69	85	0	237	106	810	96	0	1012	21	867	26	0	914	2359
1:00PM	6	20	29	0	55	13	15	14	0	42	32	222	21	0	275	5	211	3	0	219	591
1:15PM	4	20	33	0	57	17	19	20	0	56	28	215	25	0	268	4	201	7	0	212	593
1:30PM	4	22	23	0	49	18	18	19	0	55	25	178	35	0	238	4	227	9	1	241	583
1:45PM	5	15	33	0	53	22	28	16	0	66	29	184	17	1	231	3	198	5	1	207	557
Hourly Total	19	77	118	0	214	70	80	69	0	219	114	799	98	1	1012	16	837	24	2	879	2324
2:00PM	4	20	24	0	48	23	16	20	0	59	33	205	23	0	261	4	243	8	0	255	623
2:15PM	8	17	27	0	52	24	17	16	0	57	39	248	34	0	321	5	205	4	0	214	644
2:30PM	5	21	34	0	60	25	22	17	0	64	32	254	24	0	310	10	208	8	0	226	660
2:45PM	8	28	27	0	63	26	24	21	0	71	24	233	26	2	285	6	222	2	0	230	649
Hourly Total	25	86	112	0	223	98	79	74	0	251	128	940	107	2	1177	25	878	22	0	925	2576
3:00PM	8	28	35	0	71	23	32	20	0	75	35	277	25	0	337	1	205	2	0	208	691
3:15PM	14	41	34	0	89	16	33	27	0	76	38	246	25	0	309	1	248	3	0	252	726
3:30PM	15	30	49	0	94	22	36	33	0	91	22	239	36	0	297	1	234	9	0	244	726
3:45PM	5	33	42	0	80	26	29	27	0	82	39	278	41	0	358	2	255	6	0	263	783
Hourly Total	42	132	160	0	334	87	130	107	0	324	134	1040	127	0	1301	5	942	20	0	967	2926
4:00PM	14	36	37	0	87	26	46	15	1	88	47	263	35	0	345	1	246	8	0	255	775
4:15PM	7	28	33	0	68	30	30	23	0	83	38	317	38	0	393	1	204	5	0	210	754
4:30PM	8	31	31	0	70	23	40	27	0	90	38	258	33	0	329	4	199	7	0	210	699
4:45PM	10	27	41	0	78	31	31	30	0	92	40	286	41	0	367	2	194	12	0	208	745
Hourly Total	39	122	142	0	303	110	147	95	1	353	163	1124	147	0	1434	8	843	32	0	883	2973
5:00PM	15	35	39	0	89	27	35	24	0	86	46	278	43	0	367	2	214	6	0	222	764
5:15PM	5	41	32	0	78	21	23	17	0	61	53	273	41	0	367	6	190	4	0	200	706
5:30PM	7	46	37	0	90	27	29	20	0	76	45	254	38	0	337	2	175	6	0	183	686
5:45PM	7	43	38	0	88	21	34	21	0	76	29	205	21	0	255	1	169	3	0	173	592
Hourly Total	34	165	146	0	345	96	121	82	0	299	173	1010	143	0	1326	11	748	19	0	778	2748
6:00PM	4	31	28	0	63	30	26	16	0	72	36	201	39	0	276	5	144	7	0	156	567
6:15PM	5	20	27	0	52	25	23	9	0	57	32	160	27	0	219	4	115	6	0	125	453
6:30PM	1	23	28	0	52	19	15	15	0	49	42	143	28	0	213	5	115	5	0	125	439
6:45PM	1	20	28	0	49	19	17	13	0	49	24	123	17	0	164	5	94	1	0	100	362
Hourly Total	11	94	111	0	216	93	81	53	0	227	134	627	111	0	872	19	468	19	0	506	1821
7:00PM	2	19	17	0	38	10	15	10	0	35	26	123	16	0	165	0	75	6	1	82	320
7:15PM	2	20	17	0	39	23	18	13	0	54	29	109	10	0	148	0	62	5	0	67	308
7:30PM	4	18	18	0	40	16	11	6	0	33	26	90	13	0	129	0	58	2	0	60	262
7:45PM	5	11	16	0	32	14	9	5	0	28	11	97	11	0	119	0	55	1	0	56	235
Hourly Total	13	68	68	0	149	63	53	34	0	150	92	419	50	0	561	0	250	14	1	265	1125
8:00PM	5	9	16	0	30	14	7	9	0	30	26	91	16	0	133	0	51	3	0	54	247
8:15PM	2	21	17	0	40	12	6	4	0	22	24	87	12	0	123	1	45	3	0	49	234
8:30PM	2	13	16	0	31	11	18	4	0	33	19	80	11	0	110	0	41	3	0	44	218
8:45PM	2	13	9	0	24	7	12	4	0	23	13	78	6	0	97	1	41	3	0	45	189
Hourly Total	11	56	58	0	125	44	43	21	0	108	82	336	45	0	463	2	178	12	0	192	888
9:00PM	2	10	9	0	21	3	7	5	0	15	18	54	15	0	87	4	35	1	0	40	163
9:15PM	4	8	13	0	25	4	9	5	0	18	13	60	12	0	85	0	23	4	0	27	155
9:30PM	2	9	9	0	20	5	8	2	0	15	15	55	10	0	80	3	29	2	0	34	149
9:45PM	1	5	8	0	14	4	1	5	0	10	11	39	6	0	56	1	21	4	0	26	106
Hourly Total	9	32	39	0	80	16	25	17	0	58	57	208	43	0	308	8	108	11	0	127	573
10:00PM	1	4	10	0	15	4	6	2	0	12	16	29	9	0	54	0	29	2	0	31	112
10:15PM	1	2	7	0	10	1	4	2	0	7	16	49	4	0	69	0	23	1	0	24	110
10:30PM	0	5	4	0	9	2	8	2	0	12	4	30	0	0	34	0	20	1	0	21	76
10:45PM	4	5	5	0	14	1	2	0	0	3	7	22	4	0	33	0	17	0	1	18	68

Leg Direction	Airport Road Northbound					Airport Road Southbound					US 50 Eastbound					US 50 Westbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
Hourly Total	6	16	26	0	48	8	20	6	0	34	43	130	17	0	190	0	89	4	1	94	366
11:00PM	0	2	4	0	6	1	1	5	0	7	0	25	2	0	27	1	17	1	0	19	59
11:15PM	0	0	2	0	2	3	2	0	0	5	1	17	5	0	23	0	8	0	0	8	38
11:30PM	0	2	4	0	6	0	1	1	0	2	0	17	1	0	18	1	13	0	0	14	40
11:45PM	0	0	2	0	2	2	2	3	0	7	0	20	2	0	22	2	11	1	0	14	45
Hourly Total	0	4	12	0	16	6	6	9	0	21	1	79	10	0	90	4	49	2	0	55	182
Total	370	1320	1812	0	3502	1276	1196	921	2	3395	1606	11656	1292	4	14558	175	12413	305	4	12897	34352
% Approach	10.6%	37.7%	51.7%	0%	-	37.6%	35.2%	27.1%	0.1%	-	11.0%	80.1%	8.9%	0%	-	1.4%	96.2%	2.4%	0%	-	-
% Total	1.1%	3.8%	5.3%	0%	10.2%	3.7%	3.5%	2.7%	0%	9.9%	4.7%	33.9%	3.8%	0%	42.4%	0.5%	36.1%	0.9%	0%	37.5%	-
Lights	358	1296	1787	0	3441	1261	1170	904	2	3337	1589	10937	1282	4	13812	169	11640	288	4	12101	32691
% Lights	96.8%	98.2%	98.6%	0%	98.3%	98.8%	97.8%	98.2%	100%	98.3%	98.9%	93.8%	99.2%	100%	94.9%	96.6%	93.8%	94.4%	100%	93.8%	95.2%
Articulated Trucks	2	1	5	0	8	2	4	4	0	10	6	318	1	0	325	1	393	1	0	395	738
% Articulated Trucks	0.5%	0.1%	0.3%	0%	0.2%	0.2%	0.3%	0.4%	0%	0.3%	0.4%	2.7%	0.1%	0%	2.2%	0.6%	3.2%	0.3%	0%	3.1%	2.1%
Buses and Single-Unit Trucks	10	23	20	0	53	13	22	13	0	48	11	401	9	0	421	5	380	16	0	401	923
% Buses and Single-Unit Trucks	2.7%	1.7%	1.1%	0%	1.5%	1.0%	1.8%	1.4%	0%	1.4%	0.7%	3.4%	0.7%	0%	2.9%	2.9%	3.1%	5.2%	0%	3.1%	2.7%

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

US 50 and Airport Road - TMC

Tue Dec 5, 2023

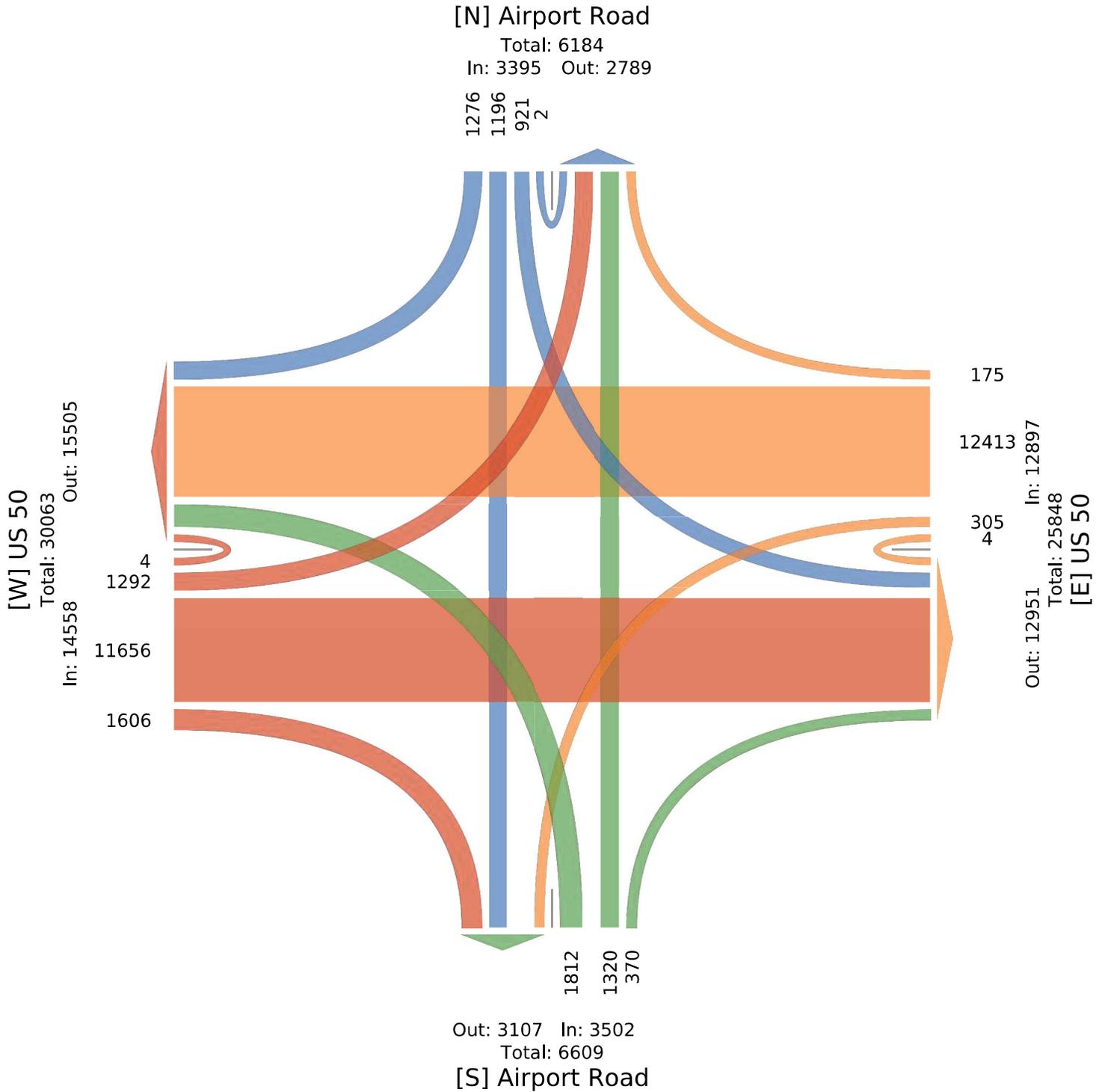
Full Length (12 AM-12 AM (+1))

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

All Movements

ID: 1138737, Location: 39.17666, -119.733387

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



US 50 and Airport Road - TMC

Tue Dec 5, 2023

AM Peak (7 AM - 8 AM)

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

All Movements

ID: 1138737, Location: 39.17666, -119.733387

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

Leg Direction	Airport Road Northbound					Airport Road Southbound					US 50 Eastbound					US 50 Westbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2023-12-05 7:00AM	5	17	36	0	58	33	13	2	0	48	13	115	7	0	135	3	283	1	0	287	528
7:15AM	4	10	42	0	56	47	29	11	0	87	25	154	11	0	190	3	319	7	0	329	662
7:30AM	1	17	35	0	53	24	24	9	0	57	23	196	11	0	230	0	312	3	0	315	655
7:45AM	9	29	34	0	72	24	21	11	0	56	14	168	14	0	196	6	267	6	0	279	603
Total	19	73	147	0	239	128	87	33	0	248	75	633	43	0	751	12	1181	17	0	1210	2448
% Approach	7.9%	30.5%	61.5%	0%	-	51.6%	35.1%	13.3%	0%	-	10.0%	84.3%	5.7%	0%	-	1.0%	97.6%	1.4%	0%	-	-
% Total	0.8%	3.0%	6.0%	0%	9.8%	5.2%	3.6%	1.3%	0%	10.1%	3.1%	25.9%	1.8%	0%	30.7%	0.5%	48.2%	0.7%	0%	49.4%	-
PHF	0.528	0.629	0.875	-	0.830	0.681	0.750	0.750	-	0.713	0.750	0.807	0.768	-	0.816	0.500	0.926	0.607	-	0.919	0.924
Lights	18	72	147	0	237	127	84	29	0	240	72	580	43	0	695	11	1099	17	0	1127	2299
% Lights	94.7%	98.6%	100%	0%	99.2%	99.2%	96.6%	87.9%	0%	96.8%	96.0%	91.6%	100%	0%	92.5%	91.7%	93.1%	100%	0%	93.1%	93.9%
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	1	28	0	0	29	0	44	0	0	44	75
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	6.1%	0%	0.8%	1.3%	4.4%	0%	0%	3.9%	0%	3.7%	0%	0%	3.6%	3.1%
Buses and Single-Unit Trucks	1	1	0	0	2	1	3	2	0	6	2	25	0	0	27	1	38	0	0	39	74
% Buses and Single-Unit Trucks	5.3%	1.4%	0%	0%	0.8%	0.8%	3.4%	6.1%	0%	2.4%	2.7%	3.9%	0%	0%	3.6%	8.3%	3.2%	0%	0%	3.2%	3.0%

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

US 50 and Airport Road - TMC

Tue Dec 5, 2023

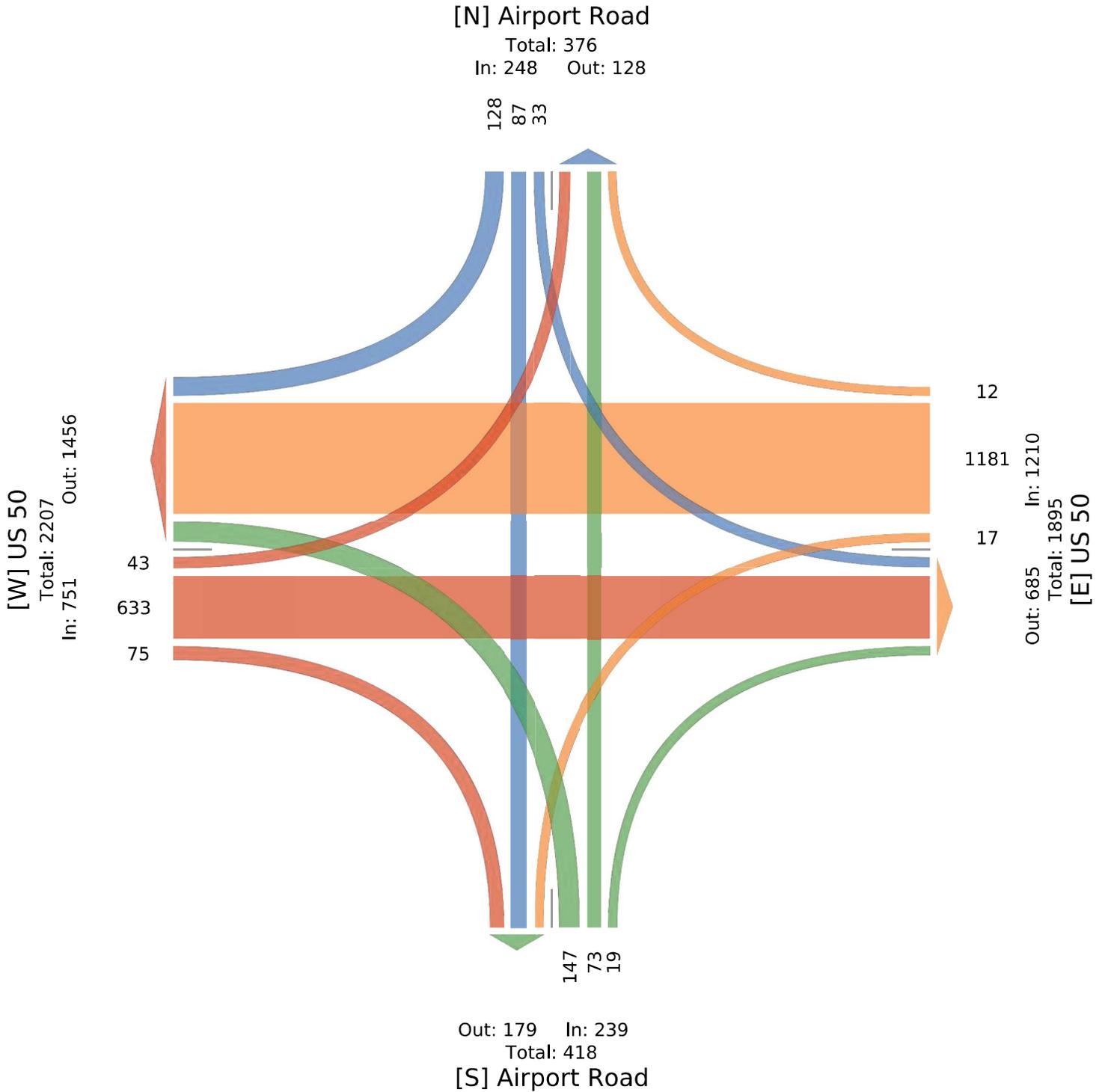
AM Peak (7 AM - 8 AM)

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

All Movements

ID: 1138737, Location: 39.17666, -119.733387

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



US 50 and Airport Road - TMC

Tue Dec 5, 2023

Midday Peak (12:30 PM - 1:30 PM)

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

All Movements

ID: 1138737, Location: 39.17666, -119.733387

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

Leg Direction	Airport Road Northbound					Airport Road Southbound					US 50 Eastbound					US 50 Westbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2023-12-05 12:30PM	4	19	22	0	45	22	20	21	0	63	21	202	16	0	239	5	229	5	0	239	586
12:45PM	3	26	28	0	57	24	18	21	0	63	36	207	25	0	268	5	213	1	0	219	607
1:00PM	6	20	29	0	55	13	15	14	0	42	32	222	21	0	275	5	211	3	0	219	591
1:15PM	4	20	33	0	57	17	19	20	0	56	28	215	25	0	268	4	201	7	0	212	593
Total	17	85	112	0	214	76	72	76	0	224	117	846	87	0	1050	19	854	16	0	889	2377
% Approach	7.9%	39.7%	52.3%	0%	-	33.9%	32.1%	33.9%	0%	-	11.1%	80.6%	8.3%	0%	-	2.1%	96.1%	1.8%	0%	-	-
% Total	0.7%	3.6%	4.7%	0%	9.0%	3.2%	3.0%	3.2%	0%	9.4%	4.9%	35.6%	3.7%	0%	44.2%	0.8%	35.9%	0.7%	0%	37.4%	-
PHF	0.708	0.817	0.848	-	0.939	0.792	0.900	0.905	-	0.889	0.813	0.953	0.870	-	0.955	0.950	0.932	0.571	-	0.930	0.979
Lights	17	80	109	0	206	76	71	74	0	221	116	780	87	0	983	19	781	13	0	813	2223
% Lights	100%	94.1%	97.3%	0%	96.3%	100%	98.6%	97.4%	0%	98.7%	99.1%	92.2%	100%	0%	93.6%	100%	91.5%	81.3%	0%	91.5%	93.5%
Articulated Trucks	0	1	1	0	2	0	0	1	0	1	1	26	0	0	27	0	38	0	0	38	68
% Articulated Trucks	0%	1.2%	0.9%	0%	0.9%	0%	0%	1.3%	0%	0.4%	0.9%	3.1%	0%	0%	2.6%	0%	4.4%	0%	0%	4.3%	2.9%
Buses and Single-Unit Trucks	0	4	2	0	6	0	1	1	0	2	0	40	0	0	40	0	35	3	0	38	86
% Buses and Single-Unit Trucks	0%	4.7%	1.8%	0%	2.8%	0%	1.4%	1.3%	0%	0.9%	0%	4.7%	0%	0%	3.8%	0%	4.1%	18.8%	0%	4.3%	3.6%

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

US 50 and Airport Road - TMC

Tue Dec 5, 2023

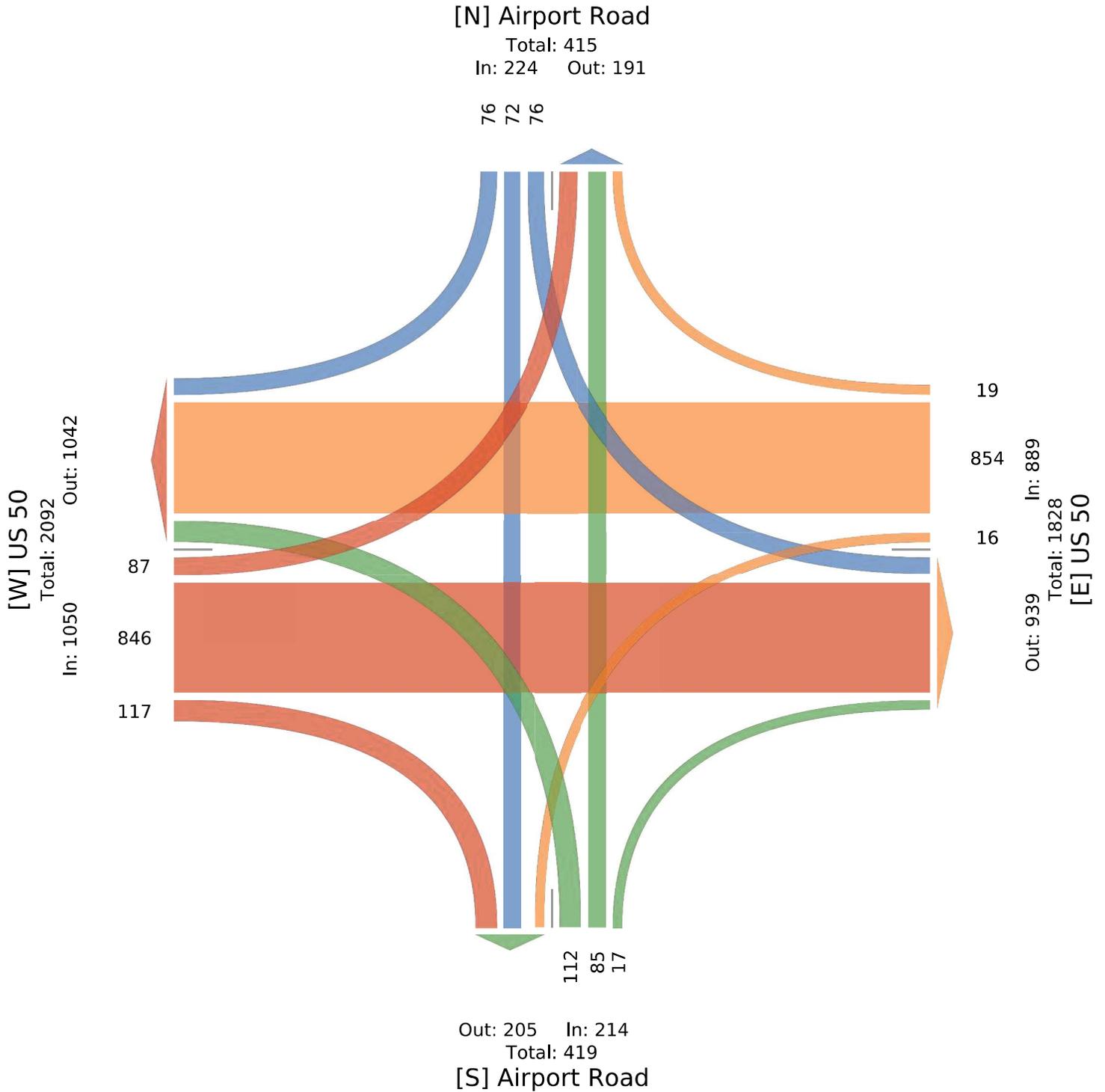
Midday Peak (12:30 PM - 1:30 PM)

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

All Movements

ID: 1138737, Location: 39.17666, -119.733387

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



US 50 and Airport Road - TMC

Tue Dec 5, 2023

PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour

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

All Movements

ID: 1138737, Location: 39.17666, -119.733387

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

Leg Direction	Airport Road Northbound					Airport Road Southbound					US 50 Eastbound					US 50 Westbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2023-12-05 3:30PM	15	30	49	0	94	22	36	33	0	91	22	239	36	0	297	1	234	9	0	244	726
3:45PM	5	33	42	0	80	26	29	27	0	82	39	278	41	0	358	2	255	6	0	263	783
4:00PM	14	36	37	0	87	26	46	15	1	88	47	263	35	0	345	1	246	8	0	255	775
4:15PM	7	28	33	0	68	30	30	23	0	83	38	317	38	0	393	1	204	5	0	210	754
Total	41	127	161	0	329	104	141	98	1	344	146	1097	150	0	1393	5	939	28	0	972	3038
% Approach	12.5%	38.6%	48.9%	0%	-	30.2%	41.0%	28.5%	0.3%	-	10.5%	78.8%	10.8%	0%	-	0.5%	96.6%	2.9%	0%	-	-
% Total	1.3%	4.2%	5.3%	0%	10.8%	3.4%	4.6%	3.2%	0%	11.3%	4.8%	36.1%	4.9%	0%	45.9%	0.2%	30.9%	0.9%	0%	32.0%	-
PHF	0.683	0.882	0.821	-	0.875	0.867	0.766	0.742	0.250	0.945	0.777	0.865	0.915	-	0.886	0.625	0.921	0.778	-	0.924	0.970
Lights	41	124	159	0	324	102	138	97	1	338	145	1060	148	0	1353	4	895	27	0	926	2941
% Lights	100%	97.6%	98.8%	0%	98.5%	98.1%	97.9%	99.0%	100%	98.3%	99.3%	96.6%	98.7%	0%	97.1%	80.0%	95.3%	96.4%	0%	95.3%	96.8%
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	0	7	0	0	7	0	10	0	0	10	18
% Articulated Trucks	0%	0%	0%	0%	0%	1.0%	0%	0%	0%	0.3%	0%	0.6%	0%	0%	0.5%	0%	1.1%	0%	0%	1.0%	0.6%
Buses and Single-Unit Trucks	0	3	2	0	5	1	3	1	0	5	1	30	2	0	33	1	34	1	0	36	79
% Buses and Single-Unit Trucks	0%	2.4%	1.2%	0%	1.5%	1.0%	2.1%	1.0%	0%	1.5%	0.7%	2.7%	1.3%	0%	2.4%	20.0%	3.6%	3.6%	0%	3.7%	2.6%

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

US 50 and Airport Road - TMC

Tue Dec 5, 2023

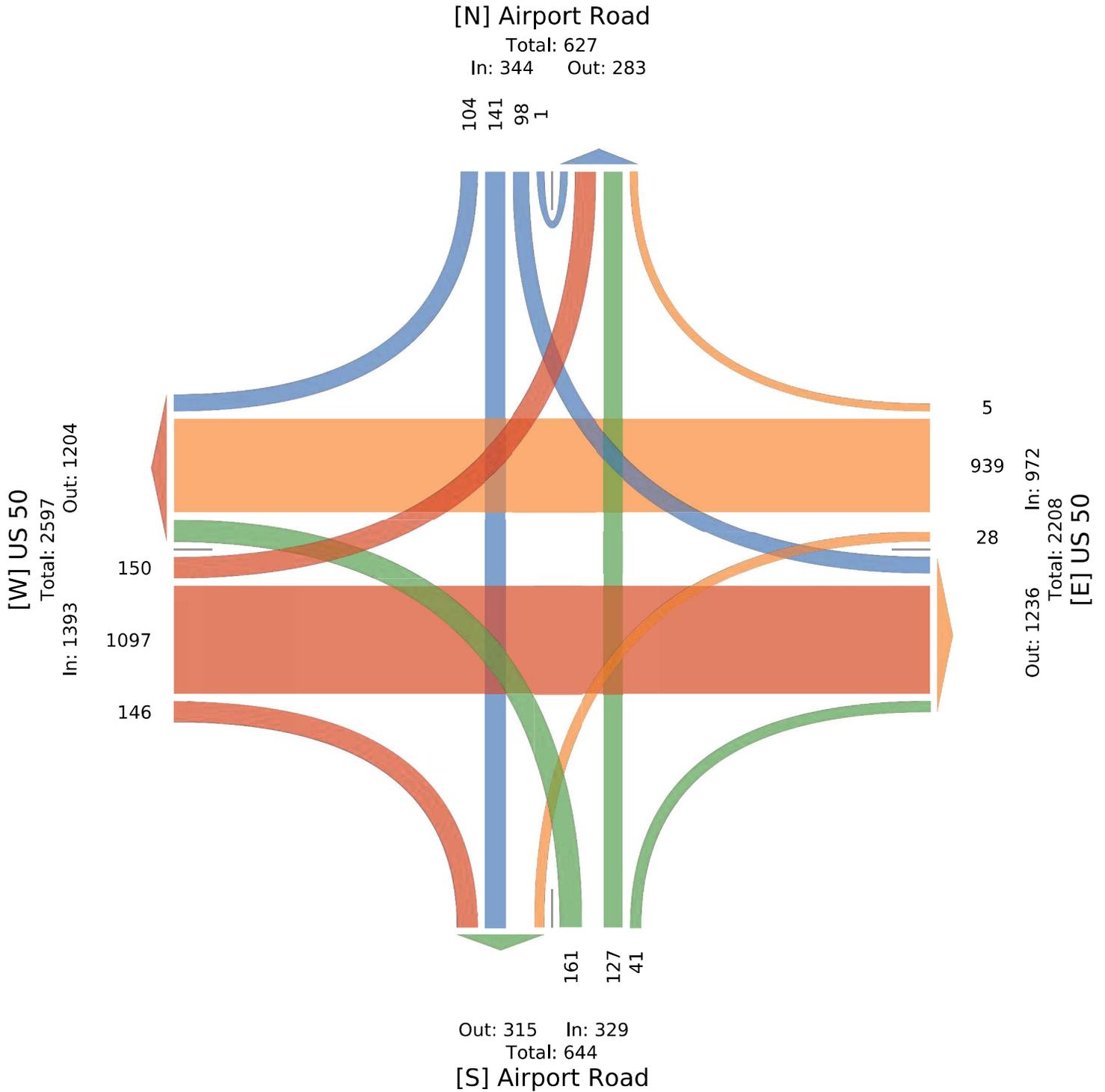
PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour

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

All Movements

ID: 1138737, Location: 39.17666, -119.733387

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



APPENDIX C
TRIP GENERATION CALCULATIONS

Project RISE Dispensary



Trip generation for Marijuana Dispensary

Designed by AKT

Date December 11, 2023

Job No. 192443000

Checked by DJG

Date December 11, 2023

Sheet No. 1 of 2

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation 11th Edition, Average Rate Equations

Land Use Code - 882 Marijuana Dispensary
Land Use Sub Category
Setting/Location General Urban/Suburban
Independent Variable - 1,000 Sq Ft
Number of Units (X) - 5.5

T = Trip Ends

Peak Hour: Weekday, Adjacent Street Traffic

One Hour Between 7 and 9 AM

Average Rate
T = (X) * 10.54
T = 58
Trip Ends Per 1,000 Sq Ft
Trip Ends

Directional Distribution:
52% Entering 48% Exiting
30 Entering 28 Exiting

Peak Hour: Weekday, Adjacent Street Traffic

One Hour Between 4 and 6 PM

Average Rate
T = (X) * 18.92
T = 104
Trip Ends Per 1,000 Sq Ft
Trip Ends

Directional Distribution:
50% Entering 50% Exiting
52 Entering 52 Exiting

Daily Weekday

Average Rate
T = (X) * 211.12
T = 1162
Trip Ends Per 1,000 Sq Ft
Trip Ends

Directional Distribution:
50% Entering 50% Exiting
581 Entering 581 Exiting

Non-Pass-By Trip Percentage

Non-Pass-By Trip Volumes

AM Peak 100%
PM Peak 100%

AM Peak 30 Entering 28 Exiting
PM Peak 52 Entering 52 Exiting

Note: Rounding may occur in calculations

Project RISE Dispensary



Trip generation for Nursery (Garden Center)

Designed by AKT

Date December 11, 2023

Job No. 192443000

Checked by DJG

Date December 11, 2023

Sheet No. 2 of 2

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation 11th Edition, Average Rate Equations

Land Use Code - 817 Nursery (Garden Center)
Land Use Sub Category
Setting/Location General Urban/Suburban
Independent Variable - 1,000 Sq Ft
Number of Units (X) - 5.5

T = Trip Ends

Peak Hour: Weekday, Adjacent Street Traffic

One Hour Between 7 and 9 AM

Average Rate
T = (X) * 2.43
T = 13
Trip Ends Per 1,000 Sq Ft
Trip Ends

Directional Distribution:
50% Entering 50% Exiting
7 Entering 6 Exiting

Peak Hour: Weekday, Adjacent Street Traffic

One Hour Between 4 and 6 PM

Average Rate
T = (X) * 6.94
T = 38
Trip Ends Per 1,000 Sq Ft
Trip Ends

Directional Distribution:
50% Entering 50% Exiting
19 Entering 19 Exiting

Daily Weekday

Average Rate
T = (X) * 68.1
T = 376
Trip Ends Per 1,000 Sq Ft
Trip Ends

Directional Distribution:
50% Entering 50% Exiting
188 Entering 188 Exiting

Non-Pass-By Trip Percentage

Non-Pass-By Trip Volumes

AM Peak 100%
PM Peak 100%

AM Peak 7 Entering 6 Exiting
PM Peak 19 Entering 19 Exiting

Note: Rounding may occur in calculations

APPENDIX D
KEY INTERSECTION PEAK HOUR LOS CALCULATIONS

HCM 6th Signalized Intersection Summary
 1: N Lopma Lane/N Lompa Lane & US Highway 50

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	716	103	11	1391	18	164	29	18	29	25	106
Future Volume (veh/h)	31	716	103	11	1391	18	164	29	18	29	25	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	33	770	0	12	1496	19	176	31	19	31	27	114
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	49	2072		24	2054	26	257	248	152	341	71	301
Arrive On Green	0.03	0.42	0.00	0.01	0.41	0.41	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1725	5107	0	1725	5032	64	1208	1051	644	1312	303	1278
Grp Volume(v), veh/h	33	770	0	12	980	535	176	0	50	31	0	141
Grp Sat Flow(s),veh/h/ln	1725	1648	0	1725	1648	1800	1208	0	1695	1312	0	1581
Q Serve(g_s), s	2.2	12.3	0.0	0.8	28.8	28.8	16.5	0.0	2.7	2.2	0.0	8.6
Cycle Q Clear(g_c), s	2.2	12.3	0.0	0.8	28.8	28.8	25.1	0.0	2.7	4.9	0.0	8.6
Prop In Lane	1.00		0.00	1.00		0.04	1.00		0.38	1.00		0.81
Lane Grp Cap(c), veh/h	49	2072		24	1345	734	257	0	399	341	0	372
V/C Ratio(X)	0.68	0.37		0.50	0.73	0.73	0.69	0.00	0.13	0.09	0.00	0.38
Avail Cap(c_a), veh/h	426	2072		285	1345	734	259	0	402	344	0	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.3	23.0	0.0	56.3	28.7	28.7	47.4	0.0	34.6	36.5	0.0	36.9
Incr Delay (d2), s/veh	5.9	0.5	0.0	6.0	3.5	6.3	6.3	0.0	0.1	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	8.5	0.0	0.7	17.5	19.5	9.2	0.0	2.0	1.3	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	23.5	0.0	62.3	32.2	34.9	53.8	0.0	34.7	36.6	0.0	37.2
LnGrp LOS	E	C		E	C	C	D	A	C	D	A	D
Approach Vol, veh/h		803			1527			226				172
Approach Delay, s/veh		25.0			33.4			49.5				37.1
Approach LOS		C			C			D				D
Timer - Assigned Phs												
		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		34.8	8.6	54.0		34.8	9.9	52.7				
Change Period (Y+Rc), s		* 7.7	7.0	5.8		* 7.7	* 6.6	5.8				
Max Green Setting (Gmax), s		* 27	19.0	48.2		* 27	* 28	39.2				
Max Q Clear Time (g_c+l1), s		27.1	2.8	14.3		10.6	4.2	30.8				
Green Ext Time (p_c), s		0.0	0.0	5.1		0.6	0.0	5.3				
Intersection Summary												
HCM 6th Ctrl Delay			32.5									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

2: Airport Road & US Highway 50

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	633	75	17	1181	12	147	73	19	33	87	128
Future Volume (veh/h)	43	633	75	17	1181	12	147	73	19	33	87	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	47	688	82	18	1284	13	160	79	21	36	95	139
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	60	1056	471	33	993	443	188	104	28	178	130	110
Arrive On Green	0.03	0.31	0.31	0.02	0.29	0.29	0.06	0.08	0.08	0.06	0.07	0.07
Sat Flow, veh/h	1725	3441	1535	1725	3441	1535	1725	1379	366	1725	1811	1535
Grp Volume(v), veh/h	47	688	82	18	1284	13	160	0	100	36	95	139
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1725	1721	1535	1725	0	1745	1725	1811	1535
Q Serve(g_s), s	3.1	19.9	1.4	1.2	33.2	0.2	4.8	0.0	6.5	0.0	5.9	4.0
Cycle Q Clear(g_c), s	3.1	19.9	1.4	1.2	33.2	0.2	4.8	0.0	6.5	0.0	5.9	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	60	1056	471	33	993	443	188	0	132	178	130	110
V/C Ratio(X)	0.79	0.65	0.17	0.55	1.29	0.03	0.85	0.00	0.76	0.20	0.73	1.26
Avail Cap(c_a), veh/h	246	1056	471	250	993	443	270	0	407	259	422	358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	34.5	2.9	55.9	40.9	3.3	51.7	0.0	52.1	50.8	52.3	12.7
Incr Delay (d2), s/veh	8.2	3.1	0.8	5.2	139.2	0.1	11.9	0.0	3.4	0.2	2.9	122.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	13.6	3.1	1.0	49.0	0.5	8.8	0.0	5.3	1.8	5.0	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	37.7	3.7	61.1	180.1	3.4	63.6	0.0	55.5	51.0	55.2	135.3
LnGrp LOS	E	D	A	E	F	A	E	A	E	D	E	F
Approach Vol, veh/h		817			1315			260			270	
Approach Delay, s/veh		35.7			176.7			60.5			95.9	
Approach LOS		D			F			E			F	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	12.6	15.9	9.5	41.1	13.0	15.5	11.6	39.0				
Change Period (Y+Rc), s	* 6.2	* 7.2	7.3	5.8	* 6.2	* 7.2	7.6	5.8				
Max Green Setting (Gmax), s	* 12	* 27	16.7	33.2	* 12	* 27	16.4	33.2				
Max Q Clear Time (g_c+I1), s	2.0	8.5	3.2	21.9	6.8	7.9	5.1	35.2				
Green Ext Time (p_c), s	0.0	0.2	0.0	2.9	0.1	0.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	113.9
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 1: N Lopma Lane/N Lompa Lane & US Highway 50

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1425	216	31	980	54	159	27	20	68	27	93
Future Volume (veh/h)	80	1425	216	31	980	54	159	27	20	68	27	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	90	1601	0	35	1101	61	179	30	22	76	30	104
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	112	2095		112	2031	112	253	227	166	329	83	288
Arrive On Green	0.06	0.42	0.00	0.06	0.42	0.42	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1753	5191	0	1753	4873	270	1236	987	724	1331	362	1254
Grp Volume(v), veh/h	90	1601	0	35	757	405	179	0	52	76	0	134
Grp Sat Flow(s),veh/h/ln	1753	1675	0	1753	1675	1792	1236	0	1710	1331	0	1615
Q Serve(g_s), s	6.6	35.4	0.0	2.5	22.1	22.1	18.5	0.0	3.1	6.3	0.0	9.1
Cycle Q Clear(g_c), s	6.6	35.4	0.0	2.5	22.1	22.1	27.6	0.0	3.1	9.4	0.0	9.1
Prop In Lane	1.00		0.00	1.00		0.15	1.00		0.42	1.00		0.78
Lane Grp Cap(c), veh/h	112	2095		112	1397	747	253	0	393	329	0	371
V/C Ratio(X)	0.80	0.76		0.31	0.54	0.54	0.71	0.00	0.13	0.23	0.00	0.36
Avail Cap(c_a), veh/h	262	2095		256	1397	747	314	0	478	395	0	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.0	32.4	0.0	58.1	28.5	28.6	53.6	0.0	39.8	43.5	0.0	42.0
Incr Delay (d2), s/veh	5.0	2.7	0.0	0.6	1.5	2.8	4.0	0.0	0.1	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	21.0	0.0	2.0	14.1	15.3	10.0	0.0	2.4	3.8	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	35.1	0.0	58.7	30.1	31.4	57.6	0.0	39.8	43.7	0.0	42.4
LnGrp LOS	E	D		E	C	C	E	A	D	D	A	D
Approach Vol, veh/h		1691			1197			231				210
Approach Delay, s/veh		36.7			31.3			53.6				42.8
Approach LOS		D			C			D				D
Timer - Assigned Phs												
		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		37.6	15.3	60.0		37.6	15.3	60.0				
Change Period (Y+Rc), s		* 7.7	7.0	5.8		* 7.7	7.0	* 5.8				
Max Green Setting (Gmax), s		* 36	19.0	54.2		* 36	19.4	* 54				
Max Q Clear Time (g_c+I1), s		29.6	4.5	37.4		11.4	8.6	24.1				
Green Ext Time (p_c), s		0.3	0.0	9.4		0.7	0.1	7.7				
Intersection Summary												
HCM 6th Ctrl Delay			36.4									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

2: Airport Road & US Highway 50

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1097	146	28	939	5	161	127	41	99	141	104
Future Volume (veh/h)	150	1097	146	28	939	5	161	127	41	99	141	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	155	1131	151	29	968	5	166	131	42	102	145	107
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	358	1416	631	472	1416	631	167	153	49	190	177	150
Arrive On Green	0.20	0.40	0.40	0.20	0.40	0.40	0.09	0.11	0.11	0.08	0.10	0.10
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1767	1346	432	1767	1856	1572
Grp Volume(v), veh/h	155	1131	151	29	968	5	166	0	173	102	145	107
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1767	0	1778	1767	1856	1572
Q Serve(g_s), s	10.0	36.7	8.3	0.0	29.4	0.2	12.2	0.0	12.4	3.0	10.0	8.6
Cycle Q Clear(g_c), s	10.0	36.7	8.3	0.0	29.4	0.2	12.2	0.0	12.4	3.0	10.0	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	358	1416	631	472	1416	631	167	0	202	190	177	150
V/C Ratio(X)	0.43	0.80	0.24	0.06	0.68	0.01	0.99	0.00	0.86	0.54	0.82	0.71
Avail Cap(c_a), veh/h	358	1416	631	472	1416	631	167	0	353	216	368	312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	34.3	25.8	31.8	32.1	23.4	58.8	0.0	56.6	56.0	57.7	57.1
Incr Delay (d2), s/veh	0.3	4.8	0.9	0.0	2.7	0.0	67.3	0.0	4.0	0.9	3.6	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.9	23.2	5.9	1.2	18.9	0.2	13.4	0.0	9.8	5.8	8.5	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.6	39.1	26.6	31.8	34.8	23.4	126.1	0.0	60.6	56.9	61.3	59.5
LnGrp LOS	D	D	C	C	C	C	F	A	E	E	E	E
Approach Vol, veh/h		1437			1002			339			354	
Approach Delay, s/veh		38.5			34.6			92.7			59.5	
Approach LOS		D			C			F			E	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	16.1	22.0	33.9	58.0	18.5	19.6	33.9	58.0				
Change Period (Y+Rc), s	* 6.2	* 7.2	7.6	* 5.8	* 6.2	* 7.2	7.6	5.8				
Max Green Setting (Gmax), s	* 12	* 26	13.7	* 52	* 12	* 26	13.4	52.2				
Max Q Clear Time (g_c+I1), s	5.0	14.4	2.0	38.7	14.2	12.0	12.0	31.4				
Green Ext Time (p_c), s	0.0	0.3	0.0	5.6	0.0	0.4	0.0	5.3				

Intersection Summary

HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 1: N Lopma Lane/N Lompa Lane & US Highway 50

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	727	103	11	1402	18	164	29	18	29	25	106
Future Volume (veh/h)	31	727	103	11	1402	18	164	29	18	29	25	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	33	782	0	12	1508	19	176	31	19	31	27	114
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	49	2072		24	2054	26	257	248	152	341	71	301
Arrive On Green	0.03	0.42	0.00	0.01	0.41	0.41	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1725	5107	0	1725	5032	63	1208	1051	644	1312	303	1278
Grp Volume(v), veh/h	33	782	0	12	988	539	176	0	50	31	0	141
Grp Sat Flow(s),veh/h/ln	1725	1648	0	1725	1648	1800	1208	0	1695	1312	0	1581
Q Serve(g_s), s	2.2	12.6	0.0	0.8	29.1	29.1	16.5	0.0	2.7	2.2	0.0	8.6
Cycle Q Clear(g_c), s	2.2	12.6	0.0	0.8	29.1	29.1	25.1	0.0	2.7	4.9	0.0	8.6
Prop In Lane	1.00		0.00	1.00		0.04	1.00		0.38	1.00		0.81
Lane Grp Cap(c), veh/h	49	2072		24	1345	734	257	0	399	341	0	372
V/C Ratio(X)	0.68	0.38		0.50	0.73	0.73	0.69	0.00	0.13	0.09	0.00	0.38
Avail Cap(c_a), veh/h	426	2072		285	1345	734	259	0	402	344	0	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.3	23.0	0.0	56.3	28.8	28.8	47.4	0.0	34.6	36.5	0.0	36.9
Incr Delay (d2), s/veh	5.9	0.5	0.0	6.0	3.6	6.4	6.3	0.0	0.1	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	8.6	0.0	0.7	17.6	19.7	9.2	0.0	2.0	1.3	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	23.6	0.0	62.3	32.4	35.2	53.8	0.0	34.7	36.6	0.0	37.2
LnGrp LOS	E	C		E	C	D	D	A	C	D	A	D
Approach Vol, veh/h		815			1539			226				172
Approach Delay, s/veh		25.1			33.6			49.5				37.1
Approach LOS		C			C			D				D
Timer - Assigned Phs												
		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		34.8	8.6	54.0		34.8	9.9	52.7				
Change Period (Y+Rc), s		* 7.7	7.0	5.8		* 7.7	* 6.6	5.8				
Max Green Setting (Gmax), s		* 27	19.0	48.2		* 27	* 28	39.2				
Max Q Clear Time (g_c+I1), s		27.1	2.8	14.6		10.6	4.2	31.1				
Green Ext Time (p_c), s		0.0	0.0	5.2		0.6	0.0	5.2				
Intersection Summary												
HCM 6th Ctrl Delay			32.6									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

2: Airport Road & US Highway 50

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	633	75	17	1190	12	149	73	19	43	88	128
Future Volume (veh/h)	43	633	75	17	1190	12	149	73	19	43	88	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	47	688	82	18	1293	13	162	79	21	47	96	139
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	60	1056	471	33	993	443	190	104	28	182	131	111
Arrive On Green	0.03	0.31	0.31	0.02	0.29	0.29	0.06	0.08	0.08	0.06	0.07	0.07
Sat Flow, veh/h	1725	3441	1535	1725	3441	1535	1725	1379	366	1725	1811	1535
Grp Volume(v), veh/h	47	688	82	18	1293	13	162	0	100	47	96	139
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1725	1721	1535	1725	0	1745	1725	1811	1535
Q Serve(g_s), s	3.1	19.9	1.4	1.2	33.2	0.2	4.9	0.0	6.5	0.0	6.0	4.1
Cycle Q Clear(g_c), s	3.1	19.9	1.4	1.2	33.2	0.2	4.9	0.0	6.5	0.0	6.0	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	60	1056	471	33	993	443	190	0	132	182	131	111
V/C Ratio(X)	0.79	0.65	0.17	0.55	1.30	0.03	0.85	0.00	0.76	0.26	0.73	1.25
Avail Cap(c_a), veh/h	246	1056	471	250	993	443	270	0	407	260	422	358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	34.5	2.9	55.9	40.9	3.3	51.6	0.0	52.1	50.7	52.2	12.7
Incr Delay (d2), s/veh	8.2	3.1	0.8	5.2	143.1	0.1	12.4	0.0	3.4	0.3	2.9	118.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	13.6	3.1	1.0	49.9	0.5	9.0	0.0	5.3	2.3	5.1	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	37.7	3.7	61.1	184.0	3.4	64.0	0.0	55.5	51.0	55.2	131.2
LnGrp LOS	E	D	A	E	F	A	E	A	E	D	E	F
Approach Vol, veh/h		817			1324			262			282	
Approach Delay, s/veh		35.7			180.6			60.8			91.9	
Approach LOS		D			F			E			F	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	12.8	15.9	9.5	41.1	13.1	15.5	11.6	39.0				
Change Period (Y+Rc), s	* 6.2	* 7.2	7.3	5.8	* 6.2	* 7.2	7.6	5.8				
Max Green Setting (Gmax), s	* 12	* 27	16.7	33.2	* 12	* 27	16.4	33.2				
Max Q Clear Time (g_c+I1), s	2.0	8.5	3.2	21.9	6.9	8.0	5.1	35.2				
Green Ext Time (p_c), s	0.0	0.2	0.0	2.9	0.1	0.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	115.5
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: N Lopma Lane/N Lompa Lane & US Highway 50

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1441	216	31	996	54	159	27	20	68	27	93
Future Volume (veh/h)	80	1441	216	31	996	54	159	27	20	68	27	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	90	1619	0	35	1119	61	179	30	22	76	30	104
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	112	2095		112	2033	111	253	227	166	329	83	288
Arrive On Green	0.06	0.42	0.00	0.06	0.42	0.42	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1753	5191	0	1753	4877	266	1236	987	724	1331	362	1254
Grp Volume(v), veh/h	90	1619	0	35	768	412	179	0	52	76	0	134
Grp Sat Flow(s),veh/h/ln	1753	1675	0	1753	1675	1793	1236	0	1710	1331	0	1615
Q Serve(g_s), s	6.6	36.0	0.0	2.5	22.6	22.6	18.5	0.0	3.1	6.3	0.0	9.1
Cycle Q Clear(g_c), s	6.6	36.0	0.0	2.5	22.6	22.6	27.6	0.0	3.1	9.4	0.0	9.1
Prop In Lane	1.00		0.00	1.00		0.15	1.00		0.42	1.00		0.78
Lane Grp Cap(c), veh/h	112	2095		112	1397	747	253	0	393	329	0	371
V/C Ratio(X)	0.80	0.77		0.31	0.55	0.55	0.71	0.00	0.13	0.23	0.00	0.36
Avail Cap(c_a), veh/h	262	2095		256	1397	747	314	0	478	395	0	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.0	32.6	0.0	58.1	28.7	28.7	53.6	0.0	39.8	43.5	0.0	42.0
Incr Delay (d2), s/veh	5.0	2.8	0.0	0.6	1.6	2.9	4.0	0.0	0.1	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	21.4	0.0	2.0	14.4	15.6	10.0	0.0	2.4	3.8	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	35.4	0.0	58.7	30.2	31.6	57.6	0.0	39.8	43.7	0.0	42.4
LnGrp LOS	E	D		E	C	C	E	A	D	D	A	D
Approach Vol, veh/h		1709			1215			231				210
Approach Delay, s/veh		37.0			31.5			53.6				42.8
Approach LOS		D			C			D				D
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s		37.6	15.3	60.0		37.6	15.3	60.0				
Change Period (Y+Rc), s		* 7.7	7.0	5.8		* 7.7	7.0	* 5.8				
Max Green Setting (Gmax), s		* 36	19.0	54.2		* 36	19.4	* 54				
Max Q Clear Time (g_c+I1), s		29.6	4.5	38.0		11.4	8.6	24.6				
Green Ext Time (p_c), s		0.3	0.0	9.3		0.7	0.1	7.8				
Intersection Summary												
HCM 6th Ctrl Delay			36.5									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

2: Airport Road & US Highway 50

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1097	146	28	952	5	163	127	41	113	143	104
Future Volume (veh/h)	150	1097	146	28	952	5	163	127	41	113	143	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	155	1131	151	29	981	5	168	131	42	116	147	107
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	356	1416	631	470	1416	631	167	153	49	193	179	152
Arrive On Green	0.20	0.40	0.40	0.20	0.40	0.40	0.09	0.11	0.11	0.08	0.10	0.10
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1767	1346	432	1767	1856	1572
Grp Volume(v), veh/h	155	1131	151	29	981	5	168	0	173	116	147	107
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1767	0	1778	1767	1856	1572
Q Serve(g_s), s	10.0	36.7	8.3	0.0	30.0	0.2	12.3	0.0	12.4	4.0	10.1	8.6
Cycle Q Clear(g_c), s	10.0	36.7	8.3	0.0	30.0	0.2	12.3	0.0	12.4	4.0	10.1	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	356	1416	631	470	1416	631	167	0	202	193	179	152
V/C Ratio(X)	0.44	0.80	0.24	0.06	0.69	0.01	1.00	0.00	0.86	0.60	0.82	0.71
Avail Cap(c_a), veh/h	356	1416	631	470	1416	631	167	0	353	217	368	312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.4	34.3	25.8	31.9	32.3	23.4	58.8	0.0	56.6	56.2	57.6	57.0
Incr Delay (d2), s/veh	0.3	4.8	0.9	0.0	2.8	0.0	70.8	0.0	4.0	2.0	3.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.9	23.2	5.9	1.2	19.2	0.2	13.7	0.0	9.8	6.7	8.6	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.8	39.1	26.6	31.9	35.1	23.4	129.7	0.0	60.6	58.2	61.2	59.2
LnGrp LOS	D	D	C	C	D	C	F	A	E	E	E	E
Approach Vol, veh/h		1437			1015			341			370	
Approach Delay, s/veh		38.5			34.9			94.6			59.7	
Approach LOS		D			C			F			E	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	16.3	22.0	33.8	58.0	18.5	19.7	33.8	58.0				
Change Period (Y+Rc), s	* 6.2	* 7.2	7.6	* 5.8	* 6.2	* 7.2	7.6	5.8				
Max Green Setting (Gmax), s	* 12	* 26	13.7	* 52	* 12	* 26	13.4	52.2				
Max Q Clear Time (g_c+I1), s	6.0	14.4	2.0	38.7	14.3	12.1	12.0	32.0				
Green Ext Time (p_c), s	0.0	0.3	0.0	5.6	0.0	0.4	0.0	5.4				

Intersection Summary

HCM 6th Ctrl Delay	45.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: N Lopma Lane/N Lompa Lane & US Highway 50

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	815	129	12	1525	20	252	38	24	38	33	139
Future Volume (veh/h)	35	815	129	12	1525	20	252	38	24	38	33	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	38	876	0	13	1640	22	271	41	26	41	35	149
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	53	2072		25	2045	27	222	246	156	329	71	304
Arrive On Green	0.03	0.42	0.00	0.01	0.41	0.41	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1725	5107	0	1725	5028	67	1162	1036	657	1292	301	1280
Grp Volume(v), veh/h	38	876	0	13	1075	587	271	0	67	41	0	184
Grp Sat Flow(s),veh/h/ln	1725	1648	0	1725	1648	1799	1162	0	1693	1292	0	1581
Q Serve(g_s), s	2.5	14.4	0.0	0.9	33.0	33.0	15.7	0.0	3.6	3.0	0.0	11.6
Cycle Q Clear(g_c), s	2.5	14.4	0.0	0.9	33.0	33.0	27.3	0.0	3.6	6.6	0.0	11.6
Prop In Lane	1.00		0.00	1.00		0.04	1.00		0.39	1.00		0.81
Lane Grp Cap(c), veh/h	53	2072		25	1341	732	222	0	402	329	0	375
V/C Ratio(X)	0.72	0.42		0.51	0.80	0.80	1.22	0.00	0.17	0.12	0.00	0.49
Avail Cap(c_a), veh/h	426	2072		285	1341	732	222	0	402	329	0	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.3	23.6	0.0	56.2	30.0	30.0	51.9	0.0	34.8	37.4	0.0	37.8
Incr Delay (d2), s/veh	6.7	0.6	0.0	5.8	5.1	9.0	133.6	0.0	0.1	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	9.6	0.0	0.7	19.9	22.4	23.2	0.0	2.7	1.7	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	24.2	0.0	62.0	35.2	39.1	185.4	0.0	34.9	37.5	0.0	38.4
LnGrp LOS	E	C		E	D	D	F	A	C	D	A	D
Approach Vol, veh/h		914			1675			338				225
Approach Delay, s/veh		25.8			36.7			155.6				38.2
Approach LOS		C			D			F				D
Timer - Assigned Phs												
		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.0	8.7	54.0		35.0	10.1	52.6				
Change Period (Y+Rc), s		* 7.7	7.0	5.8		* 7.7	* 6.6	5.8				
Max Green Setting (Gmax), s		* 27	19.0	48.2		* 27	* 28	39.2				
Max Q Clear Time (g_c+I1), s		29.3	2.9	16.4		13.6	4.5	35.0				
Green Ext Time (p_c), s		0.0	0.0	5.9		0.7	0.0	3.1				
Intersection Summary												
HCM 6th Ctrl Delay			46.4									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

2: Airport Road & US Highway 50

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	677	80	25	1319	13	162	86	40	35	93	135
Future Volume (veh/h)	46	677	80	25	1319	13	162	86	40	35	93	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	50	736	87	27	1434	14	176	93	43	38	101	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	64	1043	465	43	993	443	203	115	53	142	136	116
Arrive On Green	0.04	0.30	0.30	0.03	0.29	0.29	0.07	0.10	0.10	0.05	0.08	0.08
Sat Flow, veh/h	1725	3441	1535	1725	3441	1535	1725	1172	542	1725	1811	1535
Grp Volume(v), veh/h	50	736	87	27	1434	14	176	0	136	38	101	147
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1725	1721	1535	1725	0	1714	1725	1811	1535
Q Serve(g_s), s	3.3	21.8	1.6	1.8	33.2	0.3	5.8	0.0	8.9	0.0	6.3	4.3
Cycle Q Clear(g_c), s	3.3	21.8	1.6	1.8	33.2	0.3	5.8	0.0	8.9	0.0	6.3	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	64	1043	465	43	993	443	203	0	168	142	136	116
V/C Ratio(X)	0.79	0.71	0.19	0.62	1.44	0.03	0.87	0.00	0.81	0.27	0.74	1.27
Avail Cap(c_a), veh/h	246	1043	465	250	993	443	270	0	399	240	422	358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	35.5	3.1	55.5	40.9	4.0	51.0	0.0	50.8	52.3	52.1	13.2
Incr Delay (d2), s/veh	7.7	4.0	0.9	5.3	205.3	0.1	16.2	0.0	3.6	0.4	2.9	127.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	14.7	3.3	1.5	63.9	0.5	9.8	0.0	7.2	1.9	5.3	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.6	39.5	4.0	60.8	246.2	4.2	67.2	0.0	54.4	52.7	55.0	140.7
LnGrp LOS	E	D	A	E	F	A	E	A	D	D	D	F
Approach Vol, veh/h		873			1475			312			286	
Approach Delay, s/veh		37.3			240.5			61.6			98.8	
Approach LOS		D			F			E			F	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	11.5	18.4	10.2	40.7	14.1	15.9	11.8	39.0				
Change Period (Y+Rc), s	* 6.2	* 7.2	7.3	5.8	* 6.2	* 7.2	7.6	5.8				
Max Green Setting (Gmax), s	* 12	* 27	16.7	33.2	* 12	* 27	16.4	33.2				
Max Q Clear Time (g_c+I1), s	2.0	10.9	3.8	23.8	7.8	8.3	5.3	35.2				
Green Ext Time (p_c), s	0.0	0.3	0.0	2.9	0.1	0.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	147.6
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 1: N Lopma Lane/N Lompa Lane & US Highway 50

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	1622	285	34	1074	59	231	35	26	89	35	122
Future Volume (veh/h)	91	1622	285	34	1074	59	231	35	26	89	35	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	102	1822	0	38	1207	66	260	39	29	100	39	137
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	256	2095		256	2033	111	283	274	204	383	100	351
Arrive On Green	0.15	0.42	0.00	0.15	0.42	0.42	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1753	5191	0	1753	4876	267	1189	980	729	1312	358	1257
Grp Volume(v), veh/h	102	1822	0	38	829	444	260	0	68	100	0	176
Grp Sat Flow(s),veh/h/ln	1753	1675	0	1753	1675	1793	1189	0	1709	1312	0	1615
Q Serve(g_s), s	6.9	43.1	0.0	2.5	24.9	24.9	24.8	0.0	3.9	8.1	0.0	11.5
Cycle Q Clear(g_c), s	6.9	43.1	0.0	2.5	24.9	24.9	36.3	0.0	3.9	11.9	0.0	11.5
Prop In Lane	1.00		0.00	1.00		0.15	1.00		0.43	1.00		0.78
Lane Grp Cap(c), veh/h	256	2095		256	1397	747	283	0	477	383	0	451
V/C Ratio(X)	0.40	0.87		0.15	0.59	0.59	0.92	0.00	0.14	0.26	0.00	0.39
Avail Cap(c_a), veh/h	262	2095		256	1397	747	283	0	477	383	0	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.3	34.7	0.0	48.4	29.4	29.4	54.1	0.0	35.2	39.6	0.0	37.9
Incr Delay (d2), s/veh	0.4	5.3	0.0	0.1	1.9	3.5	32.9	0.0	0.1	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	25.4	0.0	2.0	15.6	17.0	16.7	0.0	3.0	4.8	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	39.9	0.0	48.5	31.2	32.8	87.0	0.0	35.2	39.8	0.0	38.2
LnGrp LOS	D	D		D	C	C	F	A	D	D	A	D
Approach Vol, veh/h		1924			1311			328				276
Approach Delay, s/veh		40.5			32.3			76.3				38.8
Approach LOS		D			C			E				D
Timer - Assigned Phs												
		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		44.0	26.0	60.0		44.0	26.0	60.0				
Change Period (Y+Rc), s		* 7.7	7.0	5.8		* 7.7	7.0	* 5.8				
Max Green Setting (Gmax), s		* 36	19.0	54.2		* 36	19.4	* 54				
Max Q Clear Time (g_c+I1), s		38.3	4.5	45.1		13.9	8.9	26.9				
Green Ext Time (p_c), s		0.0	0.0	6.7		0.9	0.1	8.5				
Intersection Summary												
HCM 6th Ctrl Delay			40.6									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

2: Airport Road & US Highway 50

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	1202	160	51	1049	6	178	143	57	105	154	110
Future Volume (veh/h)	164	1202	160	51	1049	6	178	143	57	105	154	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	169	1239	165	53	1081	6	184	147	59	108	159	113
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	344	1416	631	434	1416	631	167	167	67	170	191	162
Arrive On Green	0.19	0.40	0.40	0.19	0.40	0.40	0.09	0.13	0.13	0.06	0.10	0.10
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1767	1259	505	1767	1856	1572
Grp Volume(v), veh/h	169	1239	165	53	1081	6	184	0	206	108	159	113
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1767	0	1765	1767	1856	1572
Q Serve(g_s), s	11.1	42.2	9.1	0.0	34.4	0.3	12.3	0.0	14.9	3.6	10.9	9.0
Cycle Q Clear(g_c), s	11.1	42.2	9.1	0.0	34.4	0.3	12.3	0.0	14.9	3.6	10.9	9.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	344	1416	631	434	1416	631	167	0	234	170	191	162
V/C Ratio(X)	0.49	0.88	0.26	0.12	0.76	0.01	1.10	0.00	0.88	0.64	0.83	0.70
Avail Cap(c_a), veh/h	344	1416	631	434	1416	631	167	0	350	216	368	312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	35.9	26.0	38.9	33.6	23.4	58.8	0.0	55.3	57.6	57.2	56.4
Incr Delay (d2), s/veh	0.4	7.8	1.0	0.0	4.0	0.0	99.0	0.0	11.2	1.5	3.6	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	26.6	6.5	2.5	21.8	0.2	15.9	0.0	11.8	6.3	9.1	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	43.7	27.0	38.9	37.5	23.4	157.9	0.0	66.5	59.1	60.8	58.4
LnGrp LOS	D	D	C	D	D	C	F	A	E	E	E	E
Approach Vol, veh/h		1573			1140			390			380	
Approach Delay, s/veh		42.3			37.5			109.6			59.6	
Approach LOS		D			D			F			E	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	14.6	24.5	32.9	58.0	18.5	20.6	32.9	58.0				
Change Period (Y+Rc), s	* 6.2	* 7.2	7.6	* 5.8	* 6.2	* 7.2	7.6	5.8				
Max Green Setting (Gmax), s	* 12	* 26	13.7	* 52	* 12	* 26	13.4	52.2				
Max Q Clear Time (g_c+I1), s	5.6	16.9	2.0	44.2	14.3	12.9	13.1	36.4				
Green Ext Time (p_c), s	0.0	0.4	0.0	4.4	0.0	0.4	0.0	5.5				

Intersection Summary

HCM 6th Ctrl Delay	50.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 1: N Lopma Lane/N Lompa Lane & US Highway 50

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	826	129	12	1536	20	252	38	24	38	33	139
Future Volume (veh/h)	35	826	129	12	1536	20	252	38	24	38	33	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	38	888	0	13	1652	22	271	41	26	41	35	149
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	53	2072		25	2046	27	222	246	156	329	71	304
Arrive On Green	0.03	0.42	0.00	0.01	0.41	0.41	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1725	5107	0	1725	5028	67	1162	1036	657	1292	301	1280
Grp Volume(v), veh/h	38	888	0	13	1083	591	271	0	67	41	0	184
Grp Sat Flow(s),veh/h/ln	1725	1648	0	1725	1648	1799	1162	0	1693	1292	0	1581
Q Serve(g_s), s	2.5	14.6	0.0	0.9	33.4	33.4	15.7	0.0	3.6	3.0	0.0	11.6
Cycle Q Clear(g_c), s	2.5	14.6	0.0	0.9	33.4	33.4	27.3	0.0	3.6	6.6	0.0	11.6
Prop In Lane	1.00		0.00	1.00		0.04	1.00		0.39	1.00		0.81
Lane Grp Cap(c), veh/h	53	2072		25	1341	732	222	0	402	329	0	375
V/C Ratio(X)	0.72	0.43		0.51	0.81	0.81	1.22	0.00	0.17	0.12	0.00	0.49
Avail Cap(c_a), veh/h	426	2072		285	1341	732	222	0	402	329	0	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.3	23.6	0.0	56.2	30.1	30.1	51.9	0.0	34.8	37.4	0.0	37.8
Incr Delay (d2), s/veh	6.7	0.6	0.0	5.8	5.3	9.3	133.6	0.0	0.1	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	9.7	0.0	0.7	20.1	22.6	23.2	0.0	2.7	1.7	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	24.3	0.0	62.0	35.4	39.5	185.4	0.0	34.9	37.5	0.0	38.4
LnGrp LOS	E	C		E	D	D	F	A	C	D	A	D
Approach Vol, veh/h		926			1687			338				225
Approach Delay, s/veh		25.8			37.1			155.6				38.2
Approach LOS		C			D			F				D
Timer - Assigned Phs												
		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.0	8.7	54.0		35.0	10.1	52.6				
Change Period (Y+Rc), s		* 7.7	7.0	5.8		* 7.7	* 6.6	5.8				
Max Green Setting (Gmax), s		* 27	19.0	48.2		* 27	* 28	39.2				
Max Q Clear Time (g_c+I1), s		29.3	2.9	16.6		13.6	4.5	35.4				
Green Ext Time (p_c), s		0.0	0.0	6.0		0.7	0.0	2.9				
Intersection Summary												
HCM 6th Ctrl Delay			46.5									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

2: Airport Road & US Highway 50

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	677	80	25	1328	13	164	86	40	45	94	135
Future Volume (veh/h)	46	677	80	25	1328	13	164	86	40	45	94	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	50	736	87	27	1443	14	178	93	43	49	102	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	64	1043	465	43	993	443	205	115	53	145	138	117
Arrive On Green	0.04	0.30	0.30	0.03	0.29	0.29	0.07	0.10	0.10	0.05	0.08	0.08
Sat Flow, veh/h	1725	3441	1535	1725	3441	1535	1725	1172	542	1725	1811	1535
Grp Volume(v), veh/h	50	736	87	27	1443	14	178	0	136	49	102	147
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1725	1721	1535	1725	0	1714	1725	1811	1535
Q Serve(g_s), s	3.3	21.8	1.6	1.8	33.2	0.3	6.0	0.0	8.9	0.0	6.3	4.4
Cycle Q Clear(g_c), s	3.3	21.8	1.6	1.8	33.2	0.3	6.0	0.0	8.9	0.0	6.3	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	64	1043	465	43	993	443	205	0	168	145	138	117
V/C Ratio(X)	0.79	0.71	0.19	0.62	1.45	0.03	0.87	0.00	0.81	0.34	0.74	1.26
Avail Cap(c_a), veh/h	246	1043	465	250	993	443	270	0	399	240	422	358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	35.5	3.1	55.5	40.9	4.0	51.0	0.0	50.8	52.1	52.0	13.3
Incr Delay (d2), s/veh	7.7	4.0	0.9	5.3	209.3	0.1	16.7	0.0	3.6	0.5	2.9	123.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	14.7	3.3	1.5	64.8	0.5	10.0	0.0	7.2	2.5	5.4	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.6	39.5	4.0	60.8	250.2	4.2	67.6	0.0	54.4	52.7	55.0	136.7
LnGrp LOS	E	D	A	E	F	A	E	A	D	D	D	F
Approach Vol, veh/h		873			1484			314			298	
Approach Delay, s/veh		37.3			244.4			61.9			94.9	
Approach LOS		D			F			E			F	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	11.7	18.4	10.2	40.7	14.2	15.9	11.8	39.0				
Change Period (Y+Rc), s	* 6.2	* 7.2	7.3	5.8	* 6.2	* 7.2	7.6	5.8				
Max Green Setting (Gmax), s	* 12	* 27	16.7	33.2	* 12	* 27	16.4	33.2				
Max Q Clear Time (g_c+I1), s	2.0	10.9	3.8	23.8	8.0	8.3	5.3	35.2				
Green Ext Time (p_c), s	0.0	0.3	0.0	2.9	0.1	0.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	149.2
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 1: N Lopma Lane/N Lompa Lane & US Highway 50

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	1638	285	34	1090	59	231	35	26	89	35	122
Future Volume (veh/h)	91	1638	285	34	1090	59	231	35	26	89	35	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	102	1840	0	38	1225	66	260	39	29	100	39	137
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	125	2029		149	2035	110	283	274	204	383	100	351
Arrive On Green	0.07	0.40	0.00	0.08	0.42	0.42	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1753	5191	0	1753	4881	263	1189	980	729	1312	358	1257
Grp Volume(v), veh/h	102	1840	0	38	841	450	260	0	68	100	0	176
Grp Sat Flow(s),veh/h/ln	1753	1675	0	1753	1675	1793	1189	0	1709	1312	0	1615
Q Serve(g_s), s	7.5	44.8	0.0	2.6	25.4	25.4	24.8	0.0	3.9	8.1	0.0	11.5
Cycle Q Clear(g_c), s	7.5	44.8	0.0	2.6	25.4	25.4	36.3	0.0	3.9	11.9	0.0	11.5
Prop In Lane	1.00		0.00	1.00		0.15	1.00		0.43	1.00		0.78
Lane Grp Cap(c), veh/h	125	2029		149	1397	748	283	0	477	383	0	451
V/C Ratio(X)	0.81	0.91		0.26	0.60	0.60	0.92	0.00	0.14	0.26	0.00	0.39
Avail Cap(c_a), veh/h	262	2095		256	1397	748	283	0	477	383	0	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.5	36.5	0.0	55.7	29.5	29.5	54.1	0.0	35.2	39.6	0.0	37.9
Incr Delay (d2), s/veh	4.8	6.0	0.0	0.3	1.9	3.6	32.9	0.0	0.1	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.3	26.4	0.0	2.1	15.9	17.3	16.7	0.0	3.0	4.8	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.3	42.5	0.0	56.0	31.4	33.1	87.0	0.0	35.2	39.8	0.0	38.2
LnGrp LOS	E	D		E	C	C	F	A	D	D	A	D
Approach Vol, veh/h		1942			1329			328				276
Approach Delay, s/veh		43.6			32.7			76.3				38.8
Approach LOS		D			C			E				D
Timer - Assigned Phs												
		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		44.0	18.0	58.3		44.0	16.3	60.0				
Change Period (Y+Rc), s		* 7.7	7.0	5.8		* 7.7	7.0	* 5.8				
Max Green Setting (Gmax), s		* 36	19.0	54.2		* 36	19.4	* 54				
Max Q Clear Time (g_c+l1), s		38.3	4.6	46.8		13.9	9.5	27.4				
Green Ext Time (p_c), s		0.0	0.0	5.7		0.9	0.1	8.6				
Intersection Summary												
HCM 6th Ctrl Delay			42.3									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

2: Airport Road & US Highway 50

12/12/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	1202	160	51	1062	6	180	143	57	119	156	110
Future Volume (veh/h)	164	1202	160	51	1062	6	180	143	57	119	156	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	169	1239	165	53	1095	6	186	147	59	123	161	113
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	342	1416	631	432	1416	631	167	167	67	171	193	163
Arrive On Green	0.19	0.40	0.40	0.19	0.40	0.40	0.09	0.13	0.13	0.07	0.10	0.10
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1767	1259	505	1767	1856	1572
Grp Volume(v), veh/h	169	1239	165	53	1095	6	186	0	206	123	161	113
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1767	0	1765	1767	1856	1572
Q Serve(g_s), s	11.1	42.2	9.1	0.0	35.1	0.3	12.3	0.0	14.9	4.7	11.1	9.0
Cycle Q Clear(g_c), s	11.1	42.2	9.1	0.0	35.1	0.3	12.3	0.0	14.9	4.7	11.1	9.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	342	1416	631	432	1416	631	167	0	234	171	193	163
V/C Ratio(X)	0.49	0.88	0.26	0.12	0.77	0.01	1.11	0.00	0.88	0.72	0.83	0.69
Avail Cap(c_a), veh/h	342	1416	631	432	1416	631	167	0	350	216	368	312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	35.9	26.0	39.0	33.8	23.4	58.8	0.0	55.3	57.9	57.1	56.2
Incr Delay (d2), s/veh	0.4	7.8	1.0	0.0	4.2	0.0	102.9	0.0	11.2	5.3	3.6	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	26.6	6.5	2.5	22.2	0.2	16.2	0.0	11.8	7.5	9.2	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	43.7	27.0	39.0	37.9	23.4	161.8	0.0	66.5	63.2	60.7	58.2
LnGrp LOS	D	D	C	D	D	C	F	A	E	E	E	E
Approach Vol, veh/h		1573			1154			392			397	
Approach Delay, s/veh		42.3			37.9			111.7			60.8	
Approach LOS		D			D			F			E	
Timer - Assigned Phs												
Phs Duration (G+Y+Rc), s	14.7	24.5	32.8	58.0	18.5	20.7	32.8	58.0				
Change Period (Y+Rc), s	* 6.2	* 7.2	7.6	* 5.8	* 6.2	* 7.2	7.6	5.8				
Max Green Setting (Gmax), s	* 12	* 26	13.7	* 52	* 12	* 26	13.4	52.2				
Max Q Clear Time (g_c+I1), s	6.7	16.9	2.0	44.2	14.3	13.1	13.1	37.1				
Green Ext Time (p_c), s	0.0	0.4	0.0	4.4	0.0	0.4	0.0	5.4				

Intersection Summary

HCM 6th Ctrl Delay	50.7
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX E
PROJECT ACCESS DRIVE PEAK HOUR LOS CALCULATIONS

HCM 6th TWSC
 3: US Highway 50 & South Access Drive

12/12/2023

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	751	1456	14	0	14
Future Vol, veh/h	15	751	1456	14	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	17	834	1618	16	0	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1634	0	-	0	2077 817
Stage 1	-	-	-	-	1626 -
Stage 2	-	-	-	-	451 -
Critical Hdwy	4.22	-	-	-	6.92 7.02
Critical Hdwy Stg 1	-	-	-	-	5.92 -
Critical Hdwy Stg 2	-	-	-	-	5.92 -
Follow-up Hdwy	2.26	-	-	-	3.56 3.36
Pot Cap-1 Maneuver	*701	-	-	-	*119 *471
Stage 1	-	-	-	-	*445 -
Stage 2	-	-	-	-	*597 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*701	-	-	-	*116 *471
Mov Cap-2 Maneuver	-	-	-	-	*116 -
Stage 1	-	-	-	-	*434 -
Stage 2	-	-	-	-	*597 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	* 701	-	-	-	-	471
HCM Lane V/C Ratio	0.024	-	-	-	-	0.033
HCM Control Delay (s)	10.3	-	-	-	0	12.9
HCM Lane LOS	B	-	-	-	A	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
4: Airport Road & North Access Drive

12/12/2023

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	14	0	128	248	2
Future Vol, veh/h	0	14	0	128	248	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	16	0	151	292	2

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	293	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.327	-	-	-
Pot Cap-1 Maneuver	0	744	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	744	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 744	-	-
HCM Lane V/C Ratio	- 0.022	-	-
HCM Control Delay (s)	- 9.9	-	-
HCM Lane LOS	- A	-	-
HCM 95th %tile Q(veh)	- 0.1	-	-

HCM 6th TWSC
 3: US Highway 50 & South Access Drive

12/12/2023

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	1393	1204	23	0	26
Future Vol, veh/h	26	1393	1204	23	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	28	1482	1281	24	0	28

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1305	0	-	0	2090 653
Stage 1	-	-	-	-	1293 -
Stage 2	-	-	-	-	797 -
Critical Hdwy	4.18	-	-	-	6.88 6.98
Critical Hdwy Stg 1	-	-	-	-	5.88 -
Critical Hdwy Stg 2	-	-	-	-	5.88 -
Follow-up Hdwy	2.24	-	-	-	3.54 3.34
Pot Cap-1 Maneuver	516	-	-	-	44 405
Stage 1	-	-	-	-	217 -
Stage 2	-	-	-	-	399 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	516	-	-	-	42 405
Mov Cap-2 Maneuver	-	-	-	-	42 -
Stage 1	-	-	-	-	205 -
Stage 2	-	-	-	-	399 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	516	-	-	-	-	405
HCM Lane V/C Ratio	0.054	-	-	-	-	0.068
HCM Control Delay (s)	12.4	-	-	-	0	14.5
HCM Lane LOS	B	-	-	-	A	B
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.2

HCM 6th TWSC
4: Airport Road & North Access Drive

12/12/2023

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	26	0	282	343	3
Future Vol, veh/h	0	26	0	282	343	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	0	288	350	3

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	352	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	692	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	692	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 692	-	-
HCM Lane V/C Ratio	- 0.038	-	-
HCM Control Delay (s)	- 10.4	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.1	-	-

HCM 6th TWSC
3: US Highway 50 & South Access Drive

12/12/2023

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	815	1611	14	0	14
Future Vol, veh/h	15	815	1611	14	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	17	906	1790	16	0	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1806	0	-	0	2285 903
Stage 1	-	-	-	-	1798 -
Stage 2	-	-	-	-	487 -
Critical Hdwy	4.22	-	-	-	6.92 7.02
Critical Hdwy Stg 1	-	-	-	-	5.92 -
Critical Hdwy Stg 2	-	-	-	-	5.92 -
Follow-up Hdwy	2.26	-	-	-	3.56 3.36
Pot Cap-1 Maneuver	*581	-	-	-	*80 *391
Stage 1	-	-	-	-	*369 -
Stage 2	-	-	-	-	*572 -
Platoon blocked, %	1	-	-	-	1 1
Mov Cap-1 Maneuver	*581	-	-	-	*78 *391
Mov Cap-2 Maneuver	-	-	-	-	*78 -
Stage 1	-	-	-	-	*358 -
Stage 2	-	-	-	-	*572 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	* 581	-	-	-	-	391
HCM Lane V/C Ratio	0.029	-	-	-	-	0.04
HCM Control Delay (s)	11.4	-	-	-	0	14.6
HCM Lane LOS	B	-	-	-	A	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 4: Airport Road & North Access Drive

12/12/2023

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	14	0	135	248	2
Future Vol, veh/h	0	14	0	135	248	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	16	0	159	292	2

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	293	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.327	-	-	-
Pot Cap-1 Maneuver	0	744	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	744	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 744	-	-
HCM Lane V/C Ratio	- 0.022	-	-
HCM Control Delay (s)	- 9.9	-	-
HCM Lane LOS	- A	-	-
HCM 95th %tile Q(veh)	- 0.1	-	-

HCM 6th TWSC
 3: US Highway 50 & South Access Drive

12/12/2023

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	1556	1332	24	0	26
Future Vol, veh/h	27	1556	1332	24	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	29	1655	1417	26	0	28

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1443	0	-	0	2316 722
Stage 1	-	-	-	-	1430 -
Stage 2	-	-	-	-	886 -
Critical Hdwy	4.18	-	-	-	6.88 6.98
Critical Hdwy Stg 1	-	-	-	-	5.88 -
Critical Hdwy Stg 2	-	-	-	-	5.88 -
Follow-up Hdwy	2.24	-	-	-	3.54 3.34
Pot Cap-1 Maneuver	456	-	-	-	31 365
Stage 1	-	-	-	-	183 -
Stage 2	-	-	-	-	358 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	456	-	-	-	29 365
Mov Cap-2 Maneuver	-	-	-	-	29 -
Stage 1	-	-	-	-	171 -
Stage 2	-	-	-	-	358 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	456	-	-	-	-	365
HCM Lane V/C Ratio	0.063	-	-	-	-	0.076
HCM Control Delay (s)	13.4	-	-	-	0	15.7
HCM Lane LOS	B	-	-	-	A	C
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.2

HCM 6th TWSC
4: Airport Road & North Access Drive

12/12/2023

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	26	0	298	363	3
Future Vol, veh/h	0	26	0	298	363	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	0	304	370	3

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	372	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	674	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	674	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 674	-	-
HCM Lane V/C Ratio	- 0.039	-	-
HCM Control Delay (s)	- 10.6	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.1	-	-

APPENDIX F
CRASH DATA

ATTACHMENT D

SPECIAL USE PERMIT CHECKLIST

Each application must include the following:

- X** 1. Detailed Written Project Description
- X** 2. Special Use Permit Findings
- X** 3. Master Plan Policy Checklist
- X** 4. Documentation of Taxes Paid to Date
- X** 5. Project Impact Reports: Provide documentation regarding project impacts related to traffic, drainage, water, and sewer, including supportive calculations and/or reports required per the Carson City Development Standards, Divisions 12, 14 and 15. Contact Development Engineering to determine if these are necessary for your project at (775) 887-2300.
- X** 6. Building Elevation Drawings and floor plans
- X** 7. Site plan including the following information:
 - a. The site plan shall be drawn on quality paper (minimum size of 8.5 inches by 11 inches) at an appropriate scale or dimension to depict the parcel. Any site plan larger than 8.5 inches by 11 inches must be folded.
 - b. Show a north point arrow and site plan scale. A bar scale is preferred because when the drawings are reduced, it will still show an accurate scale. A bar scale could appear like this for a project that has a scale of one inch equals 20 feet on the original site plan:



0 10 20 40 Feet
 - c. Vicinity map must be shown on the site plan. This is a map, not to scale, that you would provide a visitor unfamiliar with the area as directions to get to your property. It will show adjacent streets.
 - d. Title block in lower right-hand corner including:
 - i. Applicant's name, mailing address, and daytime phone number (including area code).
 - ii. The name, mailing address, and daytime phone number of the person preparing the site plan, if different from applicant.
 - iii. The name, mailing address, and daytime phone number of the record owner of the subject property, if different from applicant.
 - iv. Assessor Parcel Number(s) (APN) and address (location, if no address) of the subject property.
 - v. Project title and permit request. (Example: Variance, Special Use Permit).
- X** 8. Property lines of the subject property with dimensions indicated.
- X** 9. All existing and proposed structures shall be shown, including:
 - a. Distances from property lines indicated by dimensions.
 - b. Distances between buildings shall be indicated on the site plan.
 - c. Clearly label existing and proposed structures and uses, and show dimensions.
 - d. Square footage of all existing and proposed structures.
 - e. If a commercial or multi-family project, show all elevations and submit roof plans showing all proposed roof equipment and means of screening from view along with plans for trash receptacle screening and loading/unloading area location and design.
 - f. Elevations of any proposed structures/additions.
 - g. All easements.
- X** 10. Show curb, gutter, sidewalks, ADA facilities, circulation.
- X** 11. Project access:
 - a. Show the location of proposed street access and all existing accesses of neighboring properties including across the street.
 - b. Show adjoining street names.
 - c. Show all curb cuts with dimension.
- X** 12. Show the Assessor Parcel Number(s) of adjoining parcels.

- X 13. Show all existing and proposed parking, landscape islands and traffic aisles, with dimensions. If you are requesting approval for off-site parking within 300 feet, provide site plans showing (1) parking on your site, (2) parking on the off-site parking lot, and (3) how much of the off-site parking area is required for any business other than your own.
- X 14. Show location of existing and proposed utilities and drainage facilities, and indicate whether overhead or underground. Show the location of any septic lines/fields.
- X 15. If specific landscape areas are required or provided, show with dimensions.
- N/A 16. Show location of all proposed amenities, such as gazebos, retaining walls, retention areas, etc.

SPECIAL USE PERMIT APPLICATION FINDINGS

State law requires that the Planning Commission consider and support the statements below with facts in the record. These are called "FINDINGS". Since staff's recommendation is based on the adequacy of your findings, you need to complete and attach the required findings with as much detail as possible to ensure that there is adequate information supporting your proposal.

THE FINDINGS BELOW ARE PROVIDED IN THE EXACT LANGUAGE FOUND IN THE CARSON CITY MUNICIPAL CODE (CCMC), FOLLOWED BY EXPLANATIONS TO GUIDE YOU IN YOUR RESPONSE. ON A SEPARATE SHEET TO BE INCLUDED WITH YOUR COMPLETE APPLICATION, LIST EACH FINDING AND PROVIDE A RESPONSE IN YOUR OWN WORDS. ANSWER THE QUESTIONS AS COMPLETELY AS POSSIBLE TO PROVIDE THE PLANNING COMMISSION WITH THE DETAILS NECESSARY TO CONSIDER YOUR PROJECT. IF A FINDING DOES NOT APPLY TO YOUR SITUATION, EXPLAIN WHY.

CCMC 18.02.080(5) FINDINGS. Findings from a preponderance of evidence must indicate that the proposed use:

1. Will be consistent with the objectives of the Master Plan elements.

Explanation: Explain how your project will further and be in keeping with, and not contrary to, the goals of the Master Plan elements. Turn to the Master Plan Policy Checklist included with this application. The Master Plan Policy Checklist for Special Use Permits and Major Project Reviews addresses five items that appear in the Carson City Master Plan. Each theme looks at how a proposed development can help achieve the goals of the Carson City Master Plan. Address each theme; a check indicates that the proposed development meets the applicable Master Plan Policy. Provide written support of the policy statement in your own words as a part of these findings. For additional guidance, please refer to the Carson City Master Plan document on our website at www.carson.org/planning or you may contact the Planning Division to review the document in our office or request a copy.

2. Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood; and is compatible with and preserves the character and integrity of adjacent development and neighborhoods or includes improvements or modifications either on-site or within the public right-of-way to mitigate development related to adverse impacts such as noise, vibrations, fumes, odors, dust, glare or physical activity.

- Explanation:
- A. Describe the general types of land uses and zoning designations adjoining your property (for example: North: grocery store, Retail Commercial zoning)
 - B. Explain why your project is similar to existing development in the neighborhood, and why it will not hurt property values or cause problems, such as noise, dust, odors, vibration, fumes, glare, or physical activity, etc. with neighboring property owners. Have other properties in your area obtained approval of a similar request? How will your project differ in appearance from your neighbors? Your response should consider the proposed physical appearance of your proposal, as well as comparing your use to others in the area.
 - C. Provide a statement explaining how your project will not be detrimental to the use, peaceful enjoyment or development of surrounding properties and the general neighborhood.
 - D. If outdoor lighting is to be a part of the project, please indicate how it will be shielded from adjoining property and the type of lighting (wattage/height/placement) provided.

Parcel ID	008-162-19	Parcel Acreage	0.3700
Tax Year	2024 <input type="button" value="v"/>	Assessed Value	160,836
Land Use Group	COM	Tax Rate	0.0000
Land Use	400 - General Commercial	Tax Cap	High Cap
Zoning	GC	Tax Cap Returned	
Tax District	024	Total Tax Fiscal Year (2024 - 2025)	\$0.00
Site Address	3060 HWY 50 EAST	Total Unpaid All Years	\$0.00
Neighborhood	Comm - Hwy 50 E		

- Payment History						
	Fiscal Year	Total Due	Total Paid	Amount Unpaid		
-	(2023 - 2024)	\$7,358.58	\$7,358.58	\$0.00		
+ Installment 1						
Date Due	Tax Billed	Cost Billed	Penalty/Interest	Total Due	Total Paid	Total Unpaid
8/21/2023	\$3,311.02	\$0.00	\$132.44	\$3,443.46	\$3,443.46	\$0.00
+ Installment 2						
Date Due	Tax Billed	Cost Billed	Penalty/Interest	Total Due	Total Paid	Total Unpaid
10/2/2023	\$1,305.04	\$0.00	\$0.00	\$1,305.04	\$1,305.04	\$0.00
+ Installment 3						
Date Due	Tax Billed	Cost Billed	Penalty/Interest	Total Due	Total Paid	Total Unpaid
1/1/2024	\$1,305.04	\$0.00	\$0.00	\$1,305.04	\$1,305.04	\$0.00
+ Installment 4						
Date Due	Tax Billed	Cost Billed	Penalty/Interest	Total Due	Total Paid	Total Unpaid
3/4/2024	\$1,305.04	\$0.00	\$0.00	\$1,305.04	\$1,305.04	\$0.00
+ (2022 - 2023)		\$6,882.04		\$6,882.04		\$0.00
+ (2021 - 2022)		\$4,522.22		\$4,522.22		\$0.00
+ (2020 - 2021)		\$4,522.28		\$4,522.28		\$0.00
+ (2019 - 2020)		\$4,332.78		\$4,332.78		\$0.00
Show 5 More (23)						

Response to MPR Comments
Provided with SUP Application – 12/14/2023

December 14, 2023

Heather Manzo
Carson City Community Development Dept.
108 E. Proctor Street
Carson City, NV 89701

Re: Response to Major Project Review Comments for MPR-2023-0288

Date of MPR Review: August 15, 2023

MPR Project Description: Proposed marijuana retail store to be located in an existing 5,500 square foot building.

Major Project Review Comments

SITE INFORMATION:

Address: 3060 HWY 50 East
APN: 008-162-19
Parcel Size: 0.37 acre
Master Plan Designation: Mixed-Use Commercial
Zoning: General Commercial (GC)

Following is a listing of the comments provided within the MPR review summary and enumeration of comments from the August 15th MPR meeting with the applicant. A response to each listed comment has been provided to make review of the provided application easier for City staff.

PLANNING DIVISION

Heather Manzo, Associate Planner

- 1. The proposed use of a marijuana retail store is a conditional use in the General Commercial zoning district (CCMC 18.1 and therefore will require approval of a special use permit prior to establishing the use.

The SUP application will need to include evidence that past due and current taxes for the property are paid prior to scheduling the SUP for public hearing.

Please provide clarification with the SUP application as to whether curbside or drive through service is proposed. Please note that if either service is not proposed and is added later, a SUP will be required at the time the additional services are proposed.

Marijuana establishments must comply with the applicable sections of Division 1.20 of the Carson City Development Standards (CCDS). Your special use permit application should address compliance these standards, including but not limited to the required setbacks from schools, day care facilities, public parks, playgrounds, and other facilities providing recreational opportunities or services to children; a single point of public entry; hours of operation; the use of curbside and/or drive-thru services and compliance with the minimum requirements outlined in the development standards; compliance with the proximity requirements to residential uses located on the same street; and compliance with the minimum parking requirement.

Please include a vicinity map with labeled uses of parcels and tenants within multi-tenant buildings within 1,000 feet of the proposed facility. Please date the exhibit to reflect the date of the survey to ensure that the required distances from community uses identified in CCDS 1.20 (1)(l) have been satisfied.

Response: Past Due Taxes have been paid and a special use permit has been provided. There is no drive-thru or curbside service proposed as part of the project.

A sensitive land use buffer map addressing the land uses and distance separations as noted in Division 1.20 has been provided with this application.

A vicinity map is provided noting the tenants in multi-tenant buildings within 1,000 feet of the proposed facility. No sensitive land uses were identified through this field survey to note land uses in multi-tenant buildings.

- 2. Setbacks - CCMC 18.04.195 (Non-residential)

	<u>Front</u>	<u>Rear</u>	<u>Side</u>	<u>Street Side</u>
Required:	0,2 feet	01 * feet	01 feet	01 * feet

Footnote 2-- Business Arterial landscape setback requirement -- 10 feet

All accessory buildings currently on the site should be removed or depicted and labeled on the site plan.

The building is existing, and the project does not include a proposal to expand the building. The site is adjacent to existing sidewalk facilities and a portion of the frontage is unimproved dirt surface. To make additional required findings for a retail marijuana store, it is recommended that plans for sidewalks and frontage landscaping be included as part of the special use permit request.



Response: An extension of the sidewalk at back of curb (12 feet in width) is shown on the project plans.

3. Height - CCMC 18.04.195 (Non-residential)

The maximum height is 45 feet for the General Commercial zoning district. The building is existing, and the project does not include a proposal to expand the building.

Response: The height limits within the GC zone will not be exceeded with the proposed project as there are no structural additions proposed to the building.

4. Signs - Carson City Development Standards, Division 4

A Sign Permit will be required prior to the placement or erection of any sign, or to install or alter any electrical wiring or fixture. See the Planning Division for information and standards. A Sign Permit application may be obtained from the Building Division. (Development Standards, Division 4.4.1)

Signage for marijuana establishments is also subject to specific sign standards as outlined in Division 1.20.

Response: Signage will conform to the identified code standards from this comment.

5. Landscaping - Carson City Development Standards, Division 3

Since there are no plans to expand the existing building there are no specific requirements for landscaping. However, you can refer to Division 3 of the Carson City Development Standards for guidance as it relates to landscaping.

Response: landscaping has been provided along the Highway 50 E. frontage in conjunction with the provided sidewalk extension.

6. Parking and Loading — Carson City Development Standards, Division 1.20

Division 1.20, subsection 1(i) outlines the required parking ratio for marijuana retail stores. Parking shall be provided at a ratio of 1 space for every 300 feet of gross floor area. The proposed store is 5,500 square feet in size, therefore a minimum of 18 parking spaces is required to be provided on-site. If curbside service is proposed, your special use permit must demonstrate compliance with Division 1.20 subsection 2(e).

As currently presented, there appears to be sufficient parking provided, however a site plan will need to be presented with the special use permit application which includes dimensions to demonstrate compliance with CCMC.

Response: A total of 18 parking spaces have been provided, which meets the parking requirements identified in Code.

7. Architectural Design - Carson City Development Standards, Division 1

The building is existing and the application notes the Applicant's intent for exterior modifications. Any additions or exterior modifications to the existing building must demonstrate compliance with the architectural standards outlined in the Development Standards, Division 1.1.

Response:

8. Lighting - Carson City Development Standards, Division 1

Plans should include details and plans (where appropriate) for the addition of these improvements to demonstrate the finding and the standards set forth in CCDS Division 1.3 of the Carson City Development Standards can be met. Exterior light fixture details must be submitted with a building permit application for review and approval by the Planning Division prior to installation.

Response:

9. Roof-Mounted Equipment - Carson City Development Standards, Division 1

Roof-mounted equipment (HVAC, etc.) must be screened from view from a public right-of-way or adjacent property using architectural means such as parapet walls and equipment wells. The use of a picket fence or chain link slatted screening is prohibited. Show all roof-mounted equipment on the elevation plan. (Development Standards, Division 1.1.7)

Response:

10. Trash Storage - Carson City Development Standards, Division 1

Trash, refuse, or recycled material storage containers are required within office, commercial, industrial, or multi-family districts (CCMC 18.05.015).

- a. Outdoor areas used for the storage of trash or refuse must be completely enclosed by a solid gate and a six-foot masonry block wall and be designed to integrate with the building and site design, including colors and materials. Enclosures shall be screened

with appropriate plant materials wherever possible. Provide trash enclosure construction details with the final building permit plans. (Development Standards, Division 1.2.6)

- b. Trash enclosures shall be designed to meet or exceed minimum size requirements as determined by the sanitation company and shall be located to provide unobstructed access to refuse vehicles. All trash refuse or recycled material shall be stored in containers within its walled enclosure. (Development Standards, Division 1.2.6)

Response: A trash enclosure has been located on the site plan meeting the requirements of Code.

12. Fences, walls and hedges- Carson City Development Standards Division 1.13

Any fencing must comply with Division 1.13 of the Development Standards.

Response: The fencing that had been established in the parking area to divide the outdoor sales area from the public parking area is proposed to be removed. Any other fencing is around the site is proposed to remain.

ENGINEERING AND UTILITIES

Stephen Pottey, Development Engineering

Transportation:

1. Parking stalls and drive aisles must meet Carson City Standard Details for parking lots.

Response: All parking stalls and drive aisles have been designed in accordance with Carson City design standards.

2. Americans with Disabilities Act (ADA) compliant sidewalk pathway, matching the improvements to the east, and an ADA driveway apron must be installed along the project frontage. This will necessitate obtaining a Nevada Department of Transportation (NDOT) encroachment permit. The path shall be concrete with a width of 12-feet if connected to the back of curb, and 10-feet is separate from the curb by more than 4-feet.

Response: ADA Compliant driveway and 12 foot sidewalk pathway at back of curb matching the existing improvements to the east are proposed. An NDOT Occupancy Permit for these improvements will be submitted to NDOT with final design.

3. With the next application to Carson City, a memo signed by a professional engineer must be provided showing that the project will not generate more than 80 peak hour trips and will not generate more than 500 trips per day according to ITE trip generation rates. If either of these limits is expected to be exceeded, a traffic impact study signed by a professional engineer must be provided, meeting the requirements of CCDS 12.13. Please contact the Transportation Engineer with questions about the pathway improvements along the ROW or for traffic impact study scoping at 775-283-7431.

Response: A traffic study has been provided with this application to meet this comment, requirement.

Water:

4. If fire sprinklers are required, with the next application to Carson City, a water main analysis signed by a professional engineer must be submitted in accordance with CCDS 15.3.1(a) to show that adequate pressure will be delivered to the meter and fire flows meet the minimum requirements of the Carson City Fire Department. Please contact the Michael Friend at (775) 283-7713 or mfriend@carson.org to schedule a fire hydrant flow test.

Response:

5. A reduced pressure principle assembly backflow presenter will be required for the domestic water line. The fire line must have a double check valve backflow preventer if it is Class 1-3, or a reduced pressure principle assembly if it is Class 4-6. These backflow presenters must be above ground in a hot box and must be located as close to the property line as possible. The irrigation service will need a reduced pressure backflow presenter if a vacuum breaker system cannot be designed to operate properly.

Response: Preliminary locations for backflow preventers have been identified in the SUP plans and will be designed with final improvement plans.

6. Due to minimal water information provided in the MPR application, additional requirements may apply. Project shall comply with all City and State codes and standards.

Response: This is understood.

Sewer:

7. There is an 8" AC main along the frontage of the project. This main is approximately 10° full (d/D).

Response: This is understood

8. A sewer main analysis signed by a professional engineer must be submitted that includes addressing the effect of flows on the existing City system unless the project has a discharge less than the threshold provided in CCDS 15.3.2.

Response: A sewer waiver letter has been provided which identifies there will be no increase in flow to the existing City system since there will be no changes to the existing building facilities.

General Comments:

9. Water and sewer connection fees must be paid. If these fees were paid in the past, then the difference between the old and new amounts of water/sewer usages must be paid for. Please see CCMC 12.01.030 for the water connection fee schedule and 12.03.020 for the sewer connection fee schedule.

Response: This is understood

10. Any engineering work done on this project must be wet stamped and signed by an engineer licensed in Nevada. This will include site, grading, utility and erosion control plans as well as standard details.

Response: This is understood. Preliminary engineering plans provided with this application have been stamped and signed by a Nevada licensed civil engineer.

11. All construction work must be to Carson City Development Standards (CCDS) and meet the requirements of the Carson City Standard Details.

Response: This is understood

12. Addresses for units will be provided during the building permit review process.

Response: As this is an existing building, it is assumed that the address will not change with this application approval and new business operation in the building.

- 13. Fresh water must be used for dust control. Contact the Public Works Water Operations Supervisor at 775-283-7382 for more information.**

Response: This is understood.

14. A private testing agreement will be necessary for the compaction and material testing in the street right of way. The form can be obtained through Carson City Permit Engineering.

Response: This is understood.

15. Any work performed in the street right of way will require a traffic control plan and a time line type schedule to be submitted before the work can begin. A minimum of one week notice must be given before any work can begin in the street right of way.

Response: This is understood.

16. An NDOT Encroachment permit from District II Headquarters must be obtained before construction work is begun.

Response: The existing access onto Highway 50 E. will be used for the access to the site. If improvements are necessary, per NDOT requirements, such will be constructed with the project and if any update to the encroachment permit will be accomplished with the review and approval of such improvements.

FIRE DEPARTMENT

Mike Wilkinson, BC Fire Prevention

1. Project must comply with the currently adopted International Fire Code and Northern Nevada Fire Code Amendments.

Response:

2. Carson City Fire Department Marijuana Establishments or businesses guideline dated January 1, 2019 shall apply.

Response: This is understood.

3. Carson City Fire Department guideline dated January 1, 2019 for construction permitting for marijuana establishments/business located in commercial buildings shall apply.

Response: This is understood.

4. If carbon dioxide (CO₂) gas enrichment systems will be used, the Carson City Fire Department Carbon Dioxide (CO₂) gas enrichment systems dated January 1, 2019 shall apply.

Response:

5. Fire Extinguishers shall be provided meeting or exceeding NFPA 10.

Response: This is understood.

6. A Knox key box shall be provided.

Response: This is understood.

7. If a change in use has occurred, automatic fire sprinklers shall be provided for any building over 5000 square feet.

Response: The use was previously mercantile use and is proposed to be a mercantile use moving forward. As such, the applicant does not believe that this item will be tripped.

8. All exit door hardware shall meet or exceed the IBC and IFC requirements.

Response: This is understood.

9. An on-site fire inspection shall be conducted by the Carson City Fire Department prior

to business.

Response: This is understood.

10. Property addressing shall meet or exceed the International Fire Code.

Response: This is understood.

11. RECOMMENDATION: An Automated External Defibrillator should be provided for employee and customer use.

Response: The applicant will look into the potential of providing an AED within the building, per the suggestion within this comment.

BUILDING DIVISION

James Wentworth, Deputy Building Official

1. Plans for all proposed alterations must specifically identify each of the respective adopted 2018 Code Series and Northern Nevada Amendments (Building) that govern the design, construction, and inspection of the proposed facility.

Response: This is understood.

2. All plan submittals must comply with the Blue Book, A Reference Guide for the Nevada Design and Construction Industry.

Response: This is understood.

3. Apply at Carson City Permit Center digitally at permitcenter@carson.org.

Response: This is understood.

4. Existing structures undergoing alterations shall also comply with the requirements of the 2018 IEBC for Accessibility.

Response: This is understood.

ENVIRONMENTAL CONTROL

Jennifer Churchward, Environmental Control Officer

1. If the project will disturb greater than 160 square surface feet, an asbestos assessment is required on all applicable materials being demolished, per CCMC 12.12.065 and 40 CFR Part 61.

Response: The only structures that will be removed with the proposed improvements are sheds and canopies that were established in the northern

parking lot area by the previous use. None of these structures contain asbestos. No portion of the primary building shell on this site will be removed with the proposed project.

2. After receiving results back from the asbestos assessment, complete Carson City's Acknowledgement of Asbestos Assessment Form. Submit a copy of this form along with a copy of the asbestos assessment at the Carson City Building Department, per CCMC 12.12.065.

Response: Because the only structures that will be removed or disturbed on the site are sheds and canopies used by the previous tenant, no asbestos assessment is considered to be necessary.

3. An EPA 10-Day Notification may be required, dependent on the results of the asbestos assessment (if analytical results from asbestos assessment indicate a result of friable asbestos greater than 1%). If a 10-Day Notification is required, please submit a copy of this document at the Carson City Building Department, along with proof that the notification was sent to EPA Region IX, per CCMC 12.12.065.

Response: Not applicable for above response reasons.

4. Please note: if any asbestos containing material is to be taken to the Carson City Landfill for disposal, an Industrial Waste Manifest must first be obtained from the ECA Department before this material will be allowed to enter the landfill, per CCMC 12.12.050. If any asbestos containing material is to be taken to the Lockwood Landfill for disposal, Carson City's Environmental Control Authority (ECA) will require a copy of the receipt issued from Lockwood to be submitted to the Carson City Building Department, to show that this material was taken to Lockwood for disposal.

Response: Not applicable for above response reasons.

Master Plan Policy Checklist

Special Use Permits & Major Project Reviews & Administrative Permits

PURPOSE

The purpose of a development checklist is to provide a list of questions that address whether a development proposal is in conformance with the goals and objectives of the 2006 Carson City Master Plan that are related to non-residential and multi-family residential development. This checklist is designed for developers, staff, and decision-makers and is intended to be used as a guide only.

Development Name: Rise Dispensary Special Use Permit

Reviewed By: _____

Date of Review: _____

DEVELOPMENT CHECKLIST

The following five themes are those themes that appear in the Carson City Master Plan and which reflect the community's vision at a broad policy level. Each theme looks at how a proposed development can help achieve the goals of the Carson City Master Plan. A check mark indicates that the proposed development meets the applicable Master Plan policy. The Policy Number is indicated at the end of each policy statement summary. Refer to the Comprehensive Master Plan for complete policy language.

CHAPTER 3: A BALANCED LAND USE PATTERN



The Carson City Master Plan seeks to establish a balance of land uses within the community by providing employment opportunities, a diverse choice of housing, recreational opportunities, and retail services.

Is or does the proposed development:

- Meet the provisions of the Growth Management Ordinance (1.1d, Municipal Code 18.12)?
- Use sustainable building materials and construction techniques to promote water and energy conservation (1.1e, f)?
- Located in a priority infill development area (1.2a)?
- Provide pathway connections and easements consistent with the adopted Unified Pathways Master Plan and maintain access to adjacent public lands (1.4a)?

- Protect existing site features, as appropriate, including mature trees or other character-defining features (1.4c)?
- At adjacent county boundaries or adjacent to public lands, coordinated with the applicable agency with regards to compatibility, access and amenities (1.5a, b)?
- In identified Mixed-Use areas, promote mixed-use development patterns as appropriate for the surrounding context consistent with the land use descriptions of the applicable Mixed-Use designation, and meet the intent of the Mixed-Use Evaluation Criteria (2.1b, 2.2b, 2.3b, Land Use Districts, Appendix C)?
- Meet adopted standards (e.g. setbacks) for transitions between non-residential and residential zoning districts (2.1d)?
- Protect environmentally sensitive areas through proper setbacks, dedication, or other mechanisms (3.1b)?
- Sited outside the primary floodplain and away from geologic hazard areas or follows the required setbacks or other mitigation measures (3.3d, e)?
- Provide for levels of services (i.e. water, sewer, road improvements, sidewalks, etc.) consistent with the Land Use designation and adequate for the proposed development (Land Use table descriptions)?
- If located within an identified Specific Plan Area (SPA), meet the applicable policies of that SPA (Land Use Map, Chapter 8)?

CHAPTER 4: EQUITABLE DISTRIBUTION OF RECREATIONAL OPPORTUNITIES



The Carson City Master Plan seeks to continue providing a diverse range of park and recreational opportunities to include facilities and programming for all ages and varying interests to serve both existing and future neighborhoods.

Is or does the proposed development:

- Provide park facilities commensurate with the demand created and consistent with the City's adopted standards (4.1b)?
- Consistent with the Open Space Master Plan and Carson River Master Plan (4.3a)?

CHAPTER 5: ECONOMIC VITALITY



The Carson City Master Plan seeks to maintain its strong diversified economic base by promoting principles which focus on retaining and enhancing the strong employment base, include a broader range of retail services in targeted areas, and include the roles of technology, tourism, recreational amenities, and other economic strengths vital to a successful community.

Is or does the proposed development:

- Encourage a citywide housing mix consistent with the labor force and non-labor force populations (5.1j)
- Encourage the development of regional retail centers (5.2a)
- Encourage reuse or redevelopment of underused retail spaces (5.2b)?
- Support heritage tourism activities, particularly those associated with historic resources, cultural institutions and the State Capitol (5.4a)?
- Promote revitalization of the Downtown core (5.6a)?
- Incorporate additional housing in and around Downtown, including lofts, condominiums, duplexes, live-work units (5.6c)?

CHAPTER 6: LIVABLE NEIGHBORHOODS AND ACTIVITY CENTERS



The Carson City Master Plan seeks to promote safe, attractive and diverse neighborhoods, compact mixed-use activity centers, and a vibrant, pedestrian-friendly Downtown.

Is or does the proposed development:

- Use durable, long-lasting building materials (6.1a)?
- Promote variety and visual interest through the incorporation of varied building styles and colors, garage orientation and other features (6.1b)?
- Provide variety and visual interest through the incorporation of well-articulated building facades, clearly identified entrances and pedestrian connections, landscaping and other features consistent with the Development Standards (6.1c)?
- Provide appropriate height, density and setback transitions and connectivity to surrounding development to ensure compatibility with surrounding development for infill projects or adjacent to existing rural neighborhoods (6.2a, 9.3b 9.4a)?
- If located in an identified Mixed-Use Activity Center area, contain the appropriate mix, size and density of land uses consistent with the Mixed-Use district policies (7.1a, b)?
- If located Downtown:
 - Integrate an appropriate mix and density of uses (8.1a, e)?
 - Include buildings at the appropriate scale for the applicable Downtown Character Area (8.1b)?
 - Incorporate appropriate public spaces, plazas and other amenities (8.1d)?
- Incorporate a mix of housing models and densities appropriate for the project location and size (9.1a)?

CHAPTER 7: A CONNECTED CITY



The Carson City Master Plan seeks promote a sense of community by linking its many neighborhoods, employment areas, activity centers, parks, recreational

amenities and schools with an extensive system of interconnected roadways, multi-use pathways, bicycle facilities, and sidewalks.

Is or does the proposed development:

- Promote transit-supportive development patterns (e.g. mixed-use, pedestrian-oriented, higher density) along major travel corridors to facilitate future transit (11.2b)?
- Maintain and enhance roadway connections and networks consistent with the Transportation Master Plan (11.2c)?
- Provide appropriate pathways through the development and to surrounding lands, including parks and public lands, consistent with the Unified Pathways Master Plan (12.1a, c)?



DECEMBER 13, 2023

Carson City
108 E. Proctor St.
Carson City, NV 89701

Re: Required Separation Distance
APN 008-165-19
Carson City, NV 89512

This letter is to confirm that on December 13th, 2023, MST Surveying verified to the best of their knowledge: That the proposed establishment meets the requirement of 1000 feet for measured separation distance between proposed establishment and a school, 300 feet for measured distance between proposed establishment and a community facility as defined in NRS 453D. The proposed establishment has a separation of 890 feet door to door from the nearest retail marijuana store that is located at 2765 Hwy. 50 E. Carson City school district and Carson City Health and Human Services resources were used as a resource for school or community facility locations. The proposed establishment is not adjacent to any residential zoned property. All distances were measured from the front door of the proposed marijuana retail store to the closest point of the parcel line, as displayed on Exhibit A.

If you have any further questions, please call 775-544-7817.

SINCERELY,

Michael Talonen, P.L.S.
MST Surveying Inc.



BUSINESS NAME & ADDRESS CONT.

14. (GC) DOLLAR GENERAL
 3059 HWY 50 E. APN: 008-163-11
 15. (GC) AMICO TRANSMISSIONS
 3075 HWY 50 E. APN: 008-163-08
 16. (GC) LOAN MAX 3083 HWY 50 E. APN: 008-163-07
 17. (GC) STOR & LOCK 3000 HWY 50 E. APN: 008-163-02
 18. (GC) TACO BELL 3117 HWY 50 E. APN: 008-311-08
 19. (GC) FOODMAXX 3325 HWY 50 E. APN: 008-311-04
 20. (GC) CASH ADVANCE FARMERS INSURANCE, & DOTTY'S
 3331 HWY 50 E. APN: 008-303-40
 21. (GC) COCO'S TAOUEVERIA BEST TIBES, & BUDGET
 AUTOSALES 3339 HWY 50 E. APN: 008-303-22
 22. (MFA) 3200 WOODSIDE DR. APN: 008-333-03
 23. (MFA) 3190 WOODSIDE DR. APN: 008-333-04
 24. (GC) PRINCESS GIFT & PARTY SUPPLIES & DOMINO'S
 3231 HWY 50 E. APN: 008-311-06
 25. (GC) PANADERIA EL TRIGAL BAKERY THE NEST,
& WASH TUBS 3173 HWY 50 E. APN: 008-311-05
 26. (GC) CHINA PALACE, CRICKET, & GO AUTO INSURANCE
 3135 HWY 50 E. APN: 008-311-07
 27. (GC) \$1.50 WASH 1630 AIRPORT RD. 008-163-09
 28. (SF6) 1529 AIRPORT RD. APN: 008-323-30
 29. (SF6) 1526 SHARON DR. 008-323-01
 30. (SF6) 1529 SHARON DR. APN: 008-334-30
 31. (SF6) 1526 CONTINENTAL DR. APN: 008-334-01
 32. (SF6) 1522 CONTINENTAL DR. APN: 008-334-02
 33. (SF6) 1525 SHARON DR. APN: 008-334-29
 34. (SF6) 1521 SHARON DR. 008-334-28
 35. (SF6) 1518 CONTINENTAL DR. APN: 008-334-03
 36. (SF6) 1519 SHARON DR. APN: 008-334-27
 37. (SF6) 1517 SHARON DR. APN: 008-334-26
 38. (SF6) 1515 SHARON DR. APN: 008-334-25
 39. (SF6) 1509 SHARON DR. 008-334-24
 40. (SF6) 1501 SHARON DR. APN: 008-334-23
 41. (SF6) 1523 AIRPORT RD. APN: 008-323-29
 42. (SF6) 1522 SHARON DR. 008-323-02
 43. (SF6) 1518 SHARON DR. APN: 008-323-03
 44. (SF6) 1519 AIRPORT RD. APN: 008-323-28
 45. (SF6) 1514 SHARON DR. APN: 008-323-04
 46. (SF6) 1510 SHARON DR. APN: 008-323-05
 47. (SF6) 1510 SHARON DR. APN: 008-323-05
 48. (SF6) 1515 AIRPORT RD. APN: 008-323-27
 49. (SF6) 1509 AIRPORT RD. APN: 008-323-26
 50. (SF6) 1504 SHARON DR. APN: 008-323-07
 51. (SF6) 1502 SHARON DR. APN: 008-323-08
 52. (SF6) 1505 AIRPORT RD. APN: 008-323-25
 53. (SF6) 1501 AIRPORT RD. APN: 008-323-24
 54. (SF6) 1415 AIRPORT RD. APN: 008-323-23
 55. (SF6) 1409 AIRPORT RD. APN: 008-323-22
 56. (SF6) 1410 SHARON DR. APN: 008-323-10
 57. (SF6) 1405 AIRPORT RD. APN: 008-323-22
 58. (SF6) 1405 AIRPORT RD. APN: 008-323-21
 59. (SF6) BELLA LAGO 1600 AIRPORT RD. APN: 008-322-21
 60. (MFA) 2980 MENLO DR. APN: 008-321-11
 61. (MFA) 2980 MENLO DR. APN: 008-321-12
 62. (MFA) 2980 MENLO DR. APN: 008-321-12
 63. (GC) N. LOMPA CONST. N. LOMPA LN. APN: 008-312-18
 64. (GC) SUNRISE AUTOMOTIVE SILVER STATE ELEC.,
MARTIN AUTO GLASS, & ZEN LEAF
 2765 HWY 50 E. APN: 008-312-12

BUSINESS NAME & ADDRESS CONT.

67. (GC) ARCO 2707 HWY 50 E. APN: 008-312-3116. (GC) FIREHOUSE SUBS & PIZZA FACTORY
 3120 HWY 50 E. APN: 008-324-40
 68. (GC) VACANT LOT 2835 HWY 50 E.
 APN: 008-163-01
 69. (GC) 2909 HWY 50 E. APN: 008-163-02
 70. (GC) ARBY'S 2943 HWY 50 E. APN: 008-163-03
 71. CARSON NURSING REHABILITATION CENTER
 HWY 50 E. APN: 308-161-49
 72. (GC) 2898 HWY 50 E. APN: 008-131-10
 73. (GC) TSA CUSTOM TRUCK
 2880 HWY 50 E. APN: 008-161-09
 74. (GC) CENTRO MARKET
 2860 HWY 50 E. APN: 008-161-08
 75. (GC) BENSON'S FEED & TACK
 2750 HWY 50 E. APN: 008-161-07
 76. (GC) BENSON'S FEED & TACK 2750 HWY 50 E.
 APN: 008-161-06 & 008-161-97
 77. (GC) TIRES PLUS 2722 HWY 50 E. APN: 008-161-71
 78. (GC) 1826 MERCURY WAY APN: 008-161-04
 79. (MH6) 1830 NEPTUNE CT. APN: 008-562-39
 80. (GC) VACANT MERCURY WAY APN: 008-161-174
 81. (MH12) 2800 HWY 50 E. APN: 008-161-17
 82. (GC) NICHOLS LANE APARTMENTS
 1770 NICHOLS LN APN: 008-161-11
 83. (MH12) 1800 NICHOLS LN. APN: 008-161-12
 84. (MH12) 1820 NICHOLS LN. APN: 008-161-22
 85. (MH12) 2851 CARMINE ST. APN: 008-161-41
 86. (MH12) 2849 CARMINE ST. APN: 008-161-46
 87. (MH12) 2835 CARMINE ST. APN: 008-161-45
 88. (MH6) 1851 MERCURY WAY APN: 008-161-73
 89. (MH6) 1840 NEPTUNE CT. APN: 008-562-37
 90. (MH6) 1860 NEPTUNE CT. APN: 008-562-36
 91. (MH6) 1890 NEPTUNE CT. APN: 008-562-35
 92. (MH6) 1915 NEPTUNE CT. APN: 008-563-01
 93. (MH6) VACANT LOT 1935 NEPTUNE CT.
 APN: 008-563-02
 94. (MH6) VACANT LOT 1955 NEPTUNE CT.
 APN: 008-563-03
 95. (MH6) VACANT LOT 1975 NEPTUNE CT.
 APN: 008-563-04
 96. (MH12) 2799 CARMINE ST. APN: 008-161-53
 97. (MH12) 2795 CARMINE ST. APN: 008-161-54
 98. (MH12) 2787 CARMINE ST. APN: 008-161-52
 99. (MH12) 2831 CARMINE ST. APN: 008-161-51
 100. (MH12) 2841 CARMINE ST. APN: 008-161-55
 101. (MH12) 2841 CARMINE ST. APN: 008-161-15
 102. (MH12) 2841 CARMINE ST. APN: 008-161-40
 103. (MH12) 2861 CARMINE ST. APN: 008-161-39
 104. (MH12) 2861 CARMINE ST. APN: 008-161-14
 105. (MH12) 1891 NICHOLS LN. APN: 008-161-24
 106. (MH12) 1977 NICHOLS LN. APN: 008-162-33
 107. (MH12) 2981 CARMINE ST. APN: 008-162-33
 108. (MH12) 3011 CARMINE ST. APN: 008-162-34
 109. (MH12) 3029 CARMINE ST. APN: 008-162-03
 110. (MH12) 3049 CARMINE ST. APN: 008-162-28
 111. (MH12) 3065 CARMINE ST. APN: 008-162-29
 112. (MH12) 1841 NICHOLS LN. APN: 008-162-08
 113. (MH12) 1990 AIRPORT RD. APN: 008-162-21
 114. (MH12) 1950 AIRPORT RD. APN: 008-162-30
 115. (MH12) 1930 AIRPORT RD. APN: 008-162-31
 116. (MH12) 1900 AIRPORT RD. APN: 008-162-06

BUSINESS NAME & ADDRESS CONT.

117. (GC) VACANT LOT 2835 HWY 50 E.
 118. (GC) KEI SUSHI, TAHOE CARSON FLOORING,
 ADAM & EVE, & EL AGUILA REAL
 3220 HWY 50 E. APN: 008-302-37
 119. (RC) CVS PHARMACY 3240 HWY 50 E.
 APN: 008-302-36
 120. DAIRY QUEEN 3198 HWY 50 E.
 APN: 003-302-41
 121. (GC) HUMAN BEAN 3300 HWY 50 E.
 APN: 003-302-34
 122. (RC) VACANT LOT 3312 HWY 50 E.
 APN: 008-830-25
 123. (RC) 3290 CARMINE ST. APN: 008-302-22
 124. (RC) 3244 CARMINE ST. APN: 008-302-21
 125. (RC) ADVANCED CHIROPRACTICS
 3232 CARMINE ST. APN: 008-302-20
 126. (RC) 3200 CARMINE ST. APN: 008-302-17
 127. (RC) 3188 CARMINE ST. APN: 008-302-16
 128. (RC) SIERRA METAL WORKS
 3150 CARMINE ST. APN: 008-302-01
 129. (MH6) 3107 CHAMPION ST. APN: 008-241-23
 130. (MH6) 3129 CHAMPION ST. APN: 008-241-21
 131. (MH6) 3129 CHAMPION ST. APN: 008-241-21
 132. (MH6) 3149 CHAMPION ST. APN: 008-241-20
 133. (MH6) 3149 CHAMPION ST. APN: 008-241-20
 134. (MH6) 3209 CHAMPION ST. APN: 008-241-18
 135. (MH6) 2074 COLUMBIA WAY APN: 008-251-22
 136. (MH6) 2074 COLUMBIA WAY APN: 008-251-21
 137. (MH6) 2075 AIRPORT RD. APN: 008-251-23
 138. (MH6) 2105 AIRPORT RD. APN: 008-251-25
 139. (MH6) 2030 AIRPORT RD. APN: 008-175-16
 140. (MH12) 2060 AIRPORT RD. APN: 008-175-14
 141. (MH12) 2100 AIRPORT RD. APN: 008-175-13
 142. (MH12) 2110 AIRPORT RD. APN: 008-175-17
 143. (MH12) 2120 AIRPORT RD. APN: 008-175-25
 144. (MH12) 2149 SNEDDON WAY APN: 008-175-37
 145. (MH12) 2131 SNEDDON WAY APN: 008-175-12
 146. (MH12) 2054 SNEDDON WAY APN: 008-175-18
 147. (MH12) 2019 SNEDDON WAY APN: 008-175-15
 148. (MH12) 2946 CARMINE ST. APN: 008-174-35
 149. (MH12) 2932 CARMINE ST. APN: 008-174-36
 150. (MH12) 2072 SNEDDON WAY APN: 008-174-34
 151. (MH12) 2112 SNEDDON WAY APN: 008-174-38
 152. (MH12) 9 ROBERTA WAY APN: 008-174-37
 153. (MH12) 7 ROBERTA WAY APN: 008-175-11
 154. (MH12) 2890 CARMINE ST. APN: 008-174-42
 155. (MH12) 2866 CARMINE ST. APN: 008-174-44
 156. (MH12) 2824 CARMINE ST. APN: 008-174-43
 157. (MH12) 2039 BUNCH WAY APN: 008-174-14
 158. (SF6) 1514 CONTINENTAL DR.
 APN: 008-334-04

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