



CITY OF
Caldwell, Idaho

Planning & Zoning

HEARING REVIEW APPLICATION

Type of Review Requested (check all that apply)

- Annexation/Deannexation
- Appeal/Amendment
- Comprehensive Plan Map Change
- Design Review
- Ordinance Amendment
- Rezone
- Special Use Permit
- Subdivision- Preliminary Plat
- Subdivision- Final Plat
- Subdivision- Short Plat
- Time Extension
- Variance
- Other RIGHT OF WAY VACATION

STAFF USE ONLY:

File number(s): _____

Project name: _____

Date filed: _____ Date complete: _____

Related files: _____

Subject Property Information

Address: 821 N. 16TH AVE Parcel Number(s): 02653000 0,02657000 0 (AND RIGHT OF WAY)

Subdivision: HILLCREST Block: _____ Lot: _____ Acreage: 6.1 Zoning: TN

Prior Use of the Property: CHURCH

Proposed Use of the Property: MULTI-FAMILY APARTMENTS

Applicant Information:

Applicant Name: DOMES CHURCH APARTMENTS, LLC Phone: 425-293-4412

Address: PO BOX 4108 City: BELLEUVUE State: WA Zip: 98004

Email: melanie.davies@devcous.com Cell: 425-293-4412

Owner Name: FIRST ASSEMBLY OF GOD CHURCH OF TWIN FALLS IDAHO, INC. Phone: _____

Address: 821 N. 16TH AVE City: CALDWELL State: ID Zip: _____

Email: _____ Cell: _____

Agent Name: (e.g., architect, engineer, developer, representative) KIMLEY-HORN

Address: 1100 W. IDAHO ST., STE. 210 City: BOISE State: ID Zip: 83702

Email: nicolette.womack@kimley-horn.com Cell: 208-207-8477

Authorization

Print applicant name: Nicolette Womack - Kimley-Horn

Applicant Signature: Nicolette Womack Date: 11/02/2023



CITY OF
Caldwell, Idaho

Planning & Zoning

REZONE

Project Name: Domes Church - 821 N 16th Ave	File #:
Applicant/Agent: DOMES CHURCH APARTMENTS, LLC	

Applicant (v)	Please provide the following REQUIRED documentation:	Staff (v)
X	Narrative fully describing the proposed use/request	
X	Recorded warranty deed for the subject property	
X	Signed Property Owner Acknowledgement (if applicable)	
X	Vicinity map, showing the location of the subject property	
X	Site Plan The following are suggested items that may be shown on the site plan:	
	• Property boundaries of the site	
	• Existing buildings on the site	
	• Parking stalls and drive aisles	
	• Sidewalks or pathways (proposed and existing)	
	• Fencing (proposed and existing)	
X	Metes and bounds legal description for the site to be rezoned in WORD format	
X	Landscape Plan (if applicable)	
X	Neighborhood Meeting sign-in sheet	
X	All of the above items shall be submitted in 8 ½ x 11 paper format AND in electronic format (preferably PDF or Word) on either a jump drive or CD. Please be aware the jump drive or CD will become part of the file and will not be returned	
X	Fee	

STAFF USE ONLY:

Date Application Received: _____

Received by: _____

Proposed Hearing Date: _____

Hearing Body: _____



CITY OF
Caldwell, Idaho

Planning & Zoning

COMP PLAN MAP CHANGE

Project Name: Domes Church - 821 N 16th Ave	File #:
Applicant/Agent: DOMES CHURCH APARTMENTS, LLC	

Applicant (v)	Please provide the following REQUIRED documentation:	Staff (v)
X	Completed and signed Hearing Review Application	
X	Narrative fully describing the proposed map change, including the following: <ul style="list-style-type: none"> ➤ Total # of acres being re-classified and the new map classification ➤ How the proposed change will complement with the surrounding area 	
X	Warranty deed for the subject property	
X	Signed Property Owner Acknowledgement (if applicable)	
X	Vicinity map, showing the location of the subject property	
X	Metes and bounds legal description for the site	
X	All of the above items shall be submitted in 8 ½ x 11 paper format AND in electronic format (preferably PDF or Word) on either a jump drive or CD. Please be aware the jump drive or CD will become part of the file and will not be returned	
X	Please indicate # of property owners within 300 feet: <u>21</u>	
X	Fee	

STAFF USE ONLY:

Date Application Received: _____

Received by: _____

Proposed Hearing Date: _____

Hearing Body: _____

City of Caldwell Receiving Form									
Planning & Zoning, Engineering, and Fire Department									
	Planning & Zoning			Engineering			Fire Department		Totals
Comprehensive Plan Amendment									
Map amendment	10260	1	\$ 3,482.50						\$ 3,482.50
Text Amendment	10270		\$						\$
Annexation									
Less than 2 acres	10240		\$	12550	\$	22025	\$		\$
More than 2 acres	10240		\$	12550	\$	22025	\$		\$
More than 20 acres	10240		\$	12550	\$	22025	\$		\$
DeAnnexatin	10240		\$						\$
Subdivision Plats									
Preliminary Plat	10180		\$	12511	\$	22025	\$		\$
Short plat	10180		\$	12512	\$	22025	\$		\$
PUD w Subdivision	10210		\$	12513	\$	22025	\$		\$
PUD w/o Subdivision	10210		\$	12513	\$	22025	\$		\$
Final Plat	10180		\$	12512	\$	22025	\$		\$
Manufactured Home Park Prelim	10190		\$	12520	\$	22025	\$		\$
Manufactured Home Park Final	10190		\$	12520	\$	22025	\$		\$
Plat Amendment (Administrative)	10280		\$						\$
Plat Amendment (One Public Hearing)	10280		\$						\$
Plat Amendment (Two Public Hearings)	10280		\$						\$
Subdivision Name Change	10280		\$						\$
Time Extension (Administrative)	10280		\$						\$
Time Extension (Public Hearing)	10280		\$						\$
Zone Change									
Less than 2 acres	10220		\$			22025	\$		\$
More than 2 acres	10220	1	\$ 3,080.00			22025	1	\$ 181.33	\$ 3,261.33
Special Use Permit									
Up to 0.5 acres	10200		\$	12530	\$	22025	\$		\$
More than 0.5 acres to 1 acre	10200		\$	12530	\$	22025	\$		\$
More than 1 acre to 2 acres	10200	1	\$ 2,176.00	12530	1	\$ 495.18	22025	1	\$ 102.79
More than 2 acres to 20 acres	10200		\$	12530	\$	22025	\$		\$
More than 20 acres	10200		\$	12530	\$	22025	\$		\$
Additional Fees									
Additional Hearing	10290		\$						
Additional Inspection	10062		\$						
Appeals/ Amendments to Conditions	10290		\$						\$
Business Permits (No change in use)	11040		\$						\$
Business Permits (Change in use)	11040		\$						\$
Business Permits Penalty	11040		\$						\$
Business Permits Renewal	11040		\$						\$
Certified Mailing	10340		\$						\$
Code Enforcement Admin. Fee	64240		\$						\$
Design Review - New Construction (Hearing Level)	10330		\$						\$
Design Review - Rennovations/Add.'s (Staff)	10330		\$						\$
Design Review - Building Maint. (Staff)	10330		\$						\$
Development Agreements	10335	1	\$ 950.00						\$ 950.00
Development Agreement Modification	10335		\$						\$
City Clerk FBI Background Check/Finger Print (\$33.25)	11031		\$						\$
Historic Preservation (Staff level)	11042		\$						\$
Historic Preservation (Hearing level)	11042		\$						\$
Lot Line Adjustments	10280	1	\$ 591.00						\$ 591.00
Lot Split	10280		\$						\$
Minor Land Use App. (Home Occupation, Temp. Use, Mobile Food Unit)	10216		\$			22025	\$		\$
Minor Land Use App. Renewal (Home Occupation, Temp. Use, Mobile Food Unit)	10216		\$			22025	\$		\$
Minor Land Use App. (Admin. Deter. Dir. Appr.)	10216		\$						\$
Mural / Public Art			\$						\$
Ordinance Text Amendment	10230		\$						\$
Outdoor Dining Permit	11040		\$						\$
Site/Landscape Review (Construction Dwgs or Individual Review)	10063		\$						\$
Variance (Hearing Level)	10250		\$						\$
Letter Verification									
Certificate of Zoning Compliance Letter	10360		\$						\$
Dwelling Rebuild Letter	10360		\$						\$
Legal Non-Conforming Use Letter	10360		\$						\$
Zoning Property Report	10360		\$						\$
Zoning Verification Letter (Single Family Residential)	10360		\$						\$
Zoning Verification Letter (Commercial/Multi-Family)	10360		\$						\$
Documents - Copies									
Audio Tape Duplication	10360		\$						\$
Bike & Pedestrian Master Plan	10360		\$						\$
Comprehensive Plan	10360		\$						\$
Parks & Recreation Master Plan	10360		\$						\$
Subdivision Ordinances	10360		\$						\$
Treasure Valley Tree Selection Guide	10360		\$						\$
Xerox copies	1401		\$						\$
Zoning Ordinance	10360		\$						\$
			\$ 10,279.50		\$ 495.18		\$ 284.12		\$ 11,058.80
CPM23-000012, SUP23-000016, ZON23-000010									
LLA23-000013 Domes Church Apartments							GRAND TOTAL		\$ 11,058.80



November 6, 2023

Planning & Zoning
City of Caldwell
621 Cleveland Boulevard
Caldwell, ID 83605

RE: *Domes Church - 821 N 16th Ave Request*

Please accept our application for the Domes Church Apartments located at 821 N 16th Ave. This project proposes multifamily affordable housing, and we request review and approval of a Comprehensive Plan Amendment, Rezone with Development Agreement, and Special Use Permit. A right of way vacation application is included in this submittal package to be reviewed concurrently. We greatly appreciate your time and review of our application submittal. In accordance with the submittal checklists, we are submitting electronically with all required information, our submittal includes the following files:

Comprehensive Plan Amendment, Rezone and Special Use Permit

- CHECKLIST_Comp Plan Map Change
- CHECKLIST_Rezone
- CHECKLIST_Special Use Permit
- Comp Plan and Rezone Exhibit
- Comp Plan and Rezone Legal Description
- Conceptual Floor Plan, Elevations and Materials
- Domes Church Apartments_TIS
- HEARING REVIEW APPLICATION
- Narrative
- Neighborhood Meeting Certification
- Preliminary Landscape Plan
- Preliminary Landscape Plan-Color
- Preliminary Site Plan
- Property Owner Acknowledgment Letter
- Vicinity Map
- Warranty Deed 1 (783246)
- Warranty Deed 2 (2012003087)

Lot Line Adjustment

- HILLCREST SUBDIVISION.01 PLAT
- Lot Line Adjustment Application
- Lot Line Adjustment Exhibit
- Lot Line Adjustment Legal Description
- Lot Line Adjustment Narrative
- Property Owner Acknowledgment Letter

- Vicinity Map
- Warranty Deed 1 (783246)
- Warranty Deed 2 (2012003087)

ROW & Utility Vacation

- 300 FT RADIUS FROM ROW
- Application
- ID Power Easement
- Notus Canal Easement
- ROW & Utility Vacation Exhibit
- ROS & Utility Vacation Legal Description
- Sewer Line Easement
- Vacation – Petition to Vacate
- Vicinity Map ROW Vacation
- Water Line Easement

Please contact me at (208) 207-8477 or Nicolette.Womack@kimley-horn.com should you have any questions.

Sincerely,

Nicolette Womack

Nicolette Womack, AICP
Planner



November 6, 2023

Planning & Zoning
City of Caldwell
621 Cleveland Boulevard
Caldwell, ID 83605

RE: *Domes Church - 821 N 16th Ave Request*

To whom it may concern:

Please accept our application for the Domes Church Apartments located at 821 N 16th Ave. This project proposes multifamily affordable housing, and we request review and approval of a Comprehensive Plan Amendment, Rezone with Development Agreement, and Special Use Permit. A right of way vacation application is included in this submittal package to be reviewed concurrently.

The subject property is located directly adjacent I-84 to the north and sits in between 14th Ave and 16th Ave (Parcel No. R0265300000 and R0265700000). The subject property consists of 6.1 acres including the 16th Ave right of way vacations. The existing parcels are currently occupied by Caldwell First Assembly Church and a cell tower. Notus Canal wraps the entire south side of the project. The Caldwell 23 project is located to the southeast of the project, this multi-family development consists of 504 units along with additional office space, retail and/or light industrial. Hope Plaza Apartments is also located to the southwest of the project and consists of rent restricted/affordable multi-family units. The site is approximately 1.2 miles (25-minute walk or 5-minute drive) from Indian Creek Plaza and approximately 0.7 miles (15-minute walk or 3-minute drive) from 10th Ave which has restaurants, coffee shops, theaters, shopping, and other amenities. Directly northwest to the site is a pedestrian bridge that crosses I-84 onto Indiana Ave which connects to various neighborhoods on the north side of the freeway.

The Future Land Use Map designates this site as 'Traditional Neighborhood' which allows up to 20 units per gross acre and is meant to be utilized for more traditional neighborhood districts. This area adjacent the highway has not been a traditional neighborhood for some time if at all as it includes several transitioning industrial/agricultural supporting uses. We are requesting a Comprehensive Plan Amendment to designate the site as 'High Density Residential' which allows up to 25 units per gross acre. This is a suitable designation for the subject parcels as it's setback from all other uses by the canal and highway. This will also be consistent with the Caldwell 23 project which is designated as 'Commercial & Service' and will further support the proposed commercial uses within their development.

The parcels are currently zoned as 'T-N – Traditional Neighborhood', and we are requesting a rezone to 'R-3 – High Density Residential' with a Development Agreement. This will also be consistent with the Caldwell 23 project which was zoned 'C-3 – Service Commercial' and allowed multi-family prior to recent code changes removing multi-family uses from the Commercial zones. Lastly, a Special Use Permit is requested to develop affordable multi-family housing.

A Right of Way Vacation application for right of way running along the south property line and through the project is included for concurrent review. Vacating this right of way will ensure the parcels are developed in a holistic approach and reduce the City’s maintenance burden for right-of-way which does not provide area connectivity. Included in the submittal are proposed new easements for the utilities located in the right of way, with easement legal descriptions included as well.

As mentioned above, Domes Church - 821 N 16th Ave is proposed as an affordable multi-family housing development consisting of 152 units with a proposed density of 25 dwelling units per acre. The project is comprised of three four-story buildings, two of which include 64 units and the other includes 24 units. There will be 228 parking spaces or 1.5 parking spaces per dwelling in concurrence with Section 10-02-05-3 of the Zoning Regulations.



The project is proposed with 100% affordable units at 60% Area Median Income. The three-bedroom units will be marketed as family style units. The buildings will also meet the IHFA Green Building Standards and include high efficiency lighting, ventilation, irrigation, and water saving measures. Conceptual floor plans, elevations and renderings are included from a similar project by the same development group within Boise City.

Vehicular site access is proposed from 16th Ave on the south side of the site. An internal service drive and sidewalks provide connectivity internal to the site. A 30’ wide landscape buffer is provided along the north side of the site along I-84. The cell tower on site will have a 100’ radius buffer from the residential units, with open space, parking, and trash enclosures within the buffer.

Project amenities include a club house with picnic area, dog park (large and small breed) and 26,664 square feet of open space (10%). Alternative Compliance is requested as the "property does not

possess a surface or well irrigation water right and/or does not have access to surface or well water." (10-07-12(4)). Code requires that grass be used as the primary / dominant landscape material. As noted below, to avoid the overuse of City potable water, a Dry Landscaping / Xeriscape approach is applied in the following areas, with the following explanations (note: turfgrass areas are concentrated in primary qualified open space areas for residents' recreation use):

1. In the required 30' landscape buffer adjacent to I-84, the landscape ordinance requires a minimum application of 70% turfgrass within the buffer. This landscape plan proposed to use an application of a native grass seed mix in lieu of turfgrass. This seed mix will use no permanent irrigation water, avoids an abrupt contrast between the native grass applied in the I-84 right-of-way, and does not encourage resident use of the I-84 buffer for recreation purposes.
2. Per Section 10-07-09, when Dry Landscaping is used, the parking lot islands are exempt from vegetation requirements. Boulders are placed in landscape islands as required.
3. Common landscape areas on site: Many of these landscape areas are narrow, awkwardly shaped, and adjacent to existing canal vegetation (south property line). Several of these areas lie within extensive irrigation and utility easements, which are excluded from Qualified Open Space uses that could otherwise warrant the use of turfgrass (10-07-05(4)). The use of native seed mix application here provides a green transition to adjacent landscape without the need of permanent irrigation and maintenance and a non-recreation buffer.

The proposal is consistent with the Goals, Objective, and Strategies of the *2040 Comprehensive Plan* for the City of Caldwell, specifically:

- *Land Use Goal 2-2 encourage the restoration and redevelopment of underutilized and neglected properties through infill development.*
- *Land Use Goal 3 encourages creating communities that are more livable, affordable, connectable and sustainable.*
- *Land Use Policy 3-2 calls for maximizing the use of land by encouraging high-density residential development in areas that have adequate services to act as a buffer between less dense residential and commercial uses and support public transit.*
- *Housing Goal 1 calls for supporting adequate housing for a range of income levels and residential needs.*

Agency requirements will be fully met and submitted for your review and comment as the project continues. Initial meetings indicate that agencies are in alignment and agreement for the proposed project; however, as additional needs arise, they will be mitigated and incorporated in the project design. The engineering, architectural, and construction practices will be implemented with the professional standard of care.

We look forward to bringing this quality residential neighborhood to Caldwell. We greatly appreciate your time and review of our application submittal. In accordance with the submittal checklists, we are

submitting electronically with all required information. Please contact me at (208) 207-8477 or Nicolette.Womack@kimley-horn.com should you have any questions.

Sincerely,

Nicolette Womack

Nicolette Womack, AICP
Planner

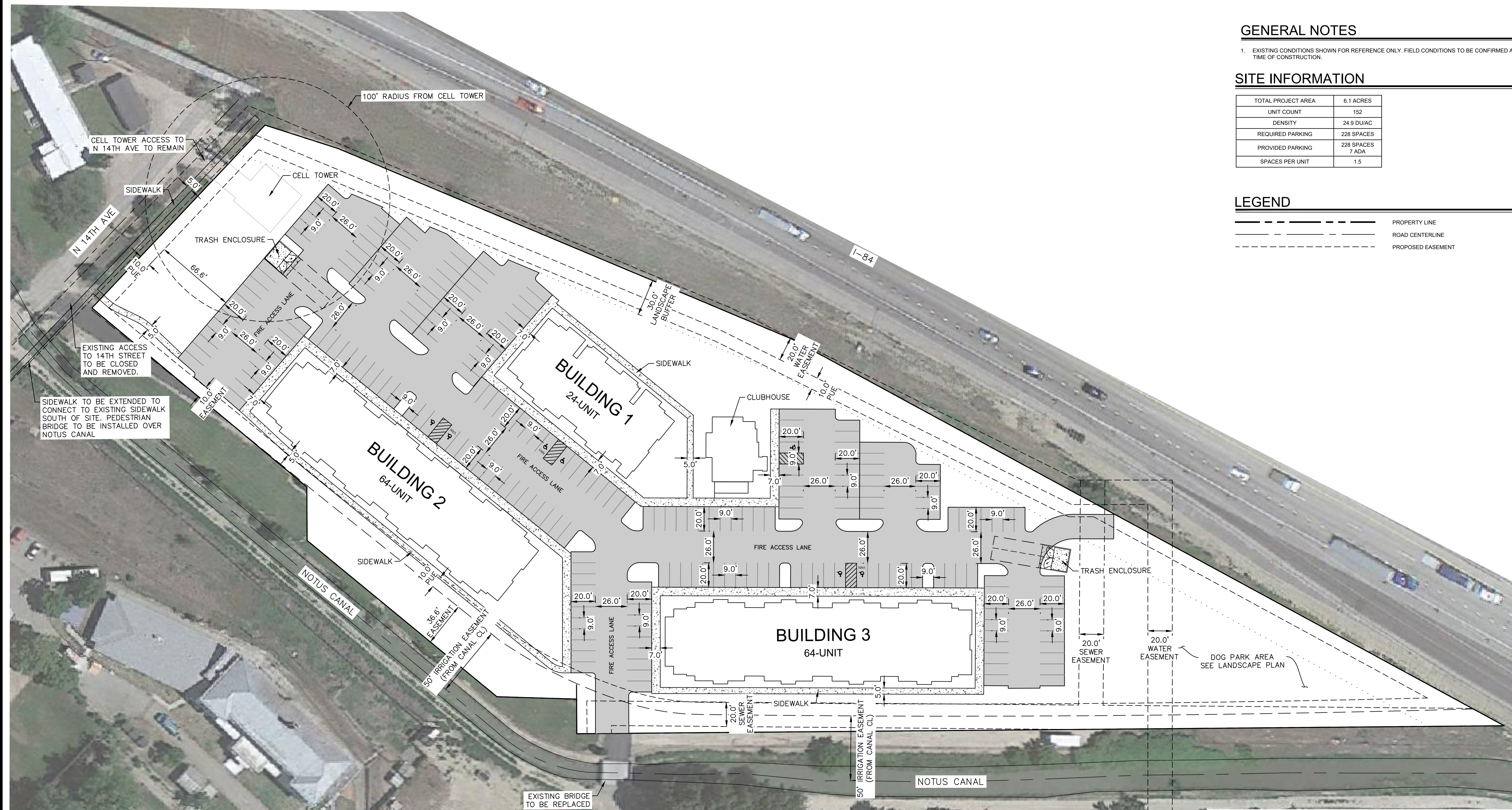
Date: 11/11/2023 9:39 PM
 User: HAHN, ABBEY (STOVER)
 Path: K:\01_CIVIL\093899004_DEVCO_CAD\DWG\16TH AVE\CADD\PLAN SHEETS\SHC.DWG

This document, together with the associated design and design presentation, is intended only for the specific purpose and client for which it was prepared. Release of any improper reliance on this document without the written approval of Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



CAUTION: NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.



GENERAL NOTES

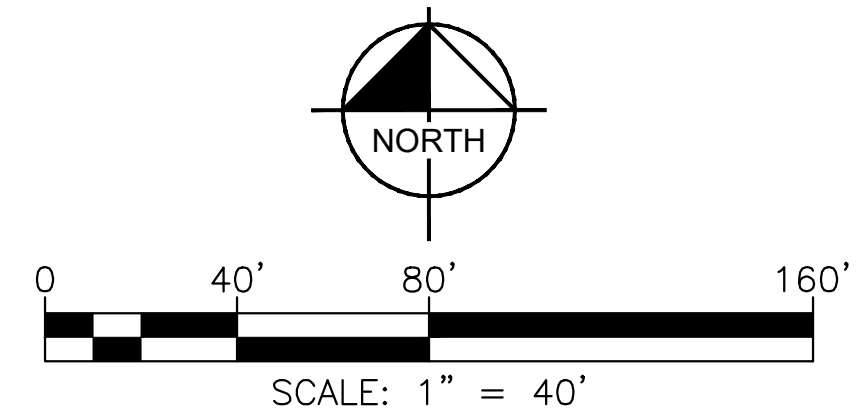
1. EXISTING CONDITIONS SHOWN FOR REFERENCE ONLY. FIELD CONDITIONS TO BE CONFIRMED AT TIME OF CONSTRUCTION.

SITE INFORMATION

TOTAL PROJECT AREA	6.1 ACRES
UNIT COUNT	152
DENSITY	24.9 DU/AC
REQUIRED PARKING	228 SPACES
PROVIDED PARKING	228 SPACES 7 ADA
SPACES PER UNIT	1.5

LEGEND

	PROPERTY LINE
	ROAD CENTERLINE
	PROPOSED EASEMENT



DATE	DESCRIPTION

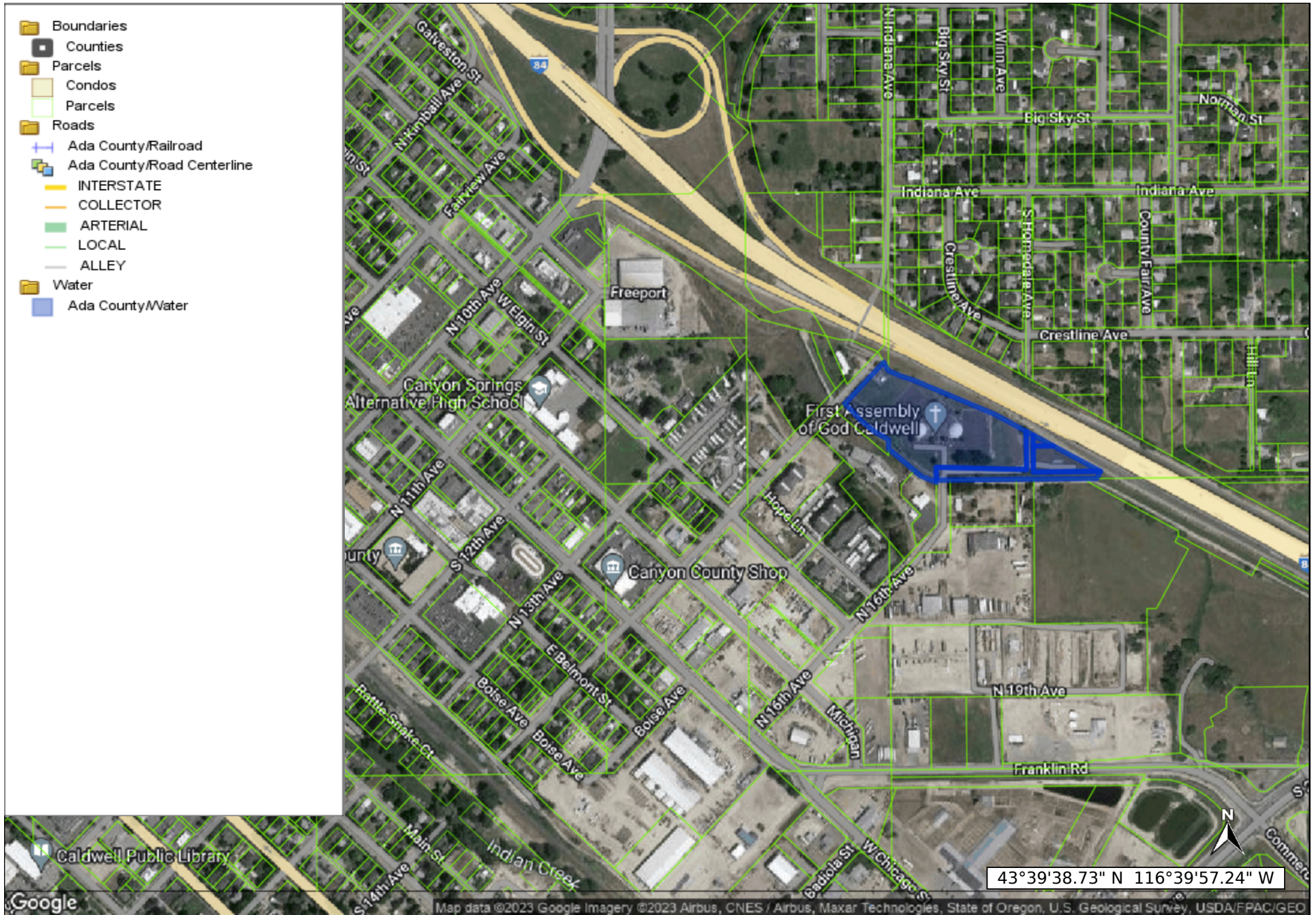
Kimley»Horn
 1100 W Idaho Street, Suite 210, Boise, ID 83702 | Tel. No. (208) 287-2885

PRELIMINARY SITE PLAN
 DOMES CHURCH

DRAWN BY:	ARB	DATE:	11/11/2023
DESIGNED BY:	ARB	DATE:	11/11/2023
CHECKED BY:	ARB	DATE:	11/11/2023
PROJECT No.:	093899004	SCALE:	AS SHOWN

PRELIMINARY
 FOR REVIEW ONLY
 NOT FOR
 CONSTRUCTION
 Kimley»Horn

SHEET



Account	OwnerName	InCareOf	Address	City	State	ZipCode
R02692	WILSON ROBERT E		124 S INDIANA AVE	CALDWELL	ID	83607
R02693	ROBERSON PAUL JR		200 S INDIANA AVE	CALDWELL	ID	83605
R35088	SUNDOWNER INC		PO BOX 1055	CALDWELL	ID	83605
R02697	BANYAN PROPERTIES LLC		1750 RIDGECREST DR	BOISE	ID	83712
R35085	WOLFS DIRT ENTERPRISES LLC		964 FAIRGROUND ST	COOKEVILLE	TN	38501
R35089	HEARTWOOD PROPERTIES LLC		14150 N BROKEN HORN	GARDEN CITY	ID	83714
R35150	WILLIS LONNY R		1818 SHEPARD ST	CALDWELL	ID	83605
R07040	MOSCATO KARIN A TRUST @@@		17165 ELMCREST DR	CALDWELL	ID	83607
R07039	TODD AND KRISTI FOREMAN LIVING TRUST		120 CRESTLINE AVE	CALDWELL	ID	83605
R07041	FLORES MARCELINO		203 S INDIANA AVE	CALDWELL	ID	83605
R07042	CHOY JOSE LUIS		204 CRESTLINE AVE	CALDWELL	ID	83605
R07059	207 CRESTLINE LLC		5729 CHUCKWAGON RD	NAMPA	ID	83686
R07060	GLADYSH SERG		215 CRESTLINE AVE	CALDWELL	ID	83605
R07044	ANAVIA HOGNER		209 S INDIANA AVE	CALDWELL	ID	83605
R07043	GARIBAY JUDY E		206 CRESTLINE AVE	CALDWELL	ID	83605
R07065	GODINA RICARDO		11831 VIRGINIA PKWY	CALDWELL	ID	83605
R02648012	SNOW DANIEL J		2305 SYRINGA LN	CALDWELL	ID	83605
R07045	BRAZIL JARROD TRAVIS		208 CRESTLINE AVE	CALDWELL	ID	83605
R02648	DINES BRADY R		2303 SYRINGA LN	CALDWELL	ID	83605
R07046	TURNER KURSTYN		212 CRESTLINE AVE	CALDWELL	ID	83605
R07066	FROGGATT DICK		PO BOX 111	STERLING	MA	01564
R07047	KELLY LEWIS D AND NANCY S REVOCABLE LIVING TRUST		2223 ELLIS AVE	CALDWELL	ID	83605
R07048	HUME MICHAEL JASON		216 CRESTLINE AVE	CALDWELL	ID	83605
R07049	WEAVER WILLIAM D		218 CRESTLINE AVE	CALDWELL	ID	83605
R07050	LAMBERT TYLER		224 S HOMEDALE AVE	CALDWELL	ID	83605
R35149	FELLER FAMILY TRUST	FELLER BOB =	624 N 16TH AVE	CALDWELL	ID	83605
R35142	TPC ENTERPRISE HOLDINGS LLC		430 E STATE ST	EAGLE	ID	83616
R02655	SNYDER THOMAS A		2310 CARTER CT	CALDWELL	ID	83605
R02656	MUHLNBECK ROBERT A		2324 SYRINGA LN	CALDWELL	ID	83605
R02659	SNYDER THOMAS ALAN		2310 CARTER CT	CALDWELL	ID	83605
R02658	MARIN CLAUDIO BENITEZ		2408 SYRINGA LN	CALDWELL	ID	83605
R02660	VAVOLD JERRY ERIC	JERRY ERIC VAVOLD =	PO BOX 243	CALDWELL	ID	83606
R02661011	SHORT KIRBY		316 HILL LN	CALDWELL	ID	83605
R02653	ASSEMBLY OF GOD CH OF CA		821 N 16TH AVE	CALDWELL	ID	83605
R35141010	CALDWELL ODD FELLOW LODGE NO 10		PO BOX 596	CALDWELL	ID	83606
R35091	ADVOCATES AGAINST FAMILY VIOLENCE INC	WESTSTATES PROPERTY MANAGEMENT =	PO BOX 1496	CALDWELL	ID	83606
R35091010	HOPE PLAZA LLC		PO BOX 1496	CALDWELL	ID	83606
R35091011A	HOPE PLAZA II LIMITED PARTNERSHIP		1508 HOPE LN	CALDWELL	ID	83605
R35091011	HOPE PLAZA III LIMITED PARTNERSHIP		PO BOX 1496	CALDWELL	ID	83606
R35140010	CALDWELL PACIFIC ASSOCIATES		430 E STATE ST STE 100	EAGLE	ID	83616

CANYON COUNTY LISTING - R02653 & R02657- 500 feet
September 21, 2023



PROPERTY LISTING DISCLAIMER

This information should be used for informational use only and does not constitute a legal document for the description of these properties. Every effort has been made to insure the accuracy of these data & is subject to change without notice; however, the Assessor's Office assumes no liability nor do we imply any particular level of accuracy. The Canyon County Assessor's Office disclaims any responsibility or liability for any direct or indirect damages resulting from the use of these property listings.



**Notice of Neighborhood Meeting
Comprehensive Plan Amendment, Rezone, Special Use Permit**

October 2, 2023

Dear Neighbor,

Devco LLC and Kimley-Horn are in the process of submitting an application for a Comprehensive Plan Amendment, Rezone, Special Use Permit to the City of Caldwell. One of the requirements necessary prior to submitting the applications is to hold a “neighborhood meeting” and provide information to our surrounding neighbors (Caldwell City Code 8-1A-6C).

This is NOT a public hearing, and public officials will not be present. Once our application has been submitted and processed, a public hearing date will be scheduled. Prior to the scheduled date, you will receive an official notification from the City of Caldwell regarding the Public Hearing via postal mail, newspaper publication, and/or a posted sign displayed on the property.

The In-Person Neighborhood Meeting details are as follows:

WHEN: October 17th, 2023 at 6 PM
WHERE: Caldwell Public Library – Community Room
1010 Dearborn St
Caldwell, ID 83605

FORMAT: This meeting is intended to give neighbors an opportunity to learn more about the project before the public hearing. No formal presentation will be given. A printed vicinity map and site drawings will be available. Project team members will be present to answer questions and receive feedback.

The project is summarized below:

SITE LOCATION: 821 N 16th Ave / Parcel Numbers: R0265300000, R0265700000 and Right-of-Way / Approximately 6.11 acres

PROJECT DESCRIPTION: Comprehensive Plan Amendment to change the Future Land Use to High Density Residential, Rezone to R-3, Special Use Permit for multi-family residential use and height over 25’.

We look forward to the neighborhood meeting and encourage you to attend. At that time, we will answer any questions and collect comments you may have.

Please do NOT call the City of Caldwell regarding this meeting. This is a Pre-Application requirement and we have not submitted the applications for consideration at this time. The City currently has no information on this project. If you have any questions, please contact me using the information below.

Respectfully,

Nicolette Womack
Kimley-Horn
nicolette.womack@kimley-horn.com (Preferred)

Vicinity Map



NEIGHBORHOOD MEETING SIGN-IN FORM
City of Caldwell Planning and Zoning Department
621 E. Cleveland Blvd., Caldwell, ID 83605
Phone: (208) 455-3021

Handwritten initials

Start Time of Neighborhood Meeting: 6:00

End Time of Neighborhood Meeting: 6:30

Those in attendance please print your name and address.

If no one attended, Applicant please write across this form "No one attended".

PRINTED NAME

ADDRESS, CITY, STATE, ZIP

- 1. No one attended
- 2. _____
- 3. _____
- 4. _____
- 5. _____
- 6. _____
- 7. _____
- 8. _____
- 9. _____
- 10. _____
- 11. _____
- 12. _____
- 13. _____
- 14. _____
- 15. _____
- 16. _____

NEIGHBORHOOD MEETING CERTIFICATION:

Applicants shall conduct a neighborhood meeting for the following: special use permit applications; variance applications; annexation applications; planned unit development applications; preliminary plat applications that will be submitted in conjunction with an annexation, rezone or planned unit development application; and, rezone applications as per City of Caldwell Zoning Ordinance Section 10-03-12.

Description of the proposed project:

Comp Plan Amendment to change FLUM to High Density
Residential, Rezone to R-3, SUP for multi-family use and height
over 25'.

Date of Round Table meeting: 8/17/23

Notice sent to neighbors on: 10/2/23

Date & time of the neighborhood meeting: 10/17/23 @ 6 PM

Location of the neighborhood meeting:

Caldwell Public Library - Community Room

Developer/Applicant:

Name: DEVCO + Kimley Horn

Address, City, State, Zip: PO Box 4108, Bellevue, WA 98004 - Devco
110 W Idaho St, Boise, ID 83702 - Kimley-Horn
Suite 210

I certify that a neighborhood meeting was conducted at the time and location noted on this form and in accord with City of Caldwell Zoning Ordinance Section 10-03-12.

DEVELOPER/APPLICANT SIGNATURE Mica C M

DATE 10/17/23

WARRANTY DEED

For Value Received DUANE D. WOLFE and NIKI H. WOLFE, husband and wife, of Caldwell, Canyon County, Idaho, and DALE G. PETERSON and MARY E. PETERSON, husband and wife, of Caldwell, Canyon County, Idaho

the grantors, do hereby grant, bargain, sell and convey unto ASSEMBLY OF GOD CHURCH OF CALDWELL, IDAHO, INC., an Idaho corporation of 1023 Chicago Street, Caldwell, Canyon County, Idaho,

the grantee, the following described premises, situated in Canyon County, State of Idaho, to-wit:

A part of the Northeast Quarter of the Southeast Quarter of Section 22, and a part of the Northwest Quarter of the Southwest Quarter of Section 23, Township 4 North, Range 3 West, Boise Meridian, and a part of Tracts 9 and 10 of Hillcrest Subdivision according to the Plat on file in Book 3 at page 20 in the office of the Recorder of Canyon County, Idaho, more particularly described as follows:

Commencing at the West quarter corner of said Section 23; thence South 0°15'50" East 758.75 feet along the West boundary of said Section 23 to a point on the Southerly right of way line of Idaho State Highway FI 3021; thence South 61°30'00" East 4.03 feet along said Highway right of way line to the POINT OF BEGINNING; thence continuing South 61°30'00" East 719.54 feet along said Highway right of way line; thence South 0°21'40" East 178.04 feet along the Westerly right of way line of Homedale Avenue; thence North 88°15'50" West 480.20 feet along the Northerly right of way line of the Notus Canal according to the Plat on file in Book 1 of Plats at page 16 1/2 in the office of the Recorder of Canyon County, Idaho; thence continuing along said right of way line North 50°32'50" West 201.10 feet; thence North 0°15'50" West 43.78 feet along the right of way line of the Notus Canal according to the map of said right of way on file in the office of the City Engineer of Caldwell, Idaho; thence continuing along said Northerly right of way line North 50°11'50" West 228.75 feet to a point on the Easterly right of way line of 14th Avenue; thence North 43°16'00" East 259.30 feet along the Easterly right of way line of 14th Avenue to the POINT OF BEGINNING.

Together with all water and ditch rights and rights of way for water and ditches.

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee, its successors heirs and assigns forever. And the said Grantors do hereby covenant to and with the said Grantee, that they are the owners in fee simple of said premises; that said premises are free from all incumbrances

and that they will warrant and defend the same from all lawful claims whatsoever. Dated: September 10, 1976

Dale G. Peterson
Mary E. Peterson

Duane D. Wolfe
Niki H. Wolfe

STATE OF IDAHO, COUNTY OF Canyon
On this 10th day of September, 1976
before me, a notary public in and for said State, personally appeared DUANE D. WOLFE and NIKI H. WOLFE, husband and wife, and DALE G. PETERSON and MARY E. PETERSON, husband and wife,

known to me to be the persons whose names are subscribed to the within instrument, and acknowledged to me that they executed the same.

Notary Public
Residing at Caldwell, Idaho

STATE OF IDAHO, COUNTY OF
I hereby certify that this instrument was filed for record at the request of
at minutes past o'clock m. this day of 1976
in my office, and duly recorded in Book of Deeds at page

Ex-Officio Recorder
By Deputy

Fees \$
Mail to:

7 8 3 2 4 6

FILED

SEP 14 10 07 AM '76

CLERK
H. Church

RECORDED

AT THE REQUEST OF

Gregory Downen
+ Gregory

OF
deeds

FOR 1.00

Wolfe, Duane D.
et ux et al

to

Assembly of God Church
of Caldwell, Idaho, Inc

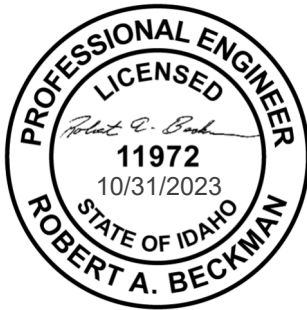
deed

Counters

 TRAFFIC IMPACT STUDY

DOMES CHURCH APARTMENTS MULTI-FAMILY RESIDENTIAL

CALDWELL, IDAHO



Prepared for:
Devco Development
P.O. Box 4108
Bellevue, WA, 98004

Prepared by:
Kimley»»Horn

October 2023
093899004
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TRAFFIC IMPACT STUDY

FOR

**DOMES CHURCH APARTMENTS
MULTI-FAMILY RESIDENTIAL**

Prepared for:
Devco Development
P.O. Box 4108
Bellvue, WA, 98004

Prepared by:
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Suite 210
Boise, Idaho 83702
208-297-2885

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1. EXECUTIVE SUMMARY

1.1. Project Description

The proposed Domes Church Apartments Multi-family Residential development is to be built south of I-84 at N 16th Avenue in Caldwell, Idaho. The proposed development includes 152 dwelling units, built upon approximately 6.1 acres. Access to the site to be provided via N 16th Avenue. The location of the Domes Church Apartments Multi-family Residential site, study area intersections, and project driveway locations are shown in **Figure ES-1**.

1.2. Findings and Recommendations

1.2.1. Project Trip Generation

The Domes Church Apartments Multi-family Residential development is estimated to generate 690 daily trips, with 55 trips occurring in the AM peak hour and 60 trips occurring in the PM peak hour.

1.2.2. Analysis Findings and Potential Traffic Mitigations

A summary of the Level of Service (LOS) results for study area intersections are presented in **Table ES-1**. Analysis findings and mitigations are presented in **Table ES-2**.

Table ES-1 – Operational Analysis Results

Operational Analysis Results - LOS (Delay) ¹								
Intersection								
Number		1	2	3	4	5	A ²	
Name		10 th Avenue & Elgin Street	10 th Avenue & Chicago Street	14 th Avenue & Chicago Street	16 th Avenue & Chicago Street	21 st Avenue & Commercial Way & Franklin Road	16 th Avenue & Driveway A	
Control		TWSC	Signal	TWSC	TWSC	Signal	TWSC	
Analysis Scenario	2023 Existing	AM	LOS C (20.7) (SEL)	LOS B (19.0)	LOS B (13.4) (SWL/T/R)	LOS B (14.2) (NEL/T/R)	LOS C (21.1)	N/A
		PM	LOS D (27.3) (SEL)	LOS C (25.8)	LOS B (14.2) (NEL/T/R)	LOS C (15.4) (NEL/T/R)	LOS C (22.3)	N/A
	2025 Background	AM	LOS C (21.5) (SEL)	LOS B (19.4)	LOS B (12.7) (SWL/T/R)	LOS B (14.2) (NEL/T/R)	LOS C (21.0)	N/A
		PM	LOS D (30.8) (SEL)	LOS C (27.8)	LOS B (13.9) (NEL/T/R)	LOS C (14.6) (NEL/T/R)	LOS C (22.9)	N/A
	2025 Plus Project	AM	LOS C (21.6) (SEL)	LOS B (19.5)	LOS B (12.9) (SWL/T/R)	LOS B (14.4) (SWL/T/R)	LOS C (21.1)	N/A
		PM	LOS D (31.4) (SEL)	LOS C (28.0)	LOS B (14.1) (NEL/T/R)	LOS C (15.9) (SWL/T/R)	LOS C (22.9)	N/A

Notes:

1. LOS and delay are shown for overall intersection for signalized, roundabout, and all-way stop intersections and the worst movement for all other intersections. Delay is shown in seconds per vehicle.

2. Denotes a Project Driveway. Synchro could not calculate delay and LOS because driveway A is an uncontrolled leg of the intersection.

Table ES-2 – Findings and Mitigations

2023 Existing Conditions	
Findings	<ul style="list-style-type: none"> All study area intersections are anticipated to operate at acceptable LOS for both AM and PM peak hours. A total of 37 crashes were recorded at the study intersections in the most recent five-year period where crash data is available. The 37 crashes resulted in 15 injury crashes (41%), 22 property damage only crashes (59%), and 0 fatal crashes (0%). The 37 crashes resulted in 7 angle crashes (19%), 24 rear-end crashes (65%), 2 sideswipe crashes (5%), and 4 head-on on crashes (11%).
2025 Background Conditions	
Planned Improvements	<ul style="list-style-type: none"> ITD has plans to overlay a one-mile section of 10th Avenue from the Railroad Overpass to I-84 and install intelligent transportation system (ITS) components and bring pedestrian facilities to standard. This project is funded for the year 2026. The City of Caldwell does not have any planned improvements within the study period.
Findings	<ul style="list-style-type: none"> All study area intersections are anticipated to operate at acceptable LOS for both AM and PM peak hours.
2025 Plus Project Conditions	
Findings	<ul style="list-style-type: none"> All study area intersections are anticipated to operate at acceptable LOS for both AM and PM peak hours.
Turn Lane Analyses	<ul style="list-style-type: none"> An additional minor approach lane is warranted for the northwestbound approach at the 10th Avenue & Elgin Street intersection in the PM peak hour scenario however traffic operations are acceptable without this improvement.

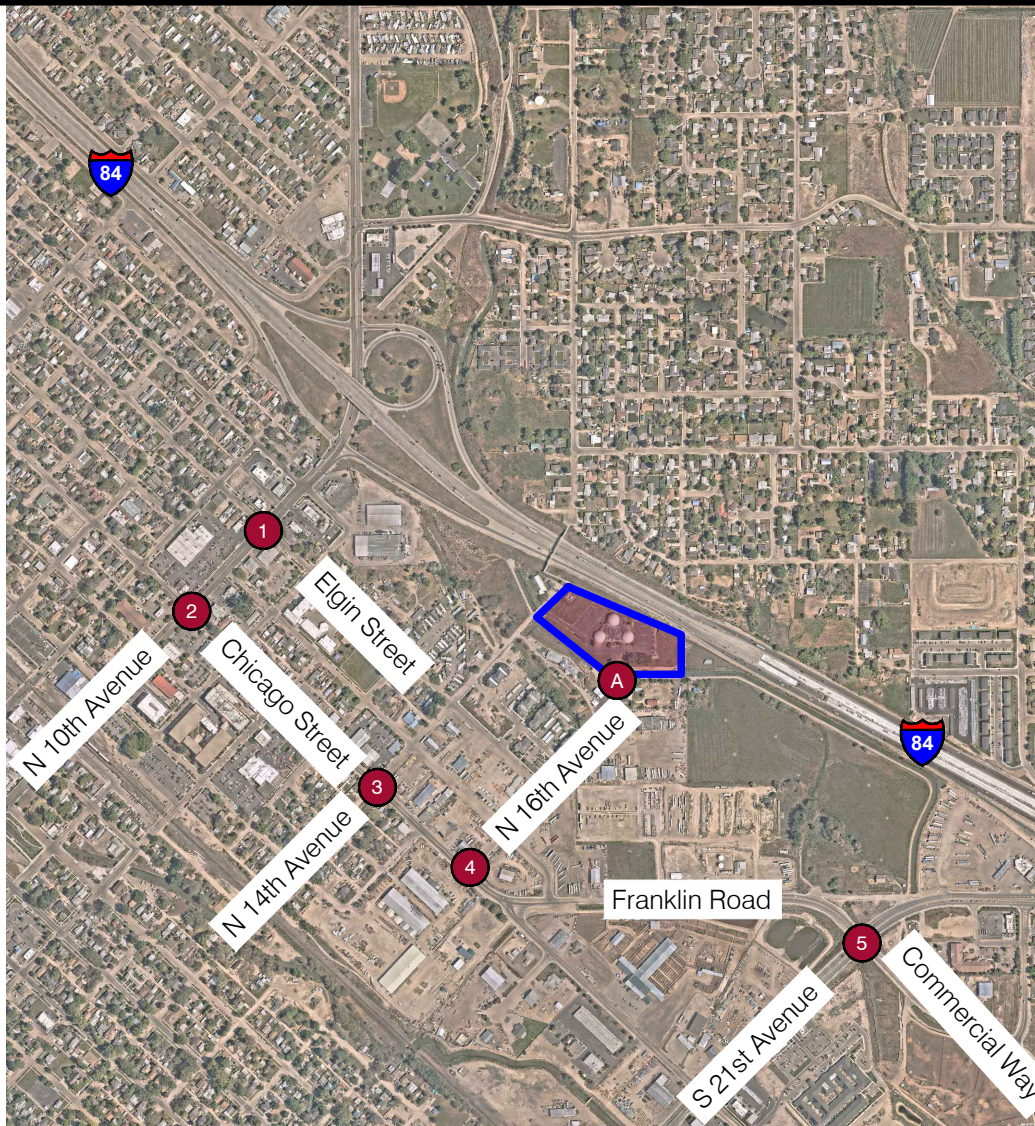


Image Source: Nearmap US, INC.

- Study Area Intersections:
1. N 10th Avenue and Elgin Street
 2. N 10th Avenue and Chicago Street
 3. N 14th Avenue and Chicago Street
 4. N 16th Avenue and Chicago Street
 5. Franklin Road/Commercial Way and S 21st Avenue
- Study Area Driveways
- A. N 16th Avenue and Access A

LEGEND	
	DRIVEWAYS

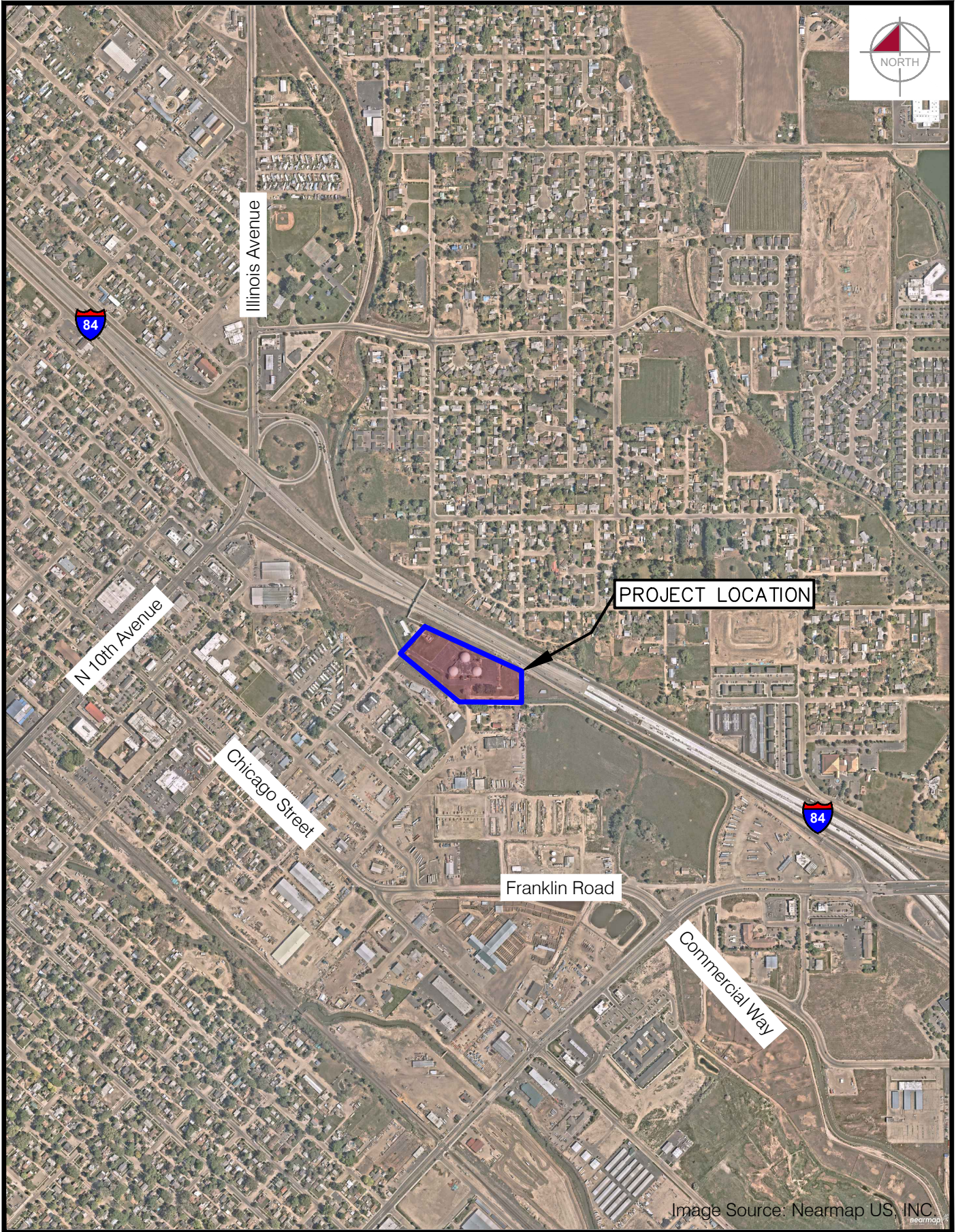
2. INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained by Devco Development to prepare a Traffic Impact Study (TIS) for a proposed Domes Church Apartments Multi-family Residential development, south of I-84 at N 16th Avenue in Caldwell, Idaho. The location of the Domes Church Apartments Multi-family Residential development within the City of Caldwell is shown in **Figure 1**.

The proposed Domes Church Apartments Multi-family Residential includes 152 multi-family housing units provided via three 4-story buildings, built upon approximately 6.1 acres. The project is anticipated to be completed by 2025. A conceptual site plan of the development is shown in **Figure 2**. Access to the site to be provided via N 16th Avenue. The proposed site plan is also provided as **Appendix A**.

The purpose of this TIS is to identify trip generation characteristics of the proposed development, evaluate traffic related impacts on the adjacent street system, and recommend mitigation measures to identified impacts.

The scope of this study was determined through coordination and a scoping memorandum with the City of Caldwell and was prepared in accordance with *City of Caldwell Code 10-10-01*.





3. EXISTING CONDITIONS

This section of the report details existing conditions adjacent to the project site.

3.1. Study Area Intersections

Scoping discussions with the City of Caldwell identified the following intersections for analysis:

1. N 10th Avenue and Elgin Street
2. N 10th Avenue and Chicago Street
3. N 14th Avenue and Chicago Street
4. N 16th Avenue and Chicago Street
5. 21st Avenue / Franklin Road / Commercial Way

In addition to the above study area intersections, the following project access locations are proposed:

- A. N 16th Avenue (uncontrolled Driveway A)

A copy of the approved TIS scoping memorandum is included as **Appendix B**.

3.2. Existing Land Uses

The site is currently partially developed land and houses the First Assembly of God Church. The site is zoned Traditional Neighborhood (T-N). South and east of the site is Service Commercial (C-3) and Light Industrial (M-1) and is partially undeveloped land. I-84 runs diagonally along the north side of the site.

3.3. Existing Lane Configurations and Control

Regional access to the Domes Church Apartments Multi-family Residential will be provided by I-84. Primary access to the development will be provided by Franklin Road/Commercial Way, N 10th Avenue, and Chicago Street. Direct access will be provided by N 16th Avenue.

Franklin Road is a city-maintained roadway which runs west from the I-84 ramps to the intersection of 21st Avenue/Commercial Way, where it turns northwest and continues west towards Chicago Street. East of 21st Avenue, Franklin Road has two lanes in each direction separated by a two-way left-turn lane (TWLTL). West of 21st Avenue, Franklin Road has a single lane in each direction. The roadway east of 21st Avenue is classified as a Principal Arterial and west of 21st Avenue is classified as a Minor Arterial in the Canyon County and City of Caldwell Functional Street Classification maps. The posted speed limit is 35 miles per hour (mph) east of Commercial Way and 30 mph west of Commercial Way.

21st Avenue is a city-maintained roadway with two lanes in each direction separated by a TWLTL. The roadway is classified as a Principal Arterial in the Canyon County and City of Caldwell Functional Street Classification maps. The posted speed limit is 35 mph in the study area.

10th Avenue is a city-maintained roadway with two lanes in each direction separated by a TWLTL. The roadway is classified as a Principal Arterial in the Canyon County and City of Caldwell Functional Street Classification maps. The posted speed limit is 35 mph in the study area.

Chicago Street is a city-maintained roadway with one lane in each direction. The roadway is classified as a Minor Arterial in the Canyon County and City of Caldwell Functional Street Classification Map. The posted speed limit is 30 mph in the study area.

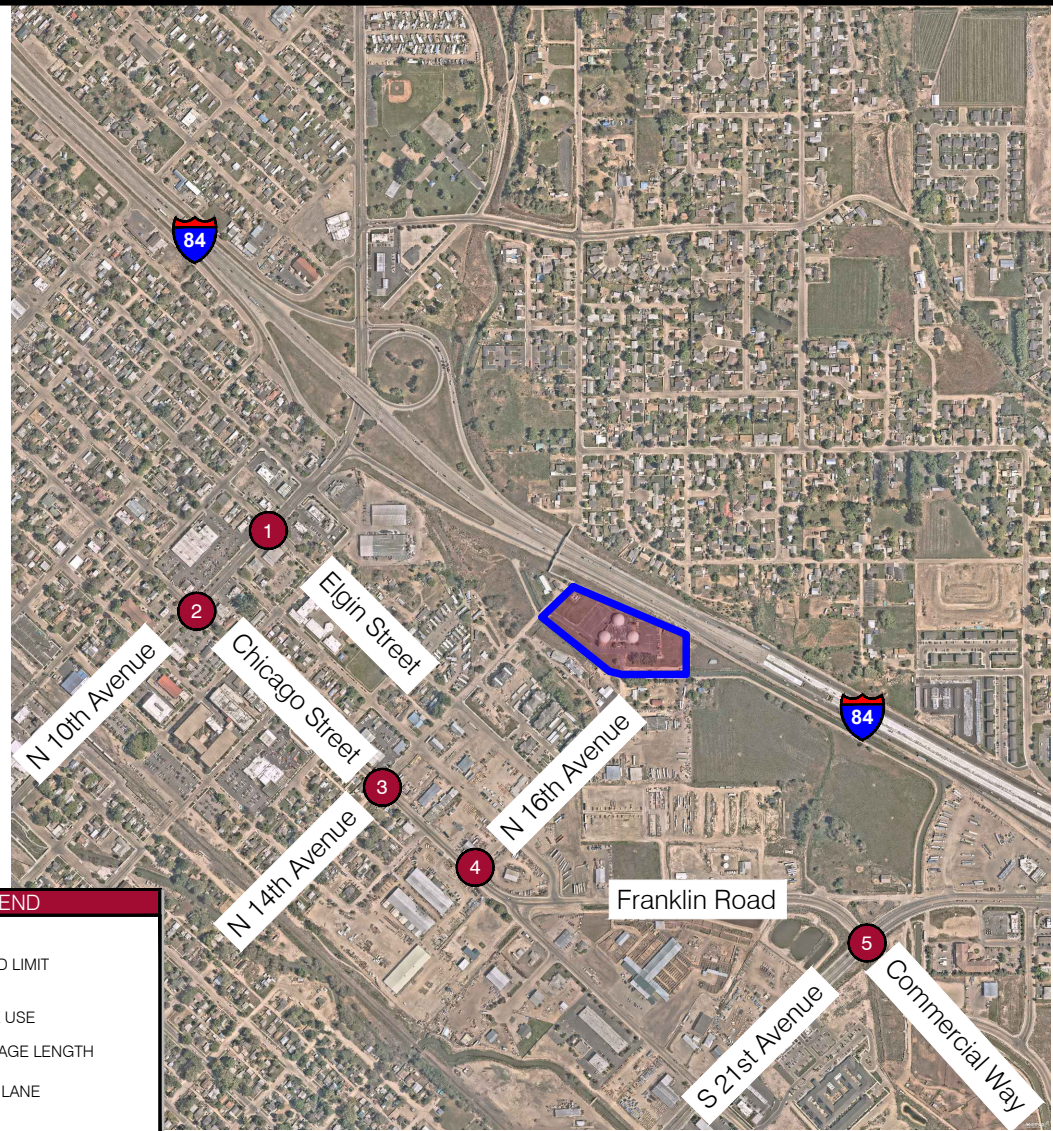
Commercial Way is a city-maintained roadway with one lane in each direction. The roadway is classified as a Collector in the Canyon County and City of Caldwell Functional Street Classification maps. The posted speed limit is 35 mph in the study area.

Elgin Street is a city-maintained roadway with one lane in each direction. The roadway is classified as a Local Road in the City of Caldwell Functional Street Classification maps. The posted speed limit is 20 mph in the study area.

14th Avenue is a city-maintained roadway with one lane in each direction. The roadway is classified as a Local Road in the City of Caldwell Functional Street Classification maps. The posted speed limit is 20 mph in the study area.

16th Avenue is a city-maintained roadway with one lane in each direction. The roadway is classified as a Local Road in the City of Caldwell Functional Street Classification maps. The posted speed limit is 20 mph in the study area.

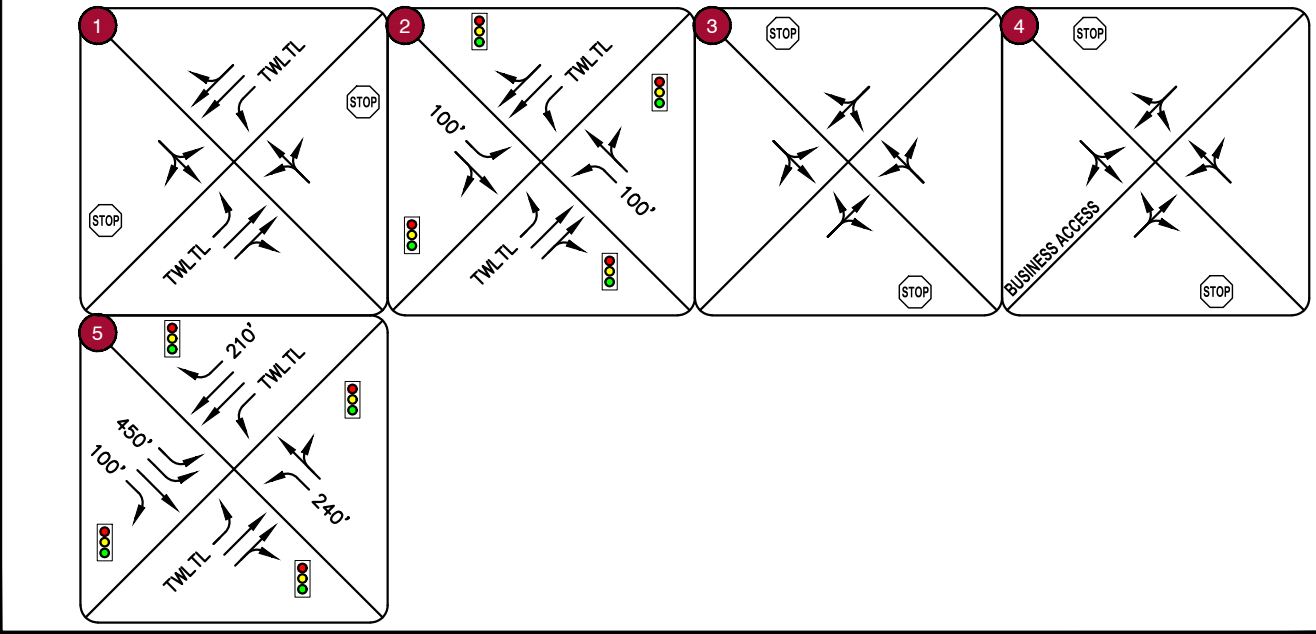
Existing speed limits, lane configurations, and traffic control at the time of this study are illustrated in **Figure 3**.



LEGEND

- SPEED LIMIT
- LANE USE
- STORAGE LENGTH
- DROP LANE
- INTERSECTION CONTROL

Image Source: Nearmap US, INC.

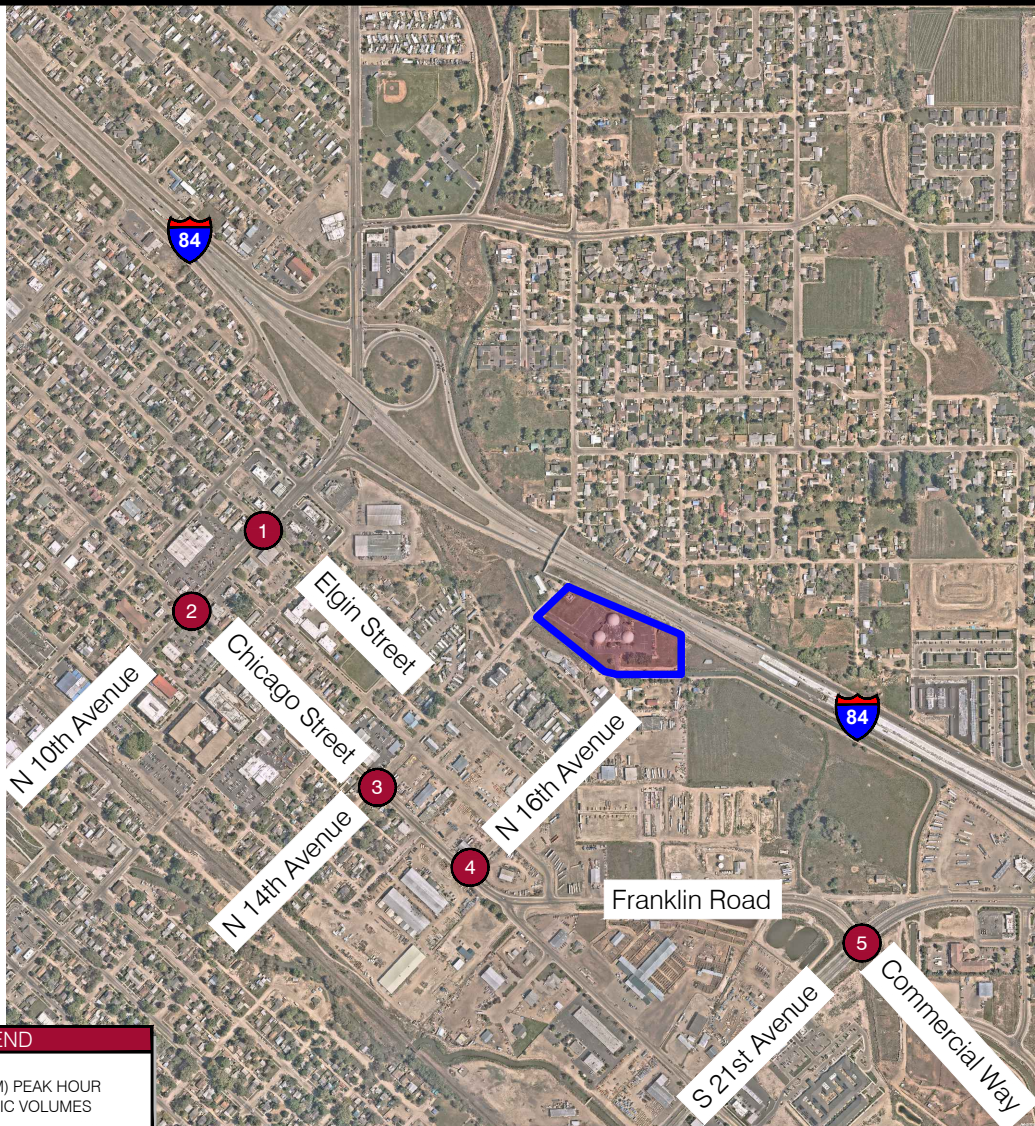


3.4. Existing Traffic Volumes

Existing AM (7:00-9:00) and PM (4:00-6:00) peak period turning movement count data was field collected for the following intersections on Wednesday, August 30, 2023, Thursday, August 31, 2023, and Thursday, September 14, 2023:

- N 10th Avenue and Elgin Street
- N 10th Avenue and Chicago Street
- N 14th Avenue and Chicago Street
- N 16th Avenue and Chicago Street
- 21st Avenue / Franklin Road / Commercial Way

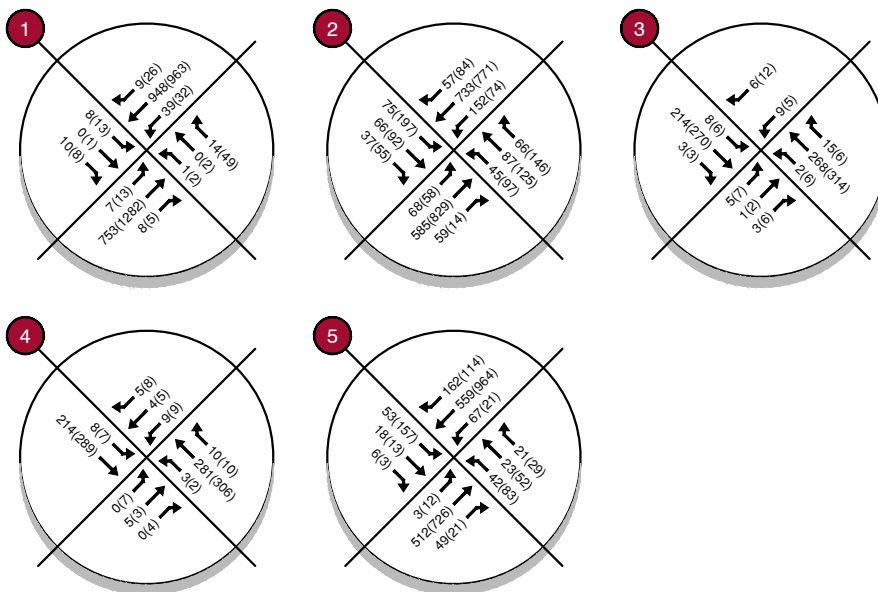
A summary of the existing traffic data at the study area intersections is shown in **Figure 4**. The field counted data sheets are provided in **Appendix C**.



LEGEND

← XX(X) AM(PM) PEAK HOUR TRAFFIC VOLUMES

Image Source: Nearmap US, INC.



3.5. Crash Data Analysis

Crash data was obtained for the five existing study intersections from the Local Highway Technical Assistance Council (LHTAC) website (<http://gis.lhtac.org/safety/>) for the most recent five-year period (2018 – 2022) for which crash data was available. The available crash data was filtered for intersection related crashes only. Intersection crashes include those that occurred on both the major and minor streets of study intersections during the five-year analysis period. Crash data for the study intersections is summarized in **Table 1** based on crash severity and in **Table 2** based on crash type.

Table 1 – Crash Data by Severity

Int.	Intersection Name	Total Crashes	Crash Severity					
			Property Damage Only		Injury		Fatal	
			#	%	#	%	#	%
1	10th Avenue/Elgin Street	10	4	40%	6	60%	0	0%
2	10 th Avenue/Chicago Street	14	9	64%	5	36%	0	0%
3	Chicago Street/14 th Avenue	0	0	0%	0	0%	0	0%
4	Chicago Street/16 th Avenue	2	1	50%	1	50%	0	0%
5	21st Avenue / Franklin Road/Commercial Way	11	8	73%	3	27%	0	0%
Total		37	22	59%	15	41%	0	0%

Table 2 – Crash Data by Type

Int.	Intersection Name	Total Crashes	Crash Type									
			Angle		Rear-End		Sideswipe		Head-on		Other	
			#	%	#	%	#	%	#	%	#	%
1	10th Avenue/Elgin Street	10	4	40%	4	40%	0	0%	2	20%	0	0%
2	10th Avenue/Chicago Street	14	1	7%	12	86%	1	7%	0	0%	0	0%
3	Chicago Street/14th Avenue	0	0	0%	0	0%	0	0%	0	0%	0	0%
4	Chicago Street/16th Avenue	2	1	50%	0	0%	0	0%	1	50%	0	0%
5	21st Avenue / Franklin Road/Commercial Way	11	1	9%	8	73%	1	9%	1	9%	0	0%
Total		37	7	19%	24	65%	2	5%	4	11%	0	0%

A total of 37 crashes were recorded at the study intersections in the most recent five-year period where crash data is available. The 37 crashes resulted in 15 injury crashes (41%), 22 property damage only crashes (59%), and 0 fatal crashes (0%). The 37 crashes resulted in 7 angle crashes (19%), 24 rear-end crashes (65%), 2 sideswipe crashes (5%), and 4 head-on on crashes (11%).

12 (86%) of the 14 crashes at the 10th Avenue and Chicago Street intersection are rear-ends. All approaches have a rear-end crashes. The northeastbound approach has 5 total crashes, all rear-ends. The southwestbound approach has 4 total crashes, 3 rear-ends. The northwestbound approach has 3 total crashes, all rear-ends. Additionally, most of these crashes occurred either due to driver inattention or following too close.

4. FUTURE CONDITIONS

This section summarizes conditions that are expected in the future 2025 background and 2025 plus project conditions.

4.1. Proposed Development

The proposed Domes Church Apartments Multi-family Residential Development includes three four-story building on approximately 6.1 acres. The project is anticipated to be completed by 2025. Direct access will be provided by N 16th Avenue.

4.2. Planned Improvements

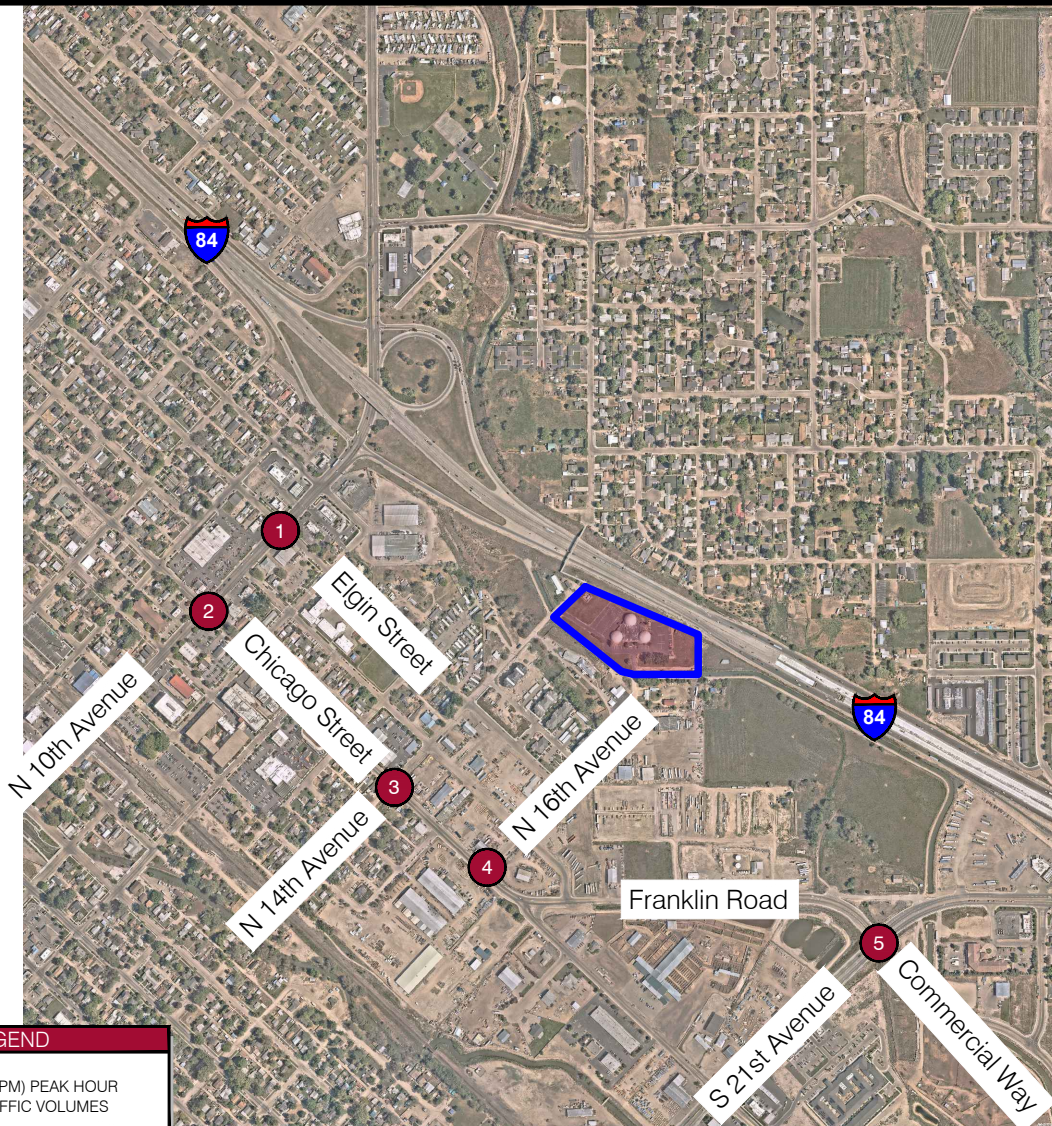
ITD has plans to overlay a one-mile section of 10th Avenue from the Railroad Overpass to I-84 and install intelligent transportation system (ITS) components and bring pedestrian facilities to standard. This project is funded for the year 2026.

The City of Caldwell does not currently have any planned improvements within the study period.

4.3. Background Traffic Volumes

To determine the impact of project traffic, the first step is to estimate future baseline traffic volumes on roadways in the vicinity of proposed development site. 2025 background traffic volumes were forecasted by observing historic traffic volumes recorded by ITD automated traffic recorder (ATR) 205 located along the N 10th Avenue Railroad Overpass west of the study area. Traffic recorded at ATR 205 indicated a 3.0% average growth rate per year from 2018 to 2022. Therefore, a 3.0% annual growth rate was applied to existing traffic volumes at study area intersections to estimate future traffic volumes.

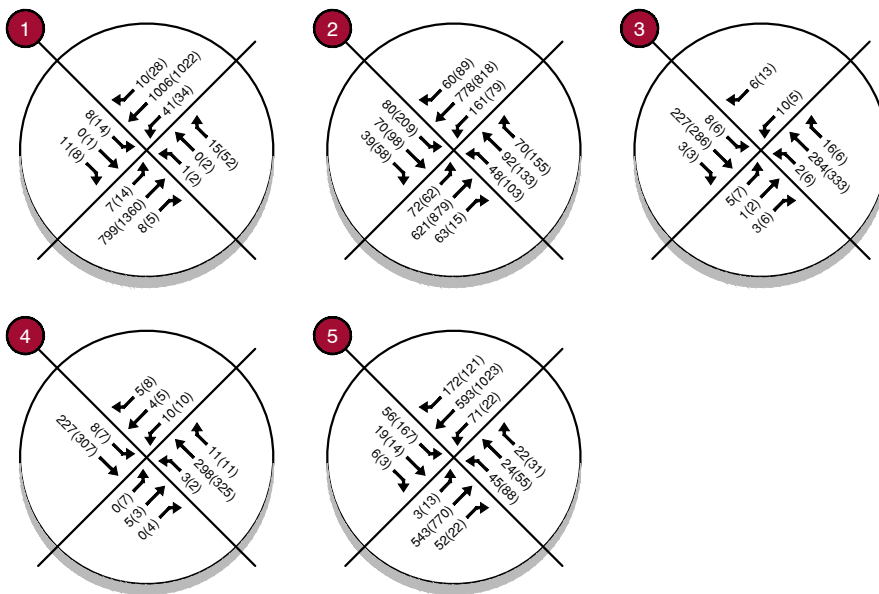
The 2025 background traffic volumes at the study area intersections are illustrated in **Figure 5**.



LEGEND

← XX(X) AM(PM) PEAK HOUR TRAFFIC VOLUMES

Image Source: Nearmap US, INC.



4.4. Project Trip Generation

The Institute of Transportation Engineers’ (ITE) *Trip Generation Manual, 11th Edition* was used to estimate the number of new trips that are anticipated to be generated by the Mid-Rise Multi-family Residential. The *ITE Trip Generation Manual* is a widely accepted reference that contains a compilation of trip generation studies completed at sites throughout the country.

Daily and peak hour trips, shown in **Table 3**, were calculated using applicable regression equations/rates from the *ITE Trip Generation Manual*. The *ITE Trip Generation Manual* information is provided in **Appendix D**.

Table 3 – Project Trip Generation

Land Use Type	ITE Land Use Code	Dwelling Units	Daily Total	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise)	221	152	690	13	42	55	36	24	60

Build-out of the proposed development is estimated to generate 690 daily trips, with 55 trips occurring in the AM peak hour and 60 trips occurring in the PM peak hour on a typical weekday.

4.5. Project Trip Distribution

Project trip directional distribution quantifies the percentage of site-generated traffic that approaches and departs the site from a given direction.

Distribution estimates consider study area street network characteristics, existing traffic patterns based on annual average daily traffic (AADT), and population/employment centers.

AADT data was retrieved from a combination of online resources including the ITD AADT Application and COMPASS interactive Regional Traffic Volume Map. **Figure 6** shows the project trip distribution to the study area as coordinated with the City in scoping discussions.

4.6. Project Trip Assignment

Trips generated by the proposed development were assigned to the roadway network based on the trip distribution and likely travel patterns to and from the project site.

It’s anticipated that all project trips traveling along 21st Avenue with destinations from or to southeast Caldwell will use the 21st Avenue and Chicago Street intersection instead of the Franklin Road / Commercial Way / 21st Avenue intersection.

Trips were assigned using the lane geometry and intersection control shown in **Figure 3**. Project trip assignment is illustrated in **Figure 7**.

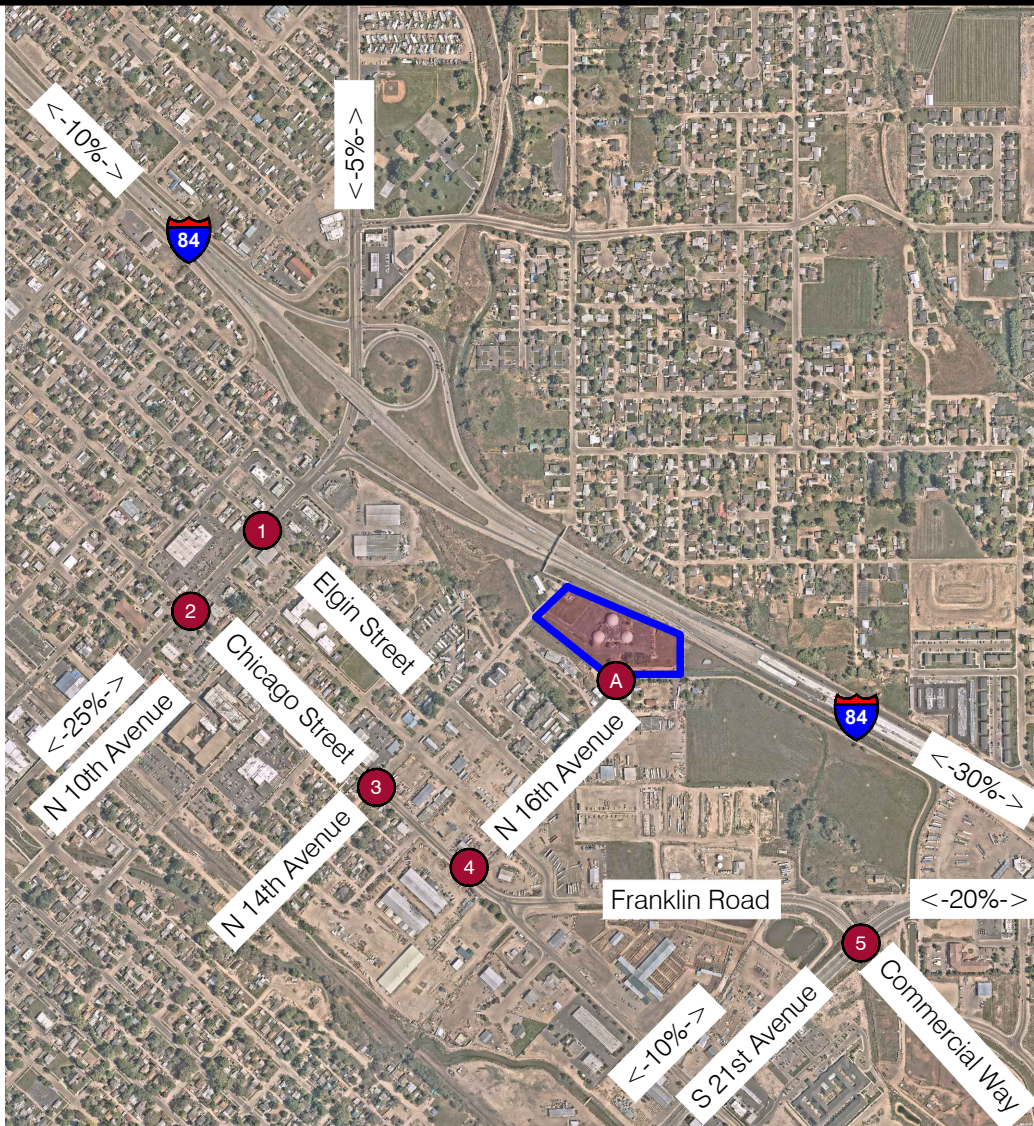
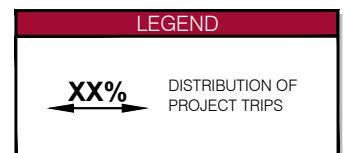
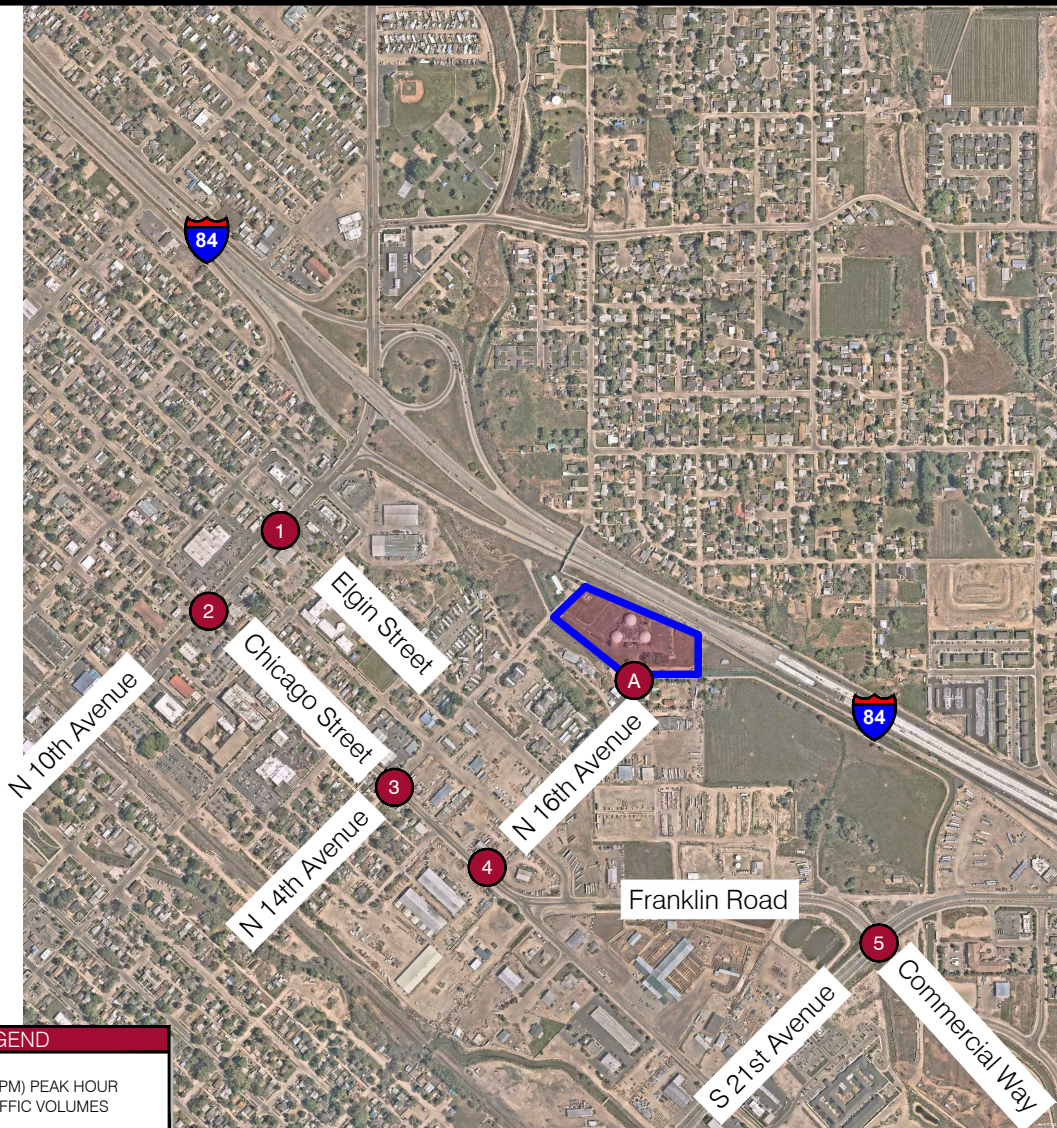


Image Source: Nearmap US, INC.

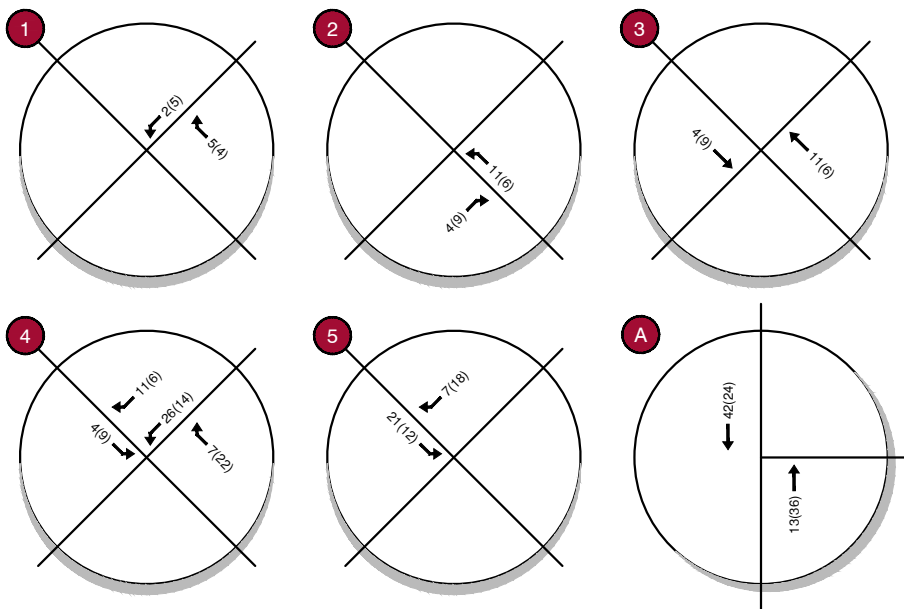




LEGEND

← XX(X) AM(PM) PEAK HOUR TRAFFIC VOLUMES

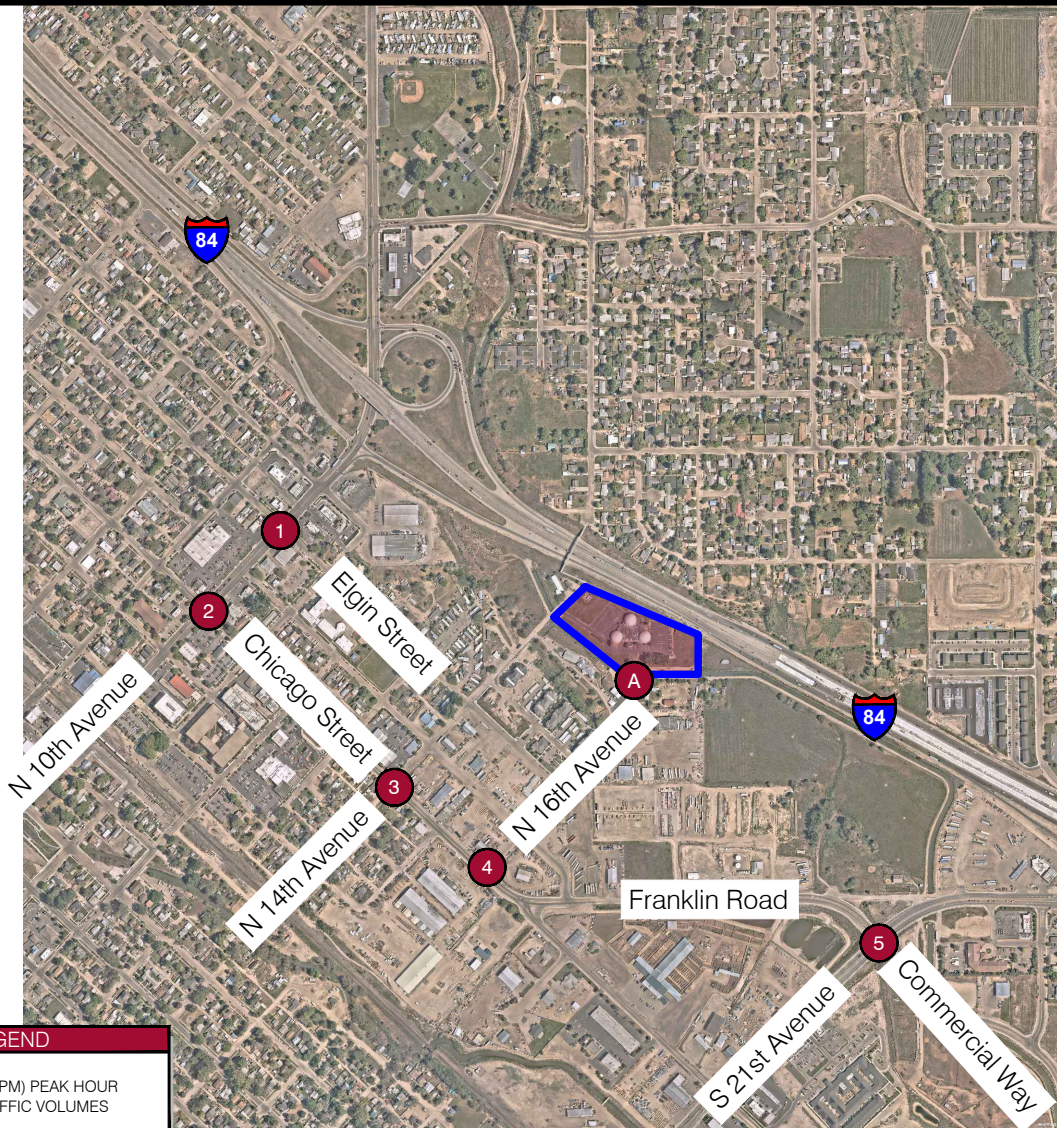
Image Source: Nearmap US, INC.



4.7. 2025 Plus Project Traffic Volumes

The project trip assignment (**Figure 7**) was added to 2025 background traffic volumes (**Figure 5**) to calculate 2025 plus project traffic volumes for study area intersections.

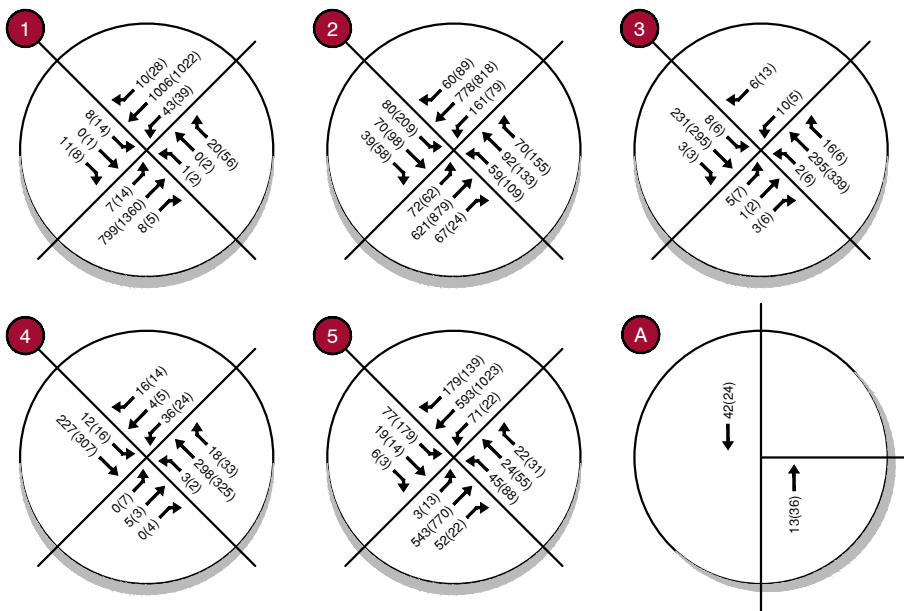
The 2025 plus project peak hour traffic volumes are illustrated in **Figure 8**. Expected 2025 lane configurations are shown in **Figure 9**.

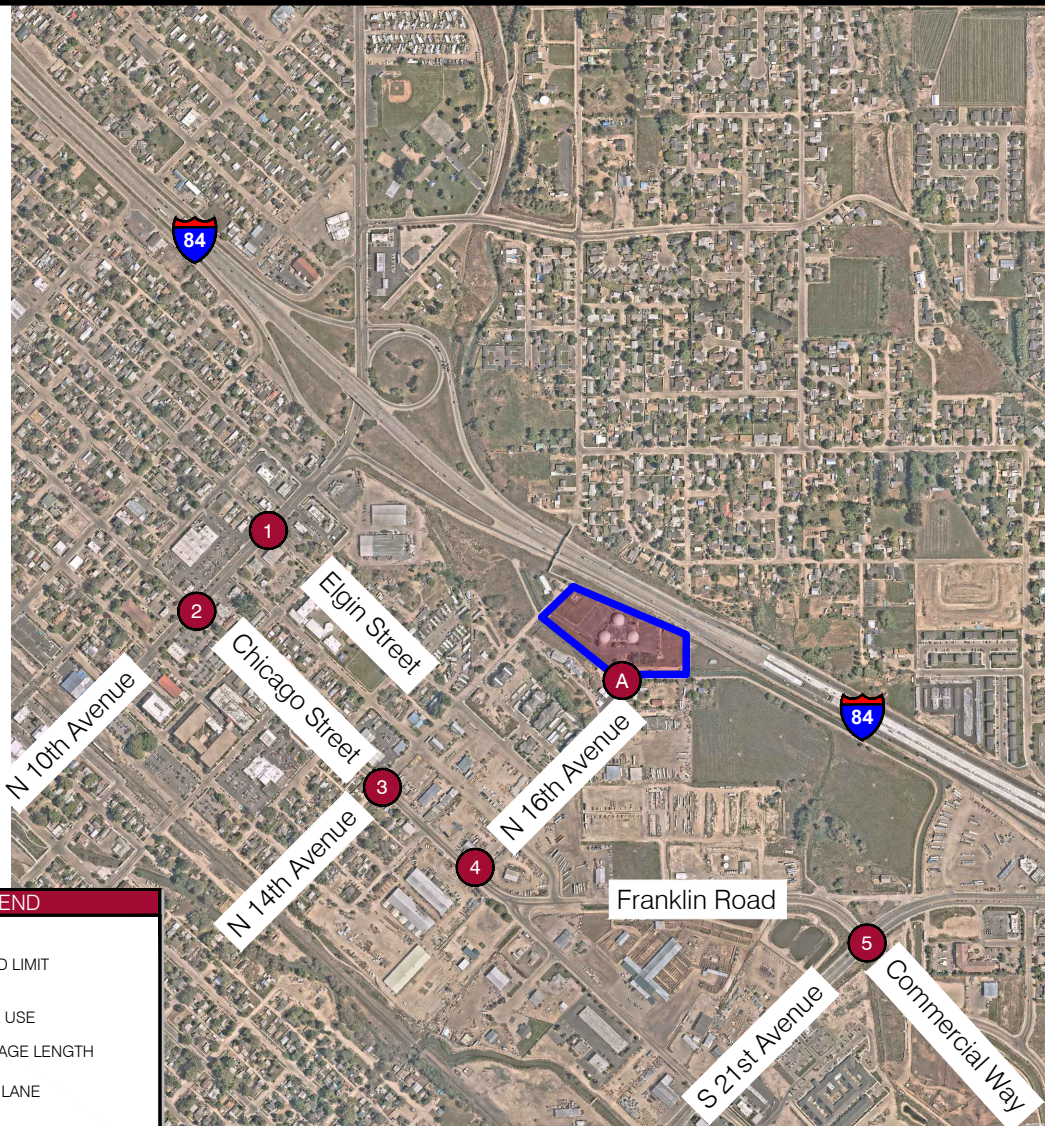


LEGEND

← XX(X) AM(PM) PEAK HOUR TRAFFIC VOLUMES

Image Source: Nearmap US, INC.

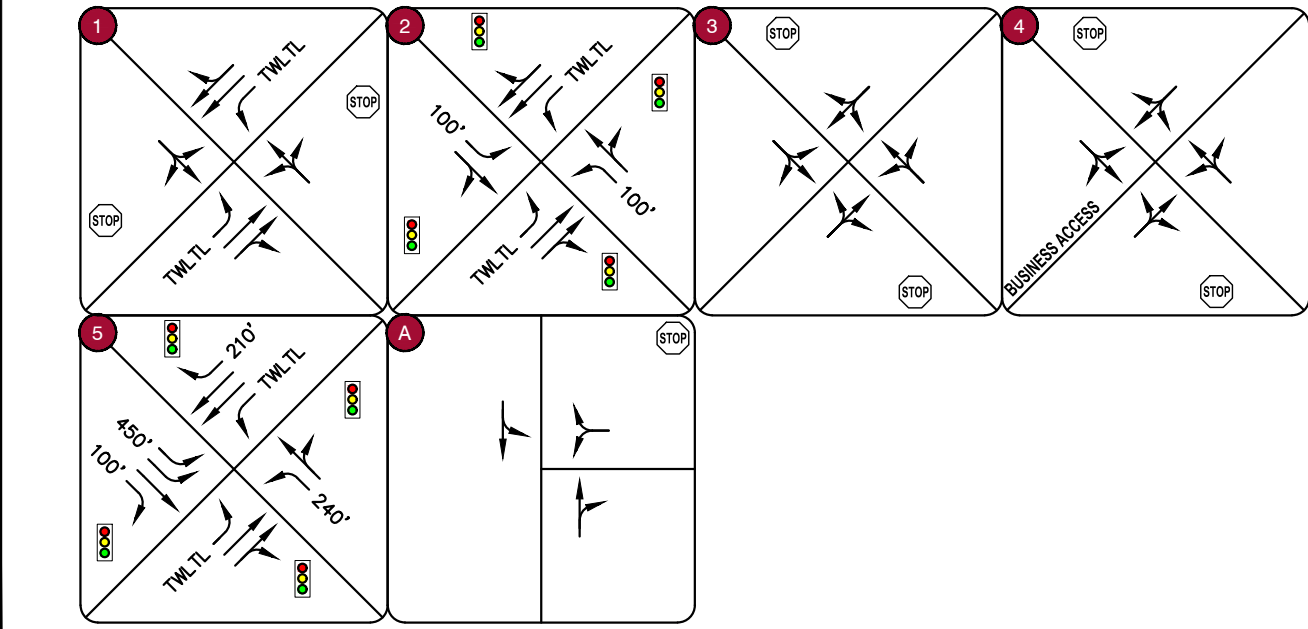




LEGEND

- SPEED LIMIT
- LANE USE
- STORAGE LENGTH
- DROP LANE
- INTERSECTION CONTROL
- STOP

Image Source: Nearmap US, INC.



5. ANALYSIS

Traffic scenarios analyzed in this study include:

- 2023 Existing
- 2025 Background
- 2025 Plus Project

Each scenario’s weekday AM and PM peak hour are analyzed in this section.

5.1. Analysis Methodology

Study area intersections were analyzed based on average total delay for signalized and unsignalized intersections as presented in the Transportation Research Board’s *Highway Capacity Manual, 6th Edition* (HCM 6). Where analysis was unable to be completed per HCM 6, the *Highway Capacity Manual, 2000 Edition* (HCM 2000) was used.

Under the unsignalized analysis, the level of service (LOS) for a two-way stop controlled (TWSC) 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. LOS for a signalized intersection, four-way stop controlled intersections, or a roundabout is defined for the intersection. **Table 4** shows the definition of LOS for intersections.

Table 4 – 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 Analysis and Optimization Software was used to analyze the study area intersections for LOS, V/C, and total delay.

5.2. Operational Analysis

Analysis of existing and background conditions is based on the lane geometry and intersection control shown in **Figure 3**. Plus project analyses are based on the lane geometry and intersection control shown in **Figure 9**.

Peak hour factors (PHF) provided in the traffic count data were used for 2023 existing scenarios. For 2025 background and plus project scenarios, PHFs were increased to 0.90 if existing was below 0.90.

Synchro reports for operational analyses for each scenario are provided in **Appendix E**.

5.2.1. 2023 Existing Operational Analysis

Operational analysis results for the 2023 existing AM and PM peak hours are shown in **Table 5**. All study area intersections are anticipated to operate at acceptable LOS.

Table 5 - 2023 Existing LOS Results

Movement	AM Peak Hour				PM Peak Hour			
	LOS	Delay	V/C	95th Percentile Queue (ft)	LOS	Delay	V/C	95th Percentile Queue (ft)
Intersection 1: 10th Avenue & Elgin Street								
SEL	C	20.7	0.08	8	D	27.3	0.12	10
NWL	B	12.4	0.03	3	C	17.9	0.16	15
NEL	B	10.7	0.01	0	B	10.5	0.02	3
SWL	A	9.9	0.06	5	B	12.5	0.07	5
Intersection 2: 10th Avenue & Chicago Street								
Intersection	B	19.0	-	-	C	25.8	-	-
SEL	C	28.3	0.69	50	C	34.1	0.80	145
SER	B	19.0	0.38	45	B	18.1	0.33	73
NWL	C	27.6	0.56	30	D	36.3	0.77	75
NWR	C	22.7	0.66	80	C	27.0	0.79	163
NEL	C	27.9	0.66	45	C	34.5	0.64	43
NET	B	17.6	0.72	148	C	24.1	0.79	230
NER	B	17.6	0.72	153	C	23.9	0.79	240
SWL	C	26.4	0.78	93	D	35.7	0.71	55
SWT	B	16.0	0.73	170	C	24.0	0.79	235
SWR	B	15.9	0.73	175	C	23.9	0.79	238
Intersection 3: 14th Avenue & Chicago Street								
SEL	A	8.0	0.01	0	A	8.1	0.01	0
NWL	A	7.8	0.00	0	A	8.0	0.01	0
NEL/T/R	B	13.4	0.03	3	B	14.2	0.05	3
SWL/T/R	B	13.4	0.04	3	B	12.5	0.04	3
Intersection 4: Chicago Street & 16th Avenue								
SEL	A	8.1	0.01	0	A	8.1	0.01	0
NWL	A	7.8	0.00	0	A	8.0	0.00	0
NEL/T/R	B	14.9	0.02	3	C	15.4	0.05	5
SWL/T/R	B	14.1	0.06	5	B	15.0	0.07	5
Intersection 5: 21st Avenue & Commercial Way & Franklin Road								
Intersection	C	21.1	-	-	C	22.3	-	-
SEL	C	30.5	0.35	23	C	34.9	0.64	65
SET	B	13.8	0.03	10	B	18.0	0.03	8
SER	B	13.6	0.01	3	B	17.8	0.00	0
NWL	D	37.3	0.62	40	D	43.7	0.77	80
NWR	B	14.3	0.07	18	B	19.9	0.16	48
NEL	B	15.6	0.02	3	B	16.1	0.07	5
NET	C	23.3	0.70	193	B	19.5	0.60	213
NER	C	23.3	0.70	198	B	19.5	0.60	220
SWL	B	16.9	0.28	35	B	14.9	0.08	10
SWT	B	19.0	0.60	173	C	21.5	0.77	288
SWR	B	16.8	0.29	68	B	14.9	0.12	33

5.2.2. 2025 Background Operational Analysis

Operational analysis results for the 2025 background AM and PM peak hours are shown in **Table 6**. All study area intersections are anticipated to operate at acceptable LOS.

Table 6 – 2025 Background LOS Results

Movement	AM Peak Hour				PM Peak Hour			
	LOS	Delay	V/C	95th Percentile Queue (ft)	LOS	Delay	V/C	95th Percentile Queue (ft)
Intersection 1: 10th Avenue & Elgin Street								
SEL	C	21.5	0.09	8	D	30.8	0.15	13
NWL	B	12.6	0.04	3	C	19.0	0.18	18
NEL	B	11.0	0.01	0	B	10.8	0.02	3
SWL	B	10.1	0.06	5	B	13.2	0.07	5
Intersection 2: 10th Avenue & Chicago Street								
Intersection	B	19.4	-	-	C	27.8	-	-
SEL	C	28.9	0.70	53	D	38.3	0.82	175
SER	B	19.1	0.38	48	B	19.6	0.34	85
NWL	C	27.9	0.57	30	D	38.3	0.77	85
NWR	C	23.0	0.67	83	C	32.7	0.82	203
NEL	C	28.3	0.66	45	D	38.7	0.68	53
NET	B	18.1	0.72	155	C	25.0	0.79	260
NER	B	18.1	0.72	158	C	24.8	0.79	268
SWL	C	27.1	0.78	98	D	44.1	0.77	73
SWT	B	16.2	0.74	178	C	25.0	0.80	265
SWR	B	16.2	0.74	183	C	24.9	0.80	270
Intersection 3: 14th Avenue & Chicago Street								
SEL	A	8.0	0.01	0	A	8.1	0.01	0
NWL	A	7.8	0.00	0	A	7.9	0.01	0
NEL/T/R	B	12.6	0.02	3	B	13.9	0.04	3
SWL/T/R	B	12.7	0.04	3	B	12.2	0.04	3
Intersection 4: Chicago Street & 16th Avenue								
SEL	A	8.0	0.01	0	A	8.1	0.01	0
NWL	A	7.7	0.00	0	A	8.0	0.00	0
NEL/T/R	B	14.2	0.01	0	B	14.6	0.04	3
SWL/T/R	B	13.4	0.05	3	B	14.4	0.06	5
Intersection 5: 21st Avenue & Commercial Way & Franklin Road								
Intersection	C	21.0	-	-	C	22.9	-	-
SEL	C	30.2	0.34	20	D	35.9	0.65	73
SET	B	13.6	0.03	10	B	19.1	0.03	8
SER	B	13.4	0.01	3	B	18.9	0.00	0
NWL	D	36.9	0.61	40	D	44.0	0.77	88
NWR	B	14.1	0.06	18	C	21.2	0.18	53
NEL	B	15.6	0.01	3	B	16.4	0.08	5
NET	C	23.3	0.70	188	B	19.7	0.61	230
NER	C	23.3	0.70	193	B	19.7	0.61	238
SWL	B	16.9	0.27	35	B	15.0	0.09	10
SWT	B	18.9	0.59	168	C	22.5	0.80	315
SWR	B	16.8	0.29	68	B	14.9	0.13	38

5.2.3. 2025 Plus Project Operational Analysis

Operational analysis results for the 2025 plus project AM and PM peak hours are shown in **Table 7**. All study area intersections are anticipated to operate at acceptable LOS.

At the 16th Avenue access (Driveway A) all movements are uncontrolled, therefore no analysis was conducted.

Table 7 – 2025 Plus Project LOS Results

Movement	AM Peak Hour				PM Peak Hour			
	LOS	Delay	V/C	95th Percentile Queue (ft)	LOS	Delay	V/C	95th Percentile Queue (ft)
Intersection 1: 10th Avenue & Elgin Street								
SEL	C	21.6	0.09	8	D	31.4	0.15	13
NWL	B	12.5	0.05	3	C	19.1	0.20	18
NEL	B	11.0	0.01	0	B	10.8	0.02	3
SWL	B	10.1	0.06	5	B	13.3	0.09	8
Intersection 2: 10th Avenue & Chicago Street								
Intersection	B	19.5	-	-	C	28.0	-	-
SEL	C	28.9	0.70	53	D	38.6	0.82	178
SER	B	19.6	0.40	48	B	20.0	0.35	88
NWL	C	27.9	0.61	38	D	37.8	0.77	90
NWR	C	22.9	0.67	83	C	32.9	0.82	203
NEL	C	28.4	0.66	45	D	38.9	0.68	53
NET	B	18.2	0.73	158	C	25.4	0.80	265
NER	B	18.2	0.73	160	C	25.2	0.80	273
SWL	C	27.2	0.78	98	D	44.5	0.77	73
SWT	B	16.3	0.74	178	C	24.9	0.79	265
SWR	B	16.2	0.74	183	C	24.8	0.79	268
Intersection 3: 14th Avenue & Chicago Street								
SEL	A	8.0	0.01	0	A	8.1	0.01	0
NWL	A	7.8	0.00	0	A	7.9	0.01	0
NEL/T/R	B	12.8	0.02	3	B	14.1	0.04	3
SWL/T/R	B	12.9	0.04	3	B	12.3	0.04	3
Intersection 4: Chicago Street & 16th Avenue								
SEL	A	8.0	0.01	0	A	8.1	0.02	0
NWL	A	7.7	0.00	0	A	8.0	0.00	0
NEL/T/R	B	14.4	0.01	0	C	15.3	0.04	3
SWL/T/R	B	14.4	0.14	13	C	15.9	0.14	10

Table 7 – 2025 Plus Project LOS Results Continued

Intersection 5: 21st Avenue & Commercial Way & Franklin Road								
Intersection	C	21.1	-	-	C	22.9	-	-
SEL	C	30.0	0.41	30	D	35.8	0.66	78
SET	B	13.6	0.03	10	B	19.1	0.03	8
SER	B	13.4	0.01	3	B	18.9	0.00	0
NWL	D	36.9	0.61	40	D	44.0	0.77	88
NWR	B	14.5	0.07	18	C	21.5	0.18	53
NEL	B	15.6	0.01	3	B	16.4	0.08	8
NET	C	23.3	0.70	188	B	19.7	0.61	230
NER	C	23.3	0.70	193	B	19.7	0.61	238
SWL	B	16.9	0.27	35	B	15.0	0.09	10
SWT	B	18.9	0.59	168	C	22.4	0.79	315
SWR	B	16.9	0.31	70	B	15.1	0.16	48

5.3. Turn Lane Warrant Analyses

Turn lane warrant analyses were conducted consistent with National Highway Cooperative Research Program (NCHRP) *Report 457*. **Appendix F** contains the figures used in the turn lane analyses.

5.3.1. 10th Avenue & Elgin Street Turn Lane Analysis

A dedicated northeastbound and southwestbound right-turn lane is not warranted in any peak hour scenarios.

A dedicated northeastbound and southwestbound left-turn lane was not evaluated because a two-way left-turn lane is present along 10th Avenue.

An additional minor approach lane is warranted for the northwestbound approach in all PM peak hour scenarios.

5.3.1. 16th Avenue & Chicago Street Turn Lane Analysis

A dedicated northwestbound and southeastbound right-turn lane is not warranted in any peak hour scenarios.

A dedicated northwestbound and southeastbound left-turn lane is not warranted in any peak hour scenarios.

An additional minor approach lane for the southwest bound approach is not warranted in any peak hour scenarios.

6. POTENTIAL TRAFFIC MITIGATIONS

This section describes potential traffic mitigations and mitigation analyses results for potential improvements that may address poor delay and LOS for study area intersections and movements.

6.1. Mitigated Improvement Analysis

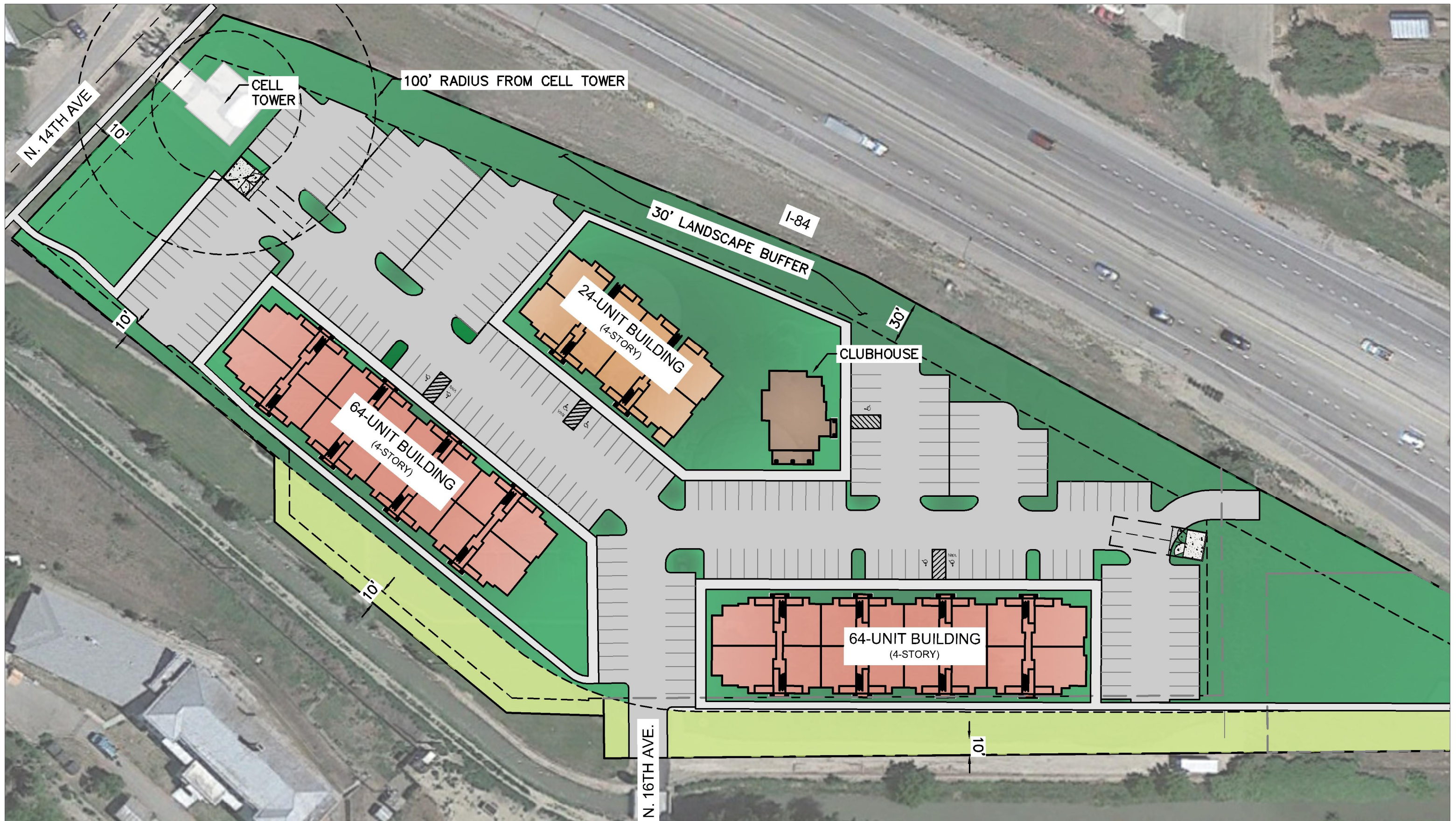
All study area intersections and movements are anticipated to operate below delay and LOS thresholds.

6.2. Recommendations

An additional minor approach lane is warranted for the northwestbound approach at 10th Avenue & Elgin Street. This improvement is not recommended as traffic operations results for all scenarios are well within threshold limits without it.

No other improvements are recommended for study area intersections. All intersections are operating at acceptable LOS conditions in 2023 Existing, 2025 Background, and 2025 Plus Project. The addition of project traffic has minimal effect on current or projected traffic operations.

APPENDIX A
SITE PLAN



APPENDIX B
TRAFFIC IMPACT STUDY SCOPING MEMORANDUM

MEMORANDUM

To: Robb McDonald, P.E.
City Engineer, City of Caldwell

From: Bob Beckman, P.E., PTOE
Kimley-Horn and Associates, Inc.

Date: September 26, 2023

Subject: TIS Scope for Domes Church Apartments, Caldwell, Idaho

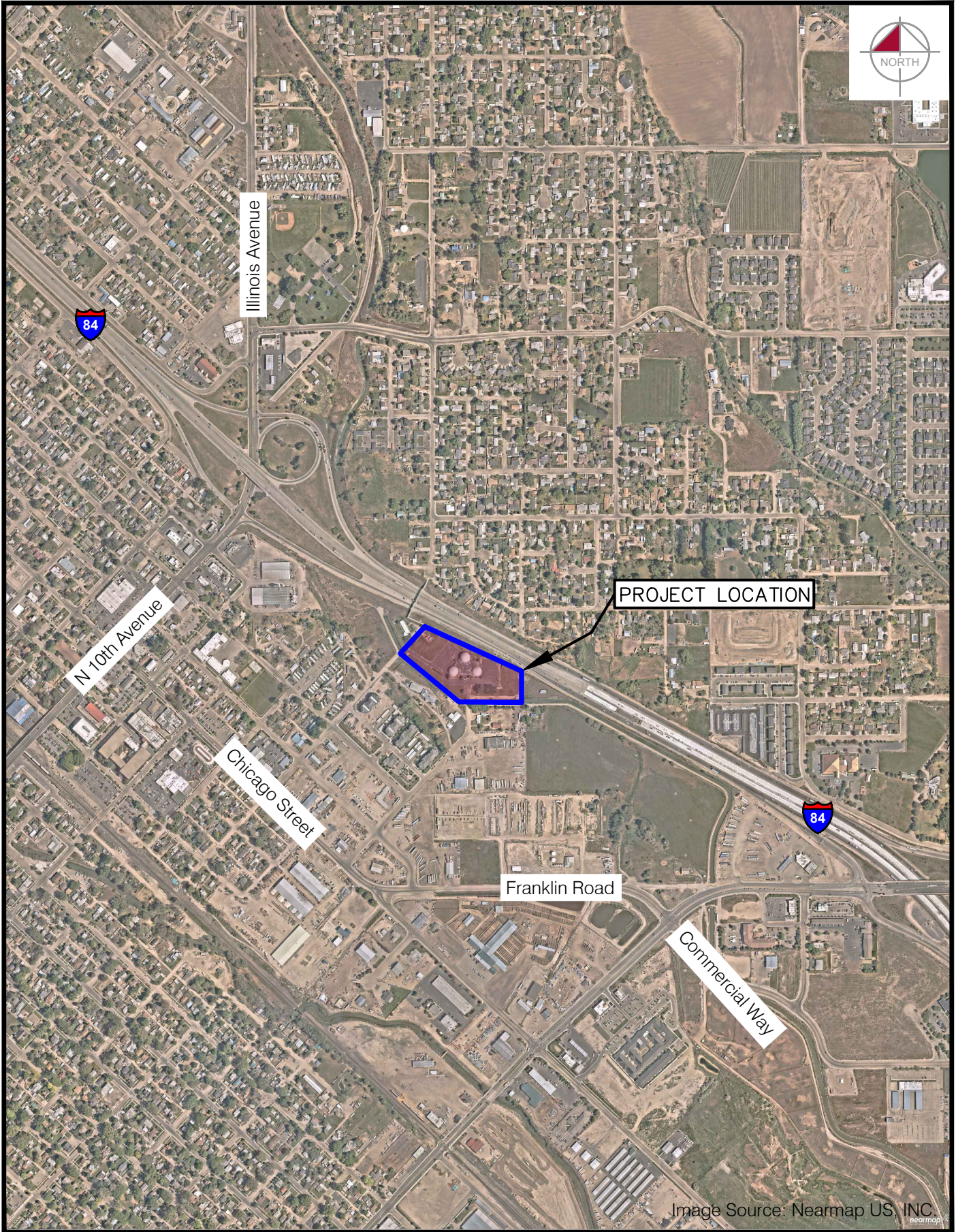
This memorandum documents the scope and summarizes assumptions for a traffic impact study (TIS) for a proposed multi-family residential development, accommodating 192 dwelling units on a 6.1-acre parcel south of I-84 at N 16th Avenue in Caldwell, ID. Currently, the site houses a First Assembly of God Church.

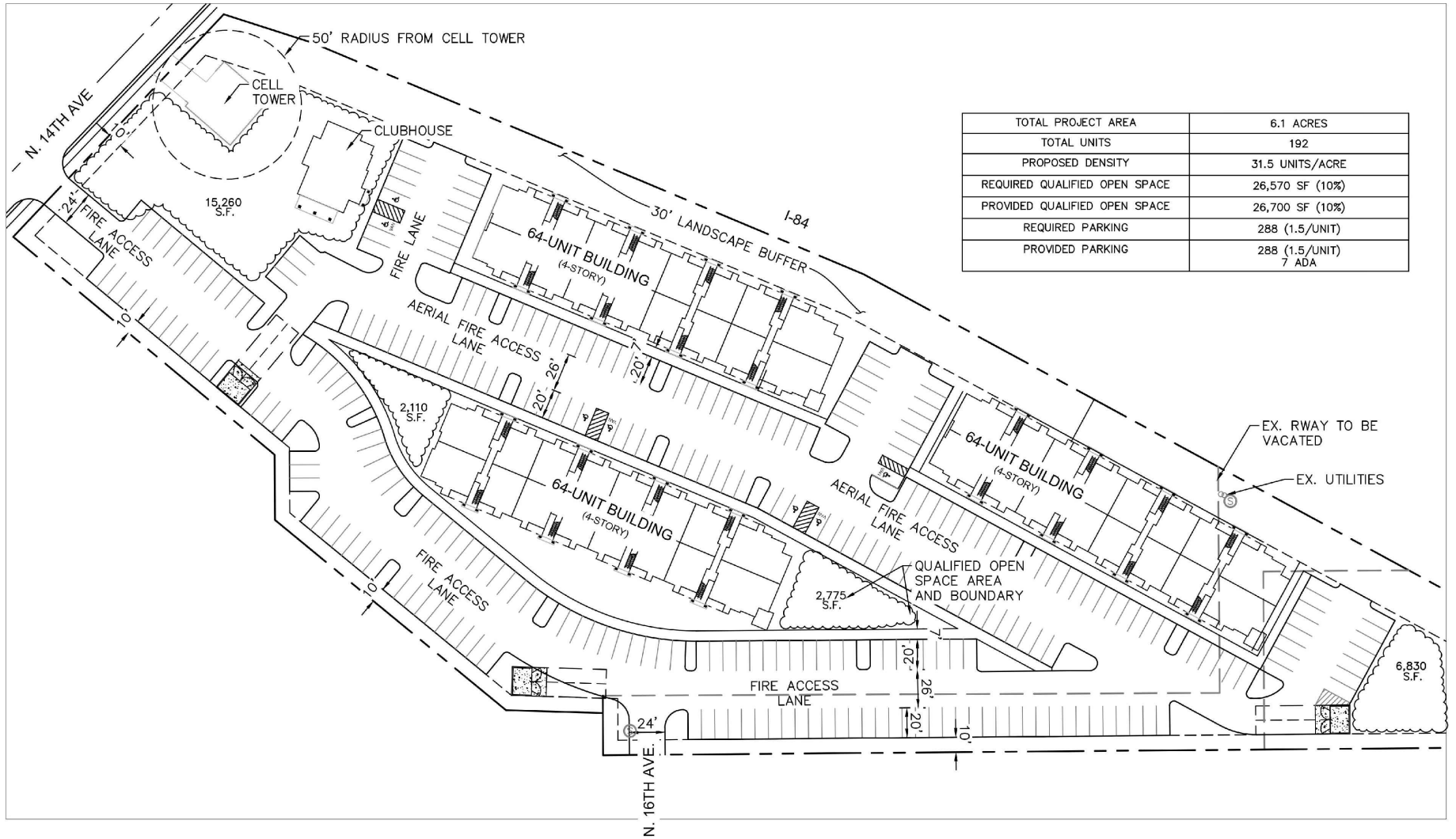
This memorandum was developed based on input from the City of Caldwell. The proposed development location is shown in **Figure 1**.

Development Information

The site is currently on parcel R0265300000. The site is zoned Traditional Neighborhood (T-N). South and east of the site is Service Commercial (C-3) and Light Industrial (M-1) and is partially undeveloped land. I-84 runs diagonally along the north side of the site.

The proposed development consists of 192 multi-family housing units provided via three 4-story buildings. Access to the site will be provided by N 14th Avenue and N 16th Avenue. The conceptual site plan for the development is shown in **Figure 2**.





Trip Generation

The Institute of Transportation Engineers’ (ITE) *Trip Generation Manual, 11th Edition*, was used to obtain daily and peak hour trip generation equations or rates and inbound-outbound percentages, which were then used to estimate the number of daily and peak hour trips that can be attributed to the proposed development. The process outlined in the ITE *Trip Generation Handbook, 3rd Edition*, was used to determine whether average rates or equations should be used in calculating each land use’s trip generation.

The trip generation characteristics of the site are summarized in **Table 1**. Summaries of ITE trip generation calculations are included in **Attachment A**.

Table 1 – Trip Generation

Land Use Type	ITE Land Use Code	Dwelling Units	Daily Total	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise)	221	192	872	17	56	73	46	29	75

The proposed development is expected to generate 872 daily trips, with 73 trips occurring in the AM peak hour and 75 trips occurring in the PM peak hour.

Analysis Scenarios and Study Assumptions

- Intersections and driveways for evaluation (also presented in **Figure 3**):
 - N 10th Avenue and Elgin Street
 - N 10th Avenue and Chicago Street
 - N 14th Avenue and Chicago Street
 - N 16th Avenue and Chicago Street
 - Franklin Road/Commercial Way and S 21st Avenue
 - N 16th Avenue and Driveway A
- No roadway segments volumes are being collected for evaluation.
- Trip Distribution is presented in **Figure 4**.
- Analysis scenarios:
 - Existing Conditions (2023)
 - 2025 No Build (Background) conditions (includes applying annual growth rates, but no new site-generated trips from the proposed development)
 - 2025 Build Year Plus Project conditions (includes background traffic volumes plus new site-generated trips from the proposed development)

- Annual growth rates were calculated from traffic data located on N 10th Avenue and Albany Street at ATR Station #205. Growth over the past four years (2022 – 2018) on this facility has averaged about 3% per year. Data supporting this growth rate can be found in Appendix B
 - 3.0% annual growth rate to be used in estimating future traffic volumes.
- Time periods for evaluation:
 - Weekday AM Peak Hour (7:00-9:00 AM)
 - Weekday PM Peak Hour (4:00-6:00 PM)
- Crash data for the most recent 5 years available will be reported from the Local Highway Technical Assistance Council (LHTAC) website (<http://gis.lhtac.org/safety/>).
- Traffic data collection assumptions:
 - Study area intersection turning movement counts to be collected for AM (7:00-9:00) and PM (4:00-6:00) peak periods
 - No seasonal or COVID adjustment to be applied to collected counts.
 - No 24-hour counts to be collected for this study.

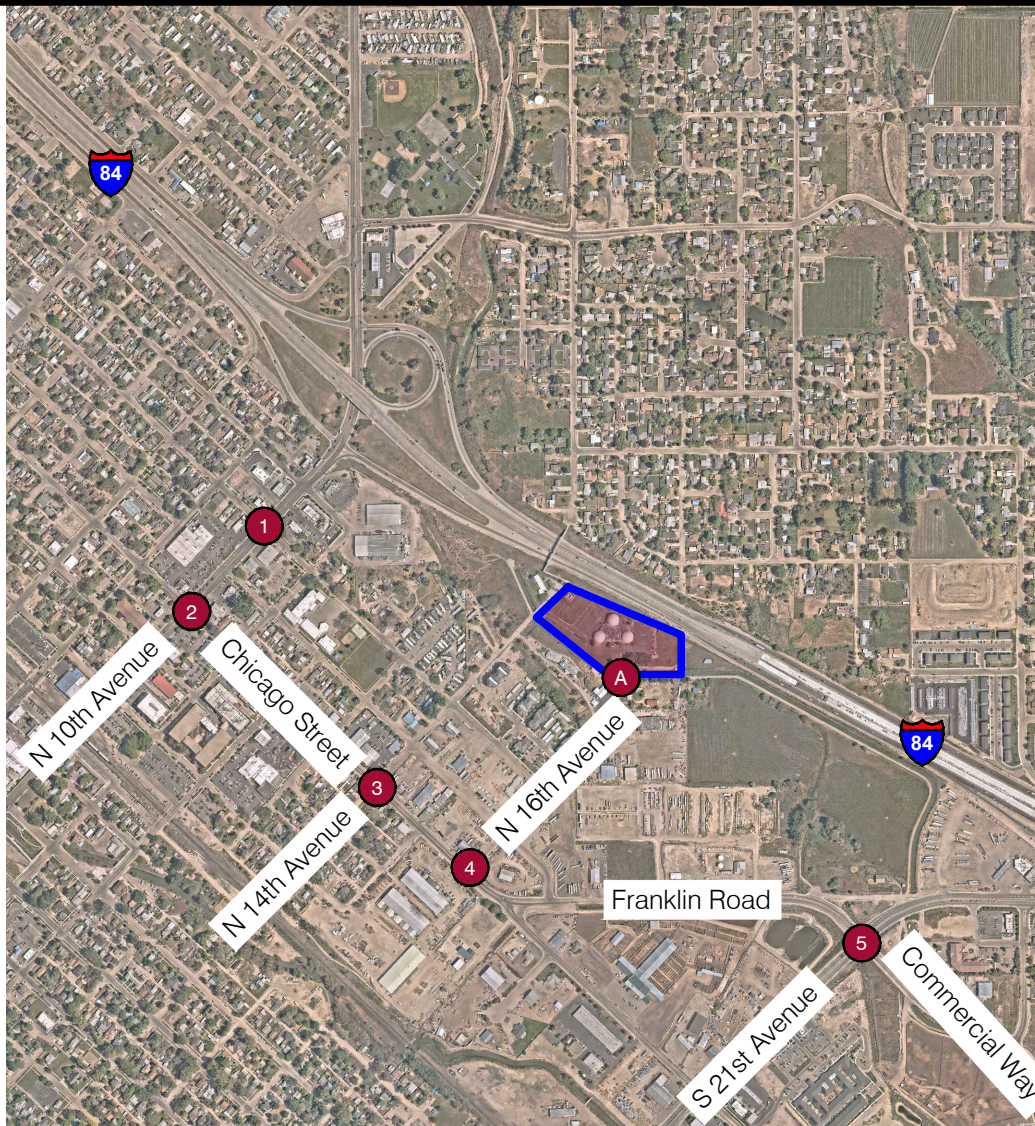


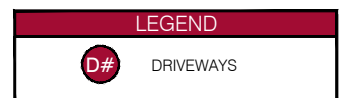
Image Source: Nearmap US, INC.

Study Area Intersections:

1. N 10th Avenue and Elgin Street
2. N 10th Avenue and Chicago Street
3. N 14th Avenue and Chicago Street
4. N 16th Avenue and Chicago Street
5. Franklin Road/Commercial Way and S 21st Avenue

Study Area Driveways

- A. N 16th Avenue and Driveway A



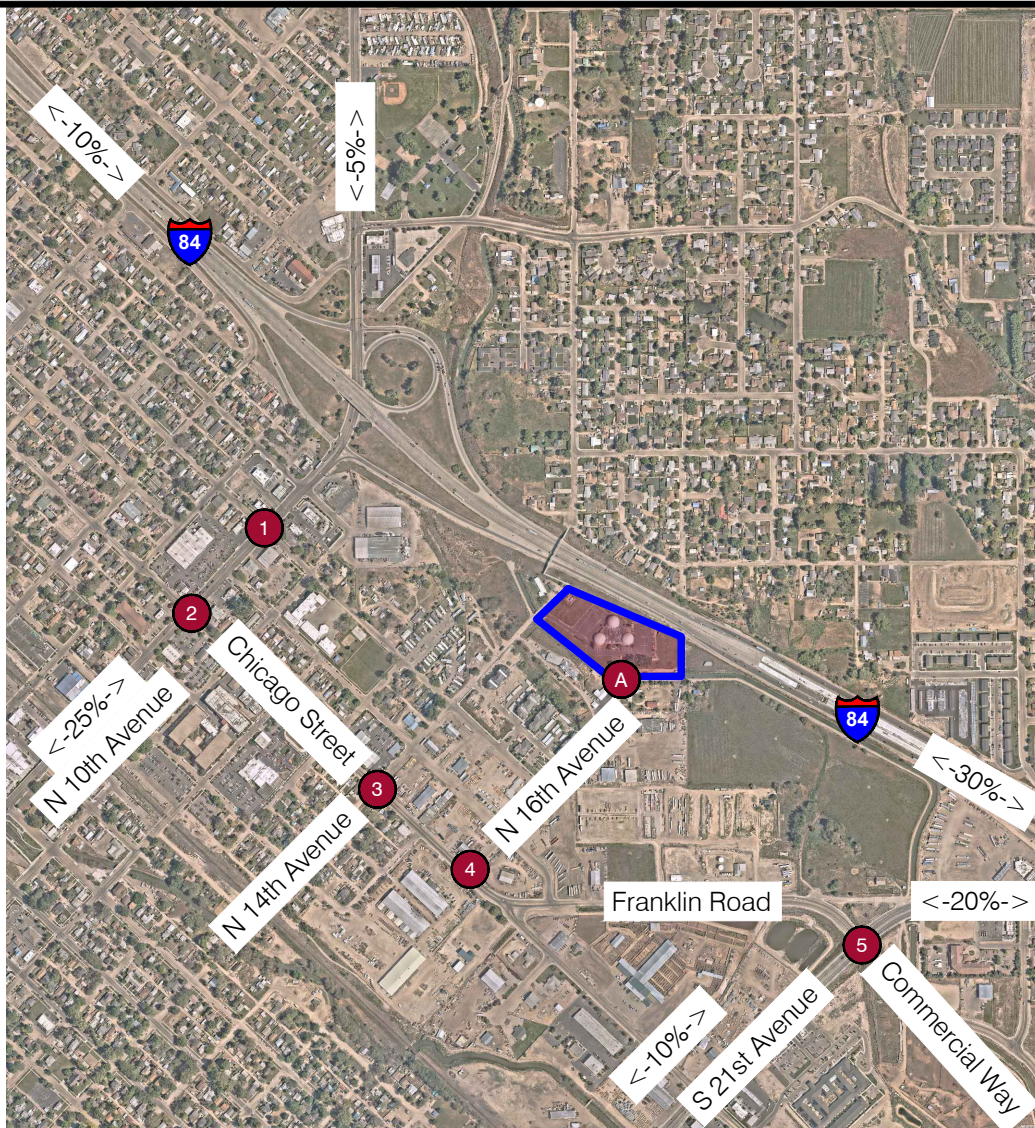
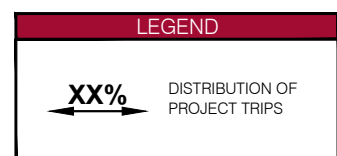


Image Source: Nearmap US, INC.



Analysis Tools and Operating Standards

The study area intersections will be evaluated following the *Highway Capacity Manual 6th Edition (HCM 6)* methodology by using Synchro 11 analysis software. Where HCM 6 is unable to produce intended level of service (LOS) or volume-to-capacity (v/c) ratios, previous editions of the HCM or Synchro outputs may be utilized. Analyses will be performed in accordance with *Article 10, Section 10-10-01* of the City of Caldwell code.

ITD owned intersections will be held to ITD District 3 guidelines which require LOS D or better for overall intersection operations a maximum v/c ratio of 0.90 for each movement or lane group and the overall intersection.

Background Developments

We request the City of Caldwell provide the traffic studies for any approved in-process developments that should be included as background traffic in this analysis.

Background Roadway Improvement Projects

No current road or development projects are in the design or construction phase per the City's online maps. We will coordinate with the City and ITD to include any roadway projects that are planned for the area as part of this analysis.

Next Steps

We request the City of Caldwell review this scoping memorandum and provide a response to the proposed full TIS assumptions.

Please contact Bob Beckman at 208-510-6265 or robert.beckman@kimley-horn.com if you have any questions or comments on the information presented in this scoping memorandum.

The proposed TIS assumptions and any comments received to this memorandum will be incorporated into the traffic impact study submitted to the City of Caldwell (and/or ITD and Canyon County Highway District 4) for the proposed development.

Attachments

Attachment A – ITE Trip Generation Information

Attachment B – Growth Rate Information

ATTACH A
ITE TRIP GENERATION INFORMATION

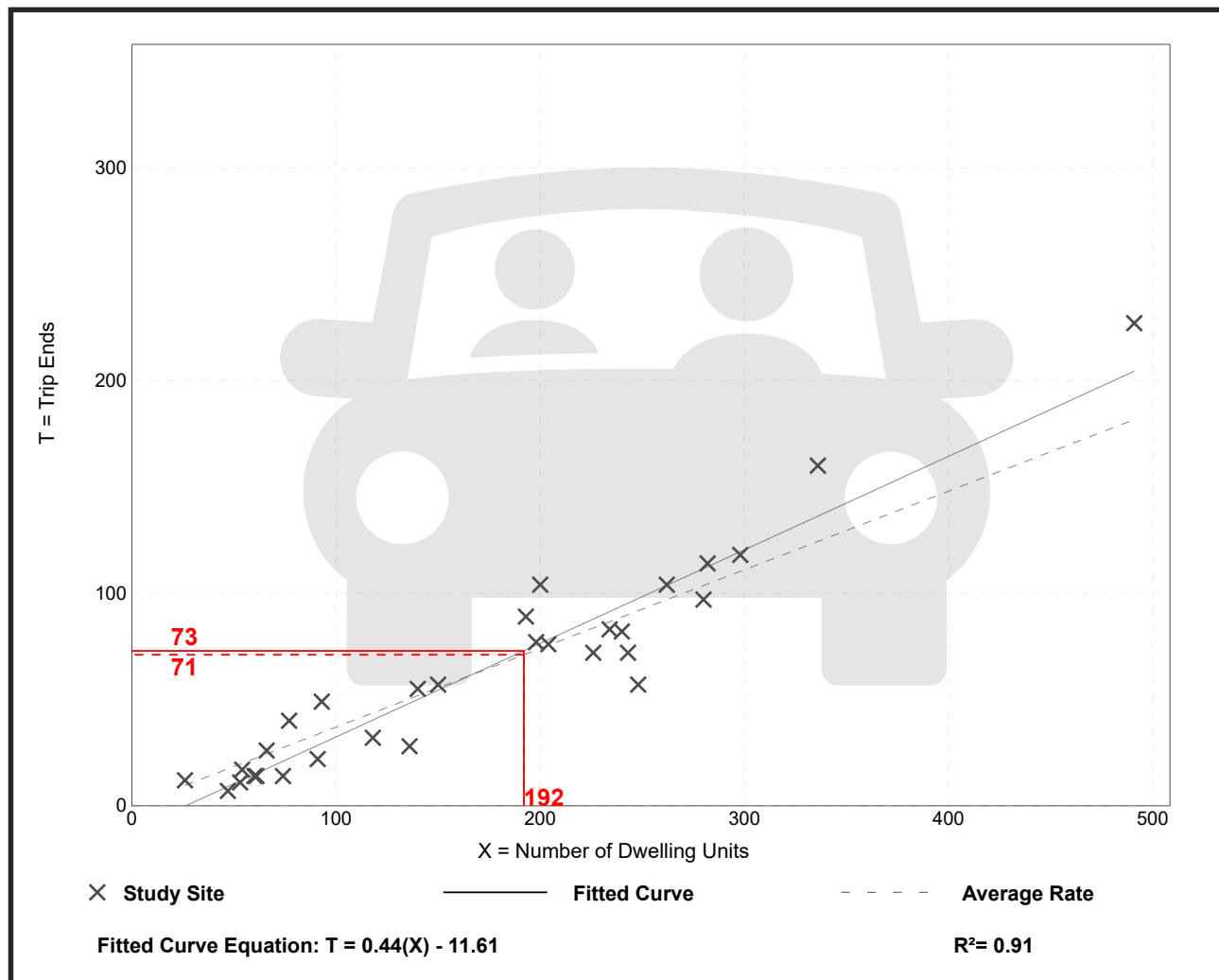
Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 30
 Avg. Num. of Dwelling Units: 173
 Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



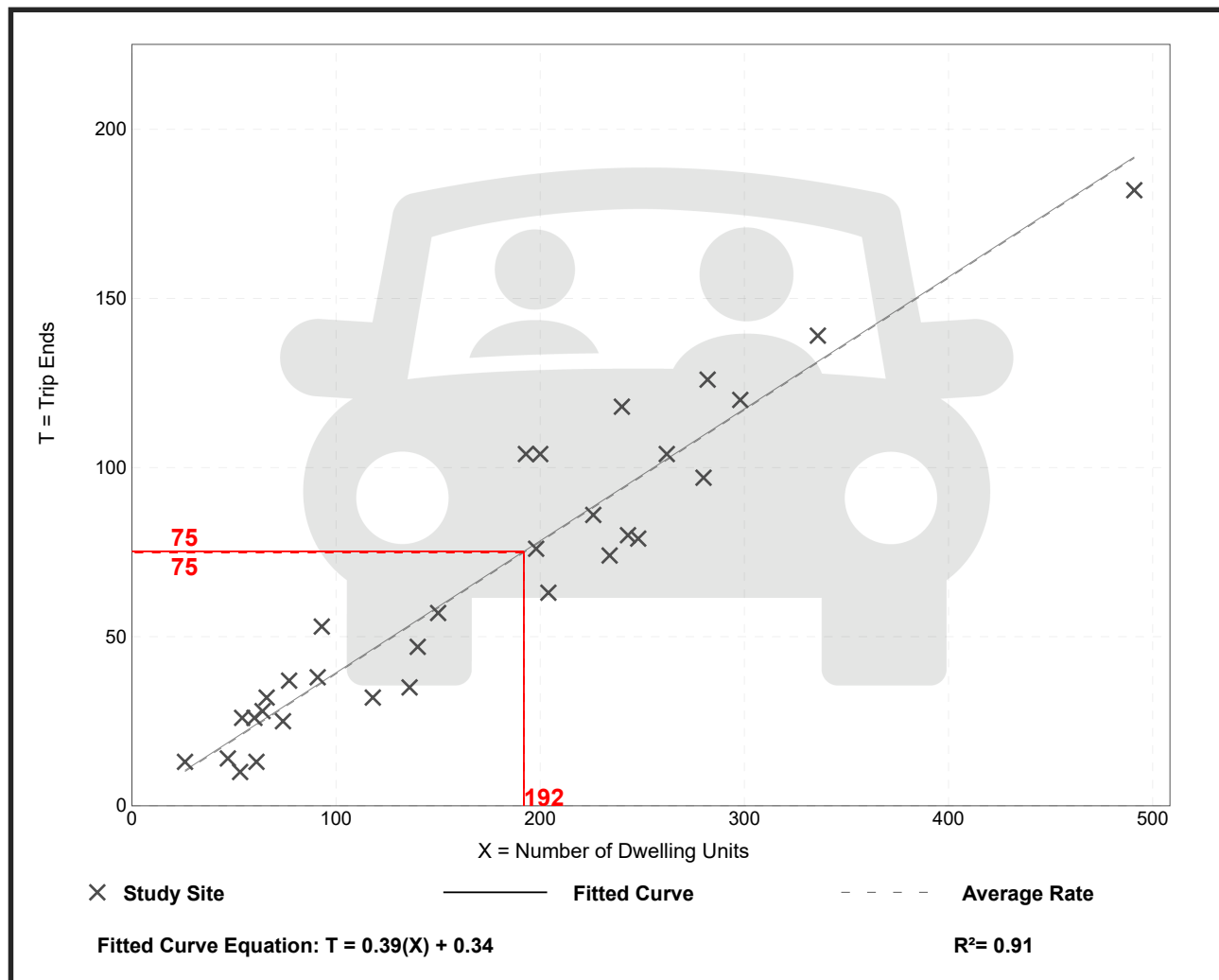
Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 31
 Avg. Num. of Dwelling Units: 169
 Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

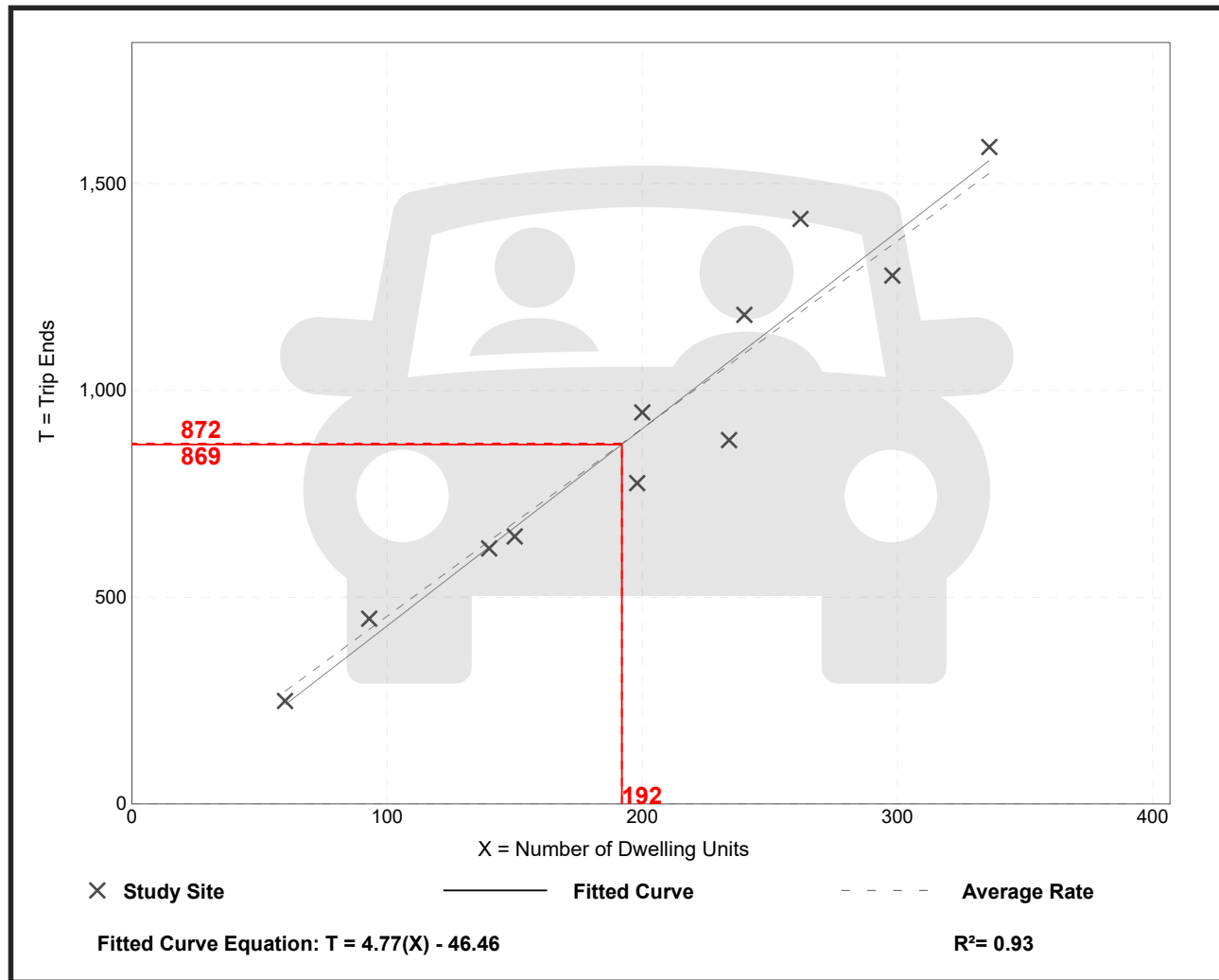
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



ATTACHMENT B
GROWTH RATE INFORMATION

Automatic Counter Volumes

Report Types

Year	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	24-Hour Annual Avg.
2011		14322	14609	15337	15580	15685	13355	15406	15409	15354	14626	14380	
2012	13710	14700	14956	15625	16055	15944	15618	16582	16005	15862	15010	14474	15378
2013	13194	14915	15671	16633	17649	18723	17726	16970	16571	16329	15430	14579	16199
2014	13999	14830	15996	16535	17269	16847	16169	16542	16723	16443	14947	15093	15949
2015	14695	15330	13914	13085	13426	13295	12927	13483	13977	14881	14769	14381	14013
2016	14455	15005	15830	17249	17570	15345	15088	16522	16983	16603	15622	14346	15885
2017	12927	14737	16064	16968	17664	17660	17074	16883	15720	14482	11742	12967	15407
2018	13951	15054	16501	17347	18298	18236	17158	17776	17447	17337	17156	16244	16875
2019	15790	16245	17540	18525	18789	19668	19183	20544	19754	18564	17328	17067	18250
2020	16110	17239	15790	14248	17384	18490	18361	19973	20404	19771	17380	16874	17669
2021	16717	17506	19915	21209	20807	20103	19814	19867	20352	20438	18442	18338	19459
2022	16949	18469	19344	19780	20150	20146	19936	20129	19732	19512	17910	16729	19065
2023	16547												



APPENDIX C
TRAFFIC COUNT DATA

North 10th Avenue & East Elgin Street - TMC

Thu Sep 14, 2023

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1105554, Location: 43.668702, -116.680135

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

Leg Direction	Southwest Northeastbound						Southeast Northwestbound						Northwest Southeastbound						Northeast Southwestbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2023-09-14 7:00AM	2	143	1	0	146	0	0	1	5	0	6	0	6	1	1	0	8	0	6	143	1	0	150	0	310
7:15AM	4	147	1	0	152	0	0	1	3	0	4	1	2	0	3	0	5	0	13	206	2	0	221	0	382
7:30AM	0	179	2	0	181	1	0	0	2	0	2	0	0	0	0	0	0	0	10	244	3	0	257	0	440
7:45AM	3	199	1	0	203	1	0	0	0	0	0	0	1	0	4	0	5	0	10	286	1	0	297	0	505
Hourly Total	9	668	5	0	682	2	0	2	10	0	12	1	9	1	8	0	18	0	39	879	7	0	925	0	1637
8:00AM	1	202	4	0	207	0	0	0	4	0	4	0	2	0	4	0	6	0	9	185	5	0	199	0	416
8:15AM	3	173	1	0	177	0	1	0	8	0	9	1	5	0	2	0	7	0	10	233	0	0	243	0	436
8:30AM	2	160	3	0	165	0	0	1	9	0	10	0	3	0	0	0	3	0	7	214	2	0	223	0	401
8:45AM	2	164	1	0	167	0	0	1	4	0	5	1	2	0	3	0	5	0	5	191	4	0	200	0	377
Hourly Total	8	699	9	0	716	0	1	2	25	0	28	2	12	0	9	0	21	0	31	823	11	0	865	0	1630
4:00PM	3	288	2	0	293	1	0	0	6	0	6	0	1	1	2	0	4	0	7	248	2	0	257	0	560
4:15PM	3	242	6	0	251	0	0	1	11	0	12	0	4	0	3	0	7	0	4	215	6	0	225	0	495
4:30PM	3	280	4	0	287	1	1	1	11	0	13	1	6	0	0	0	6	0	7	243	3	0	253	0	559
4:45PM	3	289	0	0	292	0	0	0	14	0	14	0	5	1	4	0	10	0	8	249	5	0	262	0	578
Hourly Total	12	1099	12	0	1123	2	1	2	42	0	45	1	16	2	9	0	27	0	26	955	16	0	997	0	2192
5:00PM	3	374	1	0	378	3	0	1	20	0	21	0	4	0	0	0	4	0	5	208	2	0	215	0	618
5:15PM	4	323	1	0	328	2	1	1	10	0	12	1	2	0	2	0	4	0	7	243	7	0	257	0	601
5:30PM	3	296	3	0	302	1	1	0	5	0	6	0	2	0	2	0	4	0	12	263	12	0	287	0	599
5:45PM	2	213	2	0	217	0	0	1	7	0	8	0	6	1	1	0	8	0	9	236	6	0	251	0	484
Hourly Total	12	1206	7	0	1225	6	2	3	42	0	47	1	14	1	5	0	20	0	33	950	27	0	1010	0	2302
Total	41	3672	33	0	3746	10	4	9	119	0	132	5	51	4	31	0	86	0	129	3607	61	0	3797	0	7761
% Approach	1.1%	98.0%	0.9%	0%	-	-	3.0%	6.8%	90.2%	0%	-	-	59.3%	4.7%	36.0%	0%	-	-	3.4%	95.0%	1.6%	0%	-	-	-
% Total	0.5%	47.3%	0.4%	0%	48.3%	-	0.1%	0.1%	1.5%	0%	1.7%	-	0.7%	0.1%	0.4%	0%	1.1%	-	1.7%	46.5%	0.8%	0%	48.9%	-	-
Lights	40	3582	31	0	3653	-	4	9	113	0	126	-	50	3	29	0	82	-	127	3500	60	0	3687	-	7548
% Lights	97.6%	97.5%	93.9%	0%	97.5%	-	100%	100%	95.0%	0%	95.5%	-	98.0%	75.0%	93.5%	0%	95.3%	-	98.4%	97.0%	98.4%	0%	97.1%	-	97.3%
Articulated Trucks	0	6	0	0	6	-	0	0	0	0	0	-	0	1	1	0	2	-	2	9	0	0	11	-	19
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	25.0%	3.2%	0%	2.3%	-	1.6%	0.2%	0%	0%	0.3%	-	0.2%
Buses and Single-Unit Trucks	1	84	2	0	87	-	0	0	6	0	6	-	1	0	1	0	2	-	0	98	1	0	99	-	194
% Buses and Single-Unit Trucks	2.4%	2.3%	6.1%	0%	2.3%	-	0%	0%	5.0%	0%	4.5%	-	2.0%	0%	3.2%	0%	2.3%	-	0%	2.7%	1.6%	0%	2.6%	-	2.5%
Pedestrians	-	-	-	-	-	8	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	80.0%	-	-	-	-	-	60.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	20.0%	-	-	-	-	-	40.0%	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

North 10th Avenue & East Elgin Street - TMC

Thu Sep 14, 2023

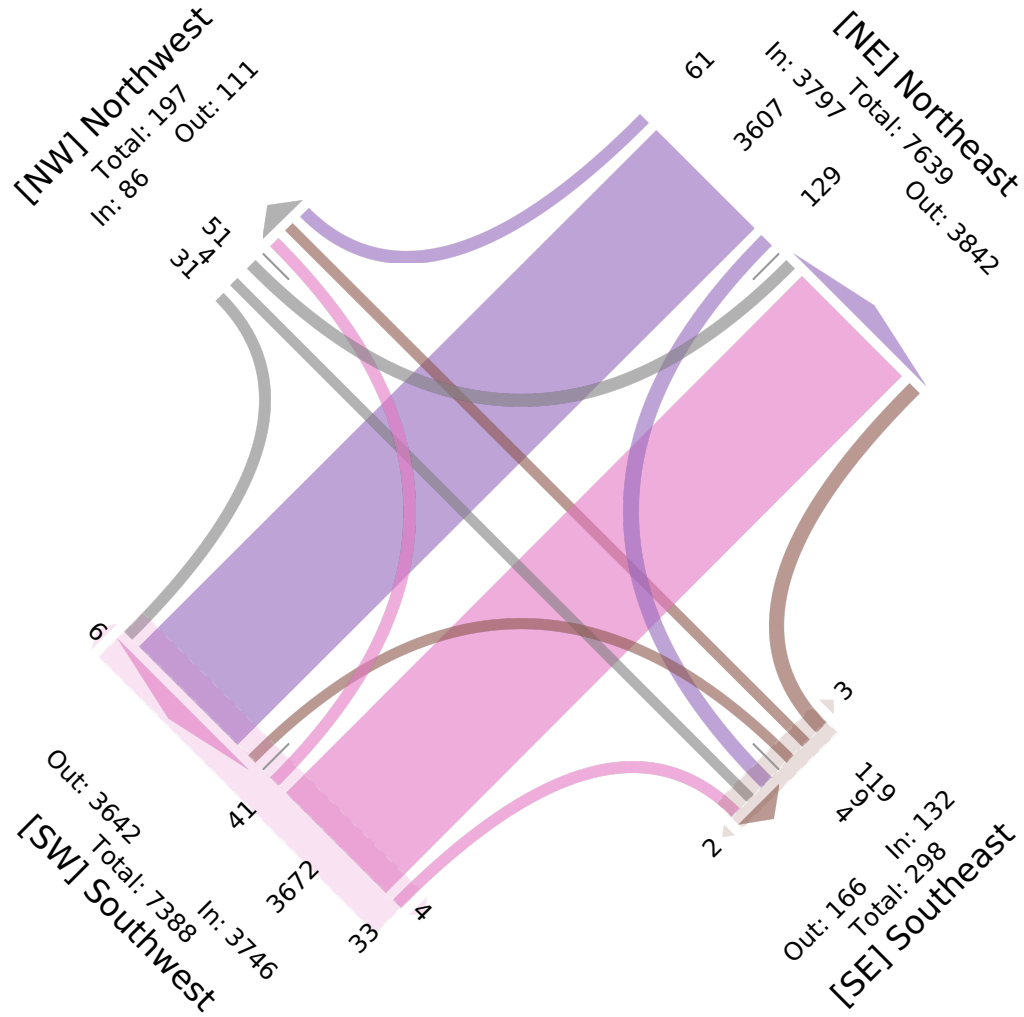
Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1105554, Location: 43.668702, -116.680135

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



North 10th Avenue & East Elgin Street - TMC

Thu Sep 14, 2023

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1105554, Location: 43.668702, -116.680135

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

Leg Direction	Southwest Northeastbound						Southeast Northwestbound						Northwest Southeastbound						Northeast Southwestbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2023-09-14 7:30AM	0	179	2	0	181	1	0	0	2	0	2	0	0	0	0	0	0	0	10	244	3	0	257	0	440
7:45AM	3	199	1	0	203	1	0	0	0	0	0	0	1	0	4	0	5	0	10	286	1	0	297	0	505
8:00AM	1	202	4	0	207	0	0	0	4	0	4	0	2	0	4	0	6	0	9	185	5	0	199	0	416
8:15AM	3	173	1	0	177	0	1	0	8	0	9	1	5	0	2	0	7	0	10	233	0	0	243	0	436
Total	7	753	8	0	768	2	1	0	14	0	15	1	8	0	10	0	18	0	39	948	9	0	996	0	1797
% Approach	0.9%	98.0%	1.0%	0%	-	-	6.7%	0%	93.3%	0%	-	-	44.4%	0%	55.6%	0%	-	-	3.9%	95.2%	0.9%	0%	-	-	-
% Total	0.4%	41.9%	0.4%	0%	42.7%	-	0.1%	0%	0.8%	0%	0.8%	-	0.4%	0%	0.6%	0%	1.0%	-	2.2%	52.8%	0.5%	0%	55.4%	-	-
PHF	0.583	0.932	0.500	-	0.928	-	0.250	-	0.438	-	0.417	-	0.400	-	0.625	-	0.643	-	0.975	0.829	0.450	-	0.838	-	0.890
Lights	7	726	8	0	741	-	1	0	12	0	13	-	8	0	10	0	18	-	39	924	9	0	972	-	1744
% Lights	100%	96.4%	100%	0%	96.5%	-	100%	0%	85.7%	0%	86.7%	-	100%	0%	100%	0%	100%	-	100%	97.5%	100%	0%	97.6%	-	97.1%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	4	0	0	4	-	4
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.4%	-	0.2%
Buses and Single-Unit Trucks	0	27	0	0	27	-	0	0	2	0	2	-	0	0	0	0	0	-	0	20	0	0	20	-	49
% Buses and Single-Unit Trucks	0%	3.6%	0%	0%	3.5%	-	0%	0%	14.3%	0%	13.3%	-	0%	0%	0%	0%	0%	-	0%	2.1%	0%	0%	2.0%	-	2.7%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

North 10th Avenue & East Elgin Street - TMC

Thu Sep 14, 2023

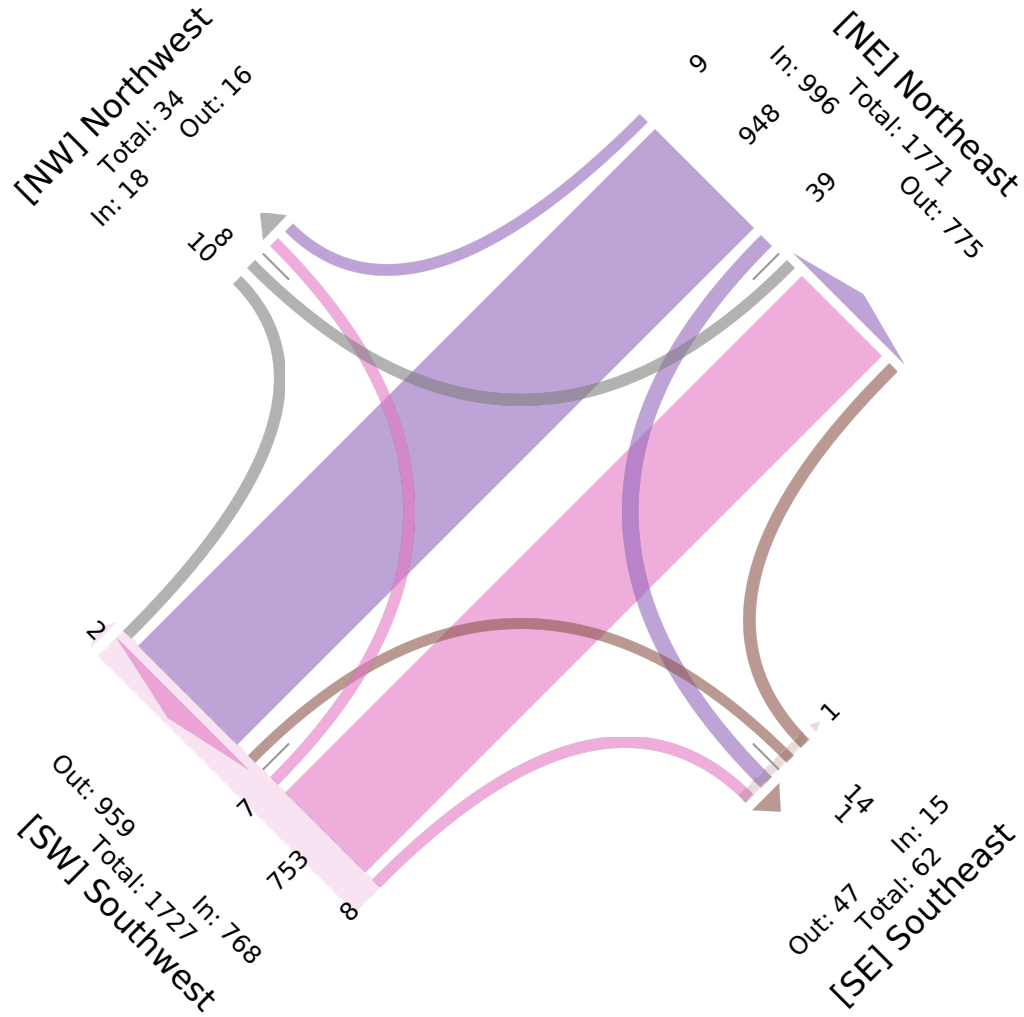
AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1105554, Location: 43.668702, -116.680135

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



North 10th Avenue & East Elgin Street - TMC

Thu Sep 14, 2023

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1105554, Location: 43.668702, -116.680135

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

Leg Direction	Southwest Northeastbound						Southeast Northwestbound						Northwest Southeastbound						Northeast Southwestbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2023-09-14 4:45PM	3	289	0	0	292	0	0	0	14	0	14	0	5	1	4	0	10	0	8	249	5	0	262	0	578
5:00PM	3	374	1	0	378	3	0	1	20	0	21	0	4	0	0	0	4	0	5	208	2	0	215	0	618
5:15PM	4	323	1	0	328	2	1	1	10	0	12	1	2	0	2	0	4	0	7	243	7	0	257	0	601
5:30PM	3	296	3	0	302	1	1	0	5	0	6	0	2	0	2	0	4	0	12	263	12	0	287	0	599
Total	13	1282	5	0	1300	6	2	2	49	0	53	1	13	1	8	0	22	0	32	963	26	0	1021	0	2396
% Approach	1.0%	98.6%	0.4%	0%	-	-	3.8%	3.8%	92.5%	0%	-	-	59.1%	4.5%	36.4%	0%	-	-	3.1%	94.3%	2.5%	0%	-	-	-
% Total	0.5%	53.5%	0.2%	0%	54.3%	-	0.1%	0.1%	2.0%	0%	2.2%	-	0.5%	0%	0.3%	0%	0.9%	-	1.3%	40.2%	1.1%	0%	42.6%	-	-
PHF	0.813	0.857	0.417	-	0.860	-	0.500	0.500	0.613	-	0.631	-	0.650	0.250	0.500	-	0.550	-	0.667	0.915	0.542	-	0.889	-	0.969
Lights	12	1270	5	0	1287	-	2	2	48	0	52	-	13	0	8	0	21	-	30	951	26	0	1007	-	2367
% Lights	92.3%	99.1%	100%	0%	99.0%	-	100%	100%	98.0%	0%	98.1%	-	100%	0%	100%	0%	95.5%	-	93.8%	98.8%	100%	0%	98.6%	-	98.8%
Articulated Trucks	0	3	0	0	3	-	0	0	0	0	0	-	0	1	0	0	1	-	2	2	0	0	4	-	8
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	100%	0%	0%	4.5%	-	6.3%	0.2%	0%	0%	0.4%	-	0.3%
Buses and Single-Unit Trucks	1	9	0	0	10	-	0	0	1	0	1	-	0	0	0	0	0	-	0	10	0	0	10	-	21
% Buses and Single-Unit Trucks	7.7%	0.7%	0%	0%	0.8%	-	0%	0%	2.0%	0%	1.9%	-	0%	0%	0%	0%	0%	-	0%	1.0%	0%	0%	1.0%	-	0.9%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

North 10th Avenue & East Elgin Street - TMC

Thu Sep 14, 2023

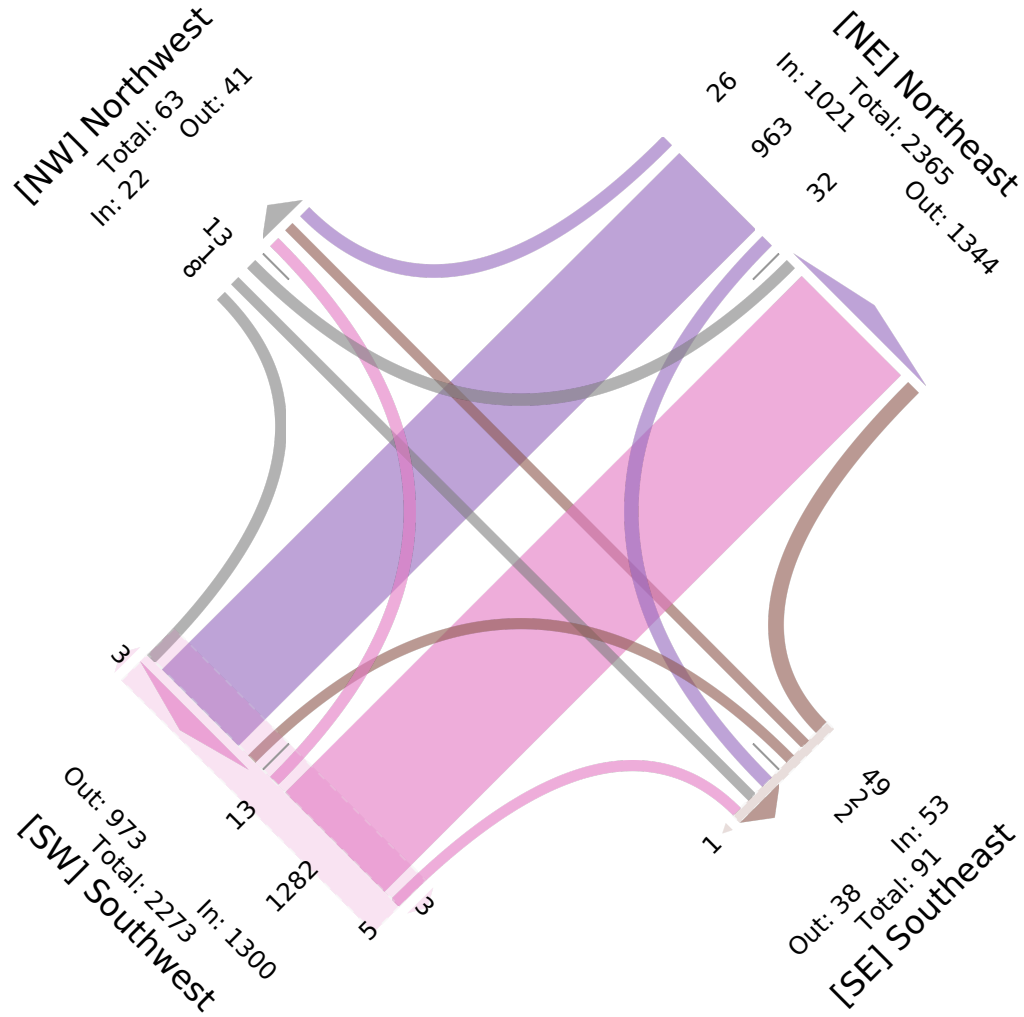
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1105554, Location: 43.668702, -116.680135

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



East Chicago Street & North 10th Avenue - TMC

Thu Aug 31, 2023

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 1105553, Location: 43.667346, -116.681874

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

Leg Direction	10th Avenue Northeastbound						Chicago Street Northwestbound						Chicago Street Southeastbound						10th Avenue Southwestbound						
Time	L	T	R	U	RR	App	L	T	R	U	RR	App	L	T	R	U	RR	App	L	T	R	U	RR	App	Int
2023-08-31 7:00AM	9	113	7	0	0	129	9	9	2	0	3	23	12	11	8	0	2	33	18	124	11	0	0	153	338
7:15AM	8	158	13	0	2	181	9	8	5	0	2	24	9	15	8	0	5	37	19	164	14	0	1	198	440
7:30AM	24	141	13	0	0	178	10	22	9	0	2	43	22	10	5	0	2	39	47	185	18	0	0	250	510
7:45AM	25	151	12	0	0	188	11	26	10	0	1	48	18	27	9	0	5	59	54	218	24	0	0	296	591
Hourly Total	66	563	45	0	2	676	39	65	26	0	8	138	61	63	30	0	14	168	138	691	67	0	1	897	1879
8:00AM	12	154	15	0	6	187	10	24	19	0	6	59	19	18	8	0	2	47	26	152	7	0	0	185	478
8:15AM	7	139	13	0	0	159	14	15	15	0	4	48	16	11	4	0	2	33	25	178	7	0	1	211	451
8:30AM	13	119	8	0	2	142	16	14	14	0	5	49	20	15	6	0	1	42	27	181	9	0	4	221	454
8:45AM	10	130	12	0	0	152	24	15	13	0	4	56	15	15	3	0	1	34	30	165	14	0	1	210	452
Hourly Total	42	542	48	0	8	640	64	68	61	0	19	212	70	59	21	0	6	156	108	676	37	0	6	827	1835
4:00PM	19	185	7	0	0	211	21	35	37	0	0	93	38	22	14	0	0	74	17	176	20	0	0	213	591
4:15PM	20	174	11	0	0	205	25	32	35	0	5	97	39	18	12	0	0	69	23	192	20	0	1	236	607
4:30PM	20	207	3	0	0	230	18	33	29	0	3	83	52	21	13	0	0	86	15	216	14	0	0	245	644
4:45PM	13	194	3	0	1	211	26	38	27	0	2	93	44	25	9	0	0	78	20	194	26	0	4	244	626
Hourly Total	72	760	24	0	1	857	90	138	128	0	10	366	173	86	48	0	0	307	75	778	80	0	5	938	2468
5:00PM	11	215	1	0	1	228	39	31	39	0	9	118	50	33	13	0	0	96	22	173	17	0	0	212	654
5:15PM	14	213	3	0	2	232	14	23	33	0	4	74	51	13	20	0	0	84	17	188	21	0	2	228	618
5:30PM	12	187	8	0	1	208	15	25	23	0	7	70	45	19	4	0	0	68	22	181	23	0	0	226	572
5:45PM	12	168	5	0	1	186	19	26	16	0	1	62	27	12	7	0	0	46	17	223	25	0	2	267	561
Hourly Total	49	783	17	0	5	854	87	105	111	0	21	324	173	77	44	0	0	294	78	765	86	0	4	933	2405
Total	229	2648	134	0	16	3027	280	376	326	0	58	1040	477	285	143	0	20	925	399	2910	270	0	16	3595	8587
% Approach	7.6%	87.5%	4.4%	0%	0.5%	-	26.9%	36.2%	31.3%	0%	5.6%	-	51.6%	30.8%	15.5%	0%	2.2%	-	11.1%	80.9%	7.5%	0%	0.4%	-	-
% Total	2.7%	30.8%	1.6%	0%	0.2%	35.3%	3.3%	4.4%	3.8%	0%	0.7%	12.1%	5.6%	3.3%	1.7%	0%	0.2%	10.8%	4.6%	33.9%	3.1%	0%	0.2%	41.9%	-
Lights	211	2574	123	0	15	2923	264	355	319	0	58	996	458	274	134	0	20	886	389	2823	266	0	16	3494	8299
% Lights	92.1%	97.2%	91.8%	0%	93.8%	96.6%	94.3%	94.4%	97.9%	0%	100%	95.8%	96.0%	96.1%	93.7%	0%	100%	95.8%	97.5%	97.0%	98.5%	0%	100%	97.2%	96.6%
Articulated Trucks	1	8	0	0	0	9	2	11	1	0	0	14	3	5	1	0	0	9	2	5	0	0	0	7	39
% Articulated Trucks	0.4%	0.3%	0%	0%	0%	0.3%	0.7%	2.9%	0.3%	0%	0%	1.3%	0.6%	1.8%	0.7%	0%	0%	1.0%	0.5%	0.2%	0%	0%	0%	0.2%	0.5%
Buses and Single-Unit Trucks	17	66	11	0	1	95	14	10	6	0	0	30	16	6	8	0	0	30	8	82	4	0	0	94	249
% Buses and Single-Unit Trucks	7.4%	2.5%	8.2%	0%	6.3%	3.1%	5.0%	2.7%	1.8%	0%	0%	2.9%	3.4%	2.1%	5.6%	0%	0%	3.2%	2.0%	2.8%	1.5%	0%	0%	2.6%	2.9%

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

East Chicago Street & North 10th Avenue - TMC

Thu Aug 31, 2023

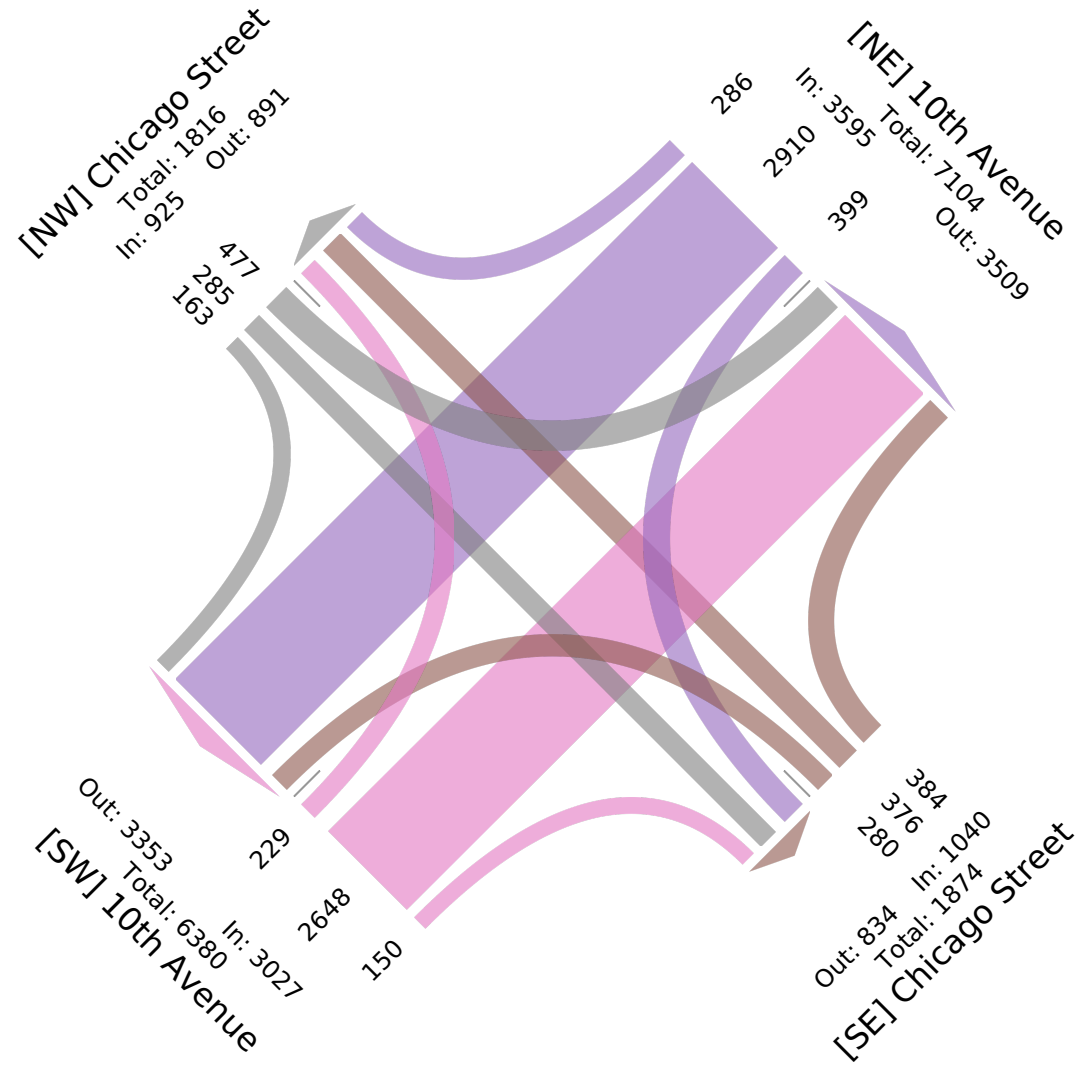
Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 1105553, Location: 43.667346, -116.681874

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



East Chicago Street & North 10th Avenue - TMC

Thu Aug 31, 2023

AM Peak (7:30 AM - 8:30 AM)

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

All Movements

ID: 1105553, Location: 43.667346, -116.681874

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

Leg Direction	10th Avenue Northeastbound						Chicago Street Northwestbound						Chicago Street Southeastbound						10th Avenue Southwestbound						
Time	L	T	R	U	RR	App	L	T	R	U	RR	App	L	T	R	U	RR	App	L	T	R	U	RR	App	Int
2023-08-31 7:30AM	24	141	13	0	0	178	10	22	9	0	2	43	22	10	5	0	2	39	47	185	18	0	0	250	510
7:45AM	25	151	12	0	0	188	11	26	10	0	1	48	18	27	9	0	5	59	54	218	24	0	0	296	591
8:00AM	12	154	15	0	6	187	10	24	19	0	6	59	19	18	8	0	2	47	26	152	7	0	0	185	478
8:15AM	7	139	13	0	0	159	14	15	15	0	4	48	16	11	4	0	2	33	25	178	7	0	1	211	451
Total	68	585	53	0	6	712	45	87	53	0	13	198	75	66	26	0	11	178	152	733	56	0	1	942	2030
% Approach	9.6%	82.2%	7.4%	0%	0.8%	-	22.7%	43.9%	26.8%	0%	6.6%	-	42.1%	37.1%	14.6%	0%	6.2%	-	16.1%	77.8%	5.9%	0%	0.1%	-	-
% Total	3.3%	28.8%	2.6%	0%	0.3%	35.1%	2.2%	4.3%	2.6%	0%	0.6%	9.8%	3.7%	3.3%	1.3%	0%	0.5%	8.8%	7.5%	36.1%	2.8%	0%	0%	46.4%	-
PHF	0.680	0.950	0.883	-	0.250	0.947	0.804	0.837	0.697	-	0.542	0.839	0.852	0.611	0.722	-	0.550	0.754	0.704	0.841	0.583	-	0.250	0.796	0.859
Lights	62	557	47	0	6	672	38	79	53	0	13	183	69	65	25	0	11	170	146	716	54	0	1	917	1942
% Lights	91.2%	95.2%	88.7%	0%	100%	94.4%	84.4%	90.8%	100%	0%	100%	92.4%	92.0%	98.5%	96.2%	0%	100%	95.5%	96.1%	97.7%	96.4%	0%	100%	97.3%	95.7%
Articulated Trucks	0	4	0	0	0	4	1	4	0	0	0	5	1	1	0	0	0	2	2	0	0	0	0	2	13
% Articulated Trucks	0%	0.7%	0%	0%	0%	0.6%	2.2%	4.6%	0%	0%	0%	2.5%	1.3%	1.5%	0%	0%	0%	1.1%	1.3%	0%	0%	0%	0%	0.2%	0.6%
Buses and Single-Unit Trucks	6	24	6	0	0	36	6	4	0	0	0	10	5	0	1	0	0	6	4	17	2	0	0	23	75
% Buses and Single-Unit Trucks	8.8%	4.1%	11.3%	0%	0%	5.1%	13.3%	4.6%	0%	0%	0%	5.1%	6.7%	0%	3.8%	0%	0%	3.4%	2.6%	2.3%	3.6%	0%	0%	2.4%	3.7%

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

East Chicago Street & North 10th Avenue - TMC

Thu Aug 31, 2023

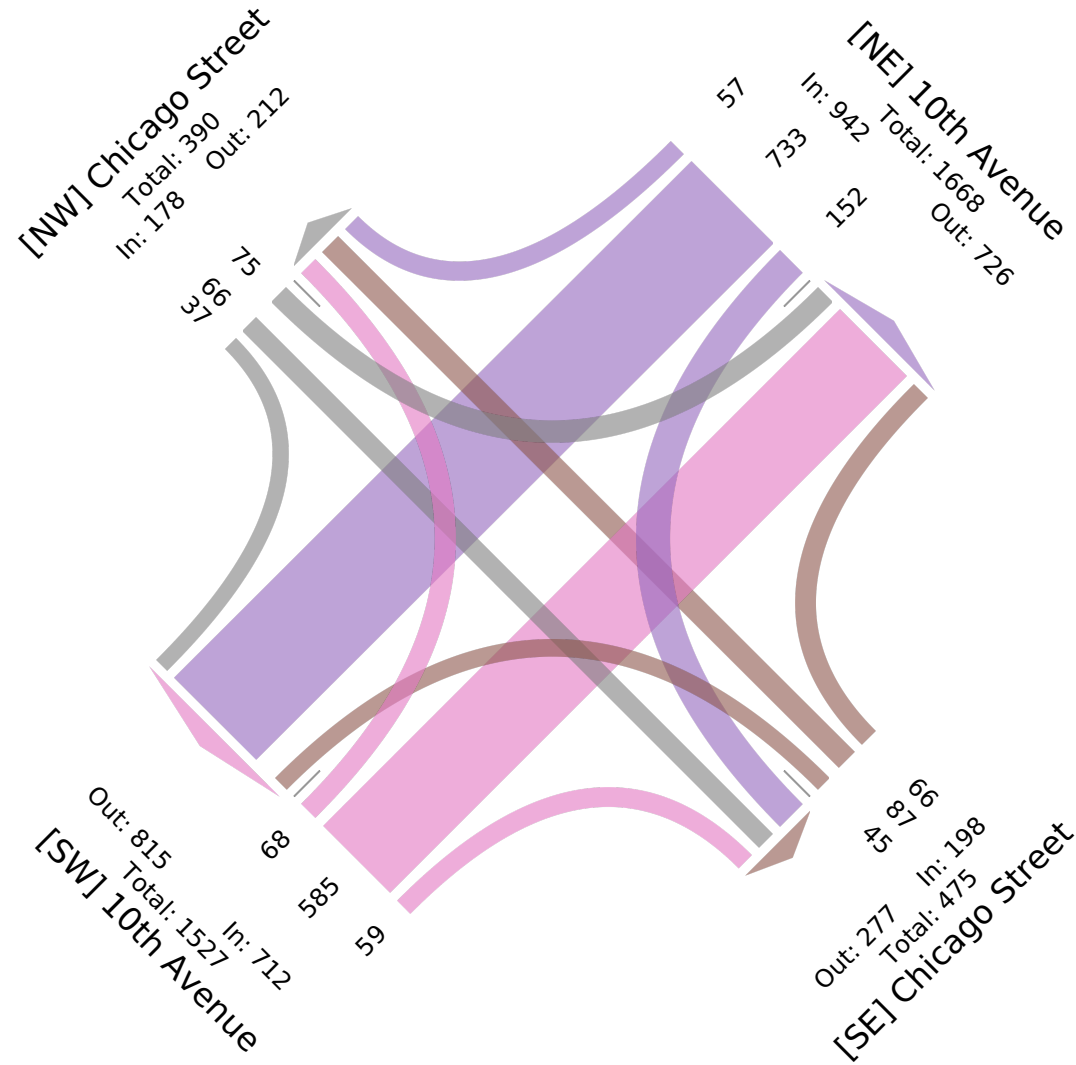
AM Peak (7:30 AM - 8:30 AM)

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

All Movements

ID: 1105553, Location: 43.667346, -116.681874

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



East Chicago Street & North 10th Avenue - TMC

Thu Aug 31, 2023

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

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

All Movements

ID: 1105553, Location: 43.667346, -116.681874

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

Leg Direction	10th Avenue Northeastbound						Chicago Street Northwestbound						Chicago Street Southeastbound						10th Avenue Southwestbound						
Time	L	T	R	U	RR	App	L	T	R	U	RR	App	L	T	R	U	RR	App	L	T	R	U	RR	App	Int
2023-08-31 4:30PM	20	207	3	0	0	230	18	33	29	0	3	83	52	21	13	0	0	86	15	216	14	0	0	245	644
4:45PM	13	194	3	0	1	211	26	38	27	0	2	93	44	25	9	0	0	78	20	194	26	0	4	244	626
5:00PM	11	215	1	0	1	228	39	31	39	0	9	118	50	33	13	0	0	96	22	173	17	0	0	212	654
5:15PM	14	213	3	0	2	232	14	23	33	0	4	74	51	13	20	0	0	84	17	188	21	0	2	228	618
Total	58	829	10	0	4	901	97	125	128	0	18	368	197	92	55	0	0	344	74	771	78	0	6	929	2542
% Approach	6.4%	92.0%	1.1%	0%	0.4%	-	26.4%	34.0%	34.8%	0%	4.9%	-	57.3%	26.7%	16.0%	0%	0%	-	8.0%	83.0%	8.4%	0%	0.6%	-	-
% Total	2.3%	32.6%	0.4%	0%	0.2%	35.4%	3.8%	4.9%	5.0%	0%	0.7%	14.5%	7.7%	3.6%	2.2%	0%	0%	13.5%	2.9%	30.3%	3.1%	0%	0.2%	36.5%	-
PHF	0.725	0.964	0.833	-	0.500	0.971	0.622	0.822	0.821	-	0.500	0.780	0.947	0.697	0.688	-	-	0.896	0.841	0.892	0.750	-	0.375	0.948	0.972
Lights	54	822	10	0	4	890	96	123	125	0	18	362	195	90	54	0	0	339	73	760	77	0	6	916	2507
% Lights	93.1%	99.2%	100%	0%	100%	98.8%	99.0%	98.4%	97.7%	0%	100%	98.4%	99.0%	97.8%	98.2%	0%	0%	98.5%	98.6%	98.6%	98.7%	0%	100%	98.6%	98.6%
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	0	0	3	0	1	0	0	0	1	5
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0.8%	0%	0%	0.3%	0%	2.2%	1.8%	0%	0%	0.9%	0%	0.1%	0%	0%	0%	0.1%	0.2%
Buses and Single-Unit Trucks	4	7	0	0	0	11	1	2	2	0	0	5	2	0	0	0	0	2	1	10	1	0	0	12	30
% Buses and Single-Unit Trucks	6.9%	0.8%	0%	0%	0%	1.2%	1.0%	1.6%	1.6%	0%	0%	1.4%	1.0%	0%	0%	0%	0%	0.6%	1.4%	1.3%	1.3%	0%	0%	1.3%	1.2%

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

East Chicago Street & North 10th Avenue - TMC

Thu Aug 31, 2023

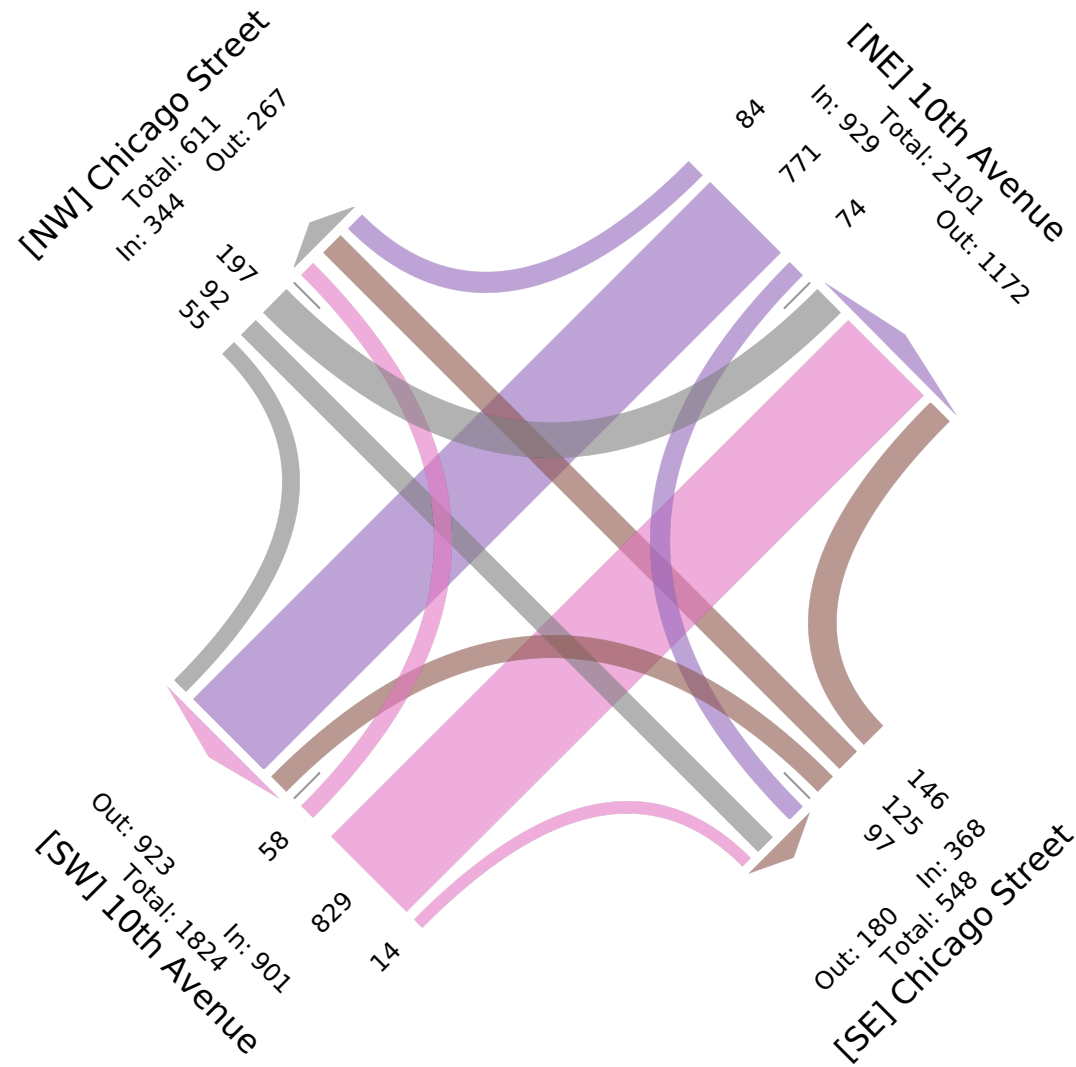
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

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

All Movements

ID: 1105553, Location: 43.667346, -116.681874

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



East Chicago Street & North 14th Avenue - TMC

Wed Aug 30, 2023

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 1105552, Location: 43.664498, -116.677676

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

Leg Direction	16th Avenue Northeastbound					Chicago Street Northwestbound					Chicago Street Southeastbound					16th Avenue Southwestbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2023-08-30 7:00AM	0	0	0	0	0	0	22	2	0	24	2	32	0	0	34	1	0	7	0	8	66
7:15AM	1	0	4	0	5	1	49	0	0	50	1	36	2	0	39	1	0	2	0	3	97
7:30AM	0	1	0	0	1	0	70	3	0	73	2	48	0	0	50	2	0	0	0	2	126
7:45AM	4	0	1	0	5	1	90	6	1	98	2	66	0	0	68	1	0	2	0	3	174
Hourly Total	5	1	5	0	11	2	231	11	1	245	7	182	2	0	191	5	0	11	0	16	463
8:00AM	0	0	1	0	1	0	60	3	0	63	2	50	2	1	55	3	0	1	0	4	123
8:15AM	1	0	1	0	2	1	48	3	0	52	2	50	1	0	53	3	0	3	0	6	113
8:30AM	1	0	1	0	2	0	55	0	0	55	2	35	0	0	37	1	0	5	0	6	100
8:45AM	0	0	1	0	1	0	48	2	0	50	3	49	0	0	52	1	0	2	0	3	106
Hourly Total	2	0	4	0	6	1	211	8	0	220	9	184	3	1	197	8	0	11	0	19	442
4:00PM	2	0	1	0	3	2	95	1	0	98	3	42	0	0	45	2	0	0	0	2	148
4:15PM	0	1	2	0	3	3	85	0	0	88	1	56	3	0	60	2	0	2	0	4	155
4:30PM	5	1	1	0	7	0	83	1	0	84	3	55	0	1	59	2	0	3	1	6	156
4:45PM	1	0	3	0	4	0	75	1	0	76	1	49	0	0	50	0	0	3	0	3	133
Hourly Total	8	2	7	0	17	5	338	3	0	346	8	202	3	1	214	6	0	8	1	15	592
5:00PM	1	0	0	0	1	3	71	4	0	78	1	110	0	0	111	1	0	4	0	5	195
5:15PM	2	0	2	0	4	1	88	1	1	91	0	52	2	0	54	2	0	2	0	4	153
5:30PM	2	1	0	0	3	0	71	2	0	73	0	44	0	0	44	2	0	3	0	5	125
5:45PM	0	0	1	0	1	2	67	0	0	69	2	39	0	0	41	3	0	4	0	7	118
Hourly Total	5	1	3	0	9	6	297	7	1	311	3	245	2	0	250	8	0	13	0	21	591
Total	20	4	19	0	43	14	1077	29	2	1122	27	813	10	2	852	27	0	43	1	71	2088
% Approach	46.5%	9.3%	44.2%	0%	-	1.2%	96.0%	2.6%	0.2%	-	3.2%	95.4%	1.2%	0.2%	-	38.0%	0%	60.6%	1.4%	-	-
% Total	1.0%	0.2%	0.9%	0%	2.1%	0.7%	51.6%	1.4%	0.1%	53.7%	1.3%	38.9%	0.5%	0.1%	40.8%	1.3%	0%	2.1%	0%	3.4%	-
Lights	19	4	19	0	42	14	1043	29	2	1088	26	779	9	2	816	26	0	43	0	69	2015
% Lights	95.0%	100%	100%	0%	97.7%	100%	96.8%	100%	100%	97.0%	96.3%	95.8%	90.0%	100%	95.8%	96.3%	0%	100%	0%	97.2%	96.5%
Articulated Trucks	0	0	0	0	0	0	10	0	0	10	0	9	0	0	9	1	0	0	1	2	21
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0.9%	0%	0%	0.9%	0%	1.1%	0%	0%	1.1%	3.7%	0%	0%	100%	2.8%	1.0%
Buses and Single-Unit Trucks	1	0	0	0	1	0	24	0	0	24	1	25	1	0	27	0	0	0	0	0	52
% Buses and Single-Unit Trucks	5.0%	0%	0%	0%	2.3%	0%	2.2%	0%	0%	2.1%	3.7%	3.1%	10.0%	0%	3.2%	0%	0%	0%	0%	0%	2.5%

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

East Chicago Street & North 14th Avenue - TMC

Wed Aug 30, 2023

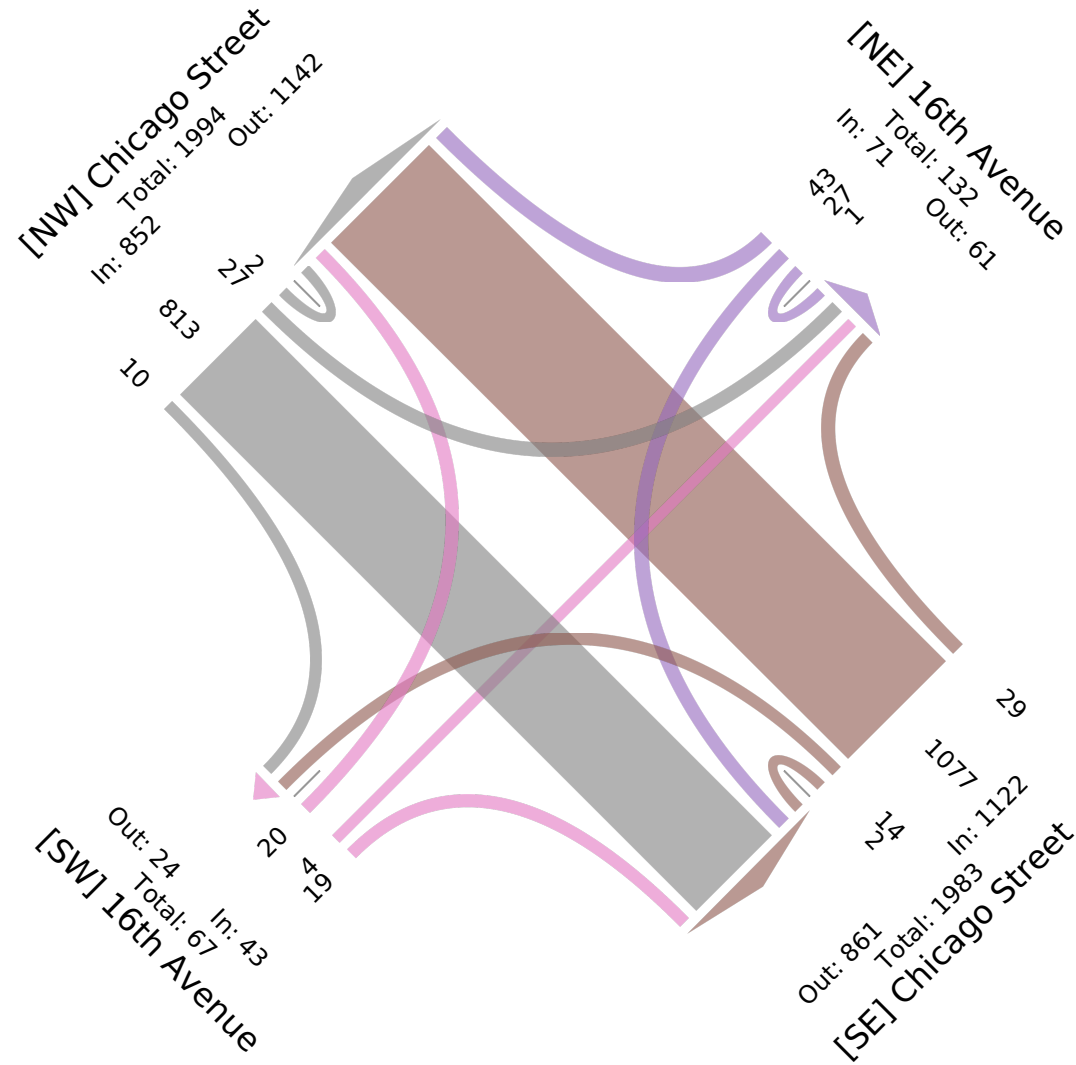
Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 1105552, Location: 43.664498, -116.677676

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



East Chicago Street & North 14th Avenue - TMC

Wed Aug 30, 2023

AM Peak (7:30 AM - 8:30 AM)

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

All Movements

ID: 1105552, Location: 43.664498, -116.677676

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

Leg Direction	16th Avenue Northeastbound					Chicago Street Northwestbound					Chicago Street Southeastbound					16th Avenue Southwestbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2023-08-30 7:30AM	0	1	0	0	1	0	70	3	0	73	2	48	0	0	50	2	0	0	0	2	126
7:45AM	4	0	1	0	5	1	90	6	1	98	2	66	0	0	68	1	0	2	0	3	174
8:00AM	0	0	1	0	1	0	60	3	0	63	2	50	2	1	55	3	0	1	0	4	123
8:15AM	1	0	1	0	2	1	48	3	0	52	2	50	1	0	53	3	0	3	0	6	113
Total	5	1	3	0	9	2	268	15	1	286	8	214	3	1	226	9	0	6	0	15	536
% Approach	55.6%	11.1%	33.3%	0%	-	0.7%	93.7%	5.2%	0.3%	-	3.5%	94.7%	1.3%	0.4%	-	60.0%	0%	40.0%	0%	-	-
% Total	0.9%	0.2%	0.6%	0%	1.7%	0.4%	50.0%	2.8%	0.2%	53.4%	1.5%	39.9%	0.6%	0.2%	42.2%	1.7%	0%	1.1%	0%	2.8%	-
PHF	0.313	0.250	0.750	-	0.450	0.500	0.744	0.625	0.250	0.730	1.000	0.811	0.375	0.250	0.831	0.750	-	0.500	-	0.625	0.770
Lights	4	1	3	0	8	2	258	15	1	276	7	199	2	1	209	8	0	6	0	14	507
% Lights	80.0%	100%	100%	0%	88.9%	100%	96.3%	100%	100%	96.5%	87.5%	93.0%	66.7%	100%	92.5%	88.9%	0%	100%	0%	93.3%	94.6%
Articulated Trucks	0	0	0	0	0	0	5	0	0	5	0	7	0	0	7	1	0	0	0	1	13
% Articulated Trucks	0%	0%	0%	0%	0%	0%	1.9%	0%	0%	1.7%	0%	3.3%	0%	0%	3.1%	11.1%	0%	0%	0%	6.7%	2.4%
Buses and Single-Unit Trucks	1	0	0	0	1	0	5	0	0	5	1	8	1	0	10	0	0	0	0	0	16
% Buses and Single-Unit Trucks	20.0%	0%	0%	0%	11.1%	0%	1.9%	0%	0%	1.7%	12.5%	3.7%	33.3%	0%	4.4%	0%	0%	0%	0%	0%	3.0%

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

East Chicago Street & North 14th Avenue - TMC

Wed Aug 30, 2023

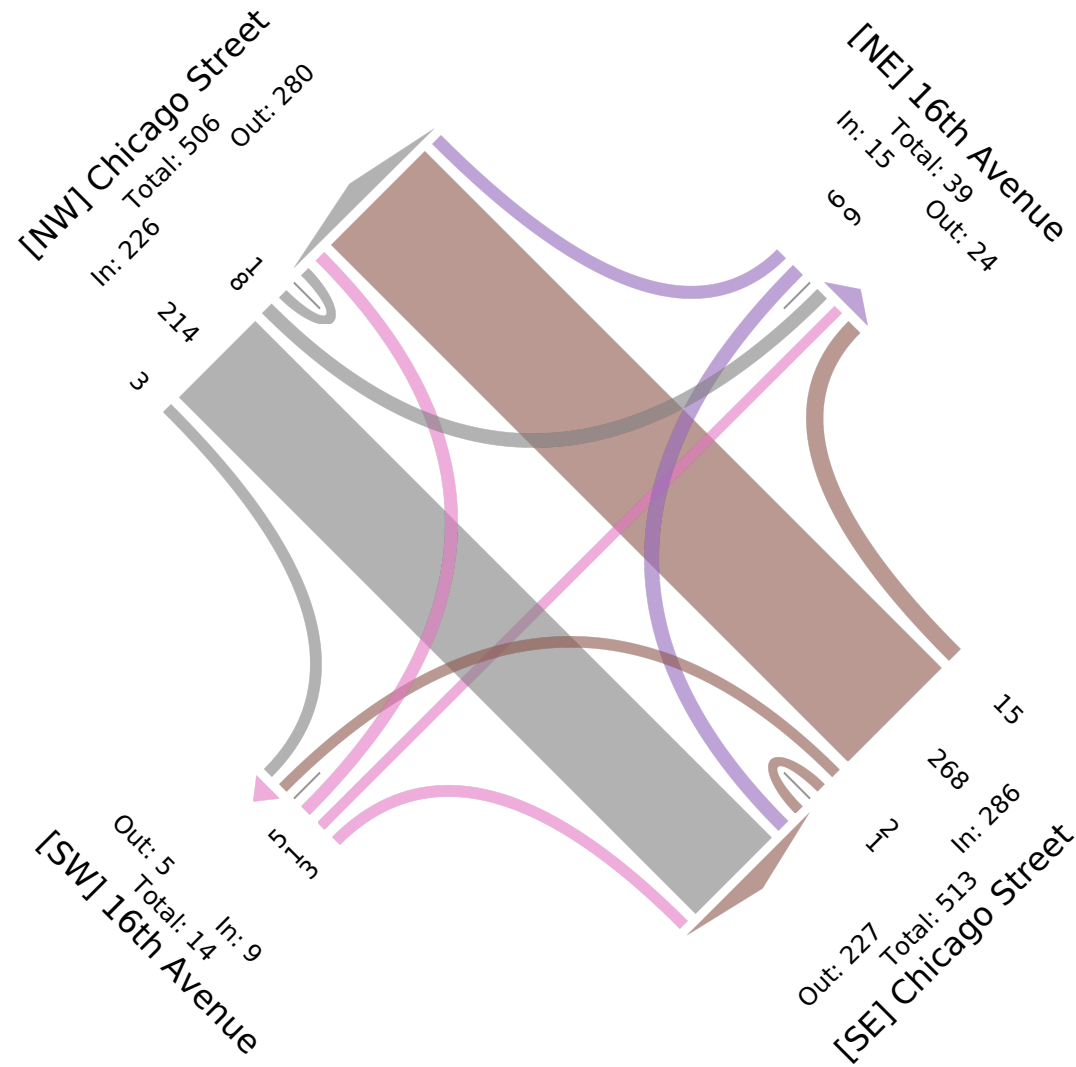
AM Peak (7:30 AM - 8:30 AM)

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

All Movements

ID: 1105552, Location: 43.664498, -116.677676

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



East Chicago Street & North 14th Avenue - TMC

Wed Aug 30, 2023

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

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

All Movements

ID: 1105552, Location: 43.664498, -116.677676

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

Leg Direction	16th Avenue Northeastbound					Chicago Street Northwestbound					Chicago Street Southeastbound					16th Avenue Southwestbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2023-08-30 4:15PM	0	1	2	0	3	3	85	0	0	88	1	56	3	0	60	2	0	2	0	4	155
4:30PM	5	1	1	0	7	0	83	1	0	84	3	55	0	1	59	2	0	3	1	6	156
4:45PM	1	0	3	0	4	0	75	1	0	76	1	49	0	0	50	0	0	3	0	3	133
5:00PM	1	0	0	0	1	3	71	4	0	78	1	110	0	0	111	1	0	4	0	5	195
Total	7	2	6	0	15	6	314	6	0	326	6	270	3	1	280	5	0	12	1	18	639
% Approach	46.7%	13.3%	40.0%	0%	-	1.8%	96.3%	1.8%	0%	-	2.1%	96.4%	1.1%	0.4%	-	27.8%	0%	66.7%	5.6%	-	-
% Total	1.1%	0.3%	0.9%	0%	2.3%	0.9%	49.1%	0.9%	0%	51.0%	0.9%	42.3%	0.5%	0.2%	43.8%	0.8%	0%	1.9%	0.2%	2.8%	-
PHF	0.350	0.500	0.500	-	0.536	0.500	0.924	0.375	-	0.926	0.500	0.614	0.250	0.250	0.631	0.625	-	0.750	0.250	0.750	0.819
Lights	7	2	6	0	15	6	306	6	0	318	6	259	3	1	269	5	0	12	0	17	619
% Lights	100%	100%	100%	0%	100%	100%	97.5%	100%	0%	97.5%	100%	95.9%	100%	100%	96.1%	100%	0%	100%	0%	94.4%	96.9%
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	1	1	4
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0.3%	0%	0%	0.3%	0%	0.7%	0%	0%	0.7%	0%	0%	0%	100%	5.6%	0.6%
Buses and Single-Unit Trucks	0	0	0	0	0	0	7	0	0	7	0	9	0	0	9	0	0	0	0	0	16
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	2.2%	0%	0%	2.1%	0%	3.3%	0%	0%	3.2%	0%	0%	0%	0%	0%	2.5%

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

East Chicago Street & North 14th Avenue - TMC

Wed Aug 30, 2023

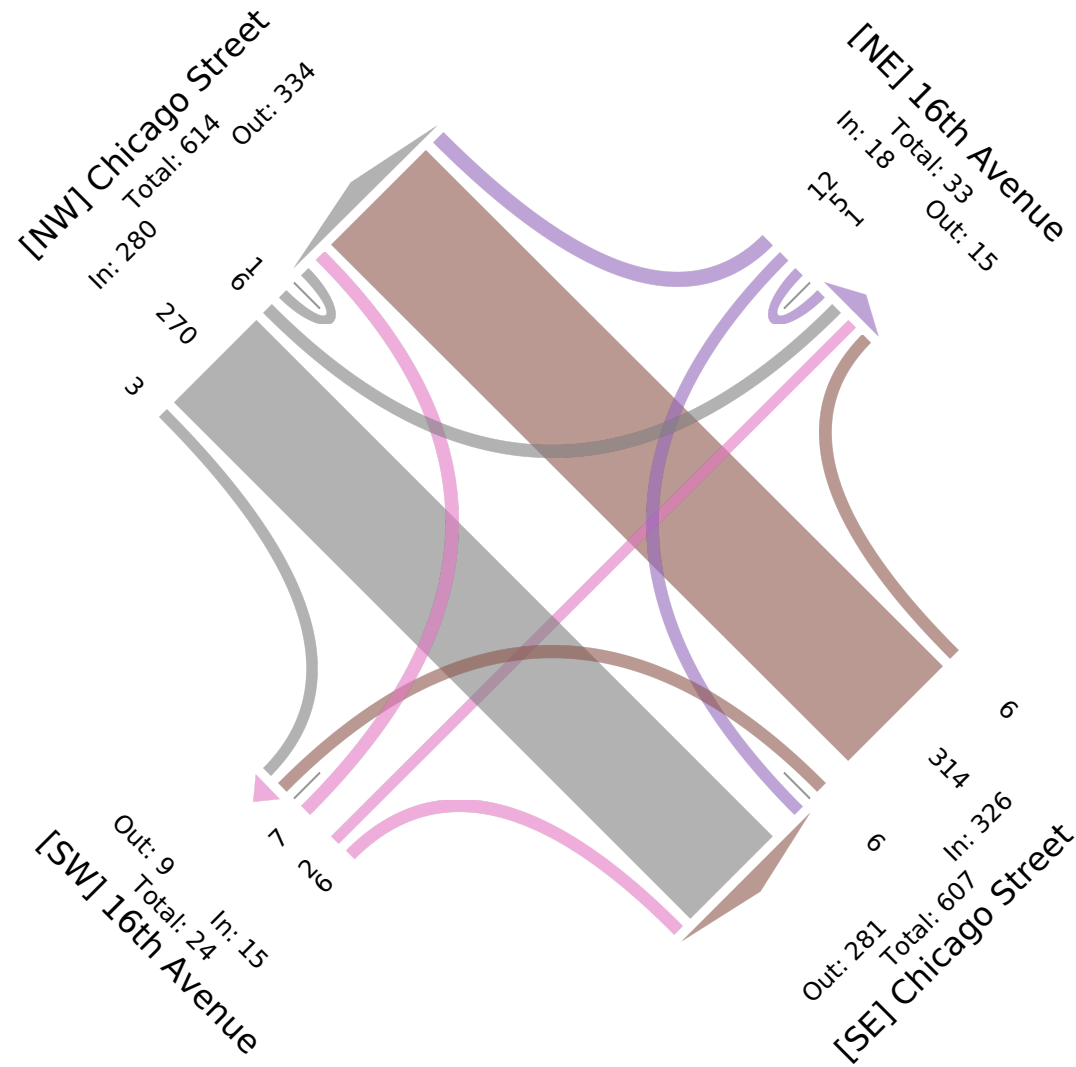
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

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

All Movements

ID: 1105552, Location: 43.664498, -116.677676

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



East Chicago Street & North 16th Avenue - TMC

Wed Aug 30, 2023

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 1105551, Location: 43.663075, -116.675597

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

Leg Direction	Southwest Northeastbound					Chicago Street Northwestbound					Chicago Street Southeastbound					16th Avenue Southwestbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2023-08-30 7:00AM	0	0	0	0	0	0	26	2	0	28	1	33	0	0	34	3	0	0	0	3	65
7:15AM	0	0	0	0	0	0	49	0	0	49	0	41	0	0	41	6	0	0	0	6	96
7:30AM	0	0	0	0	0	0	72	3	0	75	0	47	0	0	47	3	1	0	0	4	126
7:45AM	0	2	0	0	2	1	98	2	0	101	5	61	0	0	66	2	0	1	0	3	172
Hourly Total	0	2	0	0	2	1	245	7	0	253	6	182	0	0	188	14	1	1	0	16	459
8:00AM	0	1	0	0	1	1	58	2	0	61	1	51	0	0	52	3	1	2	0	6	120
8:15AM	0	2	0	0	2	1	53	3	0	57	2	55	0	0	57	1	2	2	0	5	121
8:30AM	1	2	1	0	4	0	55	3	0	58	1	35	0	0	36	4	1	2	0	7	105
8:45AM	1	3	1	0	5	2	43	0	0	45	0	50	0	0	50	6	5	2	0	13	113
Hourly Total	2	8	2	0	12	4	209	8	0	221	4	191	0	0	195	14	9	8	0	31	459
4:00PM	0	1	1	0	2	1	94	0	0	95	0	45	0	0	45	2	3	2	0	7	149
4:15PM	0	2	0	0	2	1	87	5	0	93	2	58	0	0	60	1	0	2	0	3	158
4:30PM	3	0	2	0	5	1	74	3	0	78	3	66	0	0	69	2	3	1	0	6	158
4:45PM	2	1	1	0	4	0	67	1	0	68	0	55	0	0	55	2	1	2	0	5	132
Hourly Total	5	4	4	0	13	3	322	9	0	334	5	224	0	0	229	7	7	7	0	21	597
5:00PM	2	0	1	0	3	0	78	1	0	79	2	110	0	0	112	4	1	3	0	8	202
5:15PM	0	0	0	0	0	0	91	3	0	94	0	59	0	0	59	3	0	2	0	5	158
5:30PM	0	0	0	0	0	0	73	1	0	74	0	47	0	0	47	2	0	2	0	4	125
5:45PM	0	0	0	0	0	0	67	4	0	71	0	43	0	0	43	2	0	0	0	2	116
Hourly Total	2	0	1	0	3	0	309	9	0	318	2	259	0	0	261	11	1	7	0	19	601
Total	9	14	7	0	30	8	1085	33	0	1126	17	856	0	0	873	46	18	23	0	87	2116
% Approach	30.0%	46.7%	23.3%	0%	-	0.7%	96.4%	2.9%	0%	-	1.9%	98.1%	0%	0%	-	52.9%	20.7%	26.4%	0%	-	-
% Total	0.4%	0.7%	0.3%	0%	1.4%	0.4%	51.3%	1.6%	0%	53.2%	0.8%	40.5%	0%	0%	41.3%	2.2%	0.9%	1.1%	0%	4.1%	-
Lights	9	11	6	0	26	7	1056	32	0	1095	13	826	0	0	839	43	14	22	0	79	2039
% Lights	100%	78.6%	85.7%	0%	86.7%	87.5%	97.3%	97.0%	0%	97.2%	76.5%	96.5%	0%	0%	96.1%	93.5%	77.8%	95.7%	0%	90.8%	96.4%
Articulated Trucks	0	0	1	0	1	1	13	0	0	14	1	10	0	0	11	2	0	0	0	2	28
% Articulated Trucks	0%	0%	14.3%	0%	3.3%	12.5%	1.2%	0%	0%	1.2%	5.9%	1.2%	0%	0%	1.3%	4.3%	0%	0%	0%	2.3%	1.3%
Buses and Single-Unit Trucks	0	3	0	0	3	0	16	1	0	17	3	20	0	0	23	1	4	1	0	6	49
% Buses and Single-Unit Trucks	0%	21.4%	0%	0%	10.0%	0%	1.5%	3.0%	0%	1.5%	17.6%	2.3%	0%	0%	2.6%	2.2%	22.2%	4.3%	0%	6.9%	2.3%

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

East Chicago Street & North 16th Avenue - TMC

Wed Aug 30, 2023

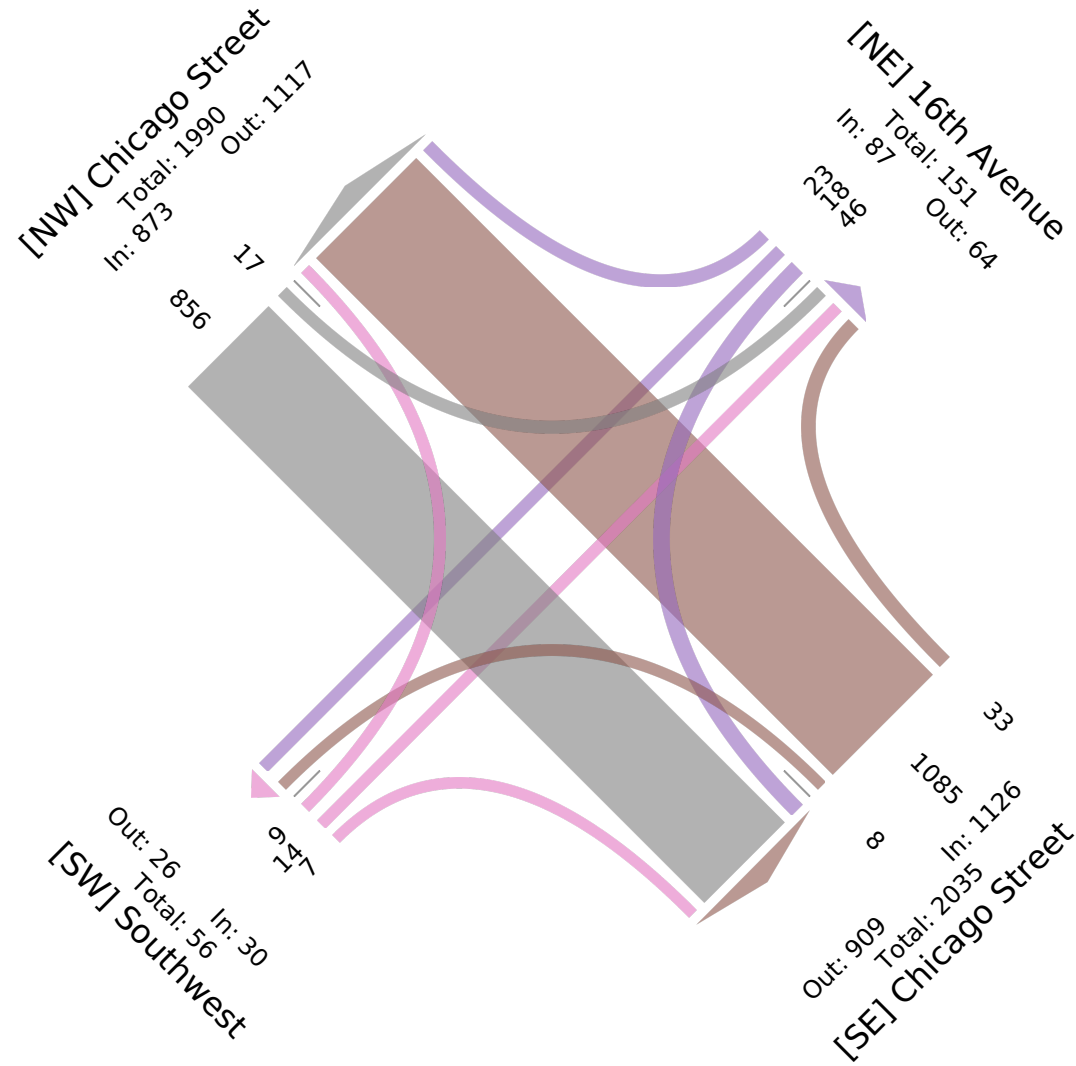
Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 1105551, Location: 43.663075, -116.675597

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



East Chicago Street & North 16th Avenue - TMC

Wed Aug 30, 2023

AM Peak (7:30 AM - 8:30 AM)

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

All Movements

ID: 1105551, Location: 43.663075, -116.675597

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

Leg Direction	Southwest Northeastbound					Chicago Street Northwestbound					Chicago Street Southeastbound					16th Avenue Southwestbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2023-08-30 7:30AM	0	0	0	0	0	0	72	3	0	75	0	47	0	0	47	3	1	0	0	4	126
7:45AM	0	2	0	0	2	1	98	2	0	101	5	61	0	0	66	2	0	1	0	3	172
8:00AM	0	1	0	0	1	1	58	2	0	61	1	51	0	0	52	3	1	2	0	6	120
8:15AM	0	2	0	0	2	1	53	3	0	57	2	55	0	0	57	1	2	2	0	5	121
Total	0	5	0	0	5	3	281	10	0	294	8	214	0	0	222	9	4	5	0	18	539
% Approach	0%	100%	0%	0%	-	1.0%	95.6%	3.4%	0%	-	3.6%	96.4%	0%	0%	-	50.0%	22.2%	27.8%	0%	-	-
% Total	0%	0.9%	0%	0%	0.9%	0.6%	52.1%	1.9%	0%	54.5%	1.5%	39.7%	0%	0%	41.2%	1.7%	0.7%	0.9%	0%	3.3%	-
PHF	-	0.625	-	-	0.625	0.750	0.717	0.833	-	0.728	0.400	0.877	-	-	0.841	0.750	0.500	0.625	-	0.750	0.783
Lights	0	4	0	0	4	3	272	10	0	285	7	199	0	0	206	8	2	5	0	15	510
% Lights	0%	80.0%	0%	0%	80.0%	100%	96.8%	100%	0%	96.9%	87.5%	93.0%	0%	0%	92.8%	88.9%	50.0%	100%	0%	83.3%	94.6%
Articulated Trucks	0	0	0	0	0	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	12
% Articulated Trucks	0%	0%	0%	0%	0%	0%	1.8%	0%	0%	1.7%	0%	3.3%	0%	0%	3.2%	0%	0%	0%	0%	0%	2.2%
Buses and Single-Unit Trucks	0	1	0	0	1	0	4	0	0	4	1	8	0	0	9	1	2	0	0	3	17
% Buses and Single-Unit Trucks	0%	20.0%	0%	0%	20.0%	0%	1.4%	0%	0%	1.4%	12.5%	3.7%	0%	0%	4.1%	11.1%	50.0%	0%	0%	16.7%	3.2%

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

East Chicago Street & North 16th Avenue - TMC

Wed Aug 30, 2023

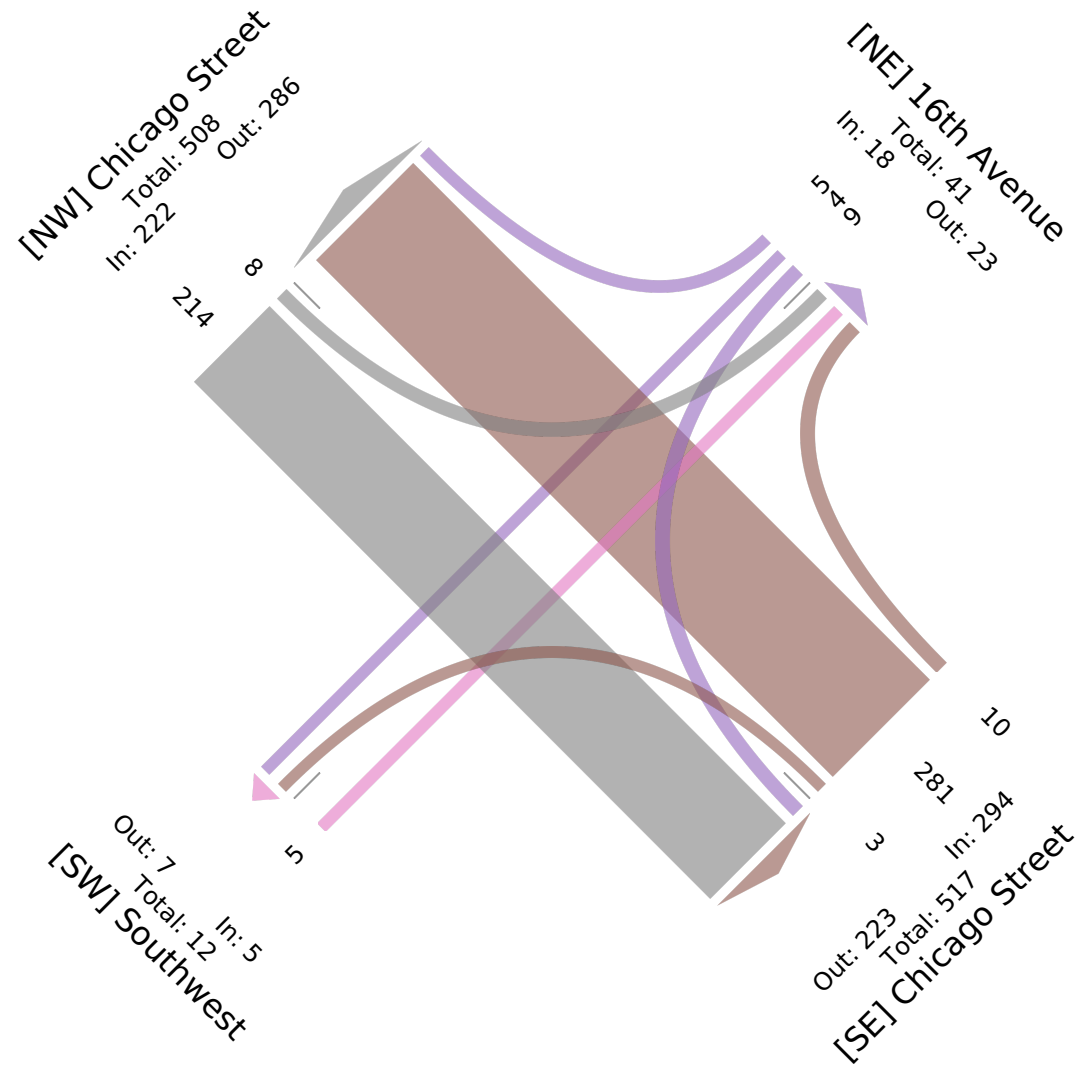
AM Peak (7:30 AM - 8:30 AM)

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

All Movements

ID: 1105551, Location: 43.663075, -116.675597

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



East Chicago Street & North 16th Avenue - TMC

Wed Aug 30, 2023

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

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

All Movements

ID: 1105551, Location: 43.663075, -116.675597

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

Leg Direction	Southwest Northeastbound					Chicago Street Northwestbound					Chicago Street Southeastbound					16th Avenue Southwestbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2023-08-30 4:15PM	0	2	0	0	2	1	87	5	0	93	2	58	0	0	60	1	0	2	0	3	158
4:30PM	3	0	2	0	5	1	74	3	0	78	3	66	0	0	69	2	3	1	0	6	158
4:45PM	2	1	1	0	4	0	67	1	0	68	0	55	0	0	55	2	1	2	0	5	132
5:00PM	2	0	1	0	3	0	78	1	0	79	2	110	0	0	112	4	1	3	0	8	202
Total	7	3	4	0	14	2	306	10	0	318	7	289	0	0	296	9	5	8	0	22	650
% Approach	50.0%	21.4%	28.6%	0%	-	0.6%	96.2%	3.1%	0%	-	2.4%	97.6%	0%	0%	-	40.9%	22.7%	36.4%	0%	-	-
% Total	1.1%	0.5%	0.6%	0%	2.2%	0.3%	47.1%	1.5%	0%	48.9%	1.1%	44.5%	0%	0%	45.5%	1.4%	0.8%	1.2%	0%	3.4%	-
PHF	0.583	0.375	0.500	-	0.700	0.500	0.879	0.500	-	0.855	0.583	0.657	-	-	0.661	0.563	0.417	0.667	-	0.688	0.804
Lights	7	3	4	0	14	2	300	9	0	311	5	281	0	0	286	9	5	7	0	21	632
% Lights	100%	100%	100%	0%	100%	100%	98.0%	90.0%	0%	97.8%	71.4%	97.2%	0%	0%	96.6%	100%	100%	87.5%	0%	95.5%	97.2%
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	4
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0.3%	0%	0%	0.3%	14.3%	0.7%	0%	0%	1.0%	0%	0%	0%	0%	0%	0.6%
Buses and Single-Unit Trucks	0	0	0	0	0	0	5	1	0	6	1	6	0	0	7	0	0	1	0	1	14
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	1.6%	10.0%	0%	1.9%	14.3%	2.1%	0%	0%	2.4%	0%	0%	12.5%	0%	4.5%	2.2%

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

East Chicago Street & North 16th Avenue - TMC

Wed Aug 30, 2023

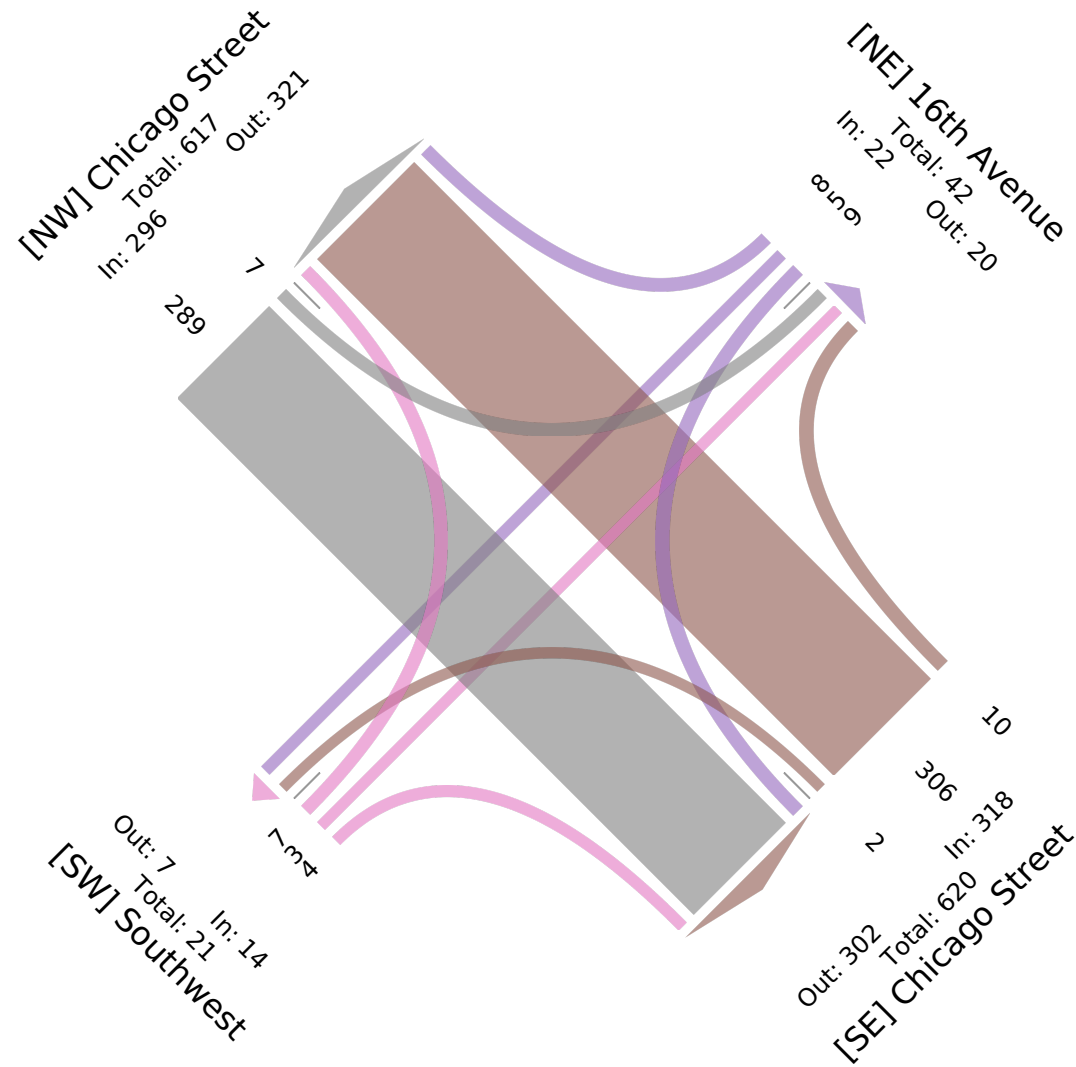
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

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

All Movements

ID: 1105551, Location: 43.663075, -116.675597

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



Franklin Road & South 21st Avenue - TMC

Thu Aug 31, 2023

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 1105550, Location: 43.66198, -116.666713

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

Leg Direction	21st Avenue Northeastbound						Commercial Way Northwestbound						Franklin Road Southeastbound						21st Avenue Southwestbound						
Time	L	T	R	U	RR	App	L	T	R	U	RR	App	L	T	R	U	RR	App	L	T	R	U	RR	App	Int
2023-08-31 7:00AM	0	203	10	0	1	214	7	1	0	0	0	8	15	6	0	0	0	21	3	100	11	0	6	120	363
7:15AM	1	155	8	0	3	167	5	2	0	0	3	10	25	4	1	0	0	30	6	105	11	0	10	132	339
7:30AM	1	130	10	0	1	142	9	1	0	0	3	13	11	3	2	0	0	16	11	126	19	0	14	170	341
7:45AM	1	136	10	0	5	152	9	4	4	0	2	19	13	5	1	0	0	19	41	172	37	1	17	268	458
Hourly Total	3	624	38	0	10	675	30	8	4	0	8	50	64	18	4	0	0	86	61	503	78	1	47	690	1501
8:00AM	1	123	12	0	1	137	9	14	4	0	5	32	15	5	2	0	0	22	10	129	33	0	7	179	370
8:15AM	0	123	9	0	1	133	15	4	2	0	1	22	14	5	1	0	0	20	5	132	32	0	3	172	347
8:30AM	2	133	5	0	1	141	14	5	2	0	3	24	14	4	2	0	0	20	0	127	27	0	2	156	341
8:45AM	1	138	11	0	1	151	16	12	2	0	1	31	18	4	2	0	0	24	2	130	29	0	3	164	370
Hourly Total	4	517	37	0	4	562	54	35	10	0	10	109	61	18	7	0	0	86	17	518	121	0	15	671	1428
4:00PM	3	167	6	0	0	176	49	21	8	0	4	82	23	4	0	0	0	27	2	235	20	0	11	268	553
4:15PM	2	179	8	0	0	189	26	11	6	0	1	44	29	2	0	0	0	31	6	255	13	0	10	284	548
4:30PM	3	173	2	0	4	182	27	12	9	0	1	49	30	2	0	0	0	32	7	248	16	0	6	277	540
4:45PM	4	172	4	0	0	180	20	16	3	0	3	42	31	6	1	0	0	38	5	233	14	1	9	262	522
Hourly Total	12	691	20	0	4	727	122	60	26	0	9	217	113	14	1	0	0	128	20	971	63	1	36	1091	2163
5:00PM	3	202	3	0	0	208	10	13	5	0	1	29	67	3	1	0	1	72	3	228	25	0	21	277	586
5:15PM	1	188	9	0	0	198	7	8	5	0	3	23	33	1	0	0	0	34	5	224	19	0	10	258	513
5:30PM	8	171	7	0	0	186	12	5	3	0	2	22	20	0	3	0	1	24	7	220	25	1	15	268	500
5:45PM	2	162	5	0	0	169	12	6	0	0	1	19	26	0	0	0	1	27	2	215	23	0	7	247	462
Hourly Total	14	723	24	0	0	761	41	32	13	0	7	93	146	4	4	0	3	157	17	887	92	1	53	1050	2061
Total	33	2555	119	0	18	2725	247	135	53	0	34	469	384	54	16	0	3	457	115	2879	354	3	151	3502	7153
% Approach	1.2%	93.8%	4.4%	0%	0.7%	-	52.7%	28.8%	11.3%	0%	7.2%	-	84.0%	11.8%	3.5%	0%	0.7%	-	3.3%	82.2%	10.1%	0.1%	4.3%	-	-
% Total	0.5%	35.7%	1.7%	0%	0.3%	38.1%	3.5%	1.9%	0.7%	0%	0.5%	6.6%	5.4%	0.8%	0.2%	0%	0%	6.4%	1.6%	40.2%	4.9%	0%	2.1%	49.0%	-
Lights	32	2493	109	0	18	2652	240	129	48	0	29	446	370	54	13	0	3	440	108	2815	332	3	136	3394	6932
% Lights	97.0%	97.6%	91.6%	0%	100%	97.3%	97.2%	95.6%	90.6%	0%	85.3%	95.1%	96.4%	100%	81.3%	0%	100%	96.3%	93.9%	97.8%	93.8%	100%	90.1%	96.9%	96.9%
Articulated Trucks	0	21	2	0	0	23	1	3	3	0	0	7	11	0	1	0	0	12	3	21	19	0	11	54	96
% Articulated Trucks	0%	0.8%	1.7%	0%	0%	0.8%	0.4%	2.2%	5.7%	0%	0%	1.5%	2.9%	0%	6.3%	0%	0%	2.6%	2.6%	0.7%	5.4%	0%	7.3%	1.5%	1.3%
Buses and Single-Unit Trucks	1	41	8	0	0	50	6	3	2	0	5	16	3	0	2	0	0	5	4	43	3	0	4	54	125
% Buses and Single-Unit Trucks	3.0%	1.6%	6.7%	0%	0%	1.8%	2.4%	2.2%	3.8%	0%	14.7%	3.4%	0.8%	0%	12.5%	0%	0%	1.1%	3.5%	1.5%	0.8%	0%	2.6%	1.5%	1.7%

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

Franklin Road & South 21st Avenue - TMC

Thu Aug 31, 2023

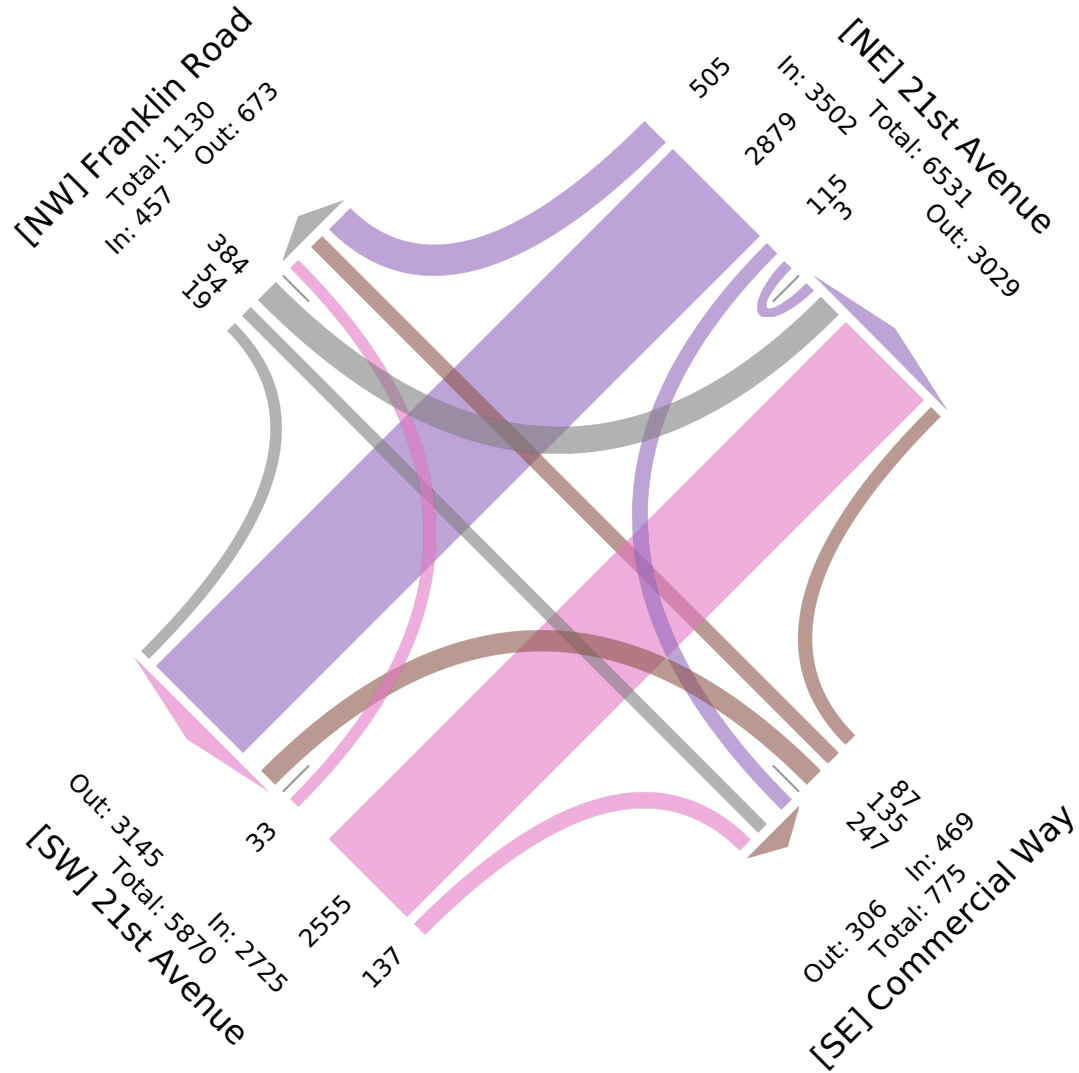
Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 1105550, Location: 43.66198, -116.666713

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



Franklin Road & South 21st Avenue - TMC

Thu Aug 31, 2023

AM Peak (7:30 AM - 8:30 AM)

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

All Movements

ID: 1105550, Location: 43.66198, -116.666713

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

Leg Direction	21st Avenue Northeastbound						Commercial Way Northwestbound						Franklin Road Southeastbound						21st Avenue Southwestbound						
Time	L	T	R	U	RR	App	L	T	R	U	RR	App	L	T	R	U	RR	App	L	T	R	U	RR	App	Int
2023-08-31 7:30AM	1	130	10	0	1	142	9	1	0	0	3	13	11	3	2	0	0	16	11	126	19	0	14	170	341
7:45AM	1	136	10	0	5	152	9	4	4	0	2	19	13	5	1	0	0	19	41	172	37	1	17	268	458
8:00AM	1	123	12	0	1	137	9	14	4	0	5	32	15	5	2	0	0	22	10	129	33	0	7	179	370
8:15AM	0	123	9	0	1	133	15	4	2	0	1	22	14	5	1	0	0	20	5	132	32	0	3	172	347
Total	3	512	41	0	8	564	42	23	10	0	11	86	53	18	6	0	0	77	67	559	121	1	41	789	1516
% Approach	0.5%	90.8%	7.3%	0%	1.4%	-	48.8%	26.7%	11.6%	0%	12.8%	-	68.8%	23.4%	7.8%	0%	0%	-	8.5%	70.8%	15.3%	0.1%	5.2%	-	-
% Total	0.2%	33.8%	2.7%	0%	0.5%	37.2%	2.8%	1.5%	0.7%	0%	0.7%	5.7%	3.5%	1.2%	0.4%	0%	0%	5.1%	4.4%	36.9%	8.0%	0.1%	2.7%	52.0%	-
PHF	0.750	0.941	0.854	-	0.400	0.928	0.700	0.411	0.625	-	0.550	0.672	0.883	0.900	0.750	-	-	0.875	0.409	0.813	0.818	0.250	0.603	0.736	0.828
Lights	3	499	38	0	8	548	41	21	8	0	11	81	49	18	4	0	0	71	64	537	113	1	37	752	1452
% Lights	100%	97.5%	92.7%	0%	100%	97.2%	97.6%	91.3%	80.0%	0%	100%	94.2%	92.5%	100%	66.7%	0%	0%	92.2%	95.5%	96.1%	93.4%	100%	90.2%	95.3%	95.8%
Articulated Trucks	0	4	0	0	0	4	0	2	0	0	0	2	3	0	0	0	0	3	1	9	7	0	2	19	28
% Articulated Trucks	0%	0.8%	0%	0%	0%	0.7%	0%	8.7%	0%	0%	0%	2.3%	5.7%	0%	0%	0%	0%	3.9%	1.5%	1.6%	5.8%	0%	4.9%	2.4%	1.8%
Buses and Single-Unit Trucks	0	9	3	0	0	12	1	0	2	0	0	3	1	0	2	0	0	3	2	13	1	0	2	18	36
% Buses and Single-Unit Trucks	0%	1.8%	7.3%	0%	0%	2.1%	2.4%	0%	20.0%	0%	0%	3.5%	1.9%	0%	33.3%	0%	0%	3.9%	3.0%	2.3%	0.8%	0%	4.9%	2.3%	2.4%

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

Franklin Road & South 21st Avenue - TMC

Thu Aug 31, 2023

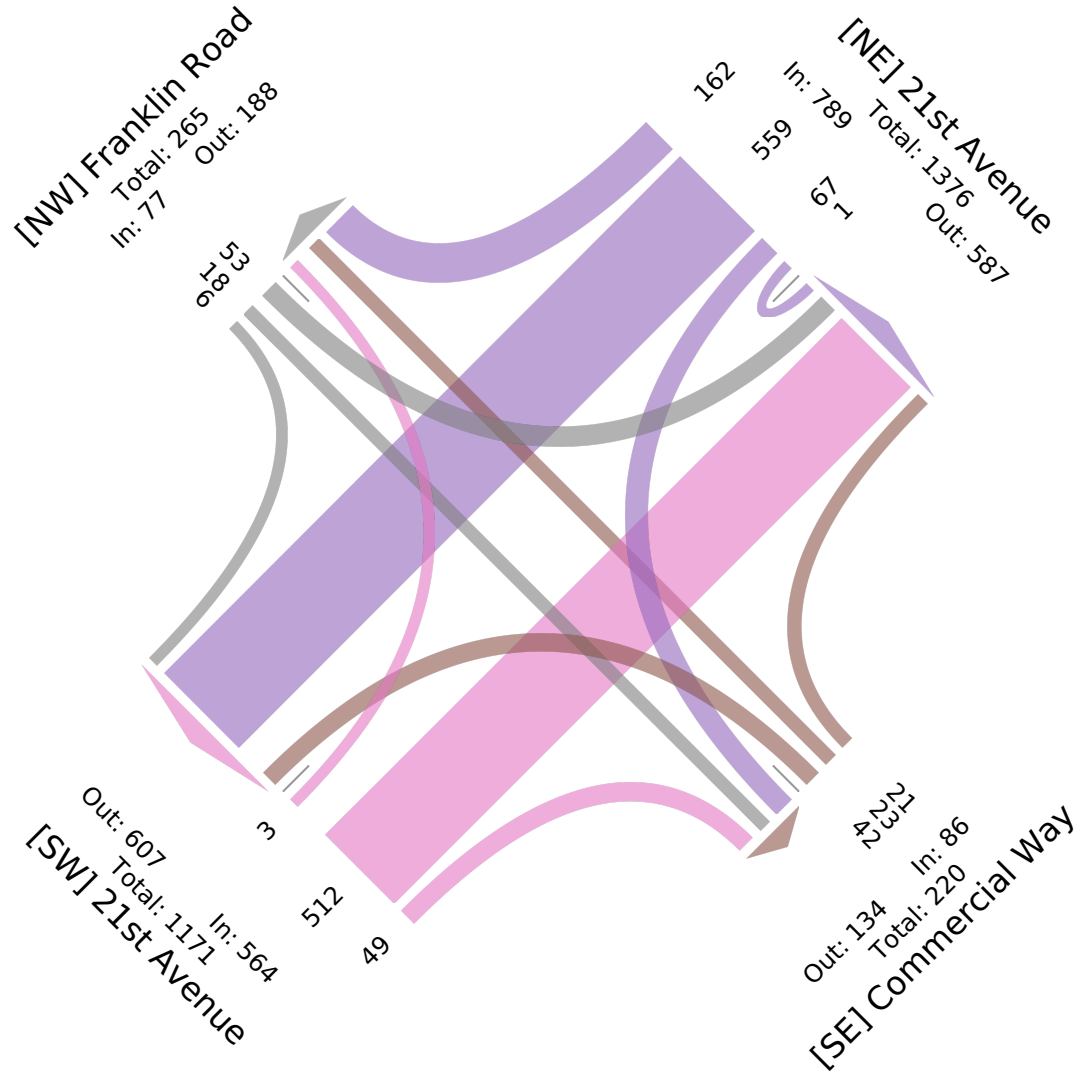
AM Peak (7:30 AM - 8:30 AM)

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

All Movements

ID: 1105550, Location: 43.66198, -116.666713

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



Franklin Road & South 21st Avenue - TMC

Thu Aug 31, 2023

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

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

All Movements

ID: 1105550, Location: 43.66198, -116.666713

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

Leg Direction	21st Avenue Northeastbound						Commercial Way Northwestbound						Franklin Road Southeastbound						21st Avenue Southwestbound						
Time	L	T	R	U	RR	App	L	T	R	U	RR	App	L	T	R	U	RR	App	L	T	R	U	RR	App	Int
2023-08-31 4:15PM	2	179	8	0	0	189	26	11	6	0	1	44	29	2	0	0	0	31	6	255	13	0	10	284	548
4:30PM	3	173	2	0	4	182	27	12	9	0	1	49	30	2	0	0	0	32	7	248	16	0	6	277	540
4:45PM	4	172	4	0	0	180	20	16	3	0	3	42	31	6	1	0	0	38	5	233	14	1	9	262	522
5:00PM	3	202	3	0	0	208	10	13	5	0	1	29	67	3	1	0	1	72	3	228	25	0	21	277	586
Total	12	726	17	0	4	759	83	52	23	0	6	164	157	13	2	0	1	173	21	964	68	1	46	1100	2196
% Approach	1.6%	95.7%	2.2%	0%	0.5%	-	50.6%	31.7%	14.0%	0%	3.7%	-	90.8%	7.5%	1.2%	0%	0.6%	-	1.9%	87.6%	6.2%	0.1%	4.2%	-	-
% Total	0.5%	33.1%	0.8%	0%	0.2%	34.6%	3.8%	2.4%	1.0%	0%	0.3%	7.5%	7.1%	0.6%	0.1%	0%	0%	7.9%	1.0%	43.9%	3.1%	0%	2.1%	50.1%	-
PHF	0.750	0.899	0.531	-	0.250	0.912	0.769	0.813	0.639	-	0.500	0.837	0.586	0.542	0.500	-	0.250	0.601	0.750	0.945	0.680	0.250	0.548	0.968	0.937
Lights	11	713	17	0	4	745	80	50	22	0	6	158	153	13	2	0	1	169	18	951	62	1	40	1072	2144
% Lights	91.7%	98.2%	100%	0%	100%	98.2%	96.4%	96.2%	95.7%	0%	100%	96.3%	97.5%	100%	100%	0%	100%	97.7%	85.7%	98.7%	91.2%	100%	87.0%	97.5%	97.6%
Articulated Trucks	0	4	0	0	0	4	1	0	1	0	0	2	4	0	0	0	0	4	1	3	5	0	5	14	24
% Articulated Trucks	0%	0.6%	0%	0%	0%	0.5%	1.2%	0%	4.3%	0%	0%	1.2%	2.5%	0%	0%	0%	0%	2.3%	4.8%	0.3%	7.4%	0%	10.9%	1.3%	1.1%
Buses and Single-Unit Trucks	1	9	0	0	0	10	2	2	0	0	0	4	0	0	0	0	0	0	2	10	1	0	1	14	28
% Buses and Single-Unit Trucks	8.3%	1.2%	0%	0%	0%	1.3%	2.4%	3.8%	0%	0%	0%	2.4%	0%	0%	0%	0%	0%	0%	9.5%	1.0%	1.5%	0%	2.2%	1.3%	1.3%

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

Franklin Road & South 21st Avenue - TMC

Thu Aug 31, 2023

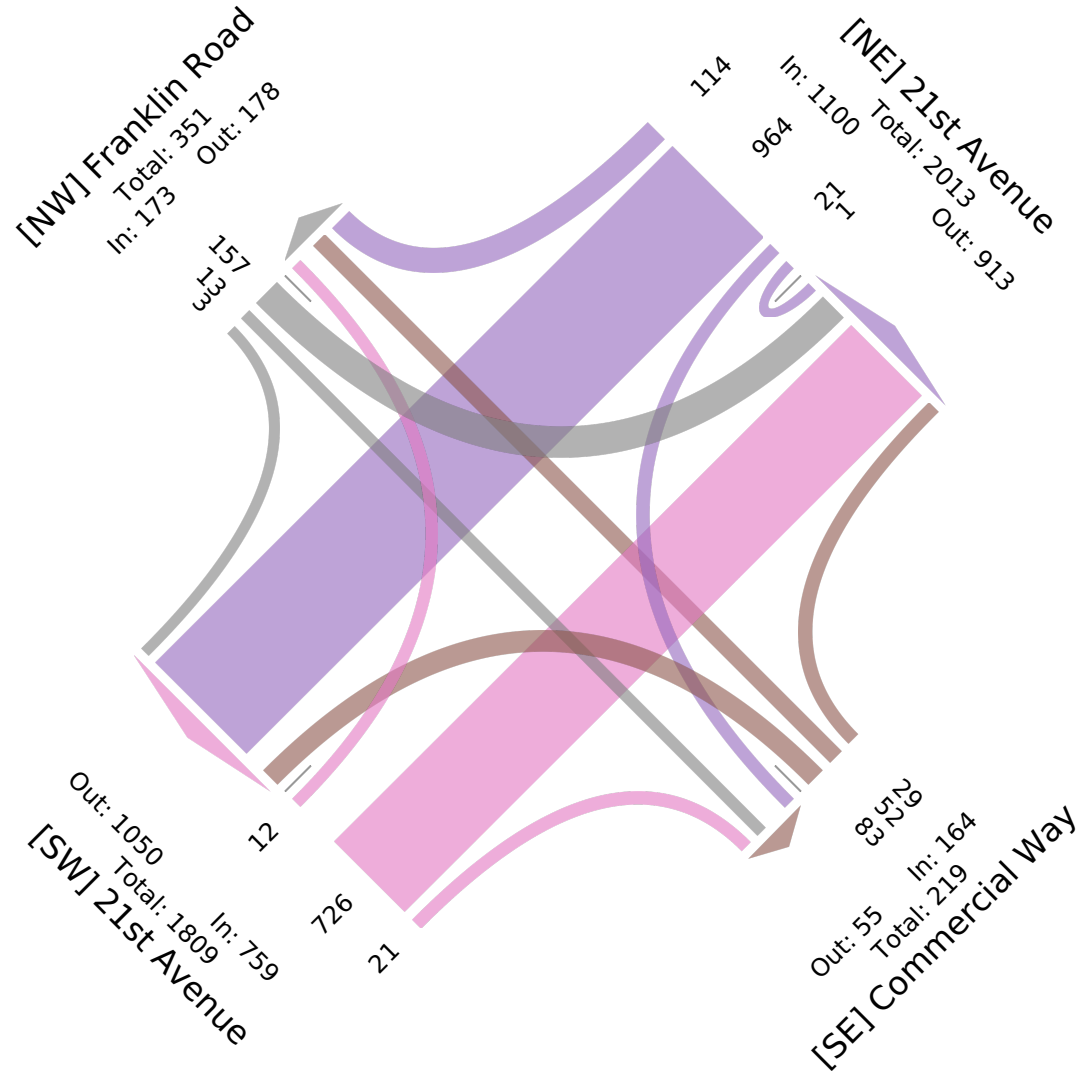
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

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

All Movements

ID: 1105550, Location: 43.66198, -116.666713

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





APPENDIX D
ITE TRIP GENERATION INFORMATION

Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

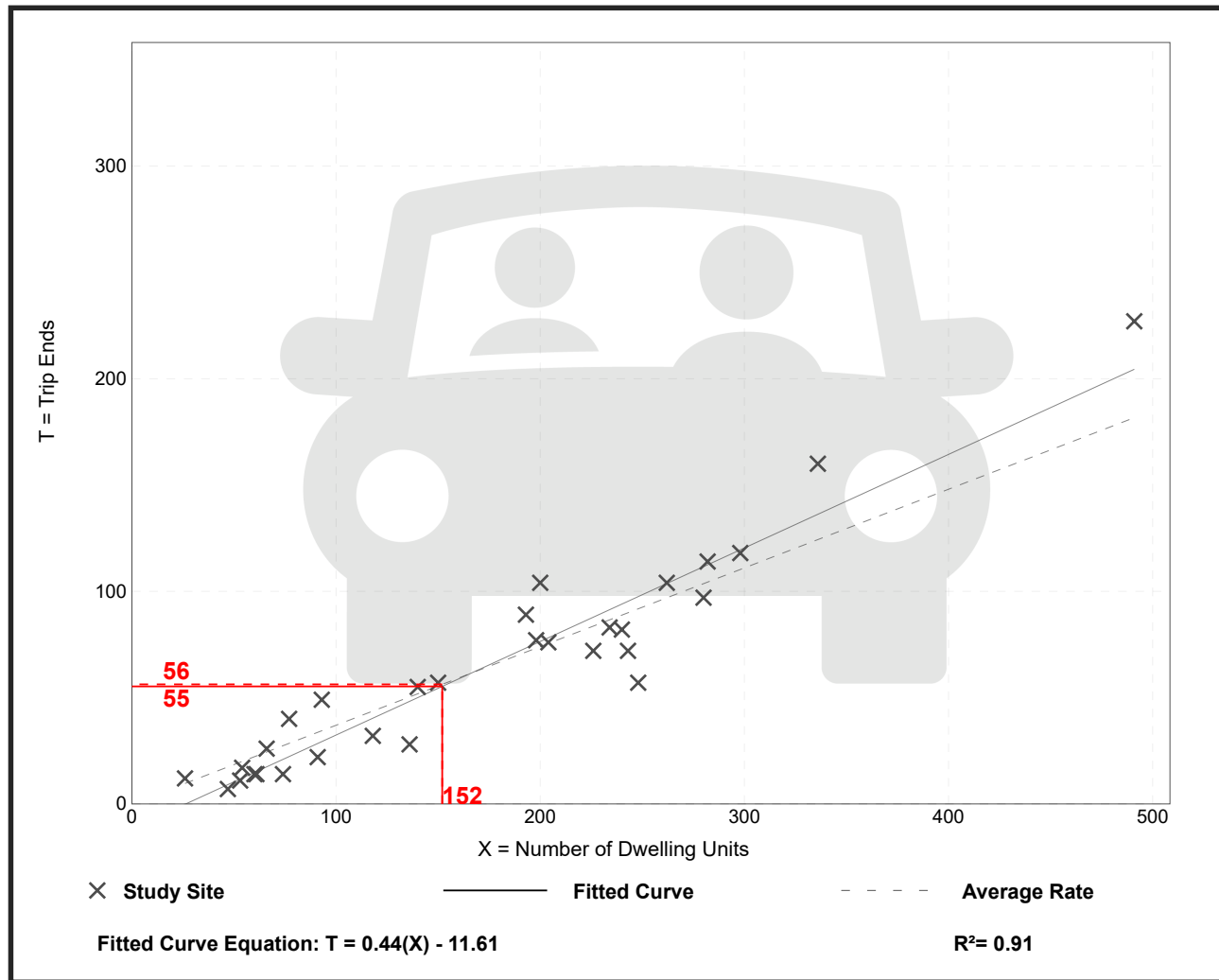
Setting/Location: General Urban/Suburban

Number of Studies: 30
 Avg. Num. of Dwelling Units: 173
 Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



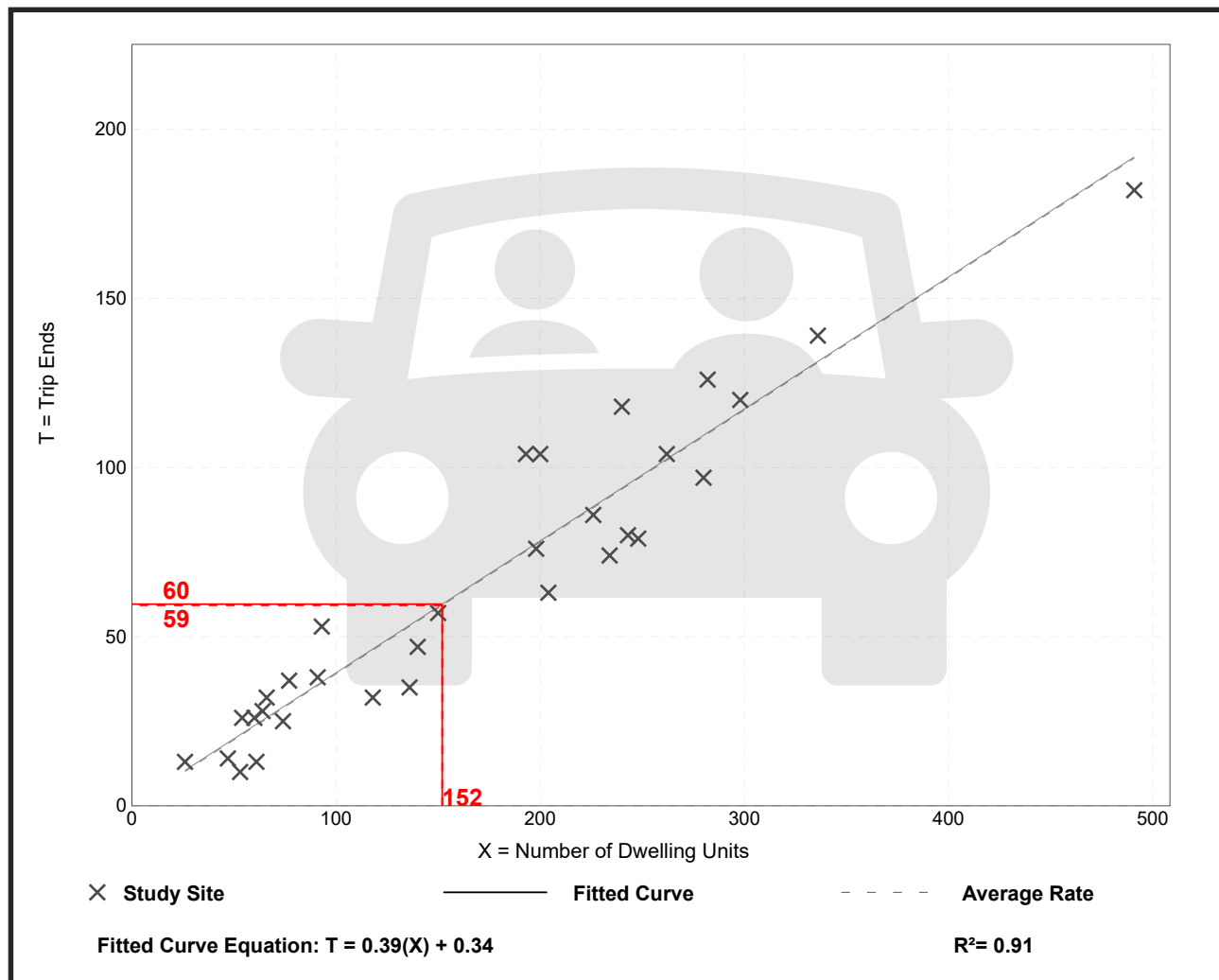
Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 31
 Avg. Num. of Dwelling Units: 169
 Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

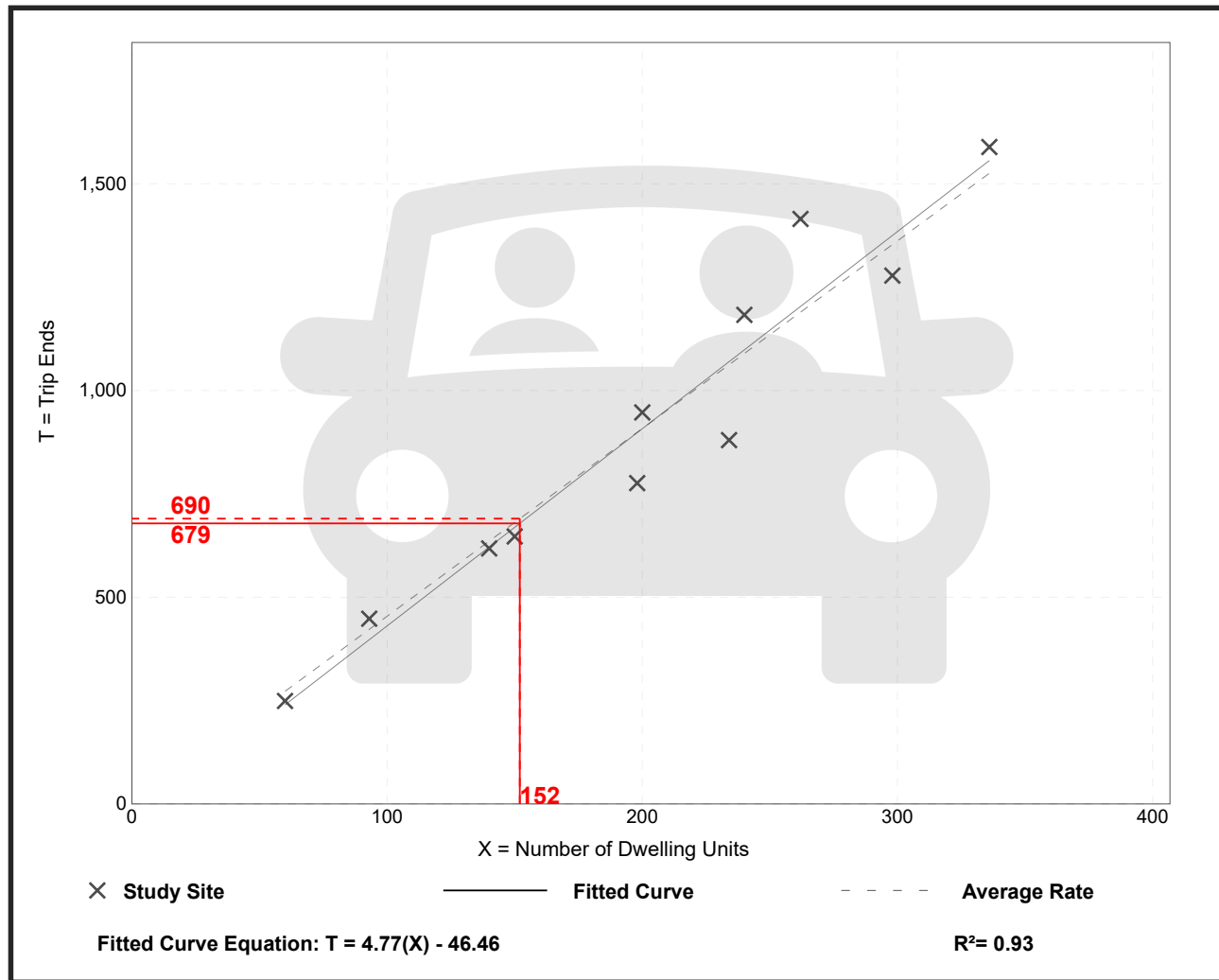
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation





APPENDIX E
SYNCHRO REPORTS FOR OPERATIONAL ANALYSES



Existing Analysis

Intersection

Int Delay, s/veh 0.6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	8	0	10	1	0	14	7	753	8	39	948	9
Future Vol, veh/h	8	0	10	1	0	14	7	753	8	39	948	9
Conflicting Peds, #/hr	0	0	0	1	0	1	2	0	3	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	11	1	0	16	8	846	9	44	1065	10

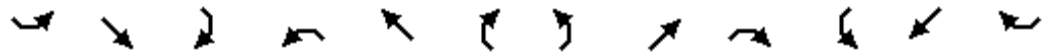
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1600	2034	541	1492	2035	432	1077	0	0	858	0	0
Stage 1	1160	1160	-	870	870	-	-	-	-	-	-	-
Stage 2	440	874	-	622	1165	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	71	56	485	85	56	572	643	-	-	779	-	-
Stage 1	208	268	-	313	367	-	-	-	-	-	-	-
Stage 2	566	365	-	441	267	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	65	52	484	78	52	570	642	-	-	777	-	-
Mov Cap-2 Maneuver	156	151	-	193	155	-	-	-	-	-	-	-
Stage 1	205	252	-	308	361	-	-	-	-	-	-	-
Stage 2	543	360	-	406	251	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	20.7	12.4	0.1	0.4
HCM LOS	C	B		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	642	-	-	504	250	777	-
HCM Lane V/C Ratio	0.012	-	-	0.033	0.081	0.056	-
HCM Control Delay (s)	10.7	-	-	12.4	20.7	9.9	-
HCM Lane LOS	B	-	-	B	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.2	-

HCM 6th Signalized Intersection Summary
2: 10th Avenue & Chicago Street

2023 Existing AM



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	75	66	37	45	87	66	68	585	59	152	733	57
Future Volume (veh/h)	75	66	37	45	87	66	68	585	59	152	733	57
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	77	30	52	101	62	79	680	62	177	852	65
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	205	80	93	153	94	120	949	86	227	1164	89
Arrive On Green	0.07	0.16	0.16	0.05	0.14	0.14	0.07	0.29	0.29	0.13	0.35	0.35
Sat Flow, veh/h	1781	1281	499	1781	1085	666	1781	3293	300	1781	3346	255
Grp Volume(v), veh/h	87	0	107	52	0	163	79	367	375	177	452	465
Grp Sat Flow(s),veh/h/ln	1781	0	1781	1781	0	1751	1781	1777	1816	1781	1777	1824
Q Serve(g_s), s	2.3	0.0	2.6	1.4	0.0	4.3	2.1	8.9	9.0	4.7	10.8	10.8
Cycle Q Clear(g_c), s	2.3	0.0	2.6	1.4	0.0	4.3	2.1	8.9	9.0	4.7	10.8	10.8
Prop In Lane	1.00		0.28	1.00		0.38	1.00		0.17	1.00		0.14
Lane Grp Cap(c), veh/h	127	0	285	93	0	246	120	512	524	227	618	635
V/C Ratio(X)	0.69	0.00	0.38	0.56	0.00	0.66	0.66	0.72	0.72	0.78	0.73	0.73
Avail Cap(c_a), veh/h	203	0	682	184	0	652	210	699	714	350	839	861
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(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	0.0	18.1	22.4	0.0	19.7	22.0	15.4	15.4	20.4	13.8	13.8
Incr Delay (d2), s/veh	6.4	0.0	0.8	5.2	0.0	3.0	5.9	2.2	2.2	6.0	2.2	2.1
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	2.0	0.0	1.8	1.2	0.0	3.2	1.8	5.9	6.1	3.7	6.8	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	0.0	19.0	27.6	0.0	22.7	27.9	17.6	17.6	26.4	16.0	15.9
LnGrp LOS	C	A	B	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		194			215			821			1094	
Approach Delay, s/veh		23.1			23.9			18.6			17.6	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.6	18.4	7.0	12.2	7.8	21.3	7.9	11.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	19.0	5.0	18.5	5.7	22.8	5.5	18.0				
Max Q Clear Time (g_c+I1), s	6.7	11.0	3.4	4.6	4.1	12.8	4.3	6.3				
Green Ext Time (p_c), s	0.1	2.8	0.0	0.4	0.0	4.0	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay				19.0								
HCM 6th LOS				B								

Intersection

Int Delay, s/veh 0.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	214	3	2	268	15	5	1	3	9	0	6
Future Vol, veh/h	8	214	3	2	268	15	5	1	3	9	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	278	4	3	348	19	6	1	4	12	0	8

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	367	0	0	282
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1192	-	-	1280
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1192	-	-	1280
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.3	0.1	13.4	13.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	442	1280	-	-	1192	-	-
HCM Lane V/C Ratio	0.026	0.002	-	-	0.009	-	-
HCM Control Delay (s)	13.4	7.8	0	-	8	0	-
HCM Lane LOS	B	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-

Intersection

Int Delay, s/veh 0.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	214	0	3	281	10	0	5	0	9	4	5
Future Vol, veh/h	8	214	0	3	281	10	0	5	0	9	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	274	0	4	360	13	0	6	0	12	5	6

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	373	0	0	274
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1185	-	-	1289
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1185	-	-	1289
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.3	0.1	14.9	14.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	371	1289	-	-	1185	-	419
HCM Lane V/C Ratio	0.017	0.003	-	-	0.009	-	0.055
HCM Control Delay (s)	14.9	7.8	0	-	8.1	0	14.1
HCM Lane LOS	B	A	A	-	A	A	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	0.2

HCM 6th Signalized Intersection Summary
 5: 21st Avenue & Commercial Way & Franklin Road

2023 Existing AM



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↔↔	↑	↔	↔	↔		↔	↕↕		↔	↕↕	↔
Traffic Volume (veh/h)	53	18	6	42	23	21	3	512	49	67	559	162
Future Volume (veh/h)	53	18	6	42	23	21	3	512	49	67	559	162
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	22	7	51	28	12	4	617	49	81	673	146
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	656	556	83	427	183	227	877	70	292	1127	503
Arrive On Green	0.05	0.35	0.35	0.05	0.34	0.34	0.01	0.26	0.26	0.06	0.32	0.32
Sat Flow, veh/h	3456	1870	1585	1781	1242	532	1781	3335	265	1781	3554	1585
Grp Volume(v), veh/h	64	22	7	51	0	40	4	328	338	81	673	146
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	0	1775	1781	1777	1823	1781	1777	1585
Q Serve(g_s), s	1.1	0.5	0.2	1.8	0.0	1.0	0.1	10.7	10.8	2.1	10.2	4.4
Cycle Q Clear(g_c), s	1.1	0.5	0.2	1.8	0.0	1.0	0.1	10.7	10.8	2.1	10.2	4.4
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	183	656	556	83	0	610	227	467	479	292	1127	503
V/C Ratio(X)	0.35	0.03	0.01	0.62	0.00	0.07	0.02	0.70	0.70	0.28	0.60	0.29
Avail Cap(c_a), veh/h	404	656	556	180	0	610	370	1038	1065	338	2076	926
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(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	13.7	13.6	30.0	0.0	14.1	15.6	21.4	21.4	16.4	18.5	16.5
Incr Delay (d2), s/veh	1.1	0.1	0.0	7.2	0.0	0.2	0.0	1.9	1.9	0.5	0.5	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	0.9	0.4	0.1	1.6	0.0	0.7	0.1	7.7	7.9	1.4	6.9	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	13.8	13.6	37.3	0.0	14.3	15.6	23.3	23.3	16.9	19.0	16.8
LnGrp LOS	C	B	B	D	A	B	B	C	C	B	B	B
Approach Vol, veh/h		93			91			670			900	
Approach Delay, s/veh		25.3			27.2			23.3			18.4	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	26.6	8.3	21.4	7.5	27.0	4.8	24.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	21.5	5.5	37.5	6.5	22.5	5.5	37.5				
Max Q Clear Time (g_c+I1), s	3.1	3.0	4.1	12.8	3.8	2.5	2.1	12.2				
Green Ext Time (p_c), s	0.0	0.1	0.0	4.1	0.0	0.1	0.0	5.3				
Intersection Summary												
HCM 6th Ctrl Delay				21.1								
HCM 6th LOS				C								

Intersection												
Int Delay, s/veh	0.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		+			+		↑	↑↑		↑	↑↑	
Traffic Vol, veh/h	13	1	8	2	2	49	13	1282	5	32	963	26
Future Vol, veh/h	13	1	8	2	2	49	13	1282	5	32	963	26
Conflicting Peds, #/hr	0	0	0	1	0	1	6	0	7	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1	8	2	2	51	13	1322	5	33	993	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1768	2439	517	1922	2450	672	1026	0	0	1334	0	0
Stage 1	1079	1079	-	1358	1358	-	-	-	-	-	-	-
Stage 2	689	1360	-	564	1092	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	53	31	503	40	31	398	673	-	-	513	-	-
Stage 1	233	293	-	157	215	-	-	-	-	-	-	-
Stage 2	402	215	-	478	289	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	42	28	500	36	28	395	669	-	-	510	-	-
Mov Cap-2 Maneuver	138	110	-	115	117	-	-	-	-	-	-	-
Stage 1	227	272	-	153	209	-	-	-	-	-	-	-
Stage 2	340	209	-	438	268	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	27.3		17.9		0.1		0.4	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	669	-	-	334	184	510	-
HCM Lane V/C Ratio	0.02	-	-	0.164	0.123	0.065	-
HCM Control Delay (s)	10.5	-	-	17.9	27.3	12.5	-
HCM Lane LOS	B	-	-	C	D	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.4	0.2	-

HCM 6th Signalized Intersection Summary
2: 10th Avenue & Chicago Street

2023 Existing PM



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	197	92	55	97	125	146	58	829	14	74	771	84
Future Volume (veh/h)	197	92	55	97	125	146	58	829	14	74	771	84
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	203	95	57	100	129	132	60	855	10	76	795	81
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	287	172	130	164	168	94	1085	13	107	1006	102
Arrive On Green	0.14	0.26	0.26	0.07	0.19	0.19	0.05	0.30	0.30	0.06	0.31	0.31
Sat Flow, veh/h	1781	1095	657	1781	847	867	1781	3598	42	1781	3256	332
Grp Volume(v), veh/h	203	0	152	100	0	261	60	422	443	76	434	442
Grp Sat Flow(s),veh/h/ln	1781	0	1752	1781	0	1714	1781	1777	1863	1781	1777	1811
Q Serve(g_s), s	6.6	0.0	4.2	3.3	0.0	8.6	2.0	12.9	12.9	2.5	13.2	13.3
Cycle Q Clear(g_c), s	6.6	0.0	4.2	3.3	0.0	8.6	2.0	12.9	12.9	2.5	13.2	13.3
Prop In Lane	1.00		0.38	1.00		0.51	1.00		0.02	1.00		0.18
Lane Grp Cap(c), veh/h	252	0	459	130	0	331	94	536	562	107	549	559
V/C Ratio(X)	0.80	0.00	0.33	0.77	0.00	0.79	0.64	0.79	0.79	0.71	0.79	0.79
Avail Cap(c_a), veh/h	345	0	582	294	0	520	153	659	691	165	671	684
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(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	0.0	17.7	27.0	0.0	22.8	27.5	19.0	19.0	27.4	18.7	18.7
Incr Delay (d2), s/veh	9.4	0.0	0.4	9.3	0.0	4.2	6.9	5.2	4.9	8.3	5.2	5.1
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	5.8	0.0	2.9	3.0	0.0	6.5	1.7	9.2	9.6	2.2	9.4	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	0.0	18.1	36.3	0.0	27.0	34.5	24.1	23.9	35.7	24.0	23.9
LnGrp LOS	C	A	B	D	A	C	C	C	C	D	C	C
Approach Vol, veh/h		355			361			925			952	
Approach Delay, s/veh		27.2			29.6			24.7			24.9	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	22.4	8.8	20.0	7.6	22.8	12.9	16.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	22.0	9.8	19.7	5.1	22.4	11.5	18.0				
Max Q Clear Time (g_c+I1), s	4.5	14.9	5.3	6.2	4.0	15.3	8.6	10.6				
Green Ext Time (p_c), s	0.0	3.0	0.1	0.6	0.0	3.1	0.2	0.9				

Intersection Summary

HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C

Intersection												
Int Delay, s/veh	0.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	6	270	3	6	314	6	7	2	6	5	0	12
Future Vol, veh/h	6	270	3	6	314	6	7	2	6	5	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	329	4	7	383	7	9	2	7	6	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	390	0	0	333	0	0	753	749	331	751	748	387
Stage 1	-	-	-	-	-	-	345	345	-	401	401	-
Stage 2	-	-	-	-	-	-	408	404	-	350	347	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1169	-	-	1226	-	-	326	341	711	327	341	661
Stage 1	-	-	-	-	-	-	671	636	-	626	601	-
Stage 2	-	-	-	-	-	-	620	599	-	666	635	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1169	-	-	1226	-	-	315	336	711	318	336	661
Mov Cap-2 Maneuver	-	-	-	-	-	-	315	336	-	318	336	-
Stage 1	-	-	-	-	-	-	666	632	-	622	597	-
Stage 2	-	-	-	-	-	-	602	595	-	652	631	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.2			0.1			14.2			12.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	410	1226	-	-	1169	-	502
HCM Lane V/C Ratio	0.045	0.006	-	-	0.006	-	0.041
HCM Control Delay (s)	14.2	8	0	-	8.1	0	12.5
HCM Lane LOS	B	A	A	-	A	A	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	0.1

Intersection

Int Delay, s/veh 1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	7	289	0	2	306	10	7	3	4	9	5	8
Future Vol, veh/h	7	289	0	2	306	10	7	3	4	9	5	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	361	0	3	383	13	9	4	5	11	6	10


























Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	396	0	0	361
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1163	-	-	1198
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1163	-	-	1198
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0.1	15.4	15
HCM LOS			C	C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	363	1198	-	-	1163	-	386
HCM Lane V/C Ratio	0.048	0.002	-	-	0.008	-	0.071
HCM Control Delay (s)	15.4	8	0	-	8.1	0	15
HCM Lane LOS	C	A	A	-	A	A	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	0.2

HCM 6th Signalized Intersection Summary
 5: 21st Avenue & Commercial Way & Franklin Road

2023 Existing PM

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	 							 			 	
Traffic Volume (veh/h)	157	13	3	83	52	29	12	726	21	21	964	114
Future Volume (veh/h)	157	13	3	83	52	29	12	726	21	21	964	114
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	14	2	88	55	25	13	772	18	22	1026	72
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	556	471	114	348	158	189	1292	30	272	1325	591
Arrive On Green	0.08	0.30	0.30	0.06	0.29	0.29	0.02	0.36	0.36	0.02	0.37	0.37
Sat Flow, veh/h	3456	1870	1585	1781	1217	553	1781	3550	83	1781	3554	1585
Grp Volume(v), veh/h	167	14	2	88	0	80	13	386	404	22	1026	72
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	0	1771	1781	1777	1855	1781	1777	1585
Q Serve(g_s), s	3.4	0.4	0.1	3.5	0.0	2.4	0.3	12.7	12.7	0.6	18.3	2.1
Cycle Q Clear(g_c), s	3.4	0.4	0.1	3.5	0.0	2.4	0.3	12.7	12.7	0.6	18.3	2.1
Prop In Lane	1.00		1.00	1.00		0.31	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	262	556	471	114	0	505	189	647	675	272	1325	591
V/C Ratio(X)	0.64	0.03	0.00	0.77	0.00	0.16	0.07	0.60	0.60	0.08	0.77	0.12
Avail Cap(c_a), veh/h	600	556	471	250	0	505	284	876	915	352	1752	782
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(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	17.9	17.8	33.2	0.0	19.2	15.9	18.6	18.6	14.8	19.9	14.8
Incr Delay (d2), s/veh	2.6	0.1	0.0	10.5	0.0	0.7	0.2	0.9	0.9	0.1	1.6	0.1
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	2.6	0.3	0.0	3.2	0.0	1.9	0.2	8.5	8.8	0.4	11.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	18.0	17.8	43.7	0.0	19.9	16.1	19.5	19.5	14.9	21.5	14.9
LnGrp LOS	C	B	B	D	A	B	B	B	B	B	C	B
Approach Vol, veh/h		183			168			803			1120	
Approach Delay, s/veh		33.4			32.4			19.4			21.0	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	25.1	6.3	30.7	9.1	25.9	5.6	31.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.5	19.0	5.0	35.5	10.1	21.4	5.0	35.5				
Max Q Clear Time (g_c+I1), s	5.4	4.4	2.6	14.7	5.5	2.4	2.3	20.3				
Green Ext Time (p_c), s	0.3	0.3	0.0	4.8	0.1	0.0	0.0	6.5				
Intersection Summary												
HCM 6th Ctrl Delay				22.3								
HCM 6th LOS				C								



2025 Background Analysis

HCM 6th TWSC
1: 10th Avenue & Elgin Street

09/26/2023

Intersection												
Int Delay, s/veh	0.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	8	0	11	1	0	15	7	799	8	41	1006	10
Future Vol, veh/h	8	0	11	1	0	15	7	799	8	41	1006	10
Conflicting Peds, #/hr	0	0	0	1	0	1	2	0	3	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	12	1	0	17	8	888	9	46	1118	11

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1679	2134	568	1564	2135	453	1131	0	0	900	0	0
Stage 1	1218	1218	-	912	912	-	-	-	-	-	-	-
Stage 2	461	916	-	652	1223	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	62	49	466	75	49	554	613	-	-	751	-	-
Stage 1	191	251	-	295	351	-	-	-	-	-	-	-
Stage 2	550	349	-	423	250	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	57	45	465	69	45	552	612	-	-	749	-	-
Mov Cap-2 Maneuver	143	140	-	181	144	-	-	-	-	-	-	-
Stage 1	188	235	-	290	345	-	-	-	-	-	-	-
Stage 2	526	343	-	386	234	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	21.5		12.6		0.1		0.4	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	612	-	-	489	239	749	-
HCM Lane V/C Ratio	0.013	-	-	0.036	0.088	0.061	-
HCM Control Delay (s)	11	-	-	12.6	21.5	10.1	-
HCM Lane LOS	B	-	-	B	C	B	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.2	-

HCM 6th Signalized Intersection Summary

2: 10th Avenue & Chicago Street

09/26/2023



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	80	70	39	48	92	70	72	621	63	161	778	60
Future Volume (veh/h)	80	70	39	48	92	70	72	621	63	161	778	60
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	78	31	53	102	64	80	690	63	179	864	66
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	206	82	93	153	96	121	954	87	229	1172	90
Arrive On Green	0.07	0.16	0.16	0.05	0.14	0.14	0.07	0.29	0.29	0.13	0.35	0.35
Sat Flow, veh/h	1781	1273	506	1781	1075	674	1781	3293	300	1781	3346	256
Grp Volume(v), veh/h	89	0	109	53	0	166	80	372	381	179	459	471
Grp Sat Flow(s),veh/h/ln	1781	0	1779	1781	0	1749	1781	1777	1816	1781	1777	1824
Q Serve(g_s), s	2.4	0.0	2.7	1.4	0.0	4.4	2.1	9.2	9.2	4.8	11.1	11.1
Cycle Q Clear(g_c), s	2.4	0.0	2.7	1.4	0.0	4.4	2.1	9.2	9.2	4.8	11.1	11.1
Prop In Lane	1.00		0.28	1.00		0.39	1.00		0.17	1.00		0.14
Lane Grp Cap(c), veh/h	128	0	287	93	0	249	121	515	526	229	623	639
V/C Ratio(X)	0.70	0.00	0.38	0.57	0.00	0.67	0.66	0.72	0.72	0.78	0.74	0.74
Avail Cap(c_a), veh/h	200	0	673	182	0	644	200	690	706	346	835	858
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(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	0.0	18.3	22.6	0.0	19.9	22.3	15.6	15.6	20.7	13.9	13.9
Incr Delay (d2), s/veh	6.7	0.0	0.8	5.3	0.0	3.1	6.1	2.5	2.4	6.5	2.3	2.3
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	2.1	0.0	1.9	1.2	0.0	3.3	1.8	6.2	6.3	3.9	7.1	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	19.1	27.9	0.0	23.0	28.3	18.1	18.1	27.1	16.2	16.2
LnGrp LOS	C	A	B	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		198			219			833			1109	
Approach Delay, s/veh		23.5			24.2			19.1			18.0	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	18.7	7.1	12.4	7.8	21.6	8.0	11.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	19.0	5.0	18.5	5.5	23.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s	6.8	11.2	3.4	4.7	4.1	13.1	4.4	6.4				
Green Ext Time (p_c), s	0.1	2.8	0.0	0.4	0.0	4.1	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay				19.4								
HCM 6th LOS				B								

HCM 6th TWSC
3: 14th Avenue & Chicago Street

09/26/2023

Intersection												
Int Delay, s/veh	0.7											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	227	3	2	284	16	5	1	3	10	0	6
Future Vol, veh/h	8	227	3	2	284	16	5	1	3	10	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	252	3	2	316	18	6	1	3	11	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	334	0	0	255	0	0	605	610	254	603	602	325
Stage 1	-	-	-	-	-	-	272	272	-	329	329	-
Stage 2	-	-	-	-	-	-	333	338	-	274	273	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1225	-	-	1310	-	-	410	409	785	411	414	716
Stage 1	-	-	-	-	-	-	734	685	-	684	646	-
Stage 2	-	-	-	-	-	-	681	641	-	732	684	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1225	-	-	1310	-	-	403	405	785	405	409	716
Mov Cap-2 Maneuver	-	-	-	-	-	-	403	405	-	405	409	-
Stage 1	-	-	-	-	-	-	727	679	-	678	645	-
Stage 2	-	-	-	-	-	-	673	640	-	721	678	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.3			0.1			12.6			12.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	481	1310	-	-	1225	-	484
HCM Lane V/C Ratio	0.021	0.002	-	-	0.007	-	0.037
HCM Control Delay (s)	12.6	7.8	0	-	8	0	12.7
HCM Lane LOS	B	A	A	-	A	A	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	0.1

HCM 6th TWSC
4: Chicago Street & 16th Avenue

09/26/2023

Intersection												
Int Delay, s/veh	0.7											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	227	0	3	298	11	0	5	0	10	4	5
Future Vol, veh/h	8	227	0	3	298	11	0	5	0	10	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	252	0	3	331	12	0	6	0	11	4	6
























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	343	0	0	252	0	0	618	619	252	616	613	337
Stage 1	-	-	-	-	-	-	270	270	-	343	343	-
Stage 2	-	-	-	-	-	-	348	349	-	273	270	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1216	-	-	1313	-	-	402	404	787	403	408	705
Stage 1	-	-	-	-	-	-	736	686	-	672	637	-
Stage 2	-	-	-	-	-	-	668	633	-	733	686	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1216	-	-	1313	-	-	392	399	787	395	403	705
Mov Cap-2 Maneuver	-	-	-	-	-	-	392	399	-	395	403	-
Stage 1	-	-	-	-	-	-	729	680	-	666	635	-
Stage 2	-	-	-	-	-	-	656	631	-	720	680	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.3	0.1	14.2	13.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	399	1313	-	-	1216	-	449
HCM Lane V/C Ratio	0.014	0.003	-	-	0.007	-	0.047
HCM Control Delay (s)	14.2	7.7	0	-	8	0	13.4
HCM Lane LOS	B	A	A	-	A	A	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	0.1

HCM 6th Signalized Intersection Summary
 5: 21st Avenue & Commercial Way & Franklin Road

09/26/2023

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	56	19	6	45	24	22	3	543	52	71	593	172
Future Volume (veh/h)	56	19	6	45	24	22	3	543	52	71	593	172
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	21	7	50	27	12	3	603	49	79	659	145
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	661	560	82	426	189	227	862	70	292	1116	498
Arrive On Green	0.05	0.35	0.35	0.05	0.35	0.35	0.00	0.26	0.26	0.06	0.31	0.31
Sat Flow, veh/h	3456	1870	1585	1781	1227	545	1781	3329	270	1781	3554	1585
Grp Volume(v), veh/h	62	21	7	50	0	39	3	321	331	79	659	145
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	0	1772	1781	1777	1822	1781	1777	1585
Q Serve(g_s), s	1.1	0.5	0.2	1.8	0.0	0.9	0.1	10.4	10.5	2.0	9.9	4.4
Cycle Q Clear(g_c), s	1.1	0.5	0.2	1.8	0.0	0.9	0.1	10.4	10.5	2.0	9.9	4.4
Prop In Lane	1.00		1.00	1.00		0.31	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	181	661	560	82	0	615	227	460	472	292	1116	498
V/C Ratio(X)	0.34	0.03	0.01	0.61	0.00	0.06	0.01	0.70	0.70	0.27	0.59	0.29
Avail Cap(c_a), veh/h	407	661	560	182	0	615	374	1046	1072	341	2092	933
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(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	13.5	13.4	29.8	0.0	13.9	15.6	21.3	21.4	16.5	18.4	16.5
Incr Delay (d2), s/veh	1.1	0.1	0.0	7.1	0.0	0.2	0.0	1.9	1.9	0.5	0.5	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	0.8	0.4	0.1	1.6	0.0	0.7	0.1	7.5	7.7	1.4	6.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	13.6	13.4	36.9	0.0	14.1	15.6	23.3	23.3	16.9	18.9	16.8
LnGrp LOS	C	B	B	D	A	B	B	C	C	B	B	B
Approach Vol, veh/h		90			89			655			883	
Approach Delay, s/veh		25.0			26.9			23.2			18.4	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	26.6	8.3	21.0	7.4	27.0	4.8	24.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	21.5	5.5	37.5	6.5	22.5	5.5	37.5				
Max Q Clear Time (g_c+I1), s	3.1	2.9	4.0	12.5	3.8	2.5	2.1	11.9				
Green Ext Time (p_c), s	0.0	0.1	0.0	4.0	0.0	0.1	0.0	5.2				
Intersection Summary												
HCM 6th Ctrl Delay			21.0									
HCM 6th LOS			C									

HCM 6th TWSC
1: 10th Avenue & Elgin Street

09/26/2023

Intersection												
Int Delay, s/veh	0.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	14	1	8	2	2	52	14	1360	5	34	1022	28
Future Vol, veh/h	14	1	8	2	2	52	14	1360	5	34	1022	28
Conflicting Peds, #/hr	0	0	0	1	0	1	6	0	7	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	1	8	2	2	54	14	1402	5	35	1054	29

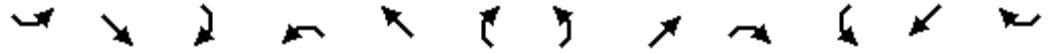
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1876	2587	549	2039	2599	712	1089	0	0	1414	0	0
Stage 1	1145	1145	-	1440	1440	-	-	-	-	-	-	-
Stage 2	731	1442	-	599	1159	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	44	25	480	33	24	375	636	-	-	478	-	-
Stage 1	212	272	-	139	196	-	-	-	-	-	-	-
Stage 2	379	196	-	455	268	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	34	22	477	30	21	372	632	-	-	475	-	-
Mov Cap-2 Maneuver	123	97	-	102	105	-	-	-	-	-	-	-
Stage 1	206	250	-	135	190	-	-	-	-	-	-	-
Stage 2	313	190	-	412	247	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	30.8		19		0.1		0.4	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	632	-	-	314	163	475	-
HCM Lane V/C Ratio	0.023	-	-	0.184	0.145	0.074	-
HCM Control Delay (s)	10.8	-	-	19	30.8	13.2	-
HCM Lane LOS	B	-	-	C	D	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.5	0.2	-

HCM 6th Signalized Intersection Summary
 2: 10th Avenue & Chicago Street

09/26/2023



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	209	98	58	103	133	155	62	879	15	79	818	89
Future Volume (veh/h)	209	98	58	103	133	155	62	879	15	79	818	89
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	215	101	60	106	137	141	64	906	11	81	843	86
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	295	175	137	167	172	94	1147	14	105	1059	108
Arrive On Green	0.15	0.27	0.27	0.08	0.20	0.20	0.05	0.32	0.32	0.06	0.33	0.33
Sat Flow, veh/h	1781	1100	653	1781	845	869	1781	3596	44	1781	3255	332
Grp Volume(v), veh/h	215	0	161	106	0	278	64	448	469	81	460	469
Grp Sat Flow(s),veh/h/ln	1781	0	1753	1781	0	1714	1781	1777	1863	1781	1777	1811
Q Serve(g_s), s	7.6	0.0	4.8	3.8	0.0	10.1	2.3	14.9	14.9	2.9	15.3	15.3
Cycle Q Clear(g_c), s	7.6	0.0	4.8	3.8	0.0	10.1	2.3	14.9	14.9	2.9	15.3	15.3
Prop In Lane	1.00		0.37	1.00		0.51	1.00		0.02	1.00		0.18
Lane Grp Cap(c), veh/h	262	0	470	137	0	340	94	567	594	105	578	589
V/C Ratio(X)	0.82	0.00	0.34	0.77	0.00	0.82	0.68	0.79	0.79	0.77	0.80	0.80
Avail Cap(c_a), veh/h	342	0	541	285	0	474	140	710	744	150	721	734
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(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	0.0	19.2	29.5	0.0	25.0	30.3	20.2	20.2	30.2	20.0	20.0
Incr Delay (d2), s/veh	11.4	0.0	0.4	8.8	0.0	7.7	8.4	4.8	4.6	13.9	5.0	4.9
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	7.0	0.0	3.4	3.4	0.0	8.1	2.1	10.4	10.7	2.9	10.6	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	0.0	19.6	38.3	0.0	32.7	38.7	25.0	24.8	44.1	25.0	24.9
LnGrp LOS	D	A	B	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		376			384			981			1010	
Approach Delay, s/veh		30.3			34.2			25.8			26.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	25.3	9.5	22.0	7.9	25.7	14.1	17.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	26.0	10.4	20.1	5.1	26.4	12.5	18.0				
Max Q Clear Time (g_c+I1), s	4.9	16.9	5.8	6.8	4.3	17.3	9.6	12.1				
Green Ext Time (p_c), s	0.0	3.8	0.1	0.7	0.0	3.8	0.2	0.8				
Intersection Summary												
HCM 6th Ctrl Delay				27.8								
HCM 6th LOS				C								

HCM 6th TWSC
 3: 14th Avenue & Chicago Street

09/26/2023

Intersection												
Int Delay, s/veh	0.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	286	3	6	333	6	7	2	6	5	0	13
Future Vol, veh/h	6	286	3	6	333	6	7	2	6	5	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	318	3	7	370	7	8	2	7	6	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	377	0	0	321	0	0	729	725	320	726	723	374
Stage 1	-	-	-	-	-	-	334	334	-	388	388	-
Stage 2	-	-	-	-	-	-	395	391	-	338	335	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1181	-	-	1239	-	-	338	352	721	340	352	672
Stage 1	-	-	-	-	-	-	680	643	-	636	609	-
Stage 2	-	-	-	-	-	-	630	607	-	676	643	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1181	-	-	1239	-	-	327	347	721	332	347	672
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	347	-	332	347	-
Stage 1	-	-	-	-	-	-	675	638	-	632	605	-
Stage 2	-	-	-	-	-	-	612	603	-	663	638	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.2			0.1			13.9			12.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	423	1239	-	-	1181	-	523
HCM Lane V/C Ratio	0.039	0.005	-	-	0.006	-	0.038
HCM Control Delay (s)	13.9	7.9	0	-	8.1	0	12.2
HCM Lane LOS	B	A	A	-	A	A	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	0.1

HCM 6th TWSC
4: Chicago Street & 16th Avenue

09/26/2023

Intersection												
Int Delay, s/veh	0.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	307	0	2	325	11	7	3	4	10	5	8
Future Vol, veh/h	7	307	0	2	325	11	7	3	4	10	5	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	341	0	2	361	12	8	3	4	11	6	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	373	0	0	341	0	0	736	734	341	732	728	367
Stage 1	-	-	-	-	-	-	357	357	-	371	371	-
Stage 2	-	-	-	-	-	-	379	377	-	361	357	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1185	-	-	1218	-	-	335	347	701	337	350	678
Stage 1	-	-	-	-	-	-	661	628	-	649	620	-
Stage 2	-	-	-	-	-	-	643	616	-	657	628	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1185	-	-	1218	-	-	324	344	701	330	347	678
Mov Cap-2 Maneuver	-	-	-	-	-	-	324	344	-	330	347	-
Stage 1	-	-	-	-	-	-	656	623	-	644	619	-
Stage 2	-	-	-	-	-	-	628	615	-	644	623	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0	14.6	14.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	389	1218	-	-	1185	-	407
HCM Lane V/C Ratio	0.04	0.002	-	-	0.007	-	0.063
HCM Control Delay (s)	14.6	8	0	-	8.1	0	14.4
HCM Lane LOS	B	A	A	-	A	A	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	0.2

HCM 6th Signalized Intersection Summary

5: 21st Avenue & Commercial Way & Franklin Road

09/26/2023



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↔↔	↑	↔	↔	↔		↔	↕↔		↔	↕↕	↔
Traffic Volume (veh/h)	167	14	3	88	55	31	13	770	22	22	1023	121
Future Volume (veh/h)	167	14	3	88	55	31	13	770	22	22	1023	121
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	15	2	94	59	27	14	819	19	23	1088	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	272	538	456	122	337	154	181	1336	31	266	1368	610
Arrive On Green	0.08	0.29	0.29	0.07	0.28	0.28	0.02	0.38	0.38	0.03	0.38	0.38
Sat Flow, veh/h	3456	1870	1585	1781	1215	556	1781	3550	82	1781	3554	1585
Grp Volume(v), veh/h	178	15	2	94	0	86	14	410	428	23	1088	80
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	0	1770	1781	1777	1856	1781	1777	1585
Q Serve(g_s), s	3.7	0.4	0.1	3.9	0.0	2.7	0.4	13.9	13.9	0.6	20.2	2.4
Cycle Q Clear(g_c), s	3.7	0.4	0.1	3.9	0.0	2.7	0.4	13.9	13.9	0.6	20.2	2.4
Prop In Lane	1.00		1.00	1.00		0.31	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	272	538	456	122	0	491	181	669	698	266	1368	610
V/C Ratio(X)	0.65	0.03	0.00	0.77	0.00	0.18	0.08	0.61	0.61	0.09	0.80	0.13
Avail Cap(c_a), veh/h	581	538	456	242	0	491	271	848	886	341	1697	757
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(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	19.0	18.9	34.1	0.0	20.4	16.2	18.8	18.8	14.8	20.3	14.8
Incr Delay (d2), s/veh	2.6	0.1	0.0	9.9	0.0	0.8	0.2	0.9	0.9	0.1	2.2	0.1
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	2.9	0.3	0.0	3.5	0.0	2.1	0.2	9.2	9.5	0.4	12.6	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	19.1	18.9	44.0	0.0	21.2	16.4	19.7	19.7	15.0	22.5	14.9
LnGrp LOS	D	B	B	D	A	C	B	B	B	B	C	B
Approach Vol, veh/h		195			180			852			1191	
Approach Delay, s/veh		34.4			33.1			19.6			21.8	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	25.1	6.4	32.5	9.6	25.9	5.8	33.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.5	19.0	5.0	35.5	10.1	21.4	5.0	35.5				
Max Q Clear Time (g_c+I1), s	5.7	4.7	2.6	15.9	5.9	2.4	2.4	22.2				
Green Ext Time (p_c), s	0.3	0.3	0.0	5.1	0.1	0.0	0.0	6.4				
Intersection Summary												
HCM 6th Ctrl Delay				22.9								
HCM 6th LOS				C								



2025 Plus Project Analysis

Intersection												
Int Delay, s/veh	0.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	8	0	11	1	0	20	7	799	8	43	1006	10
Future Vol, veh/h	8	0	11	1	0	20	7	799	8	43	1006	10
Conflicting Peds, #/hr	0	0	0	1	0	1	2	0	3	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	12	1	0	22	8	888	9	48	1118	11

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1683	2138	568	1568	2139	453	1131	0	0	900	0	0
Stage 1	1222	1222	-	912	912	-	-	-	-	-	-	-
Stage 2	461	916	-	656	1227	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	61	48	466	75	48	554	613	-	-	751	-	-
Stage 1	190	250	-	295	351	-	-	-	-	-	-	-
Stage 2	550	349	-	421	249	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	55	44	465	68	44	552	612	-	-	749	-	-
Mov Cap-2 Maneuver	142	139	-	180	143	-	-	-	-	-	-	-
Stage 1	187	234	-	290	345	-	-	-	-	-	-	-
Stage 2	520	343	-	383	233	-	-	-	-	-	-	-

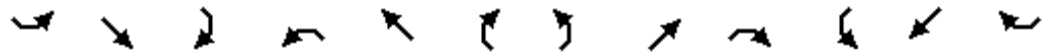
Approach	SE		NW		NE		SW	
HCM Control Delay, s	21.6		12.5		0.1		0.4	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	612	-	-	503	238	749	-
HCM Lane V/C Ratio	0.013	-	-	0.046	0.089	0.064	-
HCM Control Delay (s)	11	-	-	12.5	21.6	10.1	-
HCM Lane LOS	B	-	-	B	C	B	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.2	-

HCM 6th Signalized Intersection Summary

2: 10th Avenue & Chicago Street

10/31/2023



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	80	70	39	59	92	70	72	621	67	161	778	60
Future Volume (veh/h)	80	70	39	59	92	70	72	621	67	161	778	60
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	78	31	66	102	64	80	690	67	179	864	66
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	196	78	108	153	96	121	948	92	229	1172	90
Arrive On Green	0.07	0.15	0.15	0.06	0.14	0.14	0.07	0.29	0.29	0.13	0.35	0.35
Sat Flow, veh/h	1781	1273	506	1781	1075	674	1781	3273	318	1781	3346	256
Grp Volume(v), veh/h	89	0	109	66	0	166	80	374	383	179	459	471
Grp Sat Flow(s),veh/h/ln	1781	0	1779	1781	0	1749	1781	1777	1813	1781	1777	1824
Q Serve(g_s), s	2.4	0.0	2.7	1.8	0.0	4.4	2.1	9.3	9.3	4.8	11.1	11.1
Cycle Q Clear(g_c), s	2.4	0.0	2.7	1.8	0.0	4.4	2.1	9.3	9.3	4.8	11.1	11.1
Prop In Lane	1.00		0.28	1.00		0.39	1.00		0.18	1.00		0.14
Lane Grp Cap(c), veh/h	128	0	273	108	0	249	121	515	525	229	622	639
V/C Ratio(X)	0.70	0.00	0.40	0.61	0.00	0.67	0.66	0.73	0.73	0.78	0.74	0.74
Avail Cap(c_a), veh/h	200	0	673	182	0	643	200	690	704	346	835	858
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(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	0.0	18.7	22.4	0.0	19.9	22.3	15.6	15.6	20.7	13.9	13.9
Incr Delay (d2), s/veh	6.7	0.0	0.9	5.5	0.0	3.1	6.1	2.6	2.6	6.5	2.3	2.3
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	2.1	0.0	1.9	1.5	0.0	3.3	1.8	6.3	6.4	3.9	7.1	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	19.6	27.9	0.0	22.9	28.4	18.2	18.2	27.2	16.3	16.2
LnGrp LOS	C	A	B	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		198			232			837			1109	
Approach Delay, s/veh		23.8			24.4			19.2			18.0	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	18.7	7.5	12.0	7.8	21.6	8.0	11.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	19.0	5.0	18.5	5.5	23.0	5.5	18.0				
Max Q Clear Time (g_c+I1), s	6.8	11.3	3.8	4.7	4.1	13.1	4.4	6.4				
Green Ext Time (p_c), s	0.1	2.8	0.0	0.4	0.0	4.1	0.0	0.6				

Intersection Summary

HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Intersection												
Int Delay, s/veh	0.7											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	231	3	2	295	16	5	1	3	10	0	6
Future Vol, veh/h	8	231	3	2	295	16	5	1	3	10	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	257	3	2	328	18	6	1	3	11	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	346	0	0	260	0	0	622	627	259	620	619	337
Stage 1	-	-	-	-	-	-	277	277	-	341	341	-
Stage 2	-	-	-	-	-	-	345	350	-	279	278	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1213	-	-	1304	-	-	399	400	780	400	404	705
Stage 1	-	-	-	-	-	-	729	681	-	674	639	-
Stage 2	-	-	-	-	-	-	671	633	-	728	680	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1213	-	-	1304	-	-	392	396	780	394	400	705
Mov Cap-2 Maneuver	-	-	-	-	-	-	392	396	-	394	400	-
Stage 1	-	-	-	-	-	-	722	675	-	668	638	-
Stage 2	-	-	-	-	-	-	663	632	-	717	674	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.3	0	12.8	12.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	471	1304	-	-	1213	-	472
HCM Lane V/C Ratio	0.021	0.002	-	-	0.007	-	0.038
HCM Control Delay (s)	12.8	7.8	0	-	8	0	12.9
HCM Lane LOS	B	A	A	-	A	A	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	0.1

HCM 6th TWSC
4: Chicago Street & 16th Avenue

10/31/2023

Intersection

Int Delay, s/veh 1.6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	227	0	3	298	18	0	5	0	36	4	16
Future Vol, veh/h	12	227	0	3	298	18	0	5	0	36	4	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	252	0	3	331	20	0	6	0	40	4	18


























Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	351	0	0	252	0	0	636	635	252	628	625	341
Stage 1	-	-	-	-	-	-	278	278	-	347	347	-
Stage 2	-	-	-	-	-	-	358	357	-	281	278	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1208	-	-	1313	-	-	391	396	787	395	401	701
Stage 1	-	-	-	-	-	-	728	680	-	669	635	-
Stage 2	-	-	-	-	-	-	660	628	-	726	680	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1208	-	-	1313	-	-	373	390	787	386	395	701
Mov Cap-2 Maneuver	-	-	-	-	-	-	373	390	-	386	395	-
Stage 1	-	-	-	-	-	-	719	671	-	660	633	-
Stage 2	-	-	-	-	-	-	637	626	-	711	671	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.4	0.1	14.4	14.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	390	1313	-	-	1208	-	444
HCM Lane V/C Ratio	0.014	0.003	-	-	0.011	-	0.14
HCM Control Delay (s)	14.4	7.7	0	-	8	0	14.4
HCM Lane LOS	B	A	A	-	A	A	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	0.5

HCM 6th Signalized Intersection Summary
 5: 21st Avenue & Commercial Way & Franklin Road

10/31/2023

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	 							 			 	
Traffic Volume (veh/h)	77	19	6	45	24	22	3	543	52	71	593	179
Future Volume (veh/h)	77	19	6	45	24	22	3	543	52	71	593	179
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	21	7	50	27	12	3	603	49	79	659	153
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	661	560	82	415	184	226	862	70	292	1116	498
Arrive On Green	0.06	0.35	0.35	0.05	0.34	0.34	0.00	0.26	0.26	0.06	0.31	0.31
Sat Flow, veh/h	3456	1870	1585	1781	1227	545	1781	3329	270	1781	3554	1585
Grp Volume(v), veh/h	86	21	7	50	0	39	3	321	331	79	659	153
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	0	1772	1781	1777	1822	1781	1777	1585
Q Serve(g_s), s	1.5	0.5	0.2	1.8	0.0	0.9	0.1	10.4	10.5	2.0	9.9	4.7
Cycle Q Clear(g_c), s	1.5	0.5	0.2	1.8	0.0	0.9	0.1	10.4	10.5	2.0	9.9	4.7
Prop In Lane	1.00		1.00	1.00		0.31	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	212	661	560	82	0	599	226	460	472	292	1116	498
V/C Ratio(X)	0.41	0.03	0.01	0.61	0.00	0.07	0.01	0.70	0.70	0.27	0.59	0.31
Avail Cap(c_a), veh/h	407	661	560	182	0	599	373	1046	1072	341	2092	933
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(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	13.5	13.4	29.8	0.0	14.3	15.6	21.3	21.4	16.5	18.4	16.6
Incr Delay (d2), s/veh	1.2	0.1	0.0	7.1	0.0	0.2	0.0	1.9	1.9	0.5	0.5	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	1.2	0.4	0.1	1.6	0.0	0.7	0.1	7.5	7.7	1.4	6.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	13.6	13.4	36.9	0.0	14.5	15.6	23.3	23.3	16.9	18.9	16.9
LnGrp LOS	C	B	B	D	A	B	B	C	C	B	B	B
Approach Vol, veh/h		114			89			655			891	
Approach Delay, s/veh		26.0			27.1			23.2			18.4	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	26.0	8.3	21.0	7.4	27.0	4.8	24.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	21.5	5.5	37.5	6.5	22.5	5.5	37.5				
Max Q Clear Time (g_c+I1), s	3.5	2.9	4.0	12.5	3.8	2.5	2.1	11.9				
Green Ext Time (p_c), s	0.1	0.1	0.0	4.0	0.0	0.1	0.0	5.2				
Intersection Summary												
HCM 6th Ctrl Delay			21.1									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	13	0	0	42
Future Vol, veh/h	0	0	13	0	0	42
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	14	0	0	47

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	61	14	0	0	14	0
Stage 1	14	-	-	-	-	-
Stage 2	47	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	945	1066	-	-	1604	-
Stage 1	1009	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	945	1066	-	-	1604	-
Mov Cap-2 Maneuver	945	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	975	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1604	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th TWSC
1: 10th Avenue & Elgin Street

10/31/2023

Intersection												
Int Delay, s/veh	1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	14	1	8	2	2	56	14	1360	5	39	1022	28
Future Vol, veh/h	14	1	8	2	2	56	14	1360	5	39	1022	28
Conflicting Peds, #/hr	0	0	0	1	0	1	6	0	7	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	1	8	2	2	58	14	1402	5	40	1054	29

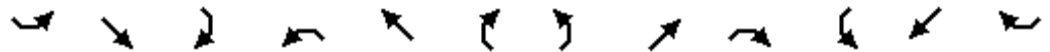
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1886	2597	549	2049	2609	712	1089	0	0	1414	0	0
Stage 1	1155	1155	-	1440	1440	-	-	-	-	-	-	-
Stage 2	731	1442	-	609	1169	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	43	25	480	32	24	375	636	-	-	478	-	-
Stage 1	209	269	-	139	196	-	-	-	-	-	-	-
Stage 2	379	196	-	449	265	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	33	22	477	28	21	372	632	-	-	475	-	-
Mov Cap-2 Maneuver	120	94	-	101	104	-	-	-	-	-	-	-
Stage 1	203	245	-	135	190	-	-	-	-	-	-	-
Stage 2	309	190	-	402	241	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	31.4		19.1		0.1		0.5	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	632	-	-	317	160	475	-
HCM Lane V/C Ratio	0.023	-	-	0.195	0.148	0.085	-
HCM Control Delay (s)	10.8	-	-	19.1	31.4	13.3	-
HCM Lane LOS	B	-	-	C	D	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.5	0.3	-

HCM 6th Signalized Intersection Summary
 2: 10th Avenue & Chicago Street

10/31/2023



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	209	98	58	109	133	155	62	879	24	79	818	89
Future Volume (veh/h)	209	98	58	109	133	155	62	879	24	79	818	89
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	215	101	60	112	137	141	64	906	21	81	843	86
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	290	172	145	167	172	94	1138	26	105	1064	109
Arrive On Green	0.15	0.26	0.26	0.08	0.20	0.20	0.05	0.32	0.32	0.06	0.33	0.33
Sat Flow, veh/h	1781	1100	653	1781	845	869	1781	3550	82	1781	3255	332
Grp Volume(v), veh/h	215	0	161	112	0	278	64	453	474	81	460	469
Grp Sat Flow(s),veh/h/ln	1781	0	1753	1781	0	1714	1781	1777	1856	1781	1777	1811
Q Serve(g_s), s	7.7	0.0	4.9	4.0	0.0	10.1	2.3	15.2	15.2	2.9	15.4	15.4
Cycle Q Clear(g_c), s	7.7	0.0	4.9	4.0	0.0	10.1	2.3	15.2	15.2	2.9	15.4	15.4
Prop In Lane	1.00		0.37	1.00		0.51	1.00		0.04	1.00		0.18
Lane Grp Cap(c), veh/h	262	0	462	145	0	339	94	569	595	105	581	592
V/C Ratio(X)	0.82	0.00	0.35	0.77	0.00	0.82	0.68	0.80	0.80	0.77	0.79	0.79
Avail Cap(c_a), veh/h	341	0	528	294	0	472	139	707	738	150	718	731
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(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	0.0	19.5	29.4	0.0	25.1	30.4	20.3	20.3	30.3	20.0	20.0
Incr Delay (d2), s/veh	11.5	0.0	0.4	8.4	0.0	7.8	8.5	5.1	4.9	14.2	4.9	4.8
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	7.1	0.0	3.5	3.6	0.0	8.1	2.1	10.6	10.9	2.9	10.6	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	0.0	20.0	37.8	0.0	32.9	38.9	25.4	25.2	44.5	24.9	24.8
LnGrp LOS	D	A	B	D	A	C	D	C	C	D	C	C
Approach Vol, veh/h		376			390			991			1010	
Approach Delay, s/veh		30.6			34.3			26.2			26.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	25.4	9.8	21.7	7.9	25.9	14.1	17.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	26.0	10.8	19.7	5.1	26.4	12.5	18.0				
Max Q Clear Time (g_c+I1), s	4.9	17.2	6.0	6.9	4.3	17.4	9.7	12.1				
Green Ext Time (p_c), s	0.0	3.7	0.1	0.6	0.0	3.8	0.2	0.8				
Intersection Summary												
HCM 6th Ctrl Delay				28.0								
HCM 6th LOS				C								

HCM 6th TWSC
3: 14th Avenue & Chicago Street

10/31/2023

Intersection												
Int Delay, s/veh	0.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	295	3	6	339	6	7	2	6	5	0	13
Future Vol, veh/h	6	295	3	6	339	6	7	2	6	5	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	328	3	7	377	7	8	2	7	6	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	384	0	0	331	0	0	746	742	330	743	740	381
Stage 1	-	-	-	-	-	-	344	344	-	395	395	-
Stage 2	-	-	-	-	-	-	402	398	-	348	345	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1174	-	-	1228	-	-	330	344	712	331	345	666
Stage 1	-	-	-	-	-	-	671	637	-	630	605	-
Stage 2	-	-	-	-	-	-	625	603	-	668	636	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1174	-	-	1228	-	-	319	339	712	323	340	666
Mov Cap-2 Maneuver	-	-	-	-	-	-	319	339	-	323	340	-
Stage 1	-	-	-	-	-	-	666	633	-	626	601	-
Stage 2	-	-	-	-	-	-	607	599	-	655	632	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.2			0.1			14.1			12.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	414	1228	-	-	1174	-	514
HCM Lane V/C Ratio	0.04	0.005	-	-	0.006	-	0.039
HCM Control Delay (s)	14.1	7.9	0	-	8.1	0	12.3
HCM Lane LOS	B	A	A	-	A	A	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	0.1

HCM 6th TWSC
4: Chicago Street & 16th Avenue

10/31/2023

Intersection

Int Delay, s/veh 1.4

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	307	0	2	325	33	7	3	4	24	5	14
Future Vol, veh/h	16	307	0	2	325	33	7	3	4	24	5	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	341	0	2	361	37	8	3	4	27	6	16



























Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	398	0	0	341	0	0	772	779	341	765	761	380
Stage 1	-	-	-	-	-	-	377	377	-	384	384	-
Stage 2	-	-	-	-	-	-	395	402	-	381	377	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1161	-	-	1218	-	-	317	327	701	320	335	667
Stage 1	-	-	-	-	-	-	644	616	-	639	611	-
Stage 2	-	-	-	-	-	-	630	600	-	641	616	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1161	-	-	1218	-	-	301	320	701	310	328	667
Mov Cap-2 Maneuver	-	-	-	-	-	-	301	320	-	310	328	-
Stage 1	-	-	-	-	-	-	632	604	-	627	610	-
Stage 2	-	-	-	-	-	-	608	599	-	621	604	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.4	0	15.3	15.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	365	1218	-	-	1161	-	- 378
HCM Lane V/C Ratio	0.043	0.002	-	-	0.015	-	- 0.126
HCM Control Delay (s)	15.3	8	0	-	8.1	0	- 15.9
HCM Lane LOS	C	A	A	-	A	A	- C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	- 0.4

HCM 6th Signalized Intersection Summary
 5: 21st Avenue & Commercial Way & Franklin Road

10/31/2023

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	 		 					 			 	
Traffic Volume (veh/h)	179	14	3	88	55	31	13	770	22	22	1023	139
Future Volume (veh/h)	179	14	3	88	55	31	13	770	22	22	1023	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	190	15	2	94	59	27	14	819	19	23	1088	99
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	538	456	122	332	152	181	1338	31	267	1369	611
Arrive On Green	0.08	0.29	0.29	0.07	0.27	0.27	0.02	0.38	0.38	0.03	0.39	0.39
Sat Flow, veh/h	3456	1870	1585	1781	1215	556	1781	3550	82	1781	3554	1585
Grp Volume(v), veh/h	190	15	2	94	0	86	14	410	428	23	1088	99
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	0	1770	1781	1777	1856	1781	1777	1585
Q Serve(g_s), s	4.0	0.4	0.1	3.9	0.0	2.8	0.4	13.9	13.9	0.6	20.2	3.0
Cycle Q Clear(g_c), s	4.0	0.4	0.1	3.9	0.0	2.8	0.4	13.9	13.9	0.6	20.2	3.0
Prop In Lane	1.00		1.00	1.00		0.31	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	286	538	456	122	0	483	181	669	699	267	1369	611
V/C Ratio(X)	0.66	0.03	0.00	0.77	0.00	0.18	0.08	0.61	0.61	0.09	0.79	0.16
Avail Cap(c_a), veh/h	581	538	456	242	0	483	270	848	885	341	1696	756
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(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	19.0	18.9	34.1	0.0	20.7	16.2	18.8	18.8	14.8	20.3	15.0
Incr Delay (d2), s/veh	2.6	0.1	0.0	9.9	0.0	0.8	0.2	0.9	0.9	0.1	2.2	0.1
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	3.1	0.3	0.0	3.5	0.0	2.1	0.3	9.2	9.5	0.4	12.6	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	19.1	18.9	44.0	0.0	21.5	16.4	19.7	19.7	15.0	22.4	15.1
LnGrp LOS	D	B	B	D	A	C	B	B	B	B	C	B
Approach Vol, veh/h		207			180			852			1210	
Approach Delay, s/veh		34.4			33.3			19.6			21.7	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	24.8	6.4	32.5	9.6	25.9	5.8	33.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.5	19.0	5.0	35.5	10.1	21.4	5.0	35.5				
Max Q Clear Time (g_c+I1), s	6.0	4.8	2.6	15.9	5.9	2.4	2.4	22.2				
Green Ext Time (p_c), s	0.3	0.3	0.0	5.1	0.1	0.0	0.0	6.5				
Intersection Summary												
HCM 6th Ctrl Delay				22.9								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	36	0	0	24
Future Vol, veh/h	0	0	36	0	0	24
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	40	0	0	27

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	67	40	0	0	40	0
Stage 1	40	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	938	1031	-	-	1570	-
Stage 1	982	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	938	1031	-	-	1570	-
Mov Cap-2 Maneuver	938	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	996	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1570	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

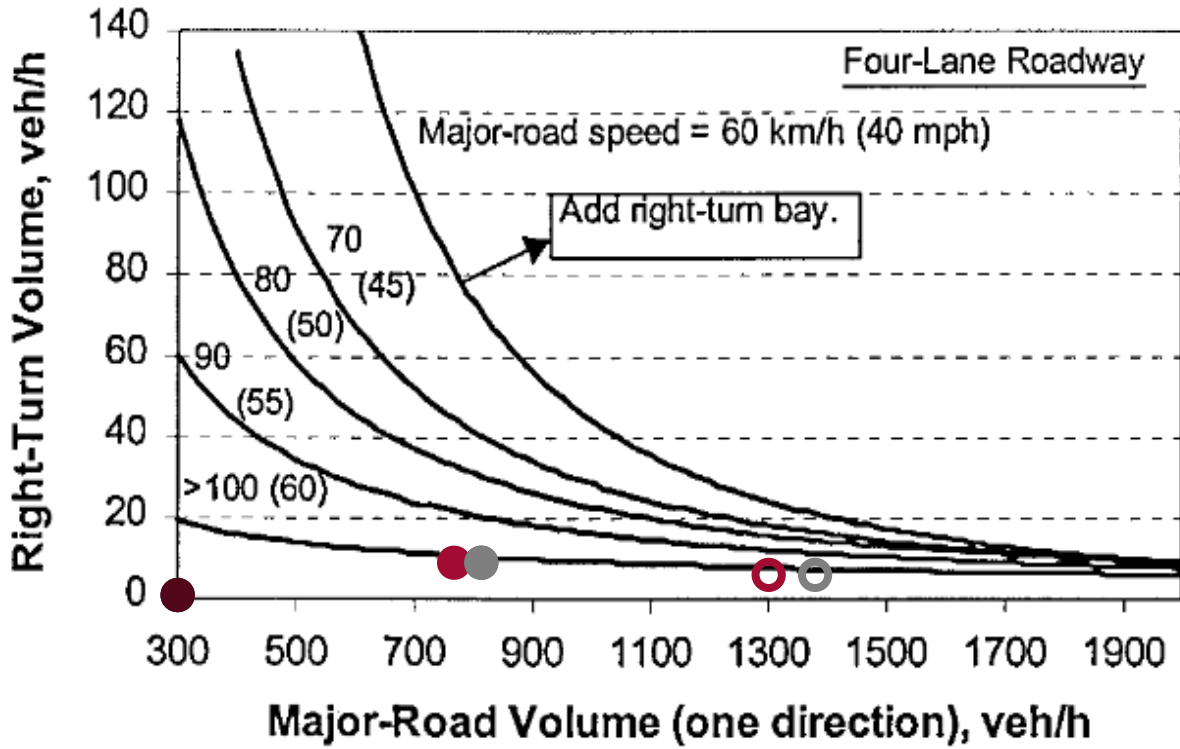


APPENDIX F
RIGHT-TURN LANE WARRANT FIGURES

Right-Turn Lane Analysis - Four Lane Roadway

Major Road: 10th Avenue
 Minor Road: Elgin Street
 Direction: Northeastbound

Speed: 35 mph

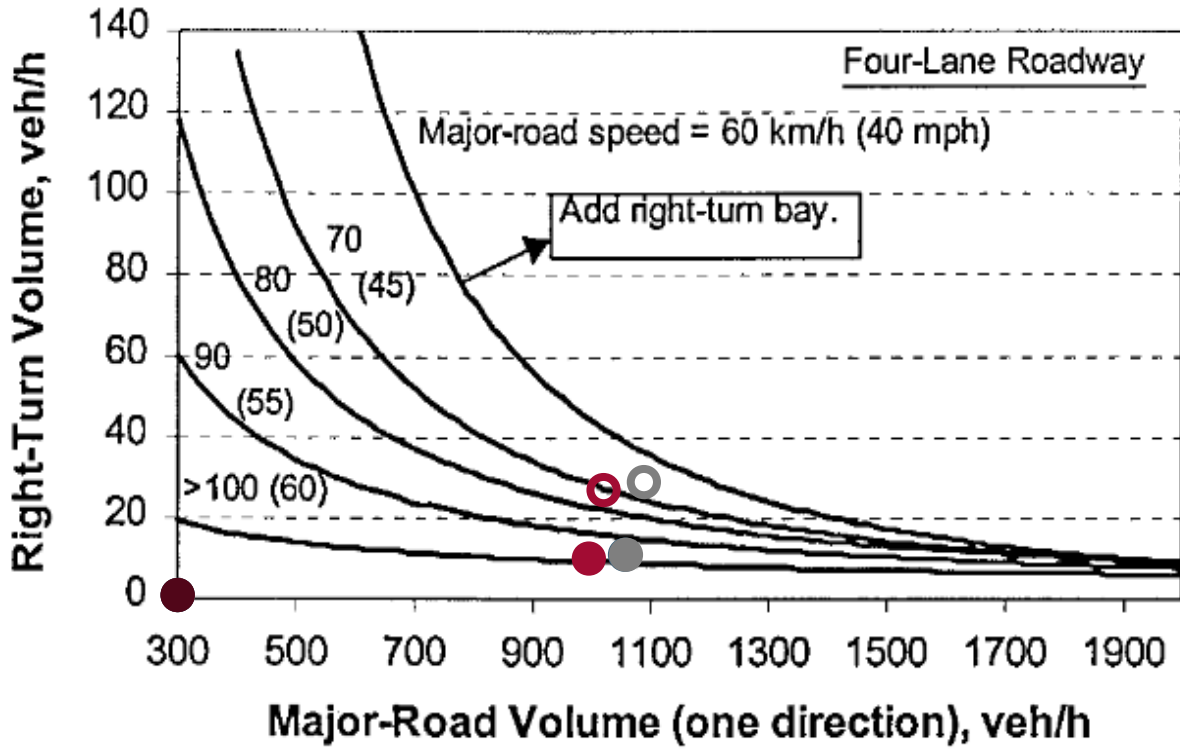


Result	AM	PM
Not Warranted	2023 Existing	● ○
	2025 Background	● ○
	2025 Plus Project	● ○
Notes:	● ○	● ○
	● ○	● ○

Right-Turn Lane Analysis - Four Lane Roadway

Major Road: 10th Avenue
 Minor Road: Elgin Street
 Direction: Southwestbound

Speed: 35 mph

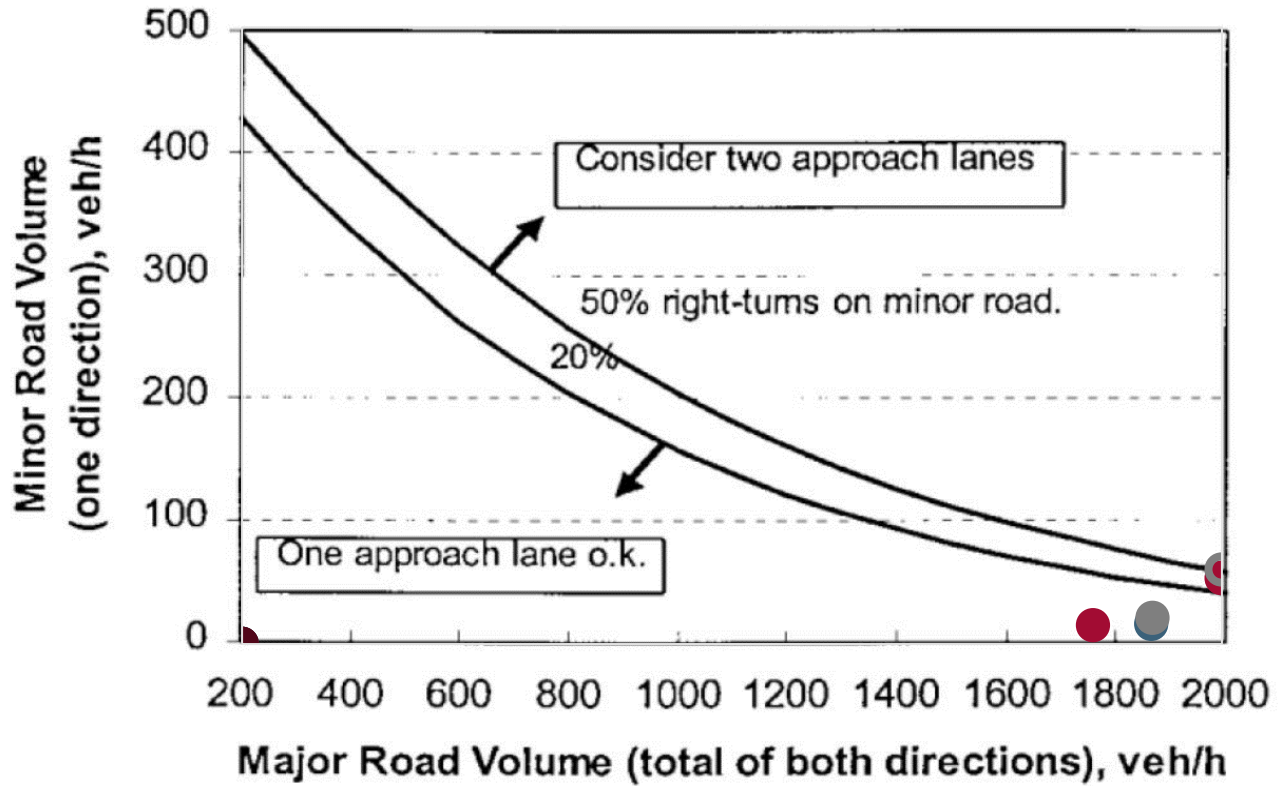


Result	AM	PM
Not Warranted	●	○
	●	○
	●	○
Notes:	●	○
	●	○

Minor Road Approach Turn Lane Analysis

Major Road: 10th Avenue
 Minor Road: Elgin Street
 Direction: Northwestbound

Right Turns: 95 %

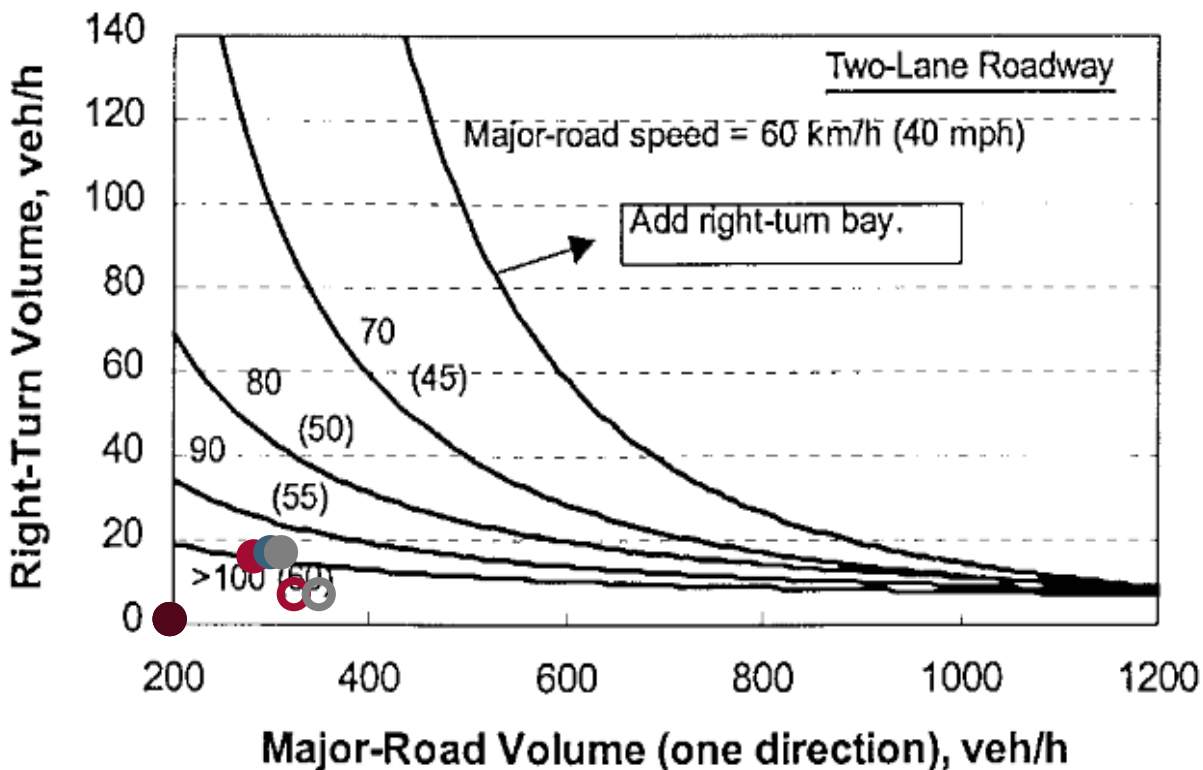


Result		AM	PM
Warranted	2023 Existing	●	○
	2025 Background	●	○
	2025 Plus Project	●	○
Notes:		●	○
		●	○

Right-Turn Lane Analysis - Two Lane Roadway

Major Road: Chicago Street
 Minor Road: 14th Avenue
 Direction: Northwestbound

Speed: 30 mph

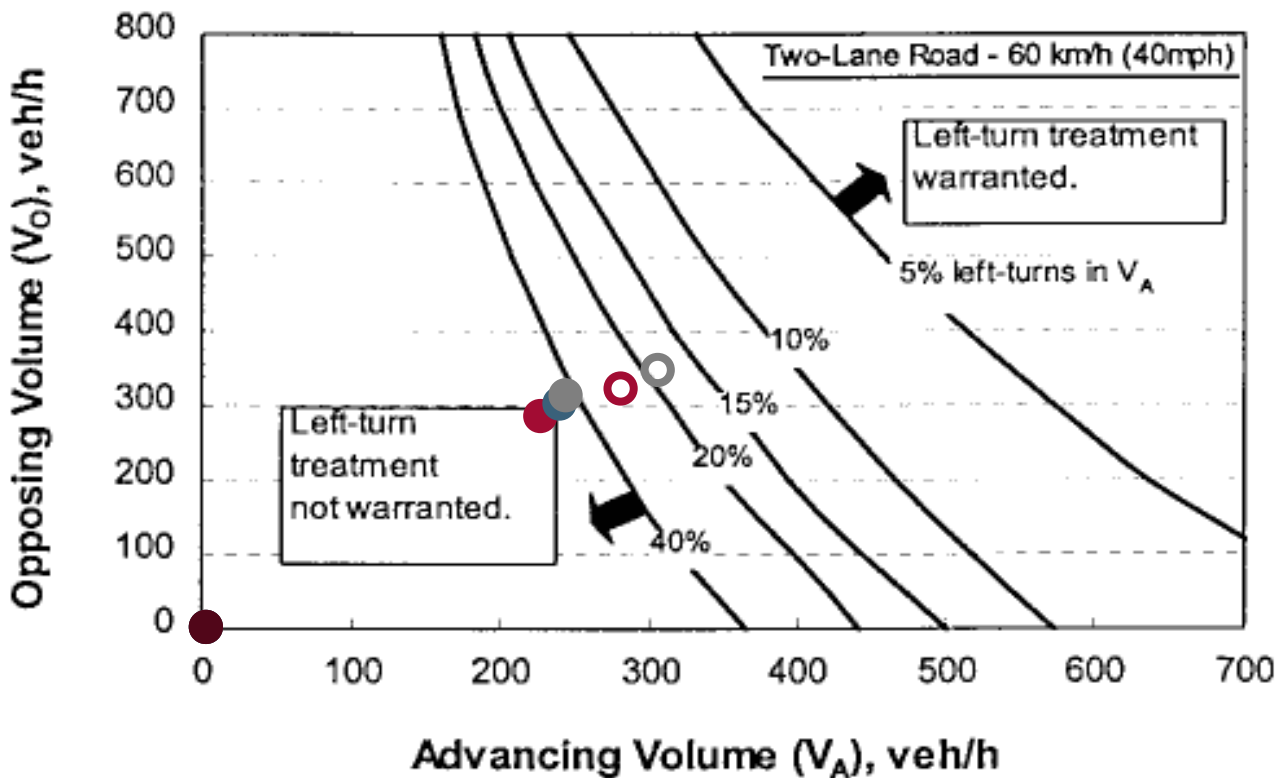


	AM	PM
Result		
Not Warranted	2023 Existing	● ○
	2025 Background	● ○
	2025 Plus Project	● ○
Notes:	● ○	● ○
	● ○	● ○

Left-Turn Lane Analysis - Two-Lane Roadway ≤ 40 mph

Major Road: Chicago Street
 Minor Road: 14th Avenue
 Direction: Southeastbound

Left-Turns: 3(2) AM(PM)%



Result	AM	PM
Not Warranted	2023 Existing	● ○
	2025 Background	● ○
	2025 Plus Project	● ○
Needed Data:	● ○	● ○
● ○	● ○	● ○

- Needed Data:**
- Opposing Volume (veh/hr) - VO - The opposing volume is to include only the right-turn and through movements in the opposite direction of the left turning vehicle.
 - Advancing Volume (veh/hr) - VA - The advancing volume is to include the right-turn, left-turn and through movements in the same direction as the left turning vehicle.
 - Operating Speed (mph) - The greatest of anticipated operating speed, measured 85th percentile speed or posted speed.
 - Percentage of left turns in VA

Left-turn lane is not needed for left turn volume less than 10 vph. However, criteria other than volume, such as crash experience, may be used to justify a left-turn lane.

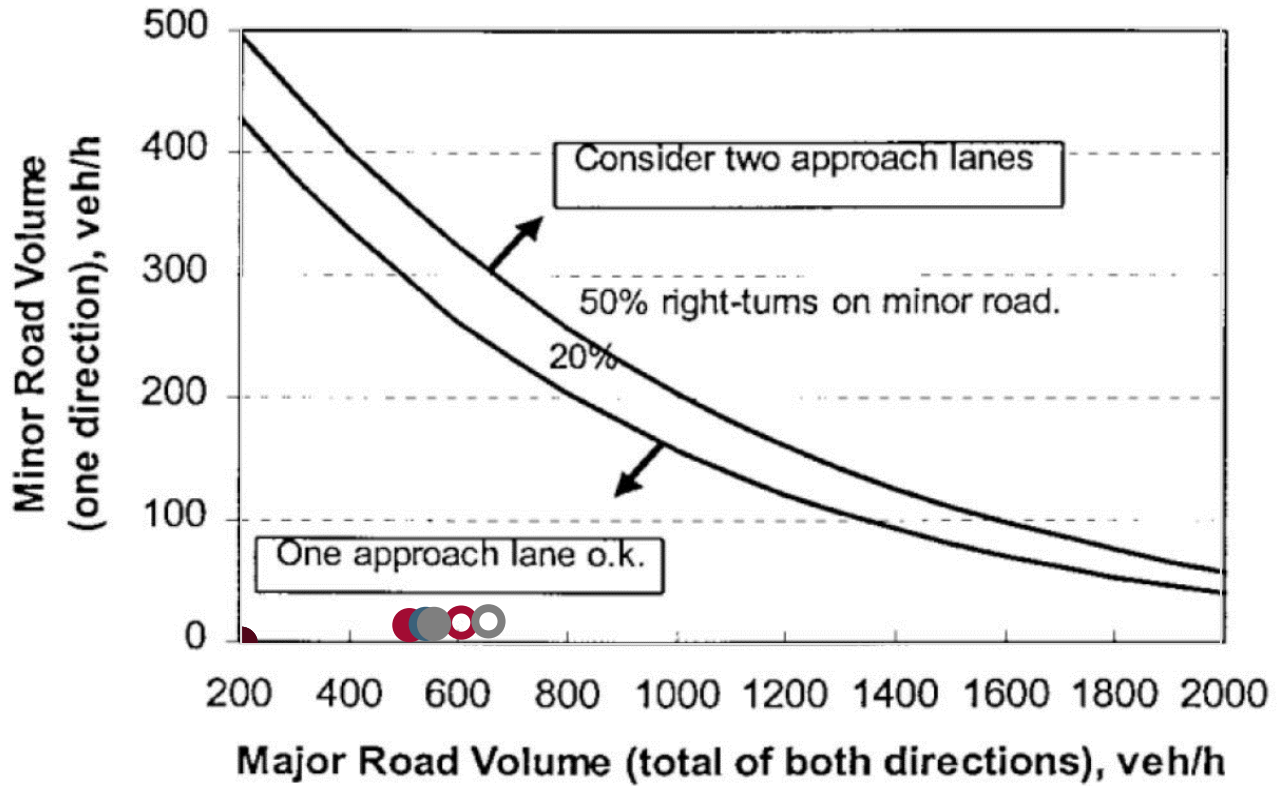
The appropriate trend line is identified on the basis of the percentage of left-turns in the advancing volume, rounded up to the nearest percentage trend line. If the advancing and opposing volume combination intersects above or to the right of this trend line, a left-turn lane is appropriate.

Source: NCHRP Report 279 and 457

Minor Road Approach Turn Lane Analysis

Major Road: Chicago Street
 Minor Road: 14th Avenue
 Direction: Southwestbound

Right Turns: 72 %

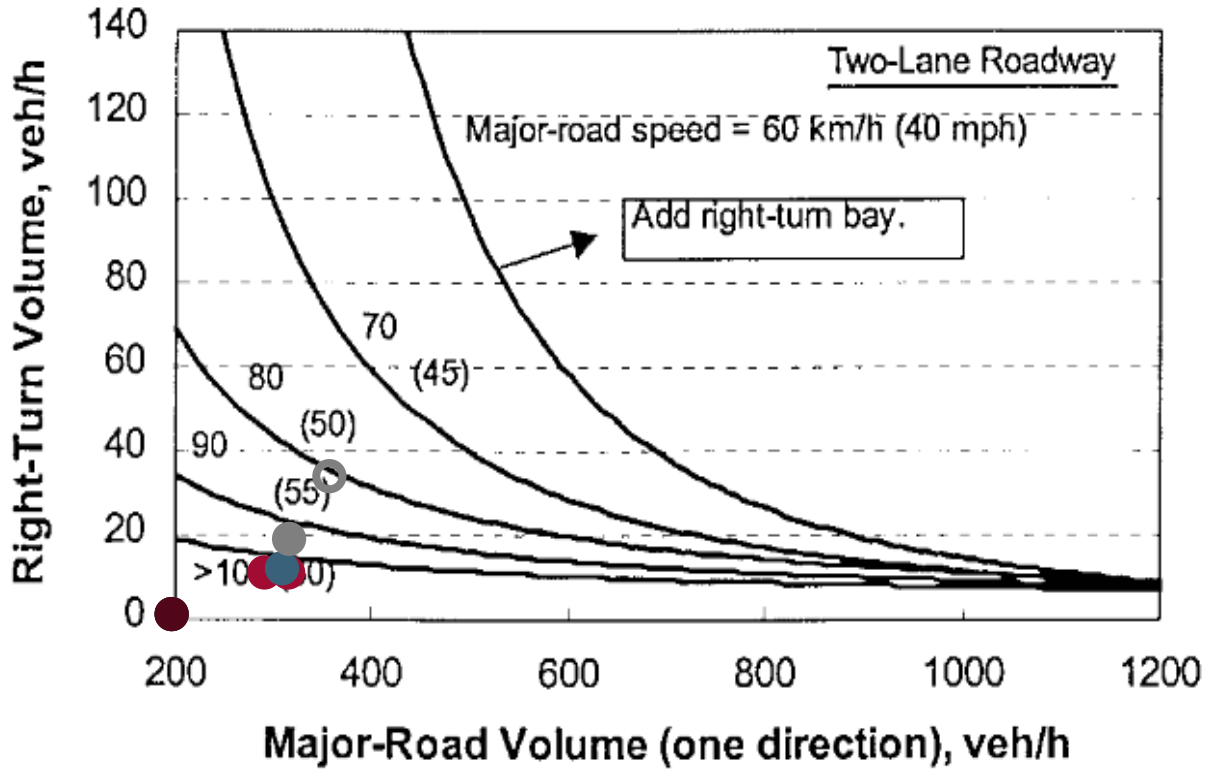


		AM	PM
Result	2023 Existing	●	○
Not Warranted	2025 Background	●	○
	2025 Plus Project	●	○
	Notes:	●	○
		●	○

Right-Turn Lane Analysis - Two Lane Roadway

Major Road: Chicago Street
 Minor Road: 16th Avenue
 Direction: Northwestbound

Speed: 30 mph

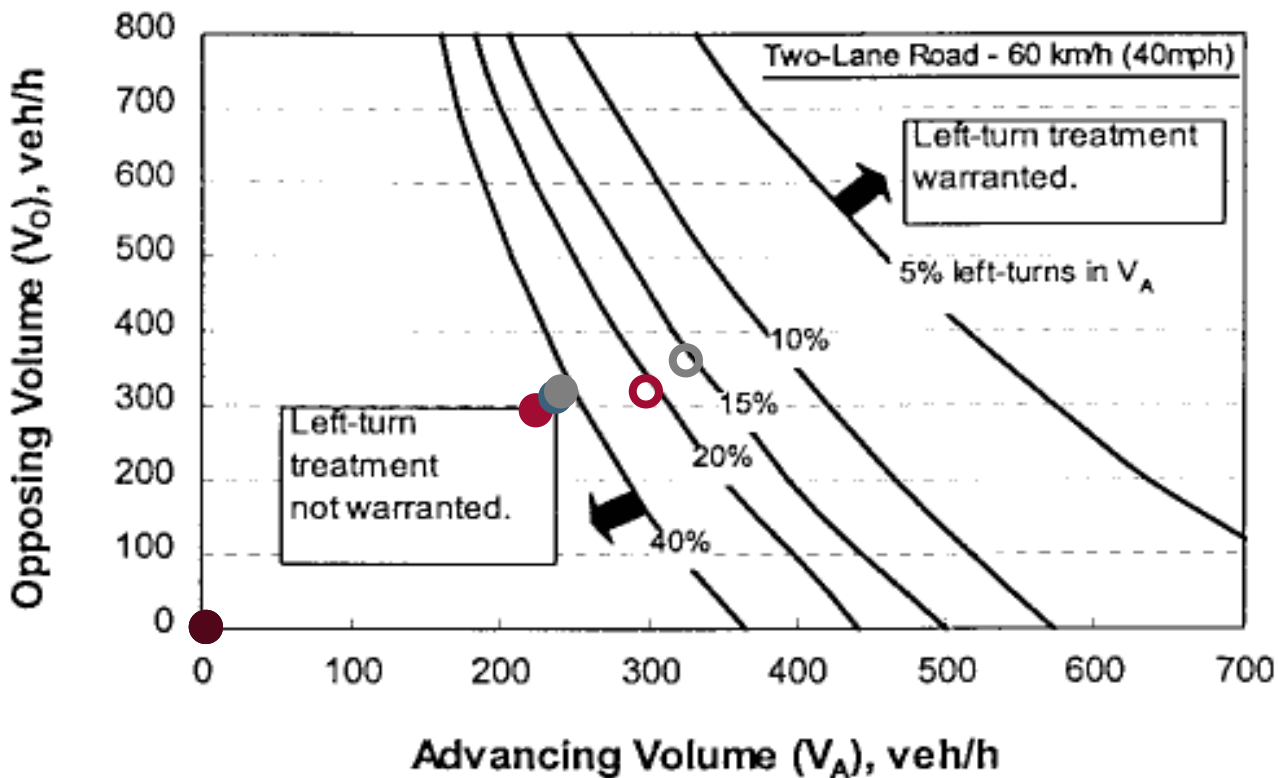


Result	AM	PM
Not Warranted	2023 Existing	○
	2025 Background	○
	2025 Plus Project	○
Notes:	○	○
	○	○

Left-Turn Lane Analysis - Two-Lane Roadway ≤ 40 mph

Major Road: Chicago Street
 Minor Road: 16th Avenue
 Direction: Southeastbound

Left-Turns: 5(5) AM(PM)%



	AM	PM
Result		
Not Warranted	2023 Existing	● ○
	2025 Background	● ○
	2025 Plus Project	● ○
2025 Plus Project	● ○	
2025 Plus Project	● ○	

Needed Data:

1. Opposing Volume (veh/hr) - VO - The opposing volume is to include only the right-turn and through movements in the opposite direction of the left turning vehicle.
2. Advancing Volume (veh/hr) - VA - The advancing volume is to include the right-turn, left-turn and through movements in the same direction as the left turning vehicle.
3. Operating Speed (mph) - The greatest of anticipated operating speed, measured 85th percentile speed or posted speed.
4. Percentage of left turns in VA

Left-turn lane is not needed for left turn volume less than 10 vph. However, criteria other than volume, such as crash experience, may be used to justify a left-turn lane.

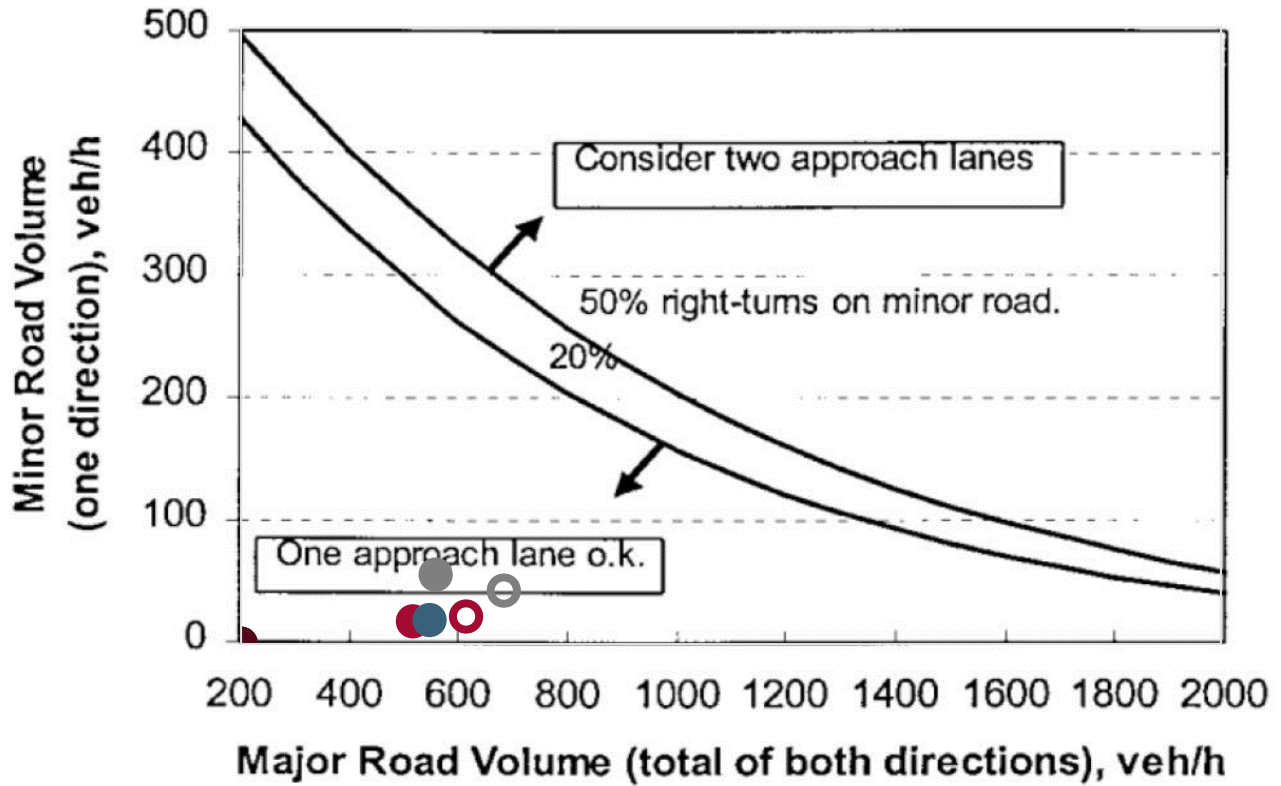
The appropriate trend line is identified on the basis of the percentage of left-turns in the advancing volume, rounded up to the nearest percentage trend line. If the advancing and opposing volume combination intersects above or to the right of this trend line, a left-turn lane is appropriate.

Source: NCHRP Report 279 and 457

Minor Road Approach Turn Lane Analysis

Major Road: Chicago Street
 Minor Road: 16th Avenue
 Direction: Southwestbound

Right Turns: 33 %



		AM	PM
Result	2023 Existing	●	○
Not Warranted	2025 Background	●	○
	2025 Plus Project	●	○
	Notes:	●	○

INSTRUMENT NO
2012003087

WARRANTY DEED

For Value Received GERALD R. HUSTON, also known as Jerry R. Huston,
a single person, of Caldwell, Canyon County, Idaho,

the grantor, do es hereby grant, bargain, sell and convey unto
ASSEMBLY OF GOD CHURCH OF CALDWELL, IDAHO, INC., of 1023 Chicago
Street, Caldwell, Canyon County, Idaho,

the grantee, the following described premises, situated in Canyon
County, State of Idaho, to-wit:

The South 119.6 feet of Lot 11 of Hillcrest Subdivision of the North
One-half of the Southwest Quarter (N 1/2 SW 1/4) and the Northwest
Quarter of the Southeast Quarter (NW 1/4 SE 1/4) of Section 23,
Township 4 North, Range 3 West of the Boise Meridian, according
to the official Plat of said Subdivision of record in the office
of the County Recorder of Canyon County, Idaho.

EXCEPTING THEREFROM: That part thereof conveyed to State of Idaho
in Deed dated November 4, 1953, recorded as Document No. 404878,
Book 226 of Deeds, Page 128 and in Deed dated June 27, 1952, record-
ed as Document No. 390765, Book 216 of Deeds, Page 407.

Together with all water and ditch rights and rights of way for
water and ditches.

2012003087

RECORDED

2012 JAN 24 PM 2 59

CHRIS YAMAMOTO
CANYON CNTY RECORDER

BY *[Signature]*

QUEST *[Signature]*
DUAL FEE 1200

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee,
its successors ~~heirs~~ and assigns forever. And the said Grantor does hereby covenant to
and with the said Grantee, that he is the owner in fee simple of said premises; that said
premises are free from all incumbrances

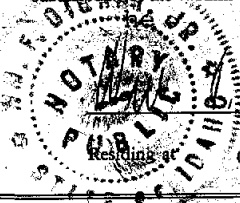
and that he will warrant and defend the same from all lawful claims whatsoever.

Dated: June 28, 1978.

Gerald R. Huston

STATE OF IDAHO, COUNTY OF Canyon
On this 28th day of June, 1978,
before me, a notary public in and for said State, personally appeared
GERALD R. HUSTON, also known as
Jerry R. Huston, a single person,

known to me to be the person whose name is
subscribed to the within instrument, and acknowledged to me that
executed the same.



[Signature]
Notary Public.
Caldwell, Idaho

STATE OF IDAHO, COUNTY OF
I hereby certify that this instrument was filed for record at the
request of
at _____ minutes past _____ o'clock m., this
_____ day of _____ 19____,
in my office, and duly recorded in Book _____ of Deeds at
page _____

By _____
Ex-Officio Recorder.
Deputy.

Fees \$
Mail to:

LANDSCAPE REQUIREMENTS

10-07-05 Common Open Space Requirements
 Common Open Space Required (10% gross land area)
 Site Area: 266,321 SF
 Qualified Open Space Required: 26,632 SF (10%)
 Qualified Open Space Provided: 26,664 (10%)

- (3) Open Park areas (min 1,500 SF)
- (1) Clubhouse, Picnic Area
- (1) Dog Park (Large & Small breed)

10-07-08 Street Landscape Buffer I-84
 Landscape Buffer Required: 30'
 Landscape Buffer Provided: Varies, min. 30'
 Turf Coverage (min. 70% required): 23,216 sf (33,165 SF)
 Turf Provided: 0 sf (Alternative Compliance Note 1)
 Trees Required (1 / 35 LF): 31 (1,083 lf)
 Trees Provided: 31*
 Shrubs Required (1 / 7 LF): 155 (1,083 lf)
 Shrubs Provided: 155

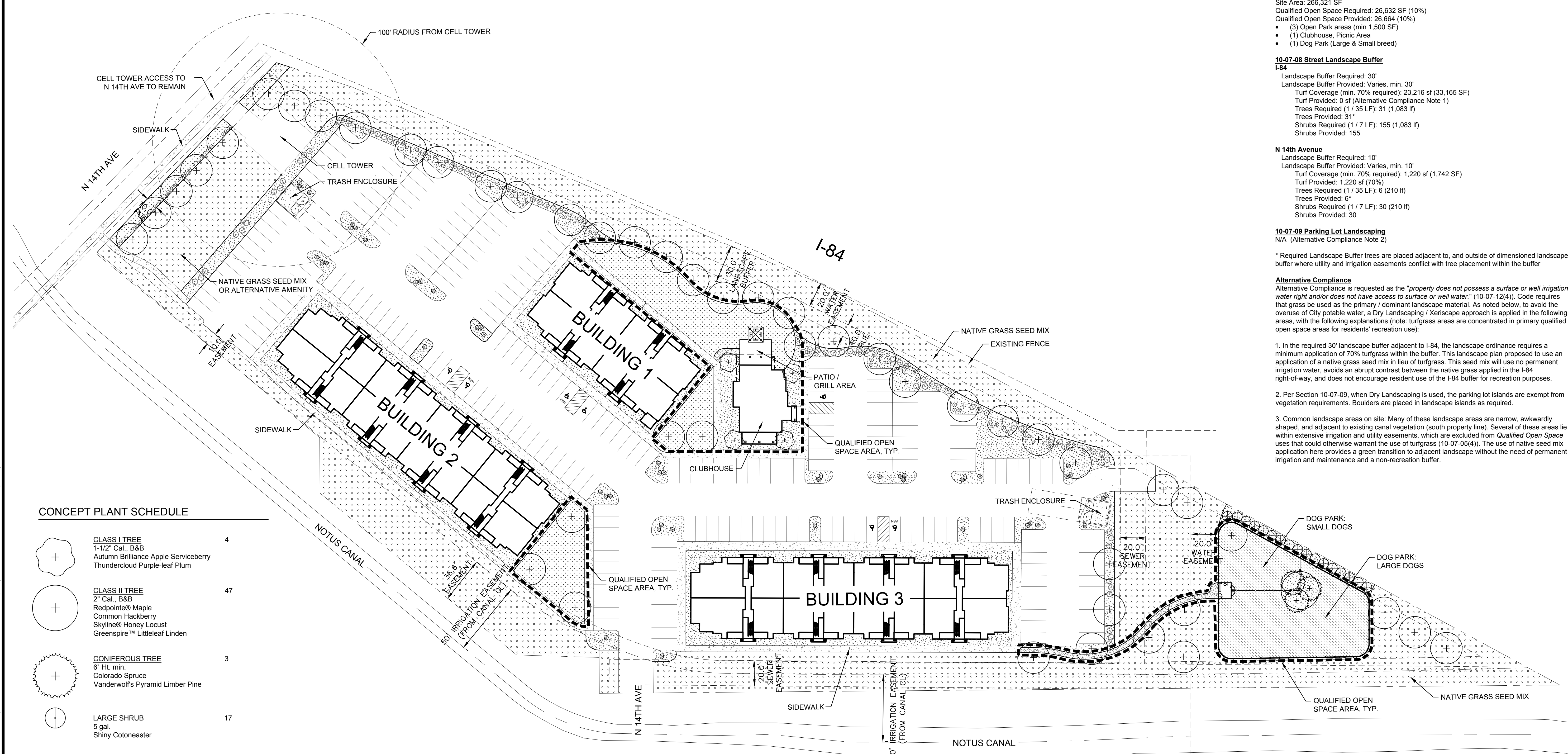
N 14th Avenue
 Landscape Buffer Required: 10'
 Landscape Buffer Provided: Varies, min. 10'
 Turf Coverage (min. 70% required): 1,220 sf (1,742 SF)
 Turf Provided: 1,220 sf (70%)
 Trees Required (1 / 35 LF): 6 (210 lf)
 Trees Provided: 6*
 Shrubs Required (1 / 7 LF): 30 (210 lf)
 Shrubs Provided: 30

10-07-09 Parking Lot Landscaping
 N/A (Alternative Compliance Note 2)

* Required Landscape Buffer trees are placed adjacent to, and outside of dimensioned landscape buffer where utility and irrigation easements conflict with tree placement within the buffer

Alternative Compliance
 Alternative Compliance is requested as the "property does not possess a surface or well irrigation water right and/or does not have access to surface or well water." (10-07-12(4)). Code requires that grass be used as the primary / dominant landscape material. As noted below, to avoid the overuse of City potable water, a Dry Landscaping / Xeriscape approach is applied in the following areas, with the following explanations (note: turfgrass areas are concentrated in primary qualified open space areas for residents' recreation use):

- In the required 30' landscape buffer adjacent to I-84, the landscape ordinance requires a minimum application of 70% turfgrass within the buffer. This landscape plan proposed to use an application of a native grass seed mix in lieu of turfgrass. This seed mix will use no permanent irrigation water, avoids an abrupt contrast between the native grass applied in the I-84 right-of-way, and does not encourage resident use of the I-84 buffer for recreation purposes.
- Per Section 10-07-09, when Dry Landscaping is used, the parking lot islands are exempt from vegetation requirements. Boulders are placed in landscape islands as required.
- Common landscape areas on site: Many of these landscape areas are narrow, awkwardly shaped, and adjacent to existing canal vegetation (south property line). Several of these areas lie within extensive irrigation and utility easements, which are excluded from Qualified Open Space uses that could otherwise warrant the use of turfgrass (10-07-05(4)). The use of native seed mix application here provides a green transition to adjacent landscape without the need of permanent irrigation and maintenance and a non-recreation buffer.



CONCEPT PLANT SCHEDULE

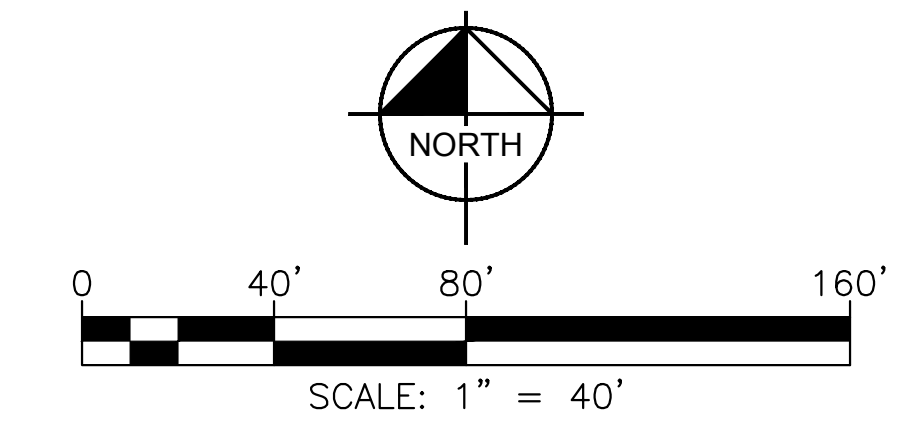
	CLASS I TREE 1-1/2" Cal., B&B Autumn Brilliance Apple Serviceberry Thundercloud Purple-leaf Plum	4
	CLASS II TREE 2" Cal., B&B Redpointe® Maple Common Hackberry Skyline® Honey Locust Greenspire™ Littleleaf Linden	47
	CONIFEROUS TREE 6" Ht. min. Colorado Spruce Vanderwolf's Pyramid Limber Pine	3
	LARGE SHRUB 5 gal. Shiny Cotoneaster	17
	MEDIUM SHRUB 3 gal. - 5 gal. Golden Japanese Barberry Arctic Fire® Red Twig Dogwood Sea Green Juniper Little Devil™ Dwarf Ninebark Dwarf Purple Osier Willow	65
	SMALL SHRUB 1 gal. - 3 gal. Low Scape Mound Chokeberry Concorde Japanese Barberry Moonshadow Wintercreeper Blue Chip Creeping Juniper Valley Cushion Mugo Pine McKay's White Bush Cinquefoil Magic Carpet Spirea	125
	TURFGRASS Sod / Seed	11,696 sf
	NATIVE GRASS SEED MIX Seed / Hydroseed	74,599 sf

REFERENCE NOTES SCHEDULE

	ROCK DESCRIPTION	QTY
	Landscape Boulder	48
	ROCK DESCRIPTION Crusher Fines Pedestrian Path	842 sf
	ROCK DESCRIPTION Wood Mulch	QTY
	Wood Chips - Dog park surfacing	8,645 sf
	ROCK DESCRIPTION Rock Mulch	QTY
	Rock Mulch With Weed Barrier Fabric	31,499 sf

CAUTION: NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTERS AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.



User: ROSE, CHRIS
 Date: 11/2/2023 2:53 PM
 Path: K:\01_CIVIL\09389004_DEVCO_CADD\PLAN_SHEETS\LP.DWG
 This document, together with the associated design presented herein, is intended only for the specific purpose and design presented herein, and is not to be used for any other purpose without the express written consent of Kimley-Horn and Associates, Inc.

	DESCRIPTION		DATE	
	DESCRIPTION		DATE	
PRELIMINARY LANDSCAPE PLAN DOMES CHURCH				
DRAWN BY: IRB	DESIGNED BY: ARB	CHECKED BY: ARB	PROJECT No.: 09389004	SCALE: AS SHOWN
SEAL PRELIMINARY FOR REVIEW ONLY NOT FOR CONSTRUCTION Kimley-Horn				
SHEET				



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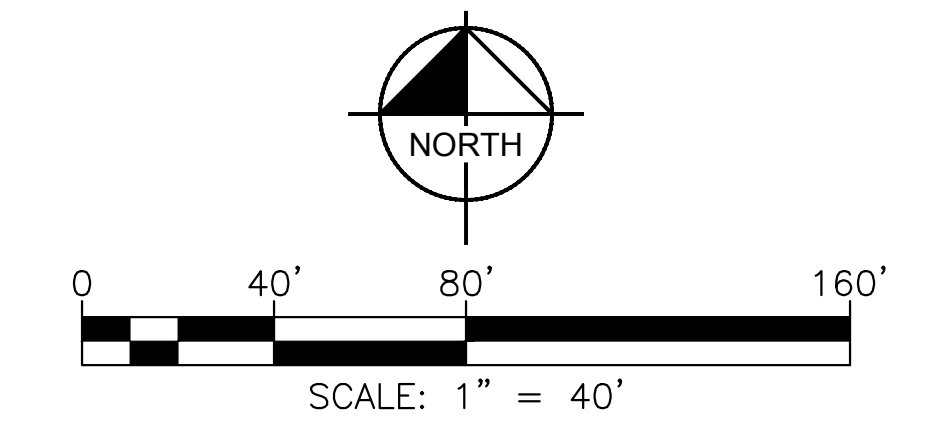


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User: ROSE, CHRIS
 Date: 11/2/2023 3:06 PM
 Path: K:\01_CIVIL\09389004_DEVCO_CADD\PLAN_SHEETS\LP.DWG
 This document, together with the associated design presented herein, is an instrument of service, as an instrument of service, in the state of Illinois, and shall be deemed to have been accepted by the client for the purposes intended.



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DRAWN BY:	DESIGNED BY:	CHECKED BY:	PROJECT No.:	SCALE:
11/2/2023	11/2/2023	11/2/2023	09389004	AS SHOWN
SEAL				
PRELIMINARY FOR REVIEW ONLY NOT FOR CONSTRUCTION 				
SHEET				
PRELIMINARY LANDSCAPE PLAN		DOMES CHURCH		
1100 W Idaho Street, Suite 210, Boise, ID 83702 Tel. No. (208) 287-2885				

Property Owner Acknowledgement

I, R. Wayne Eklund, the record owner for real property addressed as 821 N. 16th Ave., Caldwell, ID, am aware of, in agreement with, and give my permission to Domes Church Apartments, LLC, to submit the accompanying application(s) pertaining the that property.

1. I agree to indemnify, defend and hold the City of Caldwell and its employees harmless from any claim or liability resulting from any dispute as to the statement(s) contained herein or as to the ownership of the property which is the subject of the application.
2. I hereby grant permission to City of Caldwell staff to enter the subject property for the purpose of site inspection(s) related to processing said application(s).

Dated this 21st day of September, 20 23

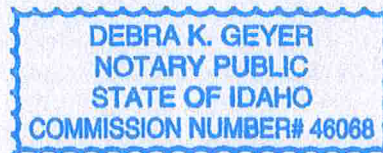
R. Wayne Eklund
(Signature)

CERTIFICATE OF VERIFICATION

STATE OF IDAHO)
) ss.
County of Canyon)

I, Debra K. Geyer, a Notary Public, do hereby certify that on this 22 day of September, 2023, ~~2022~~, personally appeared before me R. Wayne Eklund known or identified to me to be the person whose name is subscribed to the foregoing instrument, who, being by me first duly sworn, declared that she signed the foregoing document, and that the statements therein contained are true.

Debra K. Geyer
NOTARY PUBLIC FOR IDAHO
Residing at Caldwell, Idaho
My Commission Expires 12/22/2023





LEGAL DESCRIPTION

Thursday, October 26, 2023
Project No.: 23-077

COMP PLAN AMENDMENT AND REZONE BOUNDARY DESCRIPTION

821 NORTH 16TH AVENUE

A PART OF THE SOUTHWEST QUARTER OF SECTION 23, TOWNSHIP 4 NORTH, RANGE 3 WEST, BOISE MERIDIAN, CALDWELL CITY, CANYON COUNTY, IDAHO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 23; AND RUNNING THENCE SOUTH $0^{\circ}15'50''$ EAST 782.82 FEET ALONG THE SECTION LINE AND SOUTH $89^{\circ}44'10''$ WEST 58.38 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF INTERSTATE 84 AND THE TRUE POINT OF BEGINNING;

THENCE ALONG SAID SOUTHERLY RIGHT-OF-WAY THE FOLLOWING TWO (2) COURSES:

(1) SOUTH $67^{\circ}13'59''$ EAST 494.23 FEET; AND

(2) SOUTH $61^{\circ}30'32''$ EAST 663.78 FEET;

THENCE SOUTH $89^{\circ}30'12''$ WEST 758.48 FEET;

THENCE NORTH $0^{\circ}21'40''$ WEST 28.34 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF 16TH AVENUE;

THENCE ALONG SAID NORTHERLY LINE THE FOLLOWING FOUR (4) COURSES:

(1) NORTH $88^{\circ}15'50''$ WEST 65.21 FEET;

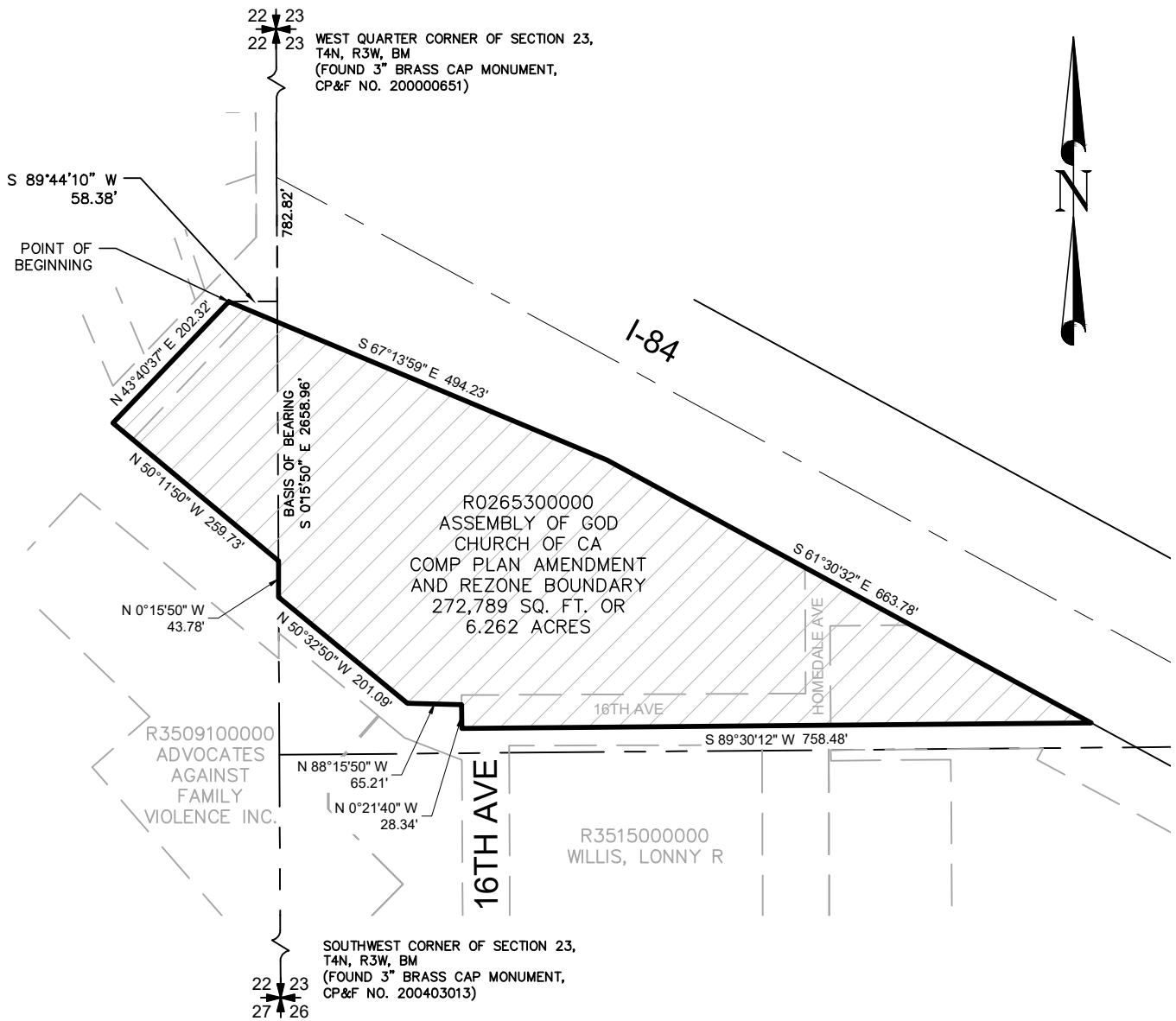
(2) NORTH $50^{\circ}32'50''$ WEST 201.09 FEET TO A POINT ON THE SECTION LINE;

(3) NORTH $0^{\circ}15'50''$ WEST 43.78 FEET ALONG SAID SECTION LINE; AND

(4) NORTH $50^{\circ}11'50''$ WEST 259.73 FEET;

THENCE NORTH $43^{\circ}40'37''$ EAST 202.32 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID INTERSTATE 84 AND THE POINT OF BEGINNING.

CONTAINS 272,789 SQ. FT. OR 6.262 ACRES



COMP PLAN AMENDMENT AND REZONE BOUNDARY DESCRIPTION

A PART OF THE SOUTHWEST QUARTER OF SECTION 23, TOWNSHIP 4 NORTH, RANGE 3 WEST, BOISE MERIDIAN, CALDWELL CITY, CANYON COUNTY, IDAHO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 23; AND RUNNING THENCE SOUTH 0°15'50" EAST 782.82 FEET ALONG THE SECTION LINE AND SOUTH 89°44'10" WEST 58.38 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF INTERSTATE 84 AND THE TRUE POINT OF BEGINNING;

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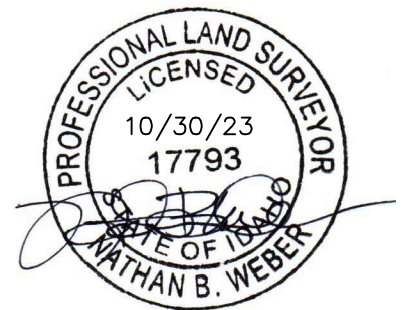
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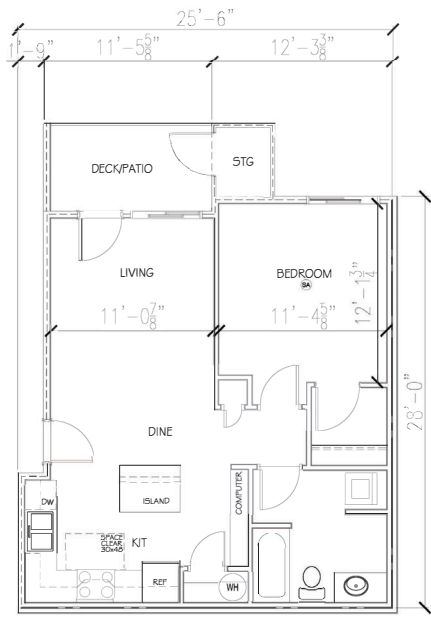
THENCE NORTH 43°40'37" EAST 202.32 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID INTERSTATE 84 AND THE POINT OF BEGINNING.

CONTAINS 272,789 SQ. FT. OR 6.262 ACRES

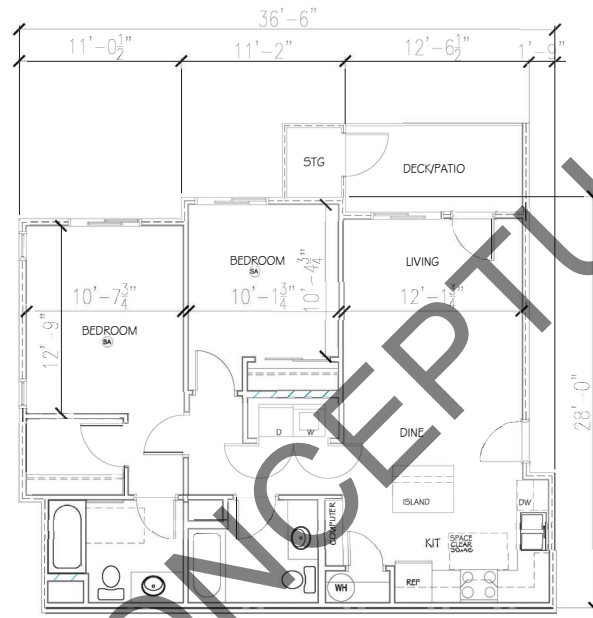


**COMP PLAN AMENDMENT AND
REZONE BOUNDARY**
821 NORTH 16TH AVENUE
CALDWELL, IDAHO

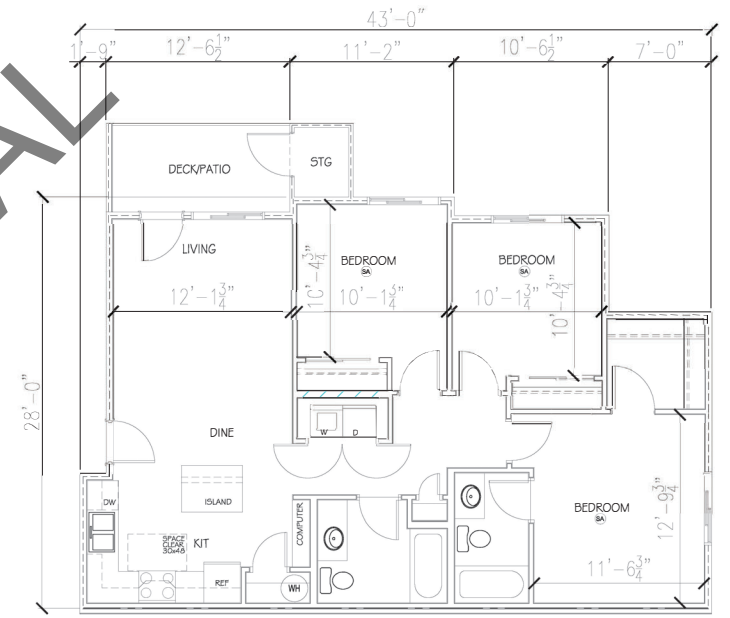
 DIAMOND LAND SURVEYING	
SCALE 1"=200'	10/30/23



1 BEDROOM "B1"
 UNIT 670 SQ/FT
 PATIO/DECK 69 SQ/FT
 STORAGE 21 SQ/FT



2 BEDROOM "B1"
 UNIT 949 SQ/FT
 PATIO/DECK 75 SQ/FT
 STORAGE 21 SQ/FT



3 BEDROOM "B1"
 UNIT 1,090 SQ/FT
 PATIO/DECK 75 SQ/FT
 STORAGE 21 SQ/FT

CONCEPTUAL

TYPICAL UNITS
 SCALE 1/4" = 1'-0"

24 JAN 22 - DESIGN REVIEW SUBMITTAL

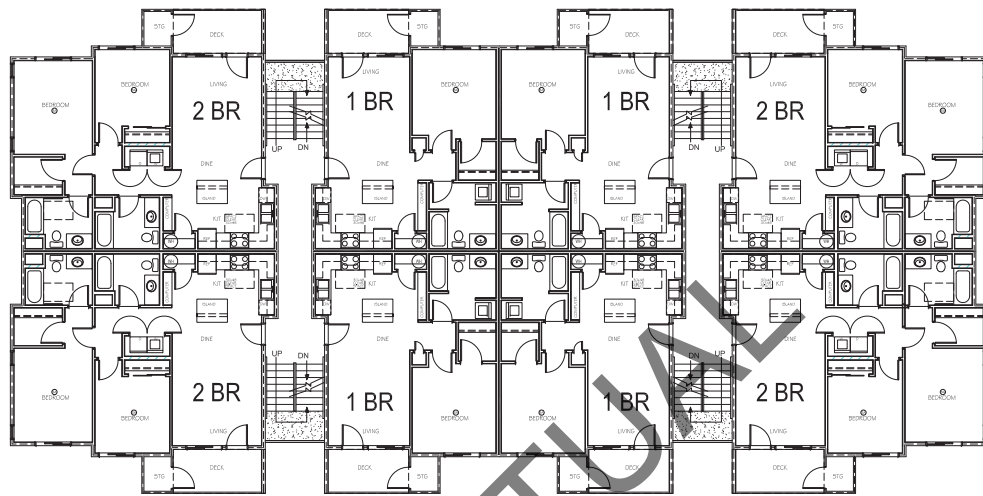
STATES LICENSED
 WASHINGTON ARIZONA
 IDAHO NEW MEXICO
 MONTANA WYOMING
 CALIFORNIA COLORADO
 NEVADA NEBRASKA
 UTAH MISSOURI
 ILLINOIS INDIANA

PROJECT
 112 UNIT - APARTMENT PROJECT
 LOCATION
 5618 W. FRANKLIN ST.
 DEVELOPER
 DEVCO, LLC

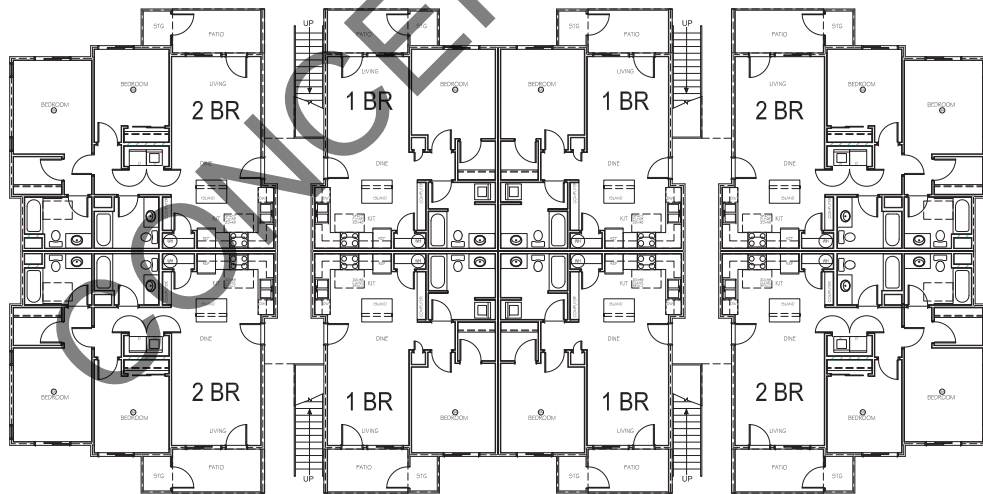
CHARLES MORGAN & ASSOCIATES, LLC
 ARCHITECTS
 7301 BEVERLY LANE
 EVERETT, WA 98203
 EMAIL: info@cmarch.com
 PHONE 425-353-2888

LICENSED ARCHITECT AR-410 <i>Charles E. Morgan</i> CHARLES E. MORGAN STATE OF IDAHO	DATE 24 JAN 22	SHEET
REVISION		

A2.1



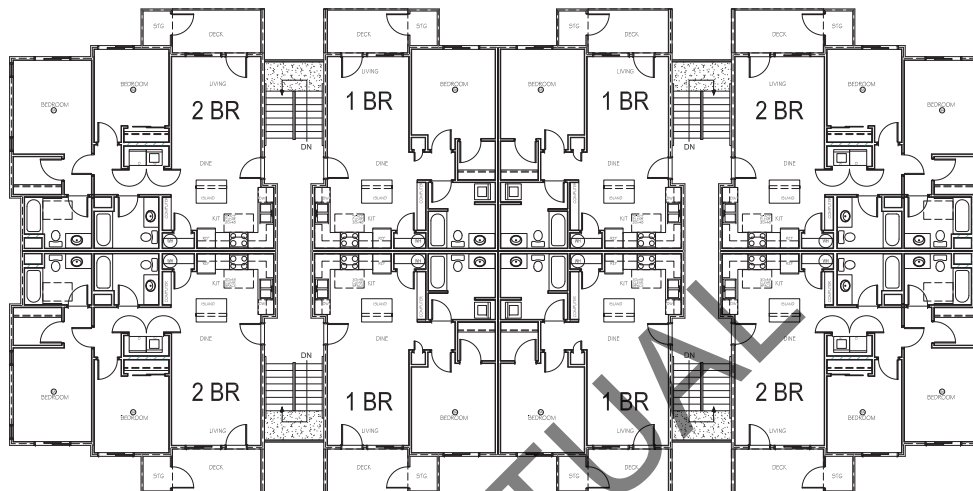
2ND FLOOR PLAN



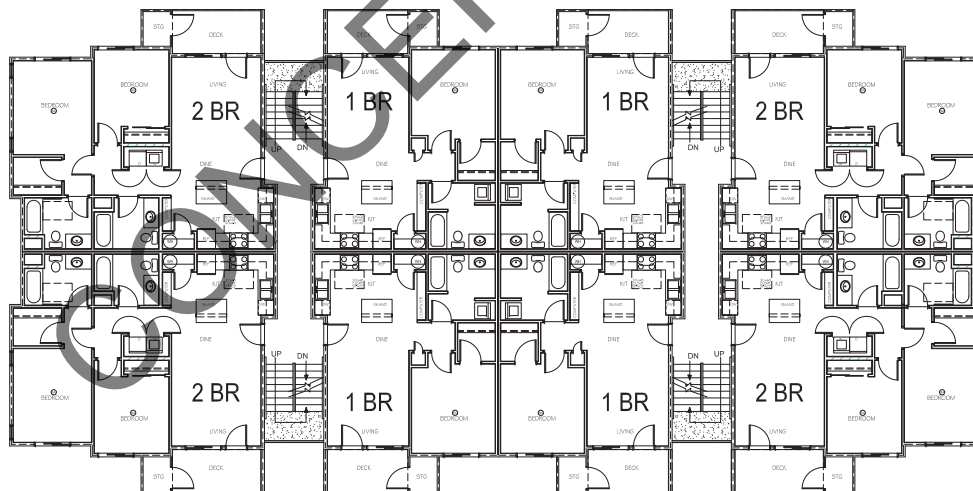
1ST FLOOR PLAN

BLDGS "A" & "E"
1ST & 2ND FLOOR PLANS
SCALE 1/8" = 1'-0"

<p>24 JAN 22 - DESIGN REVIEW SUBMITTAL</p>	<p>STATES LICENSED: WASHINGTON ARIZONA IDAHO NEW MEXICO MONTANA WYOMING CALIFORNIA COLORADO NEVADA NEBRASKA UTAH MISSOURI ILLINOIS INDIANA</p>	<p>PROJECT: 112 UNIT - APARTMENT PROJECT LOCATION: 5618 W. FRANKLIN ST. DEVELOPER: DEVCO, LLC</p>	<p>CHARLES MORGAN & ASSOCIATES, LLC ARCHITECTS 7301 BEVERLY LANE EVERETT, WA 98203</p>	<p>LICENSED ARCHITECT AR-410 CHARLES E. MORGAN STATE OF IDAHO</p>	<table border="1"> <thead> <tr> <th>DATE</th> <th>REVISION</th> </tr> </thead> <tbody> <tr> <td>24 JAN 22</td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </tbody> </table>	DATE	REVISION	24 JAN 22								<p>SHEET A3.1</p>
DATE	REVISION															
24 JAN 22																



4TH FLOOR PLAN



3RD FLOOR PLAN

BLDGS "A" & "E"
3RD & 4TH FLOOR PLANS
SCALE 1/8" = 1'-0"

24 JAN 22 - DESIGN REVIEW SUBMITTAL

STATES LICENSED
 WASHINGTON ARIZONA
 IDAHO NEW MEXICO
 MONTANA WYOMING
 CALIFORNIA COLORADO
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 UTAH MISSOURI
 ILLINOIS INDIANA

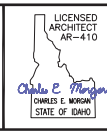
PROJECT
 112 UNIT - APARTMENT PROJECT
 LOCATION
 5618 W. FRANKLIN ST.
 DEVELOPER
 DEVCO, LLC

CHARLES MORGAN & ASSOCIATES, LLC



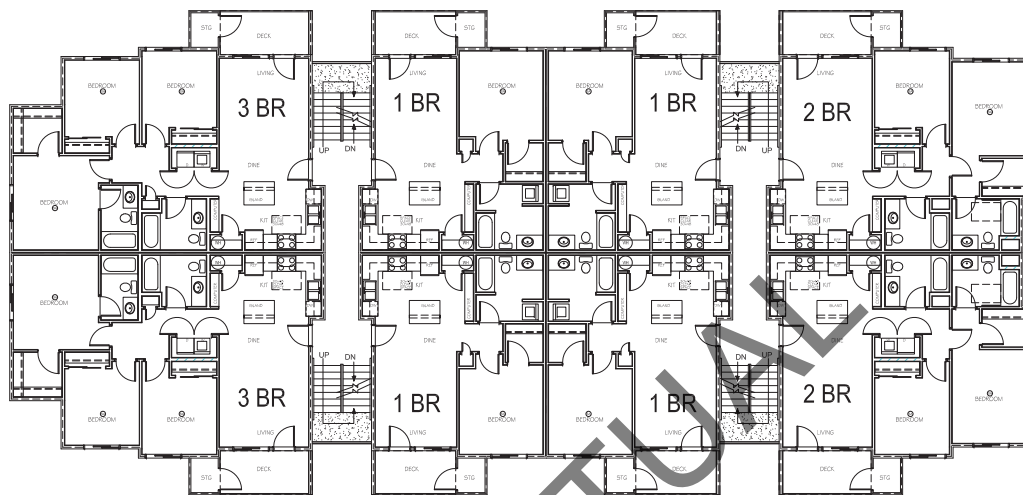
7301 BEVERLY LANE
 EVERETT, WA 98203

EMAIL: info@cmarch.com
 PHONE: 425-353-2888

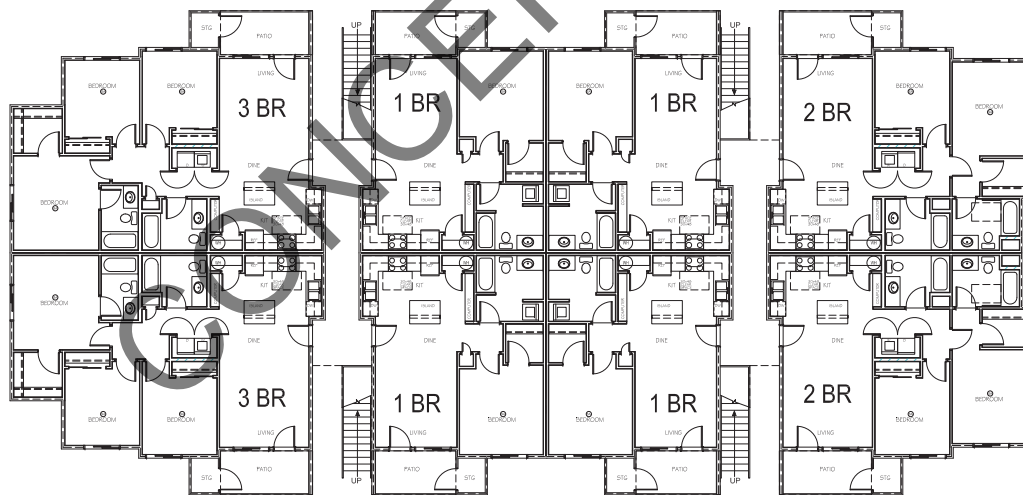


DATE	REVISION	SHEET
24 JAN 22		

A3.2



2ND FLOOR PLAN



1ST FLOOR PLAN

BLDG "B"
1ST & 2ND FLOOR PLANS
SCALE 1/8" = 1'-0"

24 JAN 22 - DESIGN REVIEW SUBMITTAL

STATES LICENSED
WASHINGTON
IDAHO
MONTANA
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ILLINOIS

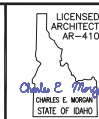
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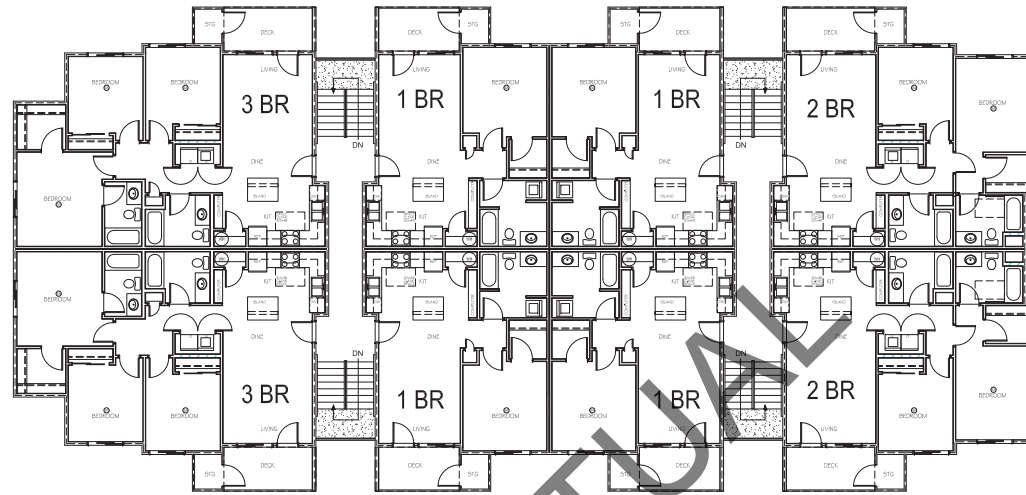


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PHONE: 425-353-2888

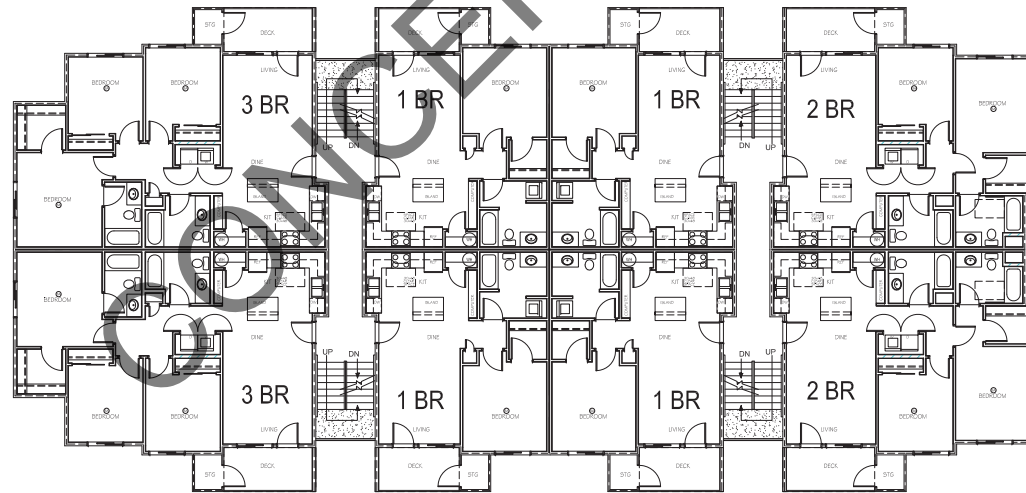


DATE	REVISION
24 JAN 22	

SHEET
A3.3



4TH FLOOR PLAN



3RD FLOOR PLAN

BLDG "B"
3RD & 4TH FLOOR PLANS
SCALE 1/8" = 1'-0"

24 JAN 22 - DESIGN REVIEW SUBMITTAL

STATES LICENSED
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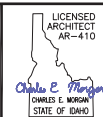
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CHARLES MORGAN & ASSOCIATES, LLC

7301 BEVERLY LANE
EVERETT, WA 98203



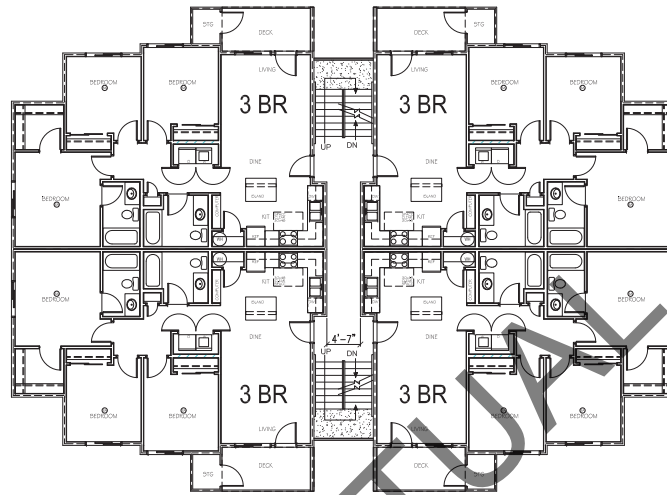
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PHONE: 425-353-2888



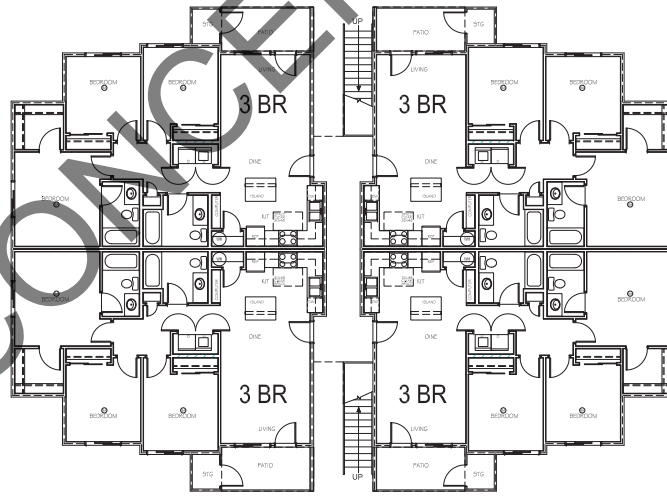
DATE	REVISION
24 JAN 22	

SHEET

A3.4



2ND FLOOR PLAN



1ST FLOOR PLAN

BLDG "D"
1ST & 2ND FLOOR PLANS
SCALE 1/8" = 1'-0"

24 JAN 22 - DESIGN REVIEW SUBMITTAL

STATES LICENSED:
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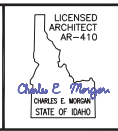
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112 UNIT - APARTMENT PROJECT
LOCATION:
5618 W. FRANKLIN ST.
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DEVCO, LLC

CHARLES MORGAN & ASSOCIATES, LLC

7301 BEVERLY LANE
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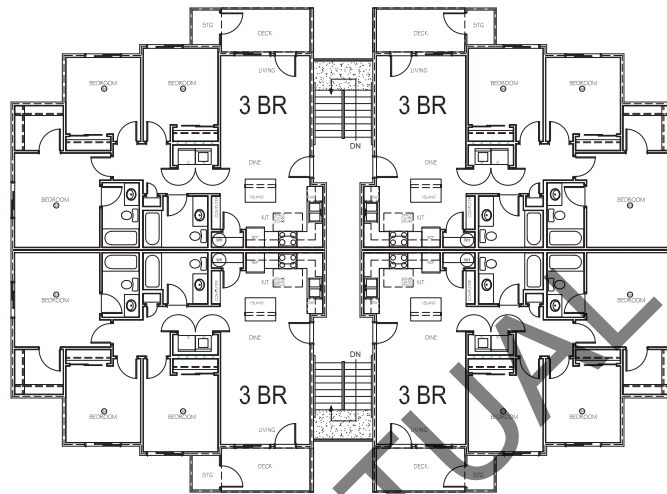
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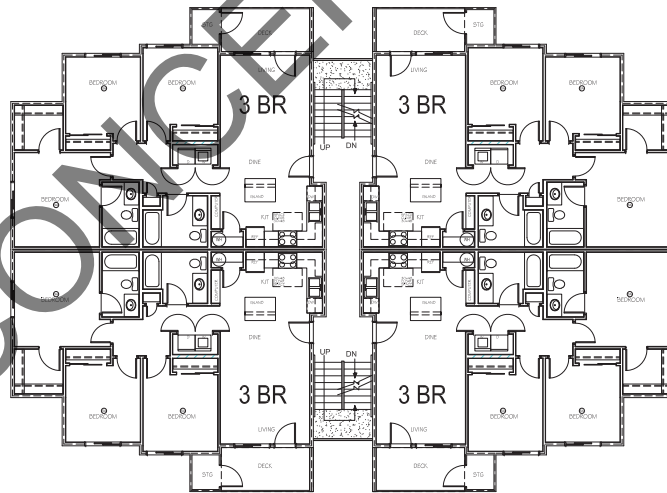
DATE	REVISION
24 JAN 22	

SHEET

A3.5



4TH FLOOR PLAN



3RD FLOOR PLAN

BLDG "D"
3RD & 4TH FLOOR PLANS
SCALE 1/8" = 1'-0"

24 JAN 22 - DESIGN REVIEW SUBMITTAL

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PROJECT

112 UNIT - APARTMENT PROJECT

LOCATION

5618 W. FRANKLIN ST.

DEVELOPER

DEVCO, LLC

CHARLES MORGAN & ASSOCIATES, LLC



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LICENSED ARCHITECT
AR-410



DATE 24 JAN 22

REVISION

SHEET

A3.6



NORTH / SOUTH ELEVATION



EAST & WEST ELEVATION

KEY NOTES

- | | |
|---|--|
| 1 IRON GRAY - SIDING | 7 ARCTIC WHITE - COLUMNS |
| 2 ARCTIC WHITE - SIDING | 8 DARK BRONZE - STAIR & BALCONY RAILINGS |
| 3 COUNTRYLANE RED - SIDING | 9 WHITE - VINYL WINDOWS |
| 4 EVENING BLUE - SIDING | 10 WHITE - BALCONY DOORS |
| 5 CHARCOAL BLACK - ROOFING | |
| 6 ARCTIC WHITE - FASCIA, WINDOW & DOOR TRIM & BALCONY SOFFITS | |

BLDGS "A" & "E"
ELEVATIONS
SCALE 1/8" = 1'-0"

24 JAN 22 - DESIGN REVIEW SUBMITTAL

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LICENSED ARCHITECT
AR-410



DATE 24 JAN 22

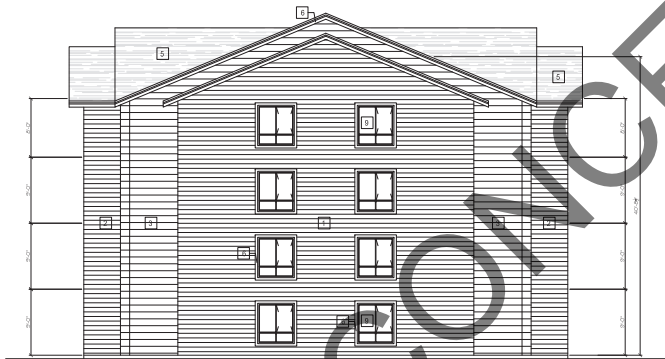
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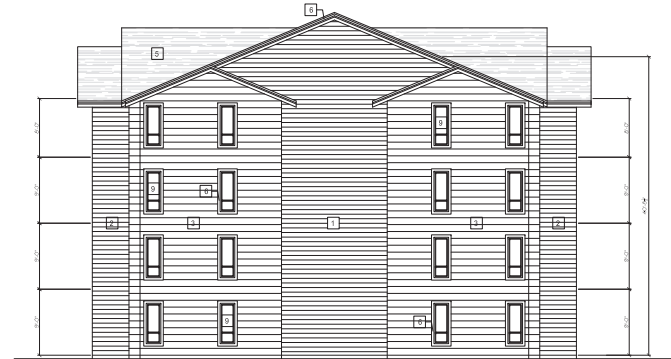
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NORTH / SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION

KEY NOTES

- | | |
|--|--|
| 1 IRON GRAY - SIDING | 7 ARTIC WHITE - COLUMNS |
| 2 ARTIC WHITE - SIDING | 8 DARK BRONZE - STAIR & BALCONY RAILINGS |
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| 4 EVENING BLUE - SIDING | 10 WHITE - BALCONY DOORS |
| 5 CHARCOAL BLACK - ROOFING | |
| 6 ARTIC WHITE - FASCIA, WINDOW & DOOR TRIM & BALCONY SOFFITS | |

**BLDG "B"
ELEVATIONS**
SCALE 1/8" = 1'-0"

24 JAN 22 - DESIGN REVIEW SUBMITTAL

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LOCATION
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DEVCO, LLC

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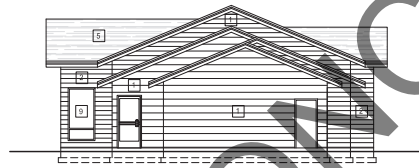
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WEST ELEVATION



EAST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION

CONCEPTUAL

KEY NOTES

- | | |
|--|--|
| 1 IRON GRAY - SIDING | 7 ARTIC WHITE - COLUMNS |
| 2 ARTIC WHITE - SIDING | 8 DARK BRONZE - STAIR & BALCONY RAILINGS |
| 3 COUNTRYLANE RED - SIDING | 9 WHITE - VINYL WINDOWS |
| 4 EVENING BLUE - SIDING | 10 WHITE - BALCONY DOORS |
| 5 CHARCOAL BLACK - ROOFING | |
| 6 ARTIC WHITE - FASCIA, WINDOW & DOOR TRIM & BALCONY SOFFITS | |

**BLDG "C"
ELEVATIONS**
SCALE 1/8" = 1'-0"

24 JAN 22 - DESIGN REVIEW SUBMITTAL

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PROJECT
112 UNIT - APARTMENT PROJECT
LOCATION
5618 W. FRANKLIN ST.
DEVELOPER
DEVCO, LLC

CHARLES MORGAN & ASSOCIATES, LLC



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DATE	REVISION
24 JAN 22	

SHEET

A4.3



SOUTH & NORTH ELEVATION



EAST & WEST ELEVATION

KEY NOTES

- | | |
|--|--|
| 1 IRON GRAY - SIDING | 7 ARTIC WHITE - COLUMNS |
| 2 ARTIC WHITE - SIDING | 8 DARK BRONZE - STAIR & BALCONY RAILINGS |
| 3 COUNTRYLANE RED - SIDING | 9 WHITE - VINYL WINDOWS |
| 4 EVENING BLUE - SIDING | 10 WHITE - BALCONY DOORS |
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| 6 ARTIC WHITE - FASCIA, WINDOW & DOOR TRIM & BALCONY SOFFITS | |

**BLDG "D"
ELEVATIONS**
SCALE 1/8" = 1'-0"

24 JAN 22 - DESIGN REVIEW SUBMITTAL

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7301 BEVERLY LANE
EVERETT, WA 98203



EMAIL info@cmarch.com
PHONE 425-353-2888

LICENSED ARCHITECT
AR-410
Charles E. Morgan
CHARLES E. MORGAN
STATE OF IDAHO

DATE	24 JAN 22	SHEET
REVISION		

A4.4



EXTERIOR MATERIAL LEGEND

- 1. IRON GRAY – JAMES HARDIE FIBER CEMENT LAP SIDING & BELLY BANDS
- 2. ARTIC WHITE – JAMES HARDIE FIBER CEMENT LAP SIDING & BELLY BANDS
- 3. COUNTRYLANE RED – JAMES HARDIE FIBER CEMENT LAP SIDING & BELLY BANDS
- 4. EVENING BLUE – JAMES HARDIE FIBER CEMENT LAP SIDING & BELLY BANDS
- 5. CHARCOAL BLACK – ROOFING
- 6. ARTIC WHITE – FASCIA, WINDOW & DOOR TRIM & BALCONY SOFFITS
- 7. ARTIC WHITE – COLUMNS
- 8. DARK BRONZE ANODIZED – STAIR AND BALCONY RAILINGS
- 9. WHITE – VINYL WINDOWS
- 10. WHITE – BALCONY DOORS

BUILDING B

BUILDING A

VIEW FROM FRANKLIN STREET

SIDING

HARDIE PLANK
Material - 1
James Hardie
Iron Gray - Smooth



HARDIE PLANK
Material - 2
James Hardie
Artic White - Smooth



HARDIE PLANK
Material - 3
James Hardie
Countrylane Red

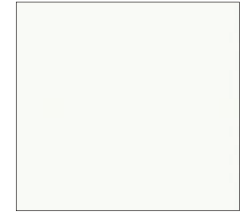


HARDIE PLANK
Material - 4
James Hardie
Evening Blue



WINDOW & DOOR TRIM, COLUMNS & BALCONY SOFFITS

Material - 6 & 7
Paint Color To Match James Hardie
Artic White



STAIR & BALCONY RAILINGS

Material - 8
Benjamin Moore
2119-10 Space Black



BALCONY DOORS & VINYL WINDOWS

Material - 9 & 10
White



ROOFING

Material - 5
Certain Teed
Color: Charcoal black





VIEW FROM THE NORTHEAST

24 JAN 22 - DESIGN REVIEW SUBMITTAL
18 APR 22 - DESIGN REVIEW RESUBMITTAL

STATES LICENSED:
WASHINGTON
IDAHO
MONTANA
CALIFORNIA
NEVADA
UTAH
ILLINOIS

ARIZONA
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EMAIL: Info@cmsearch.com
PHONE 425-353-2888



DATE	24 JAN 22	SHEET
RESUBMIT	18 APR 22	

SHEET



VIEW FROM FRANKLIN ST.

24 JAN 22 - DESIGN REVIEW SUBMITTAL
 18 APR 22 - DESIGN REVIEW RESUBMITTAL

STATES LICENSED:
 WASHINGTON
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 MONTANA
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 PHONE 425-353-2888



DATE	24 JAN 22	SHEET
RESUBMIT	18 APR 22	

SHEET



VIEW OF THE CLUBHOUSE

24 JAN 22 - DESIGN REVIEW SUBMITTAL
18 APR 22 - DESIGN REVIEW RESUBMITTAL

STATES LICENSED:
WASHINGTON
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DATE 24 JAN 22
RESUBMIT 18 APR 22

SHEET



N 16th Ave









November 6, 2023

Planning & Zoning
City of Caldwell
621 Cleveland Boulevard
Caldwell, ID 83605

RE: *Domes Church - 821 N 16th Ave Request*

Please accept our application for the Domes Church Apartments located at 821 N 16th Ave. This project proposes multifamily affordable housing, and we request review and approval of a Comprehensive Plan Amendment, Rezone with Development Agreement, and Special Use Permit. A right of way vacation application is included in this submittal package to be reviewed concurrently. We greatly appreciate your time and review of our application submittal. In accordance with the submittal checklists, we are submitting electronically with all required information, our submittal includes the following files:

Comprehensive Plan Amendment, Rezone and Special Use Permit

- CHECKLIST_Comp Plan Map Change
- CHECKLIST_Rezone
- CHECKLIST_Special Use Permit
- Comp Plan and Rezone Exhibit
- Comp Plan and Rezone Legal Description
- Conceptual Floor Plan, Elevations and Materials
- Domes Church Apartments_TIS
- HEARING REVIEW APPLICATION
- Narrative
- Neighborhood Meeting Certification
- Preliminary Landscape Plan
- Preliminary Landscape Plan-Color
- Preliminary Site Plan
- Property Owner Acknowledgment Letter
- Vicinity Map
- Warranty Deed 1 (783246)
- Warranty Deed 2 (2012003087)

Lot Line Adjustment

- HILLCREST SUBDIVISION.01 PLAT
- Lot Line Adjustment Application
- Lot Line Adjustment Exhibit
- Lot Line Adjustment Legal Description
- Lot Line Adjustment Narrative
- Property Owner Acknowledgment Letter

- Vicinity Map
- Warranty Deed 1 (783246)
- Warranty Deed 2 (2012003087)

ROW & Utility Vacation

- 300 FT RADIUS FROM ROW
- Application
- ID Power Easement
- Notus Canal Easement
- ROW & Utility Vacation Exhibit
- ROS & Utility Vacation Legal Description
- Sewer Line Easement
- Vacation – Petition to Vacate
- Vicinity Map ROW Vacation
- Water Line Easement

Please contact me at (208) 207-8477 or Nicolette.Womack@kimley-horn.com should you have any questions.

Sincerely,

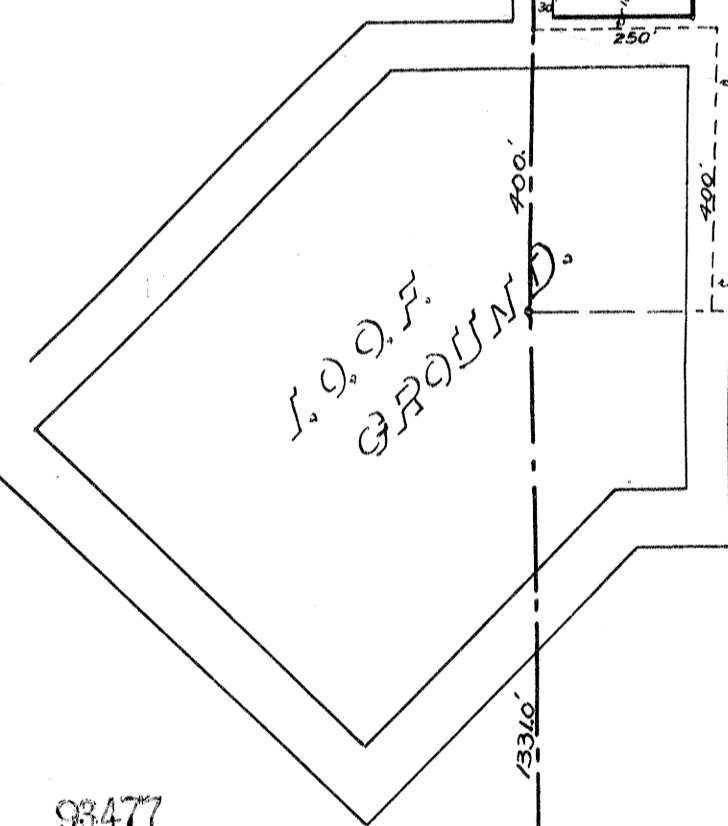
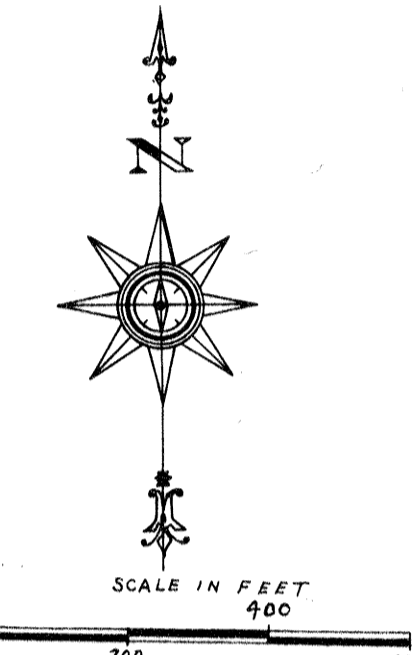
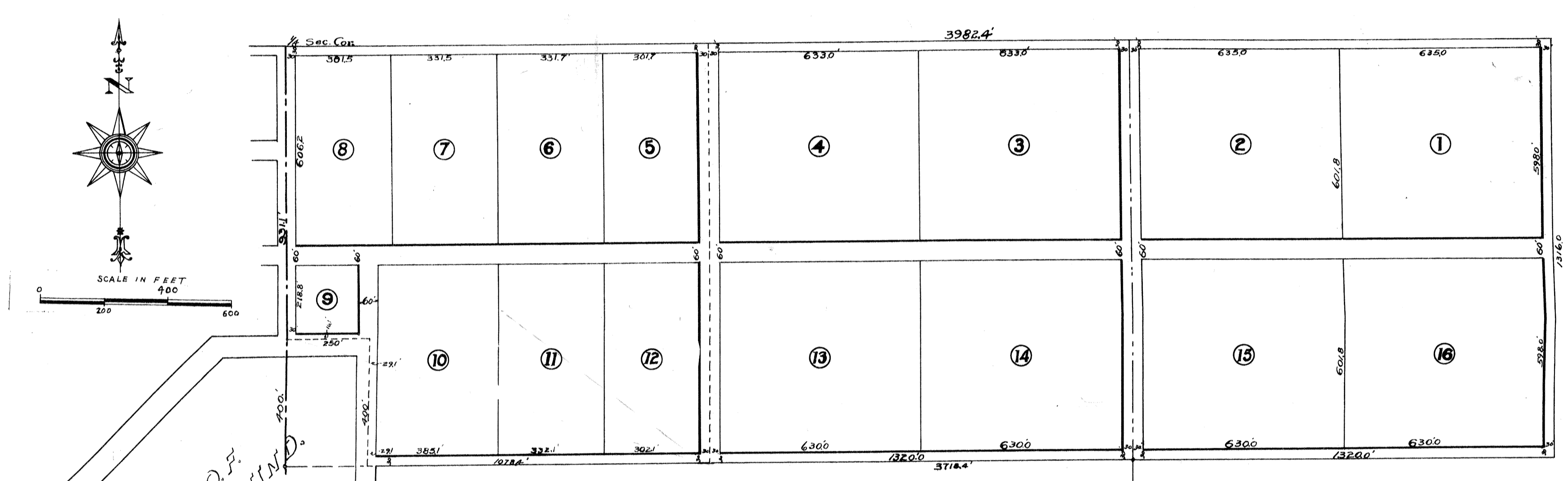
Nicolette Womack

Nicolette Womack, AICP
Planner

3-10

FLAT
OF
HILLCREST SUBDIVISION
OF THE
N² SW⁴ AND NW⁴ SE⁴, IN SEC. 23 T4N. R2W. B.M.
CANYON COUNTY IDAHO.

3-10
Book 9 page 1379
Handwritten notes and signatures in the top right corner.



KNOW ALL MEN BY THESE PRESENTS: That we, MONTIE B. GWINN, and DELLA GWINN, Husband and Wife, do hereby Certify that we are the owners of the Tract of Land shown on this MAP and Designated as the "HILLCREST SUB-DIVISION OF THE N² OF THE SW⁴ AND THE NW⁴ SE⁴ OF SECTION 23, T4N. R2W. B.M."

Described as Follows:
Beginning at the West quarter Section Corner of Section 23, T4N. R2W. B.M.; Thence South along the West Section Line of said Section 23 a distance of 331.1 feet; Thence East 250 feet; Thence South 400 feet, to the South Line of the N² of SW⁴ of said Section 23; Thence East 3718.4 ft. to the Southeast Corner of the NW⁴ SE⁴ of said Section 23; Thence North 1316.0 feet, to the Northeast Corner of said NW⁴ SE⁴; Thence West along the Half Section Line 3982.4 feet to the Point of Beginning.

And we hereby dedicate all Streets to the use of the Public forever.
In Witness Whereof, we have hereunto affixed our Hands and Seals, this 14th Day of May, A.D. 1917.

I, J.M. Shepperd, hereby Certify that I am the Surveyor who made the Survey of the Sub-Division shown on this MAP, and that said MAP correctly represents the Survey as made by me of the said Sub-Division.

In Witness Whereof I have hereunto set my Hand and Seal this 19th Day of May, A.D. 1917.

J.M. Shepperd
Licensed Surveyor.

Subscribed and Sworn to before me this 19th Day of May, A.D. 1917.

J.D. Thompson
Notary Public for Idaho,
Residing at Caldwell, Idaho.

State of Idaho || ss.
County of Canyon

On this 14th Day of May, A.D. 1917, before me, *A.L. Murphy*, a Notary Public, in and for said County and State, Personally appeared MONTIE B. GWINN AND DELLA GWINN, known to me to be the Persons whose names are subscribed to the foregoing Instrument, and acknowledged to me that they executed the same.

In Witness Whereof, I have hereunto set my Hand and affixed my Official Seal this 14th Day of May, A.D. 1917.

A.L. Murphy
Notary Public for Idaho,
Residing at Caldwell, Idaho.

CERTIFICATE

I hereby Certify that this Duplicate Plat conforms to the Original Plat on file in the Records of Canyon County, Idaho.

M.V. Davenport
Canyon County Surveyor

STATE OF IDAHO
COUNTY OF CANYON
I hereby certify that this instrument was filed for record at the request of *A.L. Murphy* on the 13th day of May, 1917, at my office and duly Booked in Book 3 Page 10
R. Knowlton

DEC 31 1960



CITY OF Caldwell, Idaho

Planning & Zoning

ADMINISTRATIVE REVIEW APPLICATION

Type of Review Requested (check all that apply)

- Administrative Determination
- Business Permit
- Certificate of Compliance
- Home Occupation
- Mobile Food Unit
- Lot Line Adjustment
- Simple Lot Split
- Temporary Use
- Time Extension/Renewal
- Transient Merchant License
- Other _____

STAFF USE ONLY:

File number(s): _____

Project name: _____

Received by: _____ Date received: _____

Related files: _____

Subject Property Information

Address: 821 N. 16th Ave. Parcel Number(s): 02653000 0, 02657000 0 (AND RIGHT OF WAY)

Subdivision: HILLCREST Block: _____ Lot: _____ Acreage: 6.1 Zoning: TN

Prior Use of the Property: CHURCH

Proposed Use of the Property: MULTI-FAMILY APARTMENTS

Applicant Information:

Applicant Name (Business Owner): DOMES CHURCH APARTMENTS, LLC Phone: 425-293-4412

Address: PO BOX 4108 City: BELLEVUE State: WA Zip: 98004

Email: melanie.davies@devcous.com Cell: 425-293-4412

Property Owner Name: FIRST ASSEMBLY OF GOD CHURCH OF TWIN FALLS IDAHO, INC. Phone: 208-794-1115
Handwritten: RJE CALDWELL

Address: 821 N. 16TH AVE City: CALDWELL State: ID Zip: _____

Email: caldwellag@yahoo.com Cell: 208-794-1115

Agent Name: (e.g., architect, engineer, developer, representative) KIMLEY-HORN

Address: 1100 W. IDAHO ST., STE. 210 City: BOISE State: ID Zip: 83702

Email: nicolette.womack@kimley-horn.com Cell: _____ 208-207-8477

Authorization

Print applicant name: DOMES CHURCH APARTMENTS, LLC

Applicant Signature: David B. Ratliff Date: 10/27/2023
DOMES CHURCH APARTMENTS MANAGER, LLC, Its Managing Member
By: DAVID B. RATLIFF, Managing Member



CITY OF
Caldwell, Idaho

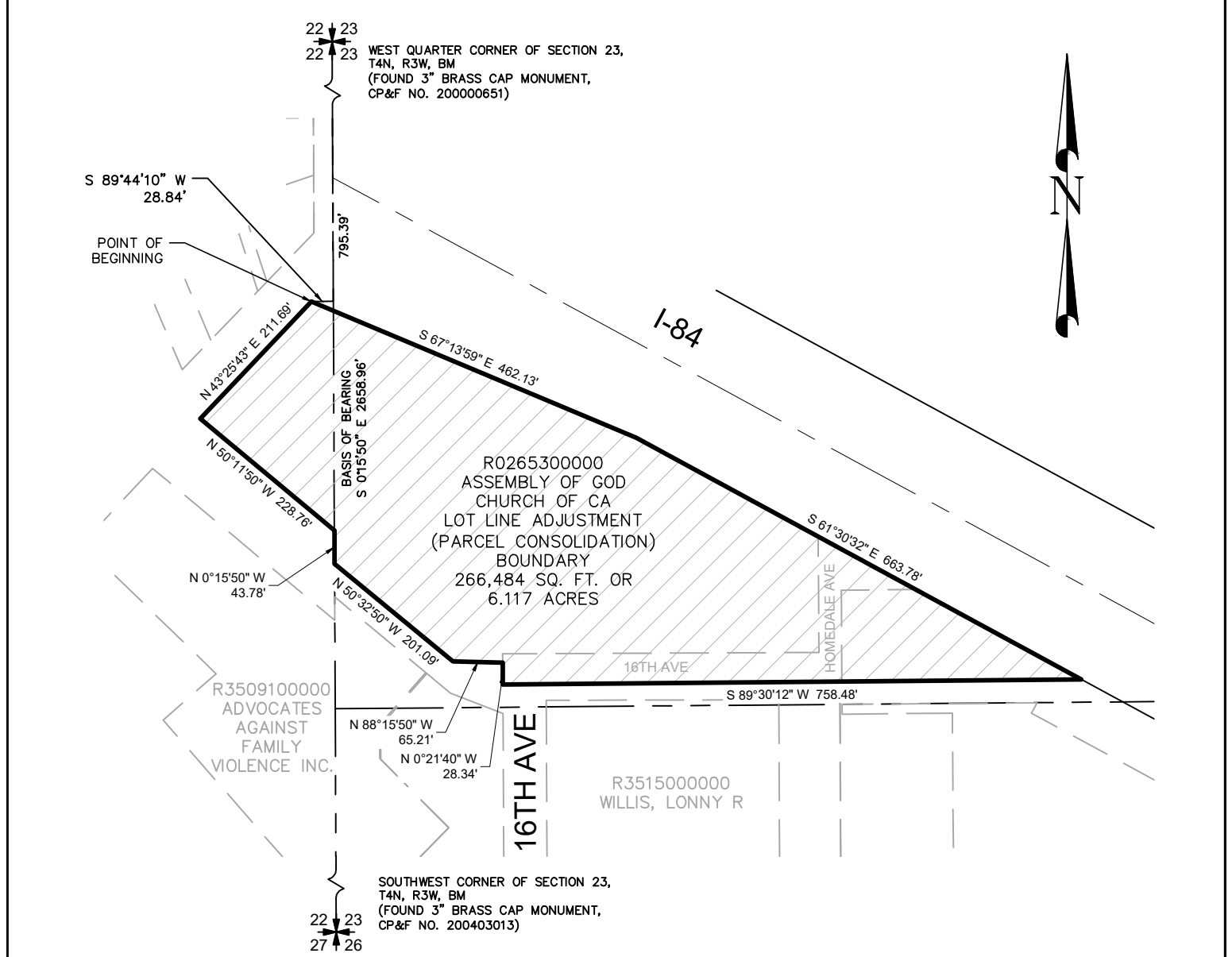
Planning & Zoning
LOT LINE ADJUSTMENT

Project Name: DOMES CHURCH APARTMENTS	File #:
Applicant/Agent: DOMES CHURCH APARTMENTS, LLC	

Applicant (v)	Please provide the following REQUIRED documentation:	Staff (v)
X	Completed & signed Administrative Review Application	
X	Narrative fully describing the proposed use/request	
X	Recorded warranty deeds for the subject properties	
X	Signed Property Owner Acknowledgement (if applicable)	
X	Vicinity map, showing the location of the subject properties (8 1/2" x 11")	
X	Existing recorded plat in which the subject properties lie (8 1/2" x 11") (if applicable)	
N/A	Copy of the Record of Survey showing the adjusted property boundaries (8 1/2" x 11") (if applicable)	
X	Legal description (metes & bounds) of the new property boundaries and closure sheet	
X	Fee	

After initial approval of the request, the applicant has 4 months to provide the Planning & Zoning Department with copies of the recorded Record of Survey (8 1/2" x 11") and the recorded deeds. If these are not received within the given time frame, the approval will become null and void. A Record of Survey is not required when you are simply combining 2 or more adjoining parcels.

<p><u>STAFF USE ONLY:</u></p> <p>Date of Initial Approval: _____</p> <p>Approved by: _____</p> <p>Date of Final Approval: _____</p> <p>Approved by: _____</p>
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LOT LINE ADJUSTMENT (PARCEL CONSOLIDATION) BOUNDARY DESCRIPTION

A PART OF THE SOUTHWEST QUARTER OF SECTION 23, TOWNSHIP 4 NORTH, RANGE 3 WEST, BOISE MERIDIAN, CALDWELL CITY, CANYON COUNTY, IDAHO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 23; AND RUNNING THENCE SOUTH 0°15'50" EAST 795.39 FEET ALONG THE SECTION LINE AND SOUTH 89°44'10" WEST 28.84 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF INTERSTATE 84 AND THE TRUE POINT OF BEGINNING;

THENCE ALONG SAID SOUTHERLY RIGHT-OF-WAY THE FOLLOWING TWO (2) COURSES:

- (1) SOUTH 67°13'59" EAST 462.13 FEET; AND
- (2) SOUTH 61°30'32" EAST 663.78 FEET;

THENCE SOUTH 89°30'12" WEST 758.48 FEET;

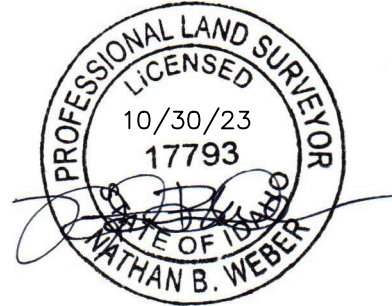
THENCE NORTH 0°21'40" WEST 28.34 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF 16TH AVENUE;

THENCE ALONG SAID NORTHERLY LINE THE FOLLOWING FOUR (4) COURSES:

- (1) NORTH 88°15'50" WEST 65.21 FEET;
- (2) NORTH 50°32'50" WEST 201.09 FEET TO A POINT ON THE SECTION LINE;
- (3) NORTH 0°15'50" WEST 43.78 FEET ALONG SAID SECTION LINE; AND
- (4) NORTH 50°11'50" WEST 228.76 FEET;


THENCE NORTH 43°25'43" EAST 211.69 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID INTERSTATE 84 AND THE POINT OF BEGINNING.

CONTAINS 266,484 SQ. FT. OR 6.117 ACRES



LOT LINE ADJUSTMENT (PARCEL CONSOLIDATION) BOUNDARY

821 NORTH 16TH AVENUE
CALDWELL, IDAHO

 DIAMOND LAND SURVEYING	
SCALE 1"=200'	10/30/23



LEGAL DESCRIPTION

Thursday, October 26, 2023
Project No.: 23-077

LOT LINE ADJUSTMENT (PARCEL CONSOLIDATION BOUNDARY DESCRIPTION)
821 NORTH 16TH AVENUE

A PART OF THE SOUTHWEST QUARTER OF SECTION 23, TOWNSHIP 4 NORTH, RANGE 3 WEST, BOISE MERIDIAN, CALDWELL CITY, CANYON COUNTY, IDAHO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 23; AND RUNNING THENCE SOUTH $0^{\circ}15'50''$ EAST 795.39 FEET ALONG THE SECTION LINE AND SOUTH $89^{\circ}44'10''$ WEST 28.84 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF INTERSTATE 84 AND THE TRUE POINT OF BEGINNING;

THENCE ALONG SAID SOUTHERLY RIGHT-OF-WAY THE FOLLOWING TWO (2) COURSES:

(1) SOUTH $67^{\circ}13'59''$ EAST 462.13 FEET; AND

(2) SOUTH $61^{\circ}30'32''$ EAST 663.78 FEET;

THENCE SOUTH $89^{\circ}30'12''$ WEST 758.48 FEET;

THENCE NORTH $0^{\circ}21'40''$ WEST 28.34 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF 16TH AVENUE;

THENCE ALONG SAID NORTHERLY LINE THE FOLLOWING FOUR (4) COURSES:

(1) NORTH $88^{\circ}15'50''$ WEST 65.21 FEET;

(2) NORTH $50^{\circ}32'50''$ WEST 201.09 FEET TO A POINT ON THE SECTION LINE;

(3) NORTH $0^{\circ}15'50''$ WEST 43.78 FEET ALONG SAID SECTION LINE; AND

(4) NORTH $50^{\circ}11'50''$ WEST 228.76 FEET;

THENCE NORTH $43^{\circ}25'43''$ EAST 211.69 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID INTERSTATE 84 AND THE POINT OF BEGINNING.

CONTAINS 266,484 SQ. FT. OR 6.117 ACRES



November 6, 2023

Planning and Zoning
City of Caldwell
621 Cleveland Boulevard
Caldwell, Idaho 83605

RE: *Domes Church - 821 N 16th Ave - Lot Line Adjustment Request*

On behalf of Domes Church Apartments, LLC and the First Assembly of God Church of Caldwell Idaho, Inc., we are submitting the Lot Line Adjustment request to consolidate two parcels and area of right of way to be vacated for review and approval.

The subject properties are located at 821 N 16th Ave in Caldwell (Parcel No. R0265300000 and R0265700000) and 0.93 acres of right of way to be vacated. The total subject area contains 6.1 acres. The Lot Line Adjustment request is being submitted concurrently with a Comprehensive Plan Amendment, Rezone with Development Agreement Special Use Permit for an affordable multi-family housing project and the Right of Way vacation application.

We greatly appreciate your time and review of our application submittal. In accordance with the submittal checklists, we are submitting electronically with all required information. Please contact me at (208) 207-8477 or Nicolette.Womack@kimley-horn.com should you have any questions.

Sincerely,

Nicolette Womack

Nicolette Womack, AICP
Planner

Property Owner Acknowledgement

I, R. Wayne Eklund, the record owner for real property addressed as 821 N. 16th Ave. Caldwell, ID, am aware of, in agreement with, and give my permission to Domes Church Apts. LLC, to submit the accompanying application(s) pertaining the that property.

1. I agree to indemnify, defend and hold the City of Caldwell and its employees harmless from any claim or liability resulting from any dispute as to the statement(s) contained herein or as to the ownership of the property which is the subject of the application.
2. I hereby grant permission to City of Caldwell staff to enter the subject property for the purpose of site inspection(s) related to processing said application(s).

Dated this 30th day of October, 20 23

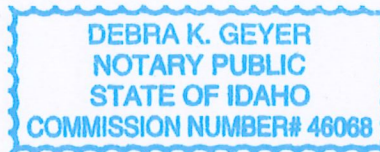
R. Wayne Eklund
(Signature)

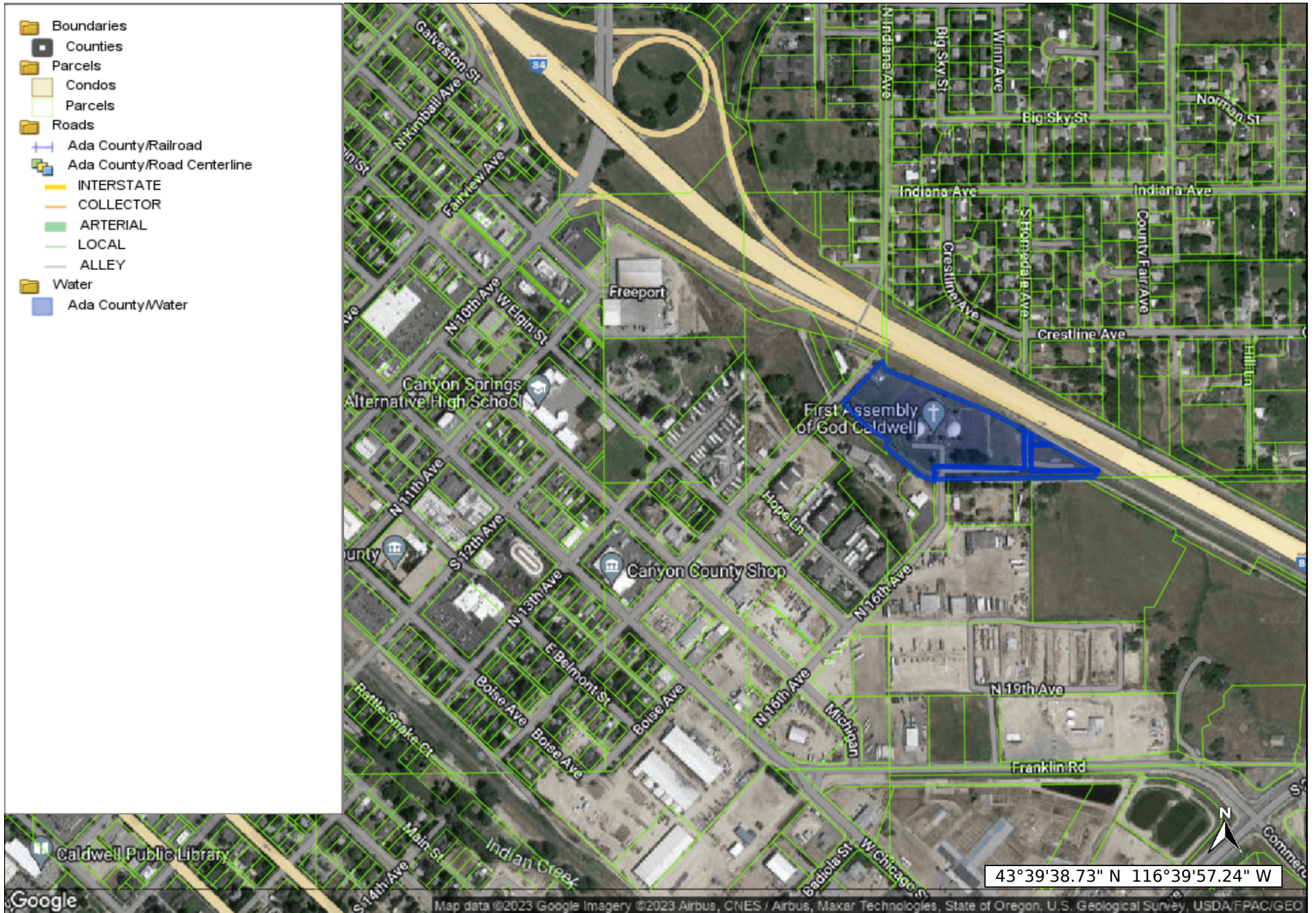
CERTIFICATE OF VERIFICATION

STATE OF IDAHO)
) ss.
County of Canyon)

I, Debra K. Geyer, a Notary Public, do hereby certify that on this 30th day of October, 2023, ~~2020~~, personally appeared before me R. Wayne Eklund known or identified to me to be the person whose name is subscribed to the foregoing instrument, who, being by me first duly sworn, declared that she signed the foregoing document, and that the statements therein contained are true.

Debra K. Geyer
NOTARY PUBLIC FOR IDAHO
Residing at Caldwell, Idaho
My Commission Expires 12/22/2023





WARRANTY DEED

For Value Received DUANE D. WOLFE and NIKI H. WOLFE, husband and wife, of Caldwell, Canyon County, Idaho, and DALE G. PETERSON and MARY E. PETERSON, husband and wife, of Caldwell, Canyon County, Idaho

the grantors, do hereby grant, bargain, sell and convey unto ASSEMBLY OF GOD CHURCH OF CALDWELL, IDAHO, INC., an Idaho corporation of 1023 Chicago Street, Caldwell, Canyon County, Idaho,

the grantee, the following described premises, situated in Canyon County, State of Idaho, to-wit:

A part of the Northeast Quarter of the Southeast Quarter of Section 22, and a part of the Northwest Quarter of the Southwest Quarter of Section 23, Township 4 North, Range 3 West, Boise Meridian, and a part of Tracts 9 and 10 of Hillcrest Subdivision according to the Plat on file in Book 3 at page 20 in the office of the Recorder of Canyon County, Idaho, more particularly described as follows:

Commencing at the West quarter corner of said Section 23; thence South 0°15'50" East 758.75 feet along the West boundary of said Section 23 to a point on the Southerly right of way line of Idaho State Highway FI 3021; thence South 61°30'00" East 4.03 feet along said Highway right of way line to the POINT OF BEGINNING; thence continuing South 61°30'00" East 719.54 feet along said Highway right of way line; thence South 0°21'40" East 178.04 feet along the Westerly right of way line of Homedale Avenue; thence North 88°15'50" West 480.20 feet along the Northerly right of way line of the Notus Canal according to the Plat on file in Book 1 of Plats at page 16 1/2 in the office of the Recorder of Canyon County, Idaho; thence continuing along said right of way line North 50°32'50" West 201.10 feet; thence North 0°15'50" West 43.78 feet along the right of way line of the Notus Canal according to the map of said right of way on file in the office of the City Engineer of Caldwell, Idaho; thence continuing along said Northerly right of way line North 50°11'50" West 228.75 feet to a point on the Easterly right of way line of 14th Avenue; thence North 43°16'00" East 259.30 feet along the Easterly right of way line of 14th Avenue to the POINT OF BEGINNING.

Together with all water and ditch rights and rights of way for water and ditches.

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee, its successors heirs and assigns forever. And the said Grantors do hereby covenant to and with the said Grantee, that they are the owners in fee simple of said premises; that said premises are free from all incumbrances

and that they will warrant and defend the same from all lawful claims whatsoever. Dated: September 10, 1976

Dale G. Peterson
Mary E. Peterson

Duane D. Wolfe
Niki H. Wolfe

STATE OF IDAHO, COUNTY OF Canyon
On this 10th day of September, 1976
before me, a notary public in and for said State, personally appeared DUANE D. WOLFE and NIKI H. WOLFE, husband and wife, and DALE G. PETERSON and MARY E. PETERSON, husband and wife,

known to me to be the persons whose names are subscribed to the within instrument, and acknowledged to me that they executed the same.

Notary Public
Residing at Caldwell, Idaho

STATE OF IDAHO, COUNTY OF
I hereby certify that this instrument was filed for record, at the request of
at minutes past o'clock m. this day of 1976
in my office, and duly recorded in Book of Deeds at page

Ex-Officio Recorder
By Deputy

Fees \$
Mail to:

7 8 3 2 4 6

FILED

SEP 14 10 07 AM '76

CLERK
H. Church

RECORDED

AT THE REQUEST OF

Gregory Downen
+ Gregory

OF
deeds

FOR 1.00

Wolfe, Duane D.
et ux et al

to

Assembly of God Church
of Caldwell, Idaho, Inc

deed

Counters

INSTRUMENT NO
2012003087

WARRANTY DEED

For Value Received GERALD R. HUSTON, also known as Jerry R. Huston,
a single person, of Caldwell, Canyon County, Idaho,

the grantor, do es hereby grant, bargain, sell and convey unto
ASSEMBLY OF GOD CHURCH OF CALDWELL, IDAHO, INC., of 1023 Chicago
Street, Caldwell, Canyon County, Idaho,

the grantee, the following described premises, situated in Canyon
County, State of Idaho, to-wit:

The South 119.6 feet of Lot 11 of Hillcrest Subdivision of the North
One-half of the Southwest Quarter (N 1/2 SW 1/4) and the Northwest
Quarter of the Southeast Quarter (NW 1/4 SE 1/4) of Section 23,
Township 4 North, Range 3 West of the Boise Meridian, according
to the official Plat of said Subdivision of record in the office
of the County Recorder of Canyon County, Idaho.

EXCEPTING THEREFROM: That part thereof conveyed to State of Idaho
in Deed dated November 4, 1953, recorded as Document No. 404878,
Book 226 of Deeds, Page 128 and in Deed dated June 27, 1952, record-
ed as Document No. 390765, Book 216 of Deeds, Page 407.

Together with all water and ditch rights and rights of way for
water and ditches.

2012 JAN 24 PM 2 59
RECORDED
2012003087
CHRIS YAMAMOTO
CANYON CNTY RECORDER
BY *[Signature]*
QUEST *[Signature]*
DUAL FEE 1200

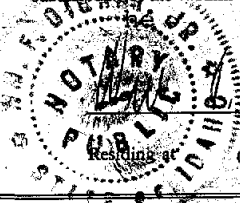
TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee,
its successors ~~heirs~~ and assigns forever. And the said Grantor does hereby covenant to
and with the said Grantee, that he is the owner in fee simple of said premises; that said
premises are free from all incumbrances

and that he will warrant and defend the same from all lawful claims whatsoever.
Dated: June 28, 1978.

Gerald R. Huston

STATE OF IDAHO, COUNTY OF Canyon
On this 28th day of June, 1978,
before me, a notary public in and for said State, personally appeared
GERALD R. HUSTON, also known as
Jerry R. Huston, a single person,

known to me to be the person whose name is
subscribed to the within instrument, and acknowledged to me that
executed the same.



[Signature]
Notary Public.
Caldwell, Idaho

STATE OF IDAHO, COUNTY OF
I hereby certify that this instrument was filed for record at the
request of
at _____ minutes past _____ o'clock m., this
_____ day of _____ 19____,
in my office, and duly recorded in Book _____ of Deeds at
page _____

By _____
Ex-Officio Recorder.
Deputy.

Fees \$
Mail to: