



RECORD OF PROCEEDINGS

Meeting of the Planning Commission for the Town of Frisco Town Hall, 1 East Main Street Thursday, August 17, 2023 at 5:00 P.M.

Call to Order: Kelsey Withrow, Chair, opened the meeting.

Roll Call: Present: April Connelly, Jessica Forsyth, Patrick Gleason, Lina Lesmes, Ira Tane, Kelsey Withrow
Absent: Andy Stabile

Minutes: Approval of the July 20, 2023 Planning Commission meeting minutes
The minutes were approved unanimously.

Public Comment (non-agenda items): There were no public comments

Agenda Items:

1. **Planning File No. MAJ-23-0007:** A sketch plan review of a Major Site Plan application for a residential development consisting of a 54-unit multi-family development. All units are proposed to be deed restricted, affordable units, located at 602 Galena Street / LOT 13,14,15,16,17,18,19,20,21 BLOCK 3 FRISCO TOWN SUB. Applicant: Tim Sabo, Allen-Guerra Architecture on behalf of Town of Frisco (property owner).

Katie Kent, Community Development Director, noted that Megan Testin with Norris Design is present on behalf of the Applicant.

Ms. Kent stated that this is the sketch plan hearing of the Major Site Plan application for the construction of a fifty-four (54) unit multi-family development. The proposed development is located at 602 Galena Street and the applicant is proposing that all units be deed restricted, affordable units available for rent. Ms. Kent continued by stating that the applicant previously presented a sketch plan to the Planning Commission on July 6, 2023, where they were proposing two buildings containing twenty-four (24) units each for a total of forty-eight (48) deed restricted, affordable units available for rent. The previous proposal also included underground parking. The applicant has since redesigned the site to include one building and surface parking which is now proposed on site and within the public right-of-way (ROW). Ms. Kent noted that a more complete project description can be found in the August 17, 2023 staff report included in the application materials. Ms. Kent requested the Planning Commission take this opportunity to provide the applicant feedback on the items noted in the staff report.

COMMISSIONER QUESTIONS FOR STAFF INCLUDED:

- Commissioners asked if this is privately funded or partially Town subsidized. Staff responded that the Town owns the land, and the Applicant is going to be looking for funding for the project.
- Commissioners questioned how far the existing access is from the intersection. Staff replied that they would get back to them on that answer.
- Commissioners asked if this was normal to return to Planning Commission. Staff responded if a project has significant or substantial changes it could be sent back to the Planning Commission. Staff felt that there were just enough changes with the surface parking, the change to one building, and other changes that Staff wanted it to come back before the Commission.
- Commissioners asked if on-street visitor parking is allowed in the Code because it is the affordable housing code. Staff responded that it is correct, on-street parking is allowed for 100% affordable housing projects.
- Commissioners asked if the parking layout on Galena Street is per the Complete Streets plan. Staff replied that the Town has a plan for Granite Street but does not have a detailed design for Galena Street. Staff and Public Works are supportive of how the project's plan is proposed and the functionality of the plans.
- Commissioners noted that Staff wanted comments on the Public Works potential waiver and asked if there are criteria for the Public Works waiver. Staff responded Public Works does have some criteria; however, Staff just wants to know, from a functionality standpoint, if the Commission is supportive of it being close to the intersection and then Public Works will do the technical review.
- Commissioners asked if there other one-way parking lots in Frisco. Staff responded yes there are one way drive aisles in Frisco.
- Commissioners asked if there are longer spaces or if it is because of the angle. Staff said it is because of the angle.
- Commissioners questioned what caused this substantial change. Staff will let Applicant respond.
- Commissioners asked if they are comfortable with single management of parking and who is responsible for snow removal. Staff responded that will be worked out with the management plan. The Applicant can address this during their presentation but until a management agreement is provided, it is not definite.
- Commissioners asked if anyone living at this development will need a permit to park on the street at night. Staff responded it is premature to say until there is a plan.
- Commissioners asked if there is currently overnight street parking in use in the Town. Staff replied that there is currently no overnight street parking in the Town.
- Commissioners asked if the lot is split in tract A tract B, what happens if the Town wanted to put day care on tract B, as was once discussed. Staff responded that plan would not come to fruition.
- Commissioners asked what the recourse would be if the management team is not managing the parking. Staff replied that it would be the same as any other project not conforming to Code.
- Commissioners asked if there would be exterior lighting in the parking area. Staff will let the Applicant address.

Megan Testin, with Norris Design introduced herself, and Lauren Avioli with NHP, one of the owner's representatives. Ms. Testin turned the presentation over to Ms. Avioli who stated that she is a project manager with NHP Foundation who is partnering with the Town of Frisco. Ms. Avioli noted that the updated sketch plan design was due to significant increases in construction costs associated with the previous structured parking approach. These costs required the project to switch to a surface park design.

Ms. Avioli noted that this re-design required taking the full parcel at 602 Galena Street and their plan is to seek a variety of funding both private and public.

Ms. Testin described the location with regards to using alternative forms of transportation as it is on the bus route and will have two car-share spots. The site is a way to be green and is a way for people to reduce their cost of living. The site will have fifty-four (54) units, parking access off 6th Avenue and out on to Galena Street. The right-of-way line corner to corner is a little over twenty feet, well within the thirty-five-foot intersection depth. Ms. Testin reviewed parking and briefly reviewed the architecture.

COMMISSION QUESTIONS FOR APPLICANTS:

- Commissioners asked if parking is in the management plan and if it allowed for anything other than cars, i.e., trailers, boats. Ms. Avioli stated that we do not allow that type of parking. Property management is diligent and strict about what can be parked.
- Commissioners asked if the management plan covers towing. Ms. Avioli responded, yes.
- Commissioners asked if the extra twenty (20) community parking spaces is covered by the management plan. Ms. Avioli responded that it is something still to be worked out with Public Works, but her understanding is that the management plan covers the parking that is specific to the development.
- Commissioners noted that the car share idea is very creative and asked if NHP has done this elsewhere. Ms. Avioli responded yes, usually in larger cities that are denser. Ms. Avioli further stated that this site is a great location for car share because of its walkability. She briefly explained the car-share concept.
- Commissioners asked if the car share vehicle is electric. Ms. Avioli responded that she would like them both to be electric. Commissioners expressed concern that if the car share was electric, it might be overusing the electric spaces provided for the renters. Applicant responded that this would be factored into the electric infrastructure.
- Commissioners asked if the solar panels are included in the plan. Applicant responded we would like to use solar, but it is not in the current budget.
- Commissioners asked if the community benefit spaces would be allowed as overnight parking for the residents. Ms. Avioli responded that the only spaces to be used for overnight parking are the nine (9) visitor spaces.
- Commissioners asked if there was some allowance directly to the north of those parking spaces for backing out. Ms. Testin responded that Galena has an eighty (80) foot right-of-way and that is something that will need to be worked through.
- Commissioners asked if this would be a standard Town of Frisco deed restriction or slightly different deed restrictions. Ms. Avioli responded that there will be a development agreement with the Town to develop the site and the deed restriction would be the standard deed restriction but there will also be additional affordability restrictions on the property based on the financing that we will secure for it. The development is designed to be affordable in perpetuity. The Town will continue to own the property. Staff added that the deed restriction will look similar but because the units are going to be rentals, the content will not be relevant so it will be different and a lot more restrictive because of the funding requirements.
- Commissioners asked if renters would have to work within the Town of Frisco limits. Applicant responded that with some of the funding sources, we cannot make work status a requirement. Commissioners commented that they would support the requirements not being as restrictive, but this might be a requirement of Low-Income Housing Tax Credit (LIHTC) funding.

- Commissioners asked if there was a need to switch to stick built. Ms. Avioli responded that modular requires a very long planning runway. Timing would not allow modular to meet the deadline, so we need to proceed with stick built.
- Commissioners asked why the visitor parking spaces are on 6th Avenue; it made more sense to have them on Galena St. and allow public parking on 6th Avenue since it is closer to Main Street. Ms. Testin acknowledged the feedback.
- Commissioners like the fact that the building on the current plan is taking advantage of the southern exposure but asked why not place the building on the north side and the parking on the south side. In Ms. Testin responded that it is primarily because Public Works does not want to take access off the alley.
- Commissioners asked if there are ADA requirements. Applicant responded, yes.
- Commissioners asked why the sidewalk on Galena is not straight. Ms. Testin responded that they are trying to maximize the parking and keep as far away from the intersection as they could with the street standards.
- Commissioners asked if the community parking benefit is memorialized somewhere. Ms. Avioli responded that it is not memorialized in the Development Agreement at this time, but it could be amended if that is the direction the Planning Commission would like to go.
- Commissioners noted that the plans do not show the caliper of the trees and asked if there is a commitment to putting in more mature trees in this parking lot for screening right out of the gate. Ms. Testin responded that they would want to stick with appropriate tree sizes, aspen take better to transplanting when smaller ones are planted.
- Commissioners questioned the duplication of architectural features. Ms. Testin responded that when the plans consisted of two buildings, they were exact replicas and Planning Commission wanted more variety. The new plans vary the horizontal materials and bumps in and out of the facades. There is duplicity in the facades, but materials are different.
- Commissioners asked about the car share program – who maintains it, who purchases it, is it a lease agreement and if it does not come to fruition how does that change your parking. Ms. Avioli replied that more information can be provided at final as details are not worked out at this stage. If we are unable to maintain the car share, we would be in violation of the Code and would have to answer to the Town.

PUBLIC COMMENTS:

- Eric Klein, 208 Teller Street – Acknowledged appreciation for the LIHTC credits. Noted high need of rentals in town and supported project overall. Stated that the Town needs to figure out parking as it is an issue.
- Anne Pyle, 601 Galena Street – Acknowledged appreciation for the conversation about parking. Questioned the orientation of the site and requested the applicant consider flipping the site, so the parking is facing the alley and the building is facing towards Galena Street. If flipping is not a feasible option, requested using plantings to screen the glare from cars in the parking lot.
- Dmitry Molotchkev, Manager with United Professional Management, manage 520 and 524 Galena Street – Echoed the same sentiment of flipping the parking and noted that he wished his building was flipped the same way to save in plowing the snow out of the north side versus the south side from December through April.
- Chris Dunn, Marina Park Condos – Stated that it looks like a great project, much needed in Town. Appreciated the collaboration between the Town and this developer. Requested information regarding how density was calculated since above the density for that area. Additionally requested the applicant consider flipping the building because it does seem to make more sense.

Chair Withrow interjected that after public comments were closed, Commission will address the density question.

- Joan Scott, 601 Galena Street – Expressed the same sentiment as others about flip flopping the layout, so the parking would be on the alley. Noted that those who have property in that area, would not like to look right on to concrete and cars but something more pleasant. Hopefully add some more landscaping and trees so that it does maintain the feeling that we have now. Questioned the proposed layout of parking on Galena Street.

Public Comments closed at 6:05pm

Ms. Kent clarified for the density, that in the Central Core District, the affordable housing qualifies for density bonus. Through the Town's density bonus provision, you can have bonus units and 50% of those bonus units are required to be 100% AMI deed restricted units. That is allowed throughout the Central Core and some of the other districts in Town.

Ms. Kent also noted that the applicant mentioned the layout of the building and the parking lot. Town Staff did bring this up to the architects when they first saw the new layout. Not speaking on behalf of the architect but Staff's understanding was that essentially the cost, grading, and site conditions would have been a lot more money to flip the parking and the building. Staff noted that it is not a code requirement and Staff does not design a project.

COMMISSIONER DISCUSSIONS:

- Commissioners acknowledged that they understood the comments about flipping the plans but noted that there are pros and cons to that.
- Commissioners agreed there is a need for rentals and are happy to see a rental project.
- Commissioners noted the architectural duplication is repetitious and requested the applicant address with modifications.
- Commissioners agreed they are okay with bulk the plane encroachment.
- Commissioners agreed they would rather see visitor parking on Galena Street if the number of parking does not change.
- Commissioners noted that they would like the community parking to be part of the deal.
- Commissioners do not have a problem on the waiver request to reduce the access distance to the street intersection.
- Commissioners asked if there is a license agreement across Galena Street.
- Commissioners noted that something really interesting could be done at the intersection of the sidewalks.
- Commissioners stated that they would like to see solar on the building.

Chair Withrow called for a 5-minute break, meeting will resume at 6:20 p.m.

Chair Withrow resumed the meeting at 6:20 p.m. and noted that for the next agenda item, Commissioners April Connelly and Commissioner Lina Lesmes will recuse themselves due their absence from the May 4, 2023 Planning Commission meeting and audio issues with the recording on that date. Commissioners Connelly and Lesmes left Council Chambers.

2. **(Continued from May 4, 2023) Planning File No. APL-23-0001:** A public hearing of an appeal of the Community Development decision to deny an Administrative Site Plan Application, **ADM-23-0003**, for rooftop mechanical screening, located at 1202 North Summit Boulevard / Lot 2A, Block A, Discovery Interchange Subdivision. Applicant: Chris Manley, representing BMM AC Frisco LLC.

Community Development Director Katie Kent noted that a vote on this agenda item would require a quorum, and the vote to carry would be three out of the four commissioners who are in attendance.

Ms. Kent proceeded to give a brief update since the Commission's last meeting on May 4, 2023, and noted the Town's legal counsel, Thad Renaud is present virtually in the event his consult is required. On March 7, 2023 the Community Development Department issued an Administrative Site Plan denial based on a finding that rooftop mechanical equipment was not screened pursuant to §180-6.21.3.D.4 Rooftop Materials. The Applicant appealed the decision and will make a presentation this evening. Ms. Kent noted that in the applicant's submittal documents included in the packet, the applicant was not pulling out images of the metal ductwork but were looking at other mechanical equipment on other structures throughout Town. At the May 4, 2023, Commissioners made a motion to continue the item. The applicant did submit revisions based on the conversation that occurred on May 4th. Ms. Kent noted that there was a lag time of approximately three weeks due to staff changeover.

Ms. Kent further noted that what was not heard at the last meeting was the definition of screening and reminded Commissioners that this is about screening of the mechanical equipment. The Unified Development Code (UDC) defines "screening" as a method of visually shielding or obscuring one abutting or nearby structure or use from another by fencing, walls, berms, or densely planted vegetation." Staff does not think that the option to paint, or apply a durable material, to the ductwork constitutes screening based on this definition.

Staff noted that the applicant submitted two options in their updated plans, and that if they provided the three-foot wall around the ductwork, it would comply with the Code, and the applicant could request the appeal application be withdrawn and extinguished; then, submit an Administrative Site Plan application showing the mechanical equipment, including all ductwork, screened by the three-foot wall. The applicant has stated that they have not confirmed the engineering for wind load on the proposed wall and would not take Staff's suggested actions. Still before the Planning Commission is screening of the rooftop materials.

Staff is continuing to recommend the same motion and decision which would be denying the Administrative Site Plan application. Staff provided an alternative motion, but Staff requests that the Commission provide a finding on how it does comply with the Town Code requirements if they choose to approve the application before them.

COMMISSION QUESTIONS FOR STAFF:

- Commissioners asked how the ductwork got up there without being on a plan or previously expected prior to a Certificate of Occupancy (CO). Ms. Kent suggested that this question, instead of presented to Staff, be presented to the Applicant. Ms. Kent noted that from the Staff's perspective, the metal ductwork was not shown on the submitted plans to the Planning Division, as required in the application submittal requirements and so Staff did not know it was going to be put on.
- Commissioners asked if the material the applicant wanted to use to wrap around the duct does not constitute screening. Ms. Kent replied that is Staff's position, but that is the question before the Commission tonight.

- Commissioners commented that the status of the request is not immensely clear right now. Further Commissioners asked if this was to finalize their CO or are they in violation of Code, facing fines. Staff responded that they would let the applicant address.

Applicant Chris Manley, representing BMM AC Frisco LLC addressed the Commission. Mr. Manley began by offering that ductwork is not defined as mechanical and that the ductwork was disclosed four years ago, from day one.

At the May 4 meeting, the recommendation was to investigate two alternatives:

- 1) Screening via paint or some other method to obscure the shiny metallic appearance of the ductwork.
- 2) Screening by adding a new material (metal/wood) in front of the ductwork.

Mr. Manley noted that they had done a great job covering up the shine on the ductwork. Mr. Manley described the product being proposed to cover the ductwork as light white consistent with the building. As a contrast, they looked at applying a solid material e.g., painted wood which was destroyed in a week and a half because of high winds. Mr. Manley noted that they are trying to find an engineer that will certify this alternative, to-date they have been unable to do so. A solid wall at seventy feet in the air cannot be done due to it being a safety hazard. Mr. Manley noted that they have proposed a wire mesh or perforated metal, painted white and are requesting permission to allow either solution if they can find an engineer to sign off on the metal.

COMMISSION QUESTIONS FOR APPLICANT:

- Commissioners asked if applicant considered dark paint as opposed to white. Mr. Manley responded that they did not, their architect recommended white to blend in and match the color of the building.
- Commissioners asked if the wrap product is cool roof compliant and if any other part of the roof is cool roof compliant. Applicant responded no.
- Commissioners asked for clarification on the submittal and if the applicant could share with the Commission the plans that were submitted showing said ducts from the point of construction. Mr. Manley responded, yes, the plans were submitted early on, before the May meeting, where we evidenced that they had been in the original submittals. Ms. Kent interjected that for clarification, they were submitted to the building division with the building and mechanical permits. They were not submitted with the planning applications, and they are two different divisions that do not necessarily share plans.
- Commissioners asked if the applicant has a CO or a temporary CO and if people are utilizing the building. Applicant replied that people are utilizing the building and we are operating under a temporary CO, while this is outstanding as well as other improvements.
- Commissioners asked when does the temporary CO expire. Applicant responded that he does not know.
- Commissioners asked if the flat paint was applied and if any other test section was done with the other wrap. Mr. Manley responded yes, they looked identical to the paint. They were small areas, but the end result was that they looked identical to the paint but are a lot more durable than a painting solution.
- Commissioners asked if the wrap was designed as wind resistant and tear resistant, and if they would withstand high winds. The applicant responded yes; they were designed for exactly that use.
- Commissioners asked what kind of guarantee from the manufacturer do you get. Applicant responded that he did not know.

PUBLIC COMMENTS:

- No comments

COMMISSIONER DISCUSSIONS:

- Commissioners asked what exactly the Commission is deciding on if it is just to uphold the integrity of the Code. Ms. Kent responded yes, and to uphold Staff's decision based on the application of the Administrative Site Plan.

Thad Renaud interjected that it is a de novo hearing under the Code, which means what was Staff's decision becomes your decision, which you are to make based on whatever evidence is presented to you now and the Code provisions. What Staff may have decided in the past you may decide to uphold, you may decide to deny but you are not limiting yourself to the decision that the Staff made based on the evidence it had in front of it. And it looks to me, as though the original Staff denial, as though the application, the actual substance of what is being proposed has changed a bit from what was originally denied by Staff.

- Commissioners asked Mr. Renaud to confirm that the UDC has not changed in the duration of this matter.

Mr. Renaud confirmed that the UDC has not changed, and the definition of screening has been there from the beginning and should have been pointed out to the Commission before now.

- Commissioners asked if, per the code, should these items require screening and what qualifies as adequate screening.

Mr. Renaud responded, yes, to the extent that the applicant has raised the issue of whether this is mechanical equipment, as that term is used in the Code and is required to be screened, then yes, you have that first question in front of you, and then the second.

Mr. Renaud asked Chair Withrow if he could address that issue as to whether it is mechanical equipment from a legal standpoint.

Chair Withrow responded yes.

Mr. Renaud continued stating that the definitions in the building code do not apply to the definitions in the zoning code and vice versa. The Zoning code does not provide a definition of mechanics or mechanical and when you do not have a definition within a code, the typical rule is that you rely on the dictionary definition of the term that is a commonly understood definition.

- Mr. Manley interjected that the International Building Code (IBC) does not include ductwork as mechanical.

Mr. Renaud stated that for these purposes, it is not relevant for what the term mechanical means when it is used in our Zoning Code with a zoning code requirement.

- Commissioners asked Mr. Renaud if it is reasonable and plausible to say that this is a highly integral part of the system, the system does not function as a mechanical system without these pieces.

Mr. Renaud responded that that was a fair statement, yes.

- Commissioners reinforced that the applicant is to work with staff and their analysis to work out the gray areas, but they are ready to uphold Staff's decision.
- Commissioners stated that they feel there was no intent by the applicant to defraud the Code with the installation of this ductwork. A discussion of screening ensued. Commissioners commented that they like the wrap material but then they questioned whether that is upholding the Code.
- Commissioners agreed that ductwork is 100% part of the mechanical system because it does not function if it is not attached to the parts that move and, by definition, the ductwork should be screened. Commissioners continued to discuss the conversations in the previously held meeting and how we reached the point where we are today, and Commissioners noted that this is an unfortunate situation. Commissioners decided that they will not question the applicant's document review process and what it was like or was not like, since that is not within the Commission's purview.

Mr. Manley again stated that ductwork is not identified as mechanical in the International Building Code and further stated that in November 2021 the plans were in CommunityCore for review.

- Commissioners agreed that the privy as a Planning Commission is to uphold the Code, we must uphold the Code to require screening.
- Commissioner's suggestions for screening would be perforated metal screen and recommended the Town be specific on paint and materials or it could end up oxidizing and being unsightly.
- Commissioners expressed dismay over not seeing what they had asked to see, noting that the applicant could have put up the proposed screening instead of a plastic-like material that was not going to be used.
- Commissioners discussed the permit process and how the ductwork should have been submitted by the applicant to the planning department as an elevation change on the site plan since it is reviewed under the Unified Development Code. The building department receives this as a mechanical application and screening is not in its building review or code. Commissioners expressed the need for better communication between the building and planning departments. Commissioners noted that putting the responsibility on the applicant with a disclaimer might be something to consider in the future, *anything drawn implied or built must meet the relevant codes. Any oversight by the building department does not constitute an allowable installation.*

MOTION:

WITH RESPECT TO FILE NO. APL-23—0001, COMMISSIONER FORSYTH MOVED THAT THE RECOMMENDED FINDINGS SET FORTH IN THE AUGUST 17, 2023 STAFF REPORT BE MADE THAT THE PLANNING COMMISSION HEREBY AFFIRMS THE NOTICE OF DECISION BY THE COMMUNITY DEVELOPMENT DEPARTMENT DATED MARCH 7, 2023 AND DENIES THE ADMINISTRATIVE SITE PLAN APPLICATION: ADM-23-0003.

MOTION SECONDED BY PLANNING COMMISSION MEMBER GLEASON.

VOTE:

YEAS: GLEASON – YEA, TANE – YEA, FORSYTH – YEA, WITHROW – YEA

NOES: NONE

MOTION: PASSED

Ms. Kent gave a brief review of next steps for the applicant.

Chair Withrow called for a break and requested the Commission reconvene at 7:10 p.m.

Commissioners Connolly and Lesmes re-entered the meeting and the meeting continued.

3. **Planning File No. UDC-23-0004:** A public hearing to consider amending Chapter 180 of the Code of Ordinances of the Town of Frisco, concerning the Unified Development Code (UDC), by Amending Sections 180-2.4.2 and 180-4.3 concerning Planned Unit Development (PUD) Overlay District.

Katie Kent, Community Development Director, began by explaining the purpose of a Planned Unit Development (PUD). Ms. Kent continued by reviewing the August 17, 2023 Staff Report and providing a presentation for the proposed modifications. Discussion ensued over proposed PUD language and Commissioners recommended the following modifications:

- Section 180-2.4.2.B., reinsert “type of use”. Commissioners discussed that uses that are not permitted in the underlying zone district, by right or conditional use, should be allowed. Commissioners recommended Town Council consider allowing any uses to be proposed within a PUD; regardless of the underlying zone district requirements.
- Section 180-2.4.2.E.3., language needs to be amended to reflect that deed restricted units are not considered a unit of density and a modification of the number of deed restricted units still requires review.
- Section 180-4.3:
 - Commissioners discussed occupancy restriction requirements within a PUD and recommended the Town Council consider 25% affordable per the definition in the UDC.
 - Commissioners recommended the Council discuss a 6-month rental versus 12-month rental.
 - Commissioners provided feedback on if the 30’ perimeter setbacks should be removed. Commissioners requested Town Council discuss this.

The Commissioners discussed these proposed modifications before making the following motion.

MOTION:

WITH RESPECT TO PLANNING FILE NO. UDC-23-0004, COMMISSIONER LESMES MOVED THAT THE RECOMMENDED FINDINGS SET FORTH IN THE AUGUST 17, 2023 STAFF REPORT BE MADE AND THAT THE PLANNING COMMISSION RECOMMENDS APPROVAL TO TOWN COUNCIL OF CODE TEXT AMENDMENTS TO CHAPTER 180 OF THE CODE OF ORDINANCES OF THE TOWN OF FRISCO, COLORADO, CONCERNING THE UNIFIED DEVELOPMENT CODE, BY AMENDING SECTION 180-2.4.2, REZONING TO A PLANNED UNIT

DEVELOPMENT, AND SECTION 180-4.3, PLANNED UNIT DEVELOPMENT (PUD) OVERLAY DISTRICT, WITH THE ADDITIONAL DISCUSSION ITEMS NOTED ON THE RECORD.

MOTION SECONDED BY PLANNING COMMISSION MEMBER GLEASON.

VOTE:

**YEAS: CONNOLLY – YEA, FORSYTH – YEA, GLEASON – YES, LESMES – YEA, TANE – YEA, WITHROW – YEA
NOES: NONE**

MOTION: PASSED

Staff and Commissioner Updates:

- Planner II, Sally Ward, notified Commissioners that the 80 W Main Street project proposed some landscaping modifications, noting some existing trees on the south side of Main Street are proposed to be removed due to potential damage from construction. The Code does not require the applicant to go back to the Planning Commission with these modifications because they are considered minor. Staff has given them approval to remove these trees provided they submit a new landscape plan to replace the removed trees and meet the minimal landscaping requirements.
- Katie Kent noted that the next Planning Commission meeting scheduled for September 7 will start at 4 p.m. for DOLA training which is geared to the Planning Commissioner role. We will provide dinner.
- Katie Kent also mentioned that Commissioners should have received an invite to a Virtual Open Records / Open meeting held by Town Counsel and scheduled for Wednesday, August 23. This meeting is not required but will be recorded if you are unable to attend.

Adjournment:

There being no further business, Commissioner GLEASON made a motion to adjourn, seconded by Commissioner LESMES and was unanimous. The meeting adjourned at 8:11 p.m.

Respectfully submitted,

Cheryl Mattka
Community Development Department

**TOWN OF FRISCO
COUNTY OF SUMMIT
STATE OF COLORADO
ORDINANCE 24-03**

AN ORDINANCE AMENDING CHAPTER 180 OF THE CODE OF ORDINANCES OF THE TOWN OF FRISCO, CONCERNING THE UNIFIED DEVELOPMENT CODE, BY AMENDING SECTION 180-5.5.1, CONCERNING AFFORDABLE HOUSING.

WHEREAS, the Town of Frisco, Colorado ("Town") is a home rule municipality, duly organized and existing under Article XX of the Colorado Constitution; and

WHEREAS, the Town has identified development of affordable housing in the community as a high priority; and

WHEREAS, the Town Council desires to amend the Unified Development Code in order to continue to provide code-based incentives to developers of affordable and workforce housing while retaining consistency with other types of development within the Town; and

WHEREAS, The Town Council held Public Hearings on February 13, 2024, and February 27, 2024, to receive public comment, evidence and testimony relative to the proposed amendments to the Frisco Town Code.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF FRISCO THAT:

Section 1. Subsections 180-5.5.1.B and 5.5.1.C.3.a of the Frisco Town Code, concerning Affordable Housing Incentives, is hereby amended to read as follows:

180-5.5.1. INCENTIVES

B. *Density Bonuses.*

1. *Central Core, Gateway, Mixed-Use and Residential High Density Districts.* In the CC, GW, MU, and RH Districts, a density bonus over the maximum allowable density is available if approved by Planning Commission, provided that:
 - a. For projects that contain residential units being developed that are not restricted to affordable and/or workforce housing, A a minimum of 50 percent of the total number of bonus units is provided as affordable housing deed-restricted for occupancy for purchase to households earning up to a maximum 140 percent Area Median Income (AMI), or maximum 120 percent AMI for rental, with an average AMI not to exceed 100 percent at a rate established by the Summit Combined Housing Authority for that income level, and pursuant to the other criteria as established from time to time by the Town or the Summit Combined Housing Authority; or
 - b. For projects that are being developed with all residential units restricted to affordable and/or workforce housing, bonus units shall be provided as affordable deed-restricted housing being available for purchase or rent to households earning, on average, an income up to 120 percent of the Area Median Income (AMI), at a rate established by the Summit Combined Housing Authority for that income level, and pursuant to the other criteria as established from time to time by the Town or the Summit Combined Housing Authority; or

- ~~bc.~~ For each bonus dwelling unit allowed, at least two affordable housing units are provided on property outside of the subject property, but within the Town of Frisco or within one mile of any corporate limit of the Town of Frisco; or
- ~~ed.~~ A minimum of 50 percent of the total number of bonus units is provided as affordable housing restricted for rent in accordance with the Low-Income Housing Tax Credits (LIHTC) program requirements, with such units being nonetheless deed-restricted under the Town's standard covenant, to be effective only upon termination of the LIHTC restrictions.

2. *Density Bonus Requirements.*

- a. In order to qualify for the density bonus incentive of additional dwelling units in multifamily and/or mixed-use projects, each deed restricted affordable unit shall be no more than 15 percent smaller in gross floor area than the corresponding bonus market rate unit. Provided, however, that if the affordable housing units provided under any density bonus provision of this Chapter are located off the site of the subject property, then the foregoing requirement shall not apply and, instead, for every two off-site affordable units provided, the total combined floor area of such units shall, at a minimum, be equal to the floor area of the associated one on-site density bonus unit. Further provided, however, that in no instance shall an off-site affordable housing unit provided under any density bonus provision of this Chapter be less than 600 square feet in gross floor area.
- b. Every owner of an affordable housing unit shall ensure that each potential buyer of the unit is qualified for the purchase through the Summit Combined Housing Authority, ~~and any affordable housing unit established pursuant to any density bonus provision of this Chapter shall be marketed and offered solely through the Summit Combined Housing Authority.~~
- c. For each affordable housing unit that is provided under any density bonus provision of this Chapter and that is to be located on or off the site of the subject property, the required deed or covenant restriction for such unit shall be established and legally enforceable prior to the Town's issuance of a certificate of completion or a certificate of occupancy for the corresponding bonus market rate dwelling unit in the development project.

- 3. *Criteria for Approval.* Bonus units may be approved by the Planning Commission upon finding that the additional units, because of the structure's design, height, mass, and scale, do not detract from the character of the vicinity and small mountain town character.

C. *Affordable Housing Development Incentive Program.* The Affordable Housing Development Incentive Program encourages the voluntary preservation or development of new housing units, or preservation of existing dwelling units, for the local workforce through residential development incentives, in exchange for deed restriction of all of the housing units in the property. Designation of properties as an Affordable Housing Development will enhance the quantity and quality of affordable housing in the Town of Frisco through the use of incentives that allow increased flexibility in design in exchange for deed restricting all of the dwelling units as affordable housing.

- 1. *Applicability.* An owner of a property within the Town of Frisco may apply for an Affordable Housing Development designation. This designation is available in the GW, CC, MU, RH, RM and RL zone districts, and the underlying zone district will remain in effect. In order to qualify for the Affordable Housing Development designation, a property must meet the criteria in Section 180-5.5.1.C.3. Any

designation shall be in compliance with the purposes and criteria of this section. The entire property included in any Affordable Housing Development designation shall be subject to the controls and standards of this section. Any incentives described in this section may be requested and, if granted, applied to the entire development site; any incentives or designation not granted may be appealed as prescribed in the Unified Development Code.

2. *Application.* An application for designation as an Affordable Housing Development may be made by the owner or the development applicant with the owner's written consent. The request for designation shall be included with a Site Plan application submitted in accordance with Section 180-2.5. The Community Development Department shall review the application for conformance with the criteria in Section 180-5.5.1.C. A proposed development application qualifies for an Affordable Housing Development designation and is eligible for the incentives described in this section if it meets the requirements of this section.
3. *Criteria.* The criteria for designating properties as an Affordable Housing Development are as follows:
 - a. Each of the dwelling units within the development is restricted as permanently affordable through the Town of Frisco standard covenant. ~~The units shall be restricted for occupancy for purchase to households earning up to a maximum 140 percent Area Median Income (AMI), or maximum 120 percent AMI for rental, with an average AMI not to exceed 100 percent.~~ The units shall be restricted for occupancy by households earning, on average, a maximum of 120 percent of the Area Median Income (120% AMI) The draft deed restriction will be reviewed and approved as part of the Site Plan review; and
 - b. Except where allowances are permitted as described in the incentives section below, all zoning requirements and other development standards have been met.

INTRODUCED, PASSED ON FIRST READING AND PUBLICATION AND POSTING ORDERED THE 13TH DAY OF FEBRUARY 2024.

PASSED ON SECOND READING AND PUBLICATION AND POSTING ORDERED THIS 27TH DAY OF FEBRUARY 2024.



TOWN OF FRISCO, COLORADO:

DocuSigned by:

Frederick J Unken

DF20277B4CAF42F...

Rick Ihnken, Mayor Pro Tem

ATTEST:

DocuSigned by:

Stacey Nell

EDCD1C5EB9AB46E...

Stacey Nell, Town Clerk

§ 180-5.5. - Affordable housing.

180- *Incentives.*

- 5.5.1. A. *Accessory Dwelling Units.* In the RL, RM, RH, GW, CC, and MU Districts, any accessory dwelling unit meeting the Town's requirements may be exempted from the density calculation as long as the unit is deed-restricted for rent to persons earning a maximum of 100 percent of the area median income, at a rate established by the Summit Combined Housing Authority for that income level, and pursuant to other criteria as established from time to time by the Town or the Summit Combined Housing Authority.
- B. *Density Bonuses.*
1. *Central Core, Gateway, Mixed-Use and Residential High Density Districts.* In the CC, GW, MU, and RH Districts, a density bonus over the maximum allowable density is available if approved by Planning Commission, provided that:
 - a. A minimum of 50 percent of the total number of bonus units is provided as affordable housing deed-restricted for occupancy for purchase to households earning up to a maximum 140 percent Area Median Income (AMI), or maximum 120 percent AMI for rental, with an average AMI not to exceed 100 percent at a rate established by the Summit Combined Housing Authority for that income level, and pursuant to the other criteria as established from time to time by the Town or the Summit Combined Housing Authority; or
 - b. For each bonus dwelling unit allowed, at least two affordable housing units are provided on property outside of the subject property, but within the Town of Frisco or within one mile of any corporate limit of the Town of Frisco; or
 - c. A minimum of 50 percent of the total number of bonus units is provided as affordable housing restricted for rent in accordance with the Low-Income Housing Tax Credits (LIHTC) program requirements, with such units being nonetheless deed-restricted under the Town's standard covenant, to be effective only upon termination of the LIHTC restrictions.
 2. *Density Bonus Requirements.*
 - a. In order to qualify for the density bonus incentive of additional dwelling units in multifamily and/or mixed-use projects, each deed restricted affordable unit shall be no more than 15 percent smaller in gross floor area than the corresponding bonus market rate unit. Provided, however, that if the affordable housing units provided under any density bonus provision of this Chapter are located off the site of the subject property, then the foregoing requirement shall not apply and, instead, for every two off-site affordable units provided, the total combined floor area of such

units shall, at a minimum, be equal to the floor area of the associated one on-site density bonus unit. Further provided, however, that in no instance shall an off-site affordable housing unit provided under any density bonus provision of this Chapter be less than 600 square feet in gross floor area.

- b. Every owner of an affordable housing unit shall ensure that each potential buyer of the unit is qualified for the purchase through the Summit Combined Housing Authority, and any affordable housing unit established pursuant to any density bonus provision of this Chapter shall be marketed and offered solely through the Summit Combined Housing Authority.
 - c. For each affordable housing unit that is provided under any density bonus provision of this Chapter and that is to be located on or off the site of the subject property, the required deed or covenant restriction for such unit shall be established and legally enforceable prior to the Town's issuance of a certificate of completion or a certificate of occupancy for the corresponding bonus market rate dwelling unit in the development project.
3. *Criteria for Approval.* Bonus units may be approved by the Planning Commission upon finding that the additional units, because of the structure's design, height, mass, and scale, do not detract from the character of the vicinity and small mountain town character.
- C. *Affordable Housing Development Incentive Program.* The Affordable Housing Development Incentive Program encourages the voluntary preservation or development of new housing units, or preservation of existing dwelling units, for the local workforce through residential development incentives, in exchange for deed restriction of all of the housing units in the property. Designation of properties as an Affordable Housing Development will enhance the quantity and quality of affordable housing in the Town of Frisco through the use of incentives that allow increased flexibility in design in exchange for deed restricting all of the dwelling units as affordable housing.
1. *Applicability.* An owner of a property within the Town of Frisco may apply for an Affordable Housing Development designation. This designation is available in the GW, CC, MU, RH, RM and RL zone districts, and the underlying zone district will remain in effect. In order to qualify for the Affordable Housing Development designation, a property must meet the criteria in Section 180-5.5.1.C.3. Any designation shall be in compliance with the purposes and criteria of this section. The entire property included in any Affordable Housing Development designation shall be subject to the controls and standards of this section. Any incentives described in this section may be requested and, if granted, applied to the entire development site; any incentives or designation not granted may be appealed as prescribed in the Unified Development Code.

2. *Application.* An application for designation as an Affordable Housing Development may be made by the owner or the development applicant with the owner's written consent. The request for designation shall be included with a Site Plan application submitted in accordance with Section 180-2.5. The Community Development Department shall review the application for conformance with the criteria in Section 180-5.5.1.C. A proposed development application qualifies for an Affordable Housing Development designation and is eligible for the incentives described in this section if it meets the requirements of this section.
3. *Criteria.* The criteria for designating properties as an Affordable Housing Development are as follows:
 - a. Each of the dwelling units within the development are restricted as permanently affordable through the Town of Frisco standard covenant. The units shall be restricted for occupancy for purchase to households earning up to a maximum 140 percent Area Median Income (AMI), or maximum 120 percent AMI for rental, with an average AMI not to exceed 100 percent. The draft deed restriction will be reviewed and approved as part of the Site Plan review; and
 - b. Except where allowances are permitted as described in the incentives section below, all zoning requirements and other development standards have been met.
4. *Incentives.* Any proposed development that meets the criteria and standards in this Section shall be eligible to utilize the incentives described herein.
 - a. *Zoning Requirements.* The following zoning density and dimensional standard adjustments are applied to the zoning district requirements for Affordable Housing Developments:
 - i. *Density.*
 - (1) GW, CC, MU, RH zone districts utilize the Density Bonus provisions per Section 180-5.5.1.B.
 - (2) RM, RL zone districts - 100 percent increase in maximum zoning density (i.e., 12 units per acre increase to 24 units per acre).
 - ii. *Lot coverage.*
 - (1) 20 percent increase in allowed lot coverage (i.e., 55 percent allowed coverage in zone district would increase to 75 percent coverage).
 - (2) Driveways up to 12 feet in width shall be exempted from lot coverage. Portions of driveways in excess of 12 feet shall count towards lot coverage.
 - iii. *Setbacks.* Minimum setbacks allowed per Zone District as follows:
 - (1) GW - Front: Ten feet; Side: Five feet; Rear: Five feet.

(2) CC - On Main: Front: Three feet; Side: zero feet, Rear: Zero feet.

Off Main: Front: Five feet, Side: Five feet, Rear: Five feet.

(3) MU - On Main: Front: Three feet, Side: Five feet, Rear: Five feet.

Off Main: Front: Ten feet, Side: Five feet, Rear: Five feet.

(4) RH, RM, RL - Front: Ten feet, Side: Five feet, Rear: Five feet.

iv. *Maximum Building Height.*

(1) Ten percent increase in maximum building height (i.e., 40-foot maximum height in zone district would increase to 44-foot maximum height).

Table 5-3 summarizes the incentives noted above.

Zoning Requirements - Affordable Housing Development						
Requirement	Zoning District					
	GW	CC	MU	RH	RM	RL
Density (Section 180-3.16.2)	Utilize provisions of density bonus per Section 180-5.5.1.B				100% increase in maximum zoning density	
Maximum lot coverage (Section 180-3.16.2)	20% increase in maximum lot coverage					
Driveway width (Chapter <u>155</u> and <u>Section 180-3.17</u>)	Driveways up to 12' in width shall not count toward lot coverage, portions of driveways in excess of 12" shall count towards lot coverage					

Setbacks (Section 180-3.16.2)	Front: 10' Side: 5' Rear: 5'	On Main: Front: 3' Side 5' Rear: 5' Off Main: Front: 5' Side: 5' Rear: 5'	On Main: Front: 3' Side 5' Rear: 5' Off Main: Front: 10' Side: 5' Rear: 5'	Front: 10' Side: 5' Rear: 5'
Height (Section <u>180-3.16</u>)	Increase by 10%			

- b. *Development Standards.* The following development standards may be modified for Affordable Housing Developments:
- i. *Landscaping and revegetation.* Plant material quantities may be reduced by up to 20 percent from the requirement in Section 180-6.14.3. Species mix may be increased to a 50-percent maximum for each species, and minimum tree caliper size may be reduced to 50 percent of the caliper size requirement in Section 180-6.14.
 - ii. *Nonresidential development standards.* For developments that contain a minimum of 20 dwelling units, building articulation pursuant to Section 180-6.21.3.B.3, is not required on alley or non-right-of-way facing facades.
 - iii. *Residential development standards.* Building articulation shall be demonstrated through use of at least two of the seven techniques described in Section 180-6.22.
 - iv. *Bulk plane.*
 - (1) Bulk plane encroachments may be permitted up to the ratio of 500 cubic feet per 10,000 square feet of lot area, subject to the criteria in Section 1806.23 and approval by the Planning Commission.
 - (2) Bulk plane envelopes shall be measured at a 45-degree angle in all zones.
 - (3) Bulk plane envelopes measurement shall begin at the lesser of the minimum setback in Table 5-4 or the measurement in Table 6-K, Bulk Plane Standards.
 - (4) Ten-foot stepback shall not apply on alley-facing facades for developments of 20 units or greater. Landscaping and Revegetation (Section 1806.14).

Table 5-4 summarizes the incentives noted above.

Development Standards - Affordable Housing Development	
Requirement	
Landscaping and revegetation (Section <u>180-6.14</u>)	Plant material quantities may be reduced by up to 20% from the requirement in Section 180-6.14.3. Species mix may be increased to a 50% maximum for each species, and minimum tree caliper size may be reduced to 50% of the caliper size requirement in <u>Section 180-6.14</u> .
Nonresidential development standards (Section <u>180-6.21</u>)	For developments that contain greater than 20 dwelling units, building articulation pursuant to § 180-6.21.3.B.3, is not required on alley or non-right-of-way facing facades, or all other facades, building articulation shall be demonstrated through use of at least two of the seven techniques described in <u>Section 180-6.21</u> .
Residential development standards (Section <u>180-6.22</u>)	Building articulation shall be demonstrated through use of at least two of the seven techniques described in <u>Section 180-6.22</u> .
Bulk plane (Section <u>180-6.23</u>)	<ul style="list-style-type: none"> i. Bulk plane requirements increased to allow 500 cubic feet per 10,000 square feet of lot area. ii. Bulk plane envelopes shall be measured at a 45-degree angle in all zones. iii. Bulk plane envelopes measurements shall begin at the lessor of the minimum setback in Table 5-3, or the measurement in Table 6-K, Bulk Plane Standards. iv. 10-foot stepback shall not apply on alley-facing facades for developments of 20 units or greater.

- c. *Parking.* The following parking requirements may be applied to Affordable Housing Developments:
- i. One parking space per unit for studios and one bedroom units, one and one-half parking space per unit for two-bedroom units, and two parking spaces per unit for three bedrooms or greater. One visitor parking space is required for each five dwelling units in the development.
 - ii. If a development application includes a minimum of 20 units, and is a single-owner development in which all units will be offered for rent, the development is eligible for each of the following parking incentives which may be cumulative:
 - (1) Proximity to transit. For developments within one quarter mile of a transit stop which provides local service: One-half parking space per unit for studios and one-bedroom units, one parking space per unit for two-bedroom units, and two parking spaces per unit for three bedrooms or greater.
 - (2) On-street overnight parking. Within the Central Core (CC) and Mixed-Use (MU) Districts, up to 20 percent of the required overnight parking spaces for residents and visitors may be accommodated on street frontages contiguous to the property, on a one for one basis, subject to construction of any needed improvements, Town approval of an acceptable agreement to ensure adequate maintenance and snow removal procedures, and a permit system for resident use.
 - (3) Off-site parking. Up to 50 percent of the required overnight parking, excluding required accessible spaces, in the Central Core (CC) and Mixed Use (MU) Districts may be met off-site, subject to a permanent parking agreement approved by the Town. Off-site parking shall be located within 1,000 feet of the proposed development, measured as a viable pedestrian path.
 - (4) Car-sharing service. Each car-sharing space provided shall count as four parking spaces, up to 20 percent of the parking requirement. The car-sharing program details and agreement shall be provided as part of the application and shall include provisions and alternative options to ensure operation for the duration of the project.
- d. *Application Processing.* Planning and Building Department application review periods shall be accelerated to the extent possible, while ensuring all required public notice requirements are met, and adequate time to appropriately review the applications.

Residential Development Standards (Section 180-6.22).

Bulk Plane (Section 180-6.23).

Building articulation shall be demonstrated through use of at least two of the seven techniques described in Section 180-6.22.

- i. Bulk Plane requirements increased to allow 500 cubic feet per 10,000 square feet of lot area.
- ii. Bulk plane envelopes shall be measured at a 45-degree angle in all zones.
- iii. Bulk plane envelopes measurement shall begin at the lesser of the minimum setback in Table 5-4 or the measurement in Table 6-K, Bulk Plane Standards.
- iv. Ten-foot stepback shall not apply on alley-facing facades for developments of 20 units or greater. Landscaping and Revegetation (Section 1806.14).

Nonresidential Development Standards. (Section 180-6.21.)

For developments that contain greater than 20 dwelling units, building articulation pursuant to Section 180-6.21.3.B.3, is not required on alley or non-right-of-way facing facades. or all other facades, building articulation shall be demonstrated through use of at least two of the seven techniques described in Section 180-6.21.

Plant material quantities may be reduced by up to 20 percent from the requirement in Section 180-6.14.3. Species mix may be increased to a 50-percent maximum for each species, and minimum tree caliper size may be reduced to 50 percent of the caliper size requirement in Section 180-6.14.

(Ord. No. 17-04, 6-27-17; Ord. No. 19-04, 4-9-19; Ord. No. 23-10, § 1, 4-11-23)



SUMMIT FIRE & EMS

PO Box 4910
Frisco, CO 80443
(970) 262-5100
www.summitfire.org

January 30, 2024

Ms. Emily Weber
Principal Planner
Town of Frisco
PO Box 4100
Frisco, CO 80443

Re: 602 Galena Street, Frisco, CO 80443

Dear Ms. Weber

Thank you for the opportunity to review and comment on the above proposed site plan. The 2018 edition of the International Fire Code (IFC), as amended and adopted, is the fire code of record for this site plan and future permits. Summit Fire & EMS (SFE) has the following comments and concerns regarding the proposed project plans:

1. A Construction permit through Summit Fire & EMS is required for this this project. Please advise the developer/contractor to contact the fire department for details.
2. The proposed one-way driveway does not meet the width requirements of the IFC.
3. This project shall require the following fire protection systems for each building: an approved fire sprinkler system, an approved fire alarm system, and an approved manual dry fire standpipe system.
4. RPZ backflow devices are required in the fire sprinkler system.
5. Please provide information on the location and size of the mechanical room that will house the fire sprinkler riser. Minimum spacing requirements per the IFC and the SFE Life Safety Policy are required.
6. Three fire hydrant(s) will be required for this project.
7. Bollard protection shall be required for all new fire hydrants. A field inspection is required.
8. Snow storage areas and proposed landscaping throughout the site shall not visually or physically obstruct or hinder access to any fire hydrants and/or fire department appurtenances.
9. Please advise the developer/contractor to size the waterline into each of the new buildings to meet fire sprinkler and domestic water demand accordingly.
10. The fire department suggests a meeting with the developer and architect to discuss fire code requirements and fire protection system concepts for the buildings.
11. Based on the size of the building, type of construction and radio signal strength in the building, an emergency responder radio amplification system may be required. See SFE for details.

Kim J McDonald
Division Chief/Fire Marshal
Summit Fire & EMS



INFORMATION SYSTEMS DEPARTMENT

970-668-4200
Post Office Box 5660
County Commons
0037 County Road 1005
Frisco, Colorado, 80443

TO: Town of Frisco Planning Department
FROM: Sally Bickel, GIS Engineer
SUBJECT: Project Review
DATE: February 5, 2024

Property Location: LOT 13,14,15,16,17,18,19,20,21 BLOCK 3 FRISCO TOWN SUB

Project Description: Final Site Plan Review – 602 Galena Street

Comments:

GIS recommends a Project Name for the Apartment Building to be used instead of the physical address as the project name. Please provide GIS with a project name that will be used to identify the building and also recorded with the plat.

The physical address for the building may remain 602 Galena ST.

The following units will be assigned:

602 Galena ST UNIT 101	602 Galena ST UNIT 201	602 Galena ST UNIT 301
602 Galena ST UNIT 102	602 Galena ST UNIT 202	602 Galena ST UNIT 302
602 Galena ST UNIT 103	602 Galena ST UNIT 203	602 Galena ST UNIT 303
602 Galena ST UNIT 104	602 Galena ST UNIT 204	602 Galena ST UNIT 304
602 Galena ST UNIT 105	602 Galena ST UNIT 205	602 Galena ST UNIT 305
602 Galena ST UNIT 106	602 Galena ST UNIT 206	602 Galena ST UNIT 306
602 Galena ST UNIT 107	602 Galena ST UNIT 207	602 Galena ST UNIT 307
602 Galena ST UNIT 108	602 Galena ST UNIT 208	602 Galena ST UNIT 308
602 Galena ST UNIT 109	602 Galena ST UNIT 209	602 Galena ST UNIT 309
602 Galena ST UNIT 110	602 Galena ST UNIT 210	602 Galena ST UNIT 310
602 Galena ST UNIT 111	602 Galena ST UNIT 211	602 Galena ST UNIT 311
602 Galena ST UNIT 112	602 Galena ST UNIT 212	602 Galena ST UNIT 312
602 Galena ST UNIT 113	602 Galena ST UNIT 213	602 Galena ST UNIT 313
602 Galena ST UNIT 114	602 Galena ST UNIT 214	602 Galena ST UNIT 314
602 Galena ST UNIT 115	602 Galena ST UNIT 215	602 Galena ST UNIT 315
602 Galena ST UNIT 116	602 Galena ST UNIT 216	602 Galena ST UNIT 316
602 Galena ST UNIT 117	602 Galena ST UNIT 217	602 Galena ST UNIT 317
602 Galena ST UNIT 118	602 Galena ST UNIT 218	602 Galena ST UNIT 318

The County GIS Department has no further comments.

Sincerely,

Sally Bickel

GIS Engineer

Summit County Government

Frisco, CO 80443

(970) 668-4217

Sally.Bickel@SummitCountyCO.gov

From: [Lagace, Amy S](#)
To: [Andrew Stabile](#); [Weber, Emily](#)
Cc: [Kent, Katie](#); [Suzanne Allen-Sabo](#); [Lauren Avioli](#)
Subject: RE: 602 Galena Street
Date: Wednesday, February 14, 2024 4:20:50 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi Andy & Emily - comments below. Thanks

Xcel Energy – Review Comments – Plat and/or Site Plan

Project Information:

2/14/2024

Reviewing: 602 Galena Street – Civils & Architectural for Electric Distribution

Address: 602 Galena Street – Frisco CO

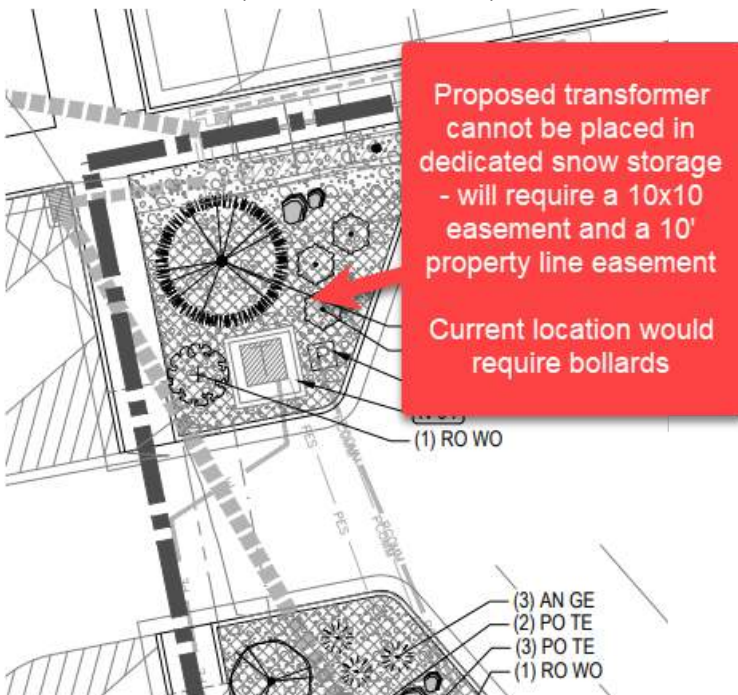
Customer did not indicate any proposed loads

Existing Facilities

- Known existing Xcel facilities onsite or near project
 - UG Primary and Gas Main is running North/South of west property line and East to west of south property line
 - Gas service to existing structure
 - Existing facilities are not sufficient to provide power/gas to new structures.
- If any grading or landscape work is planned over existing Xcel Facilities, Xcel will need the customer to have the lines surveyed and located to review for proper clearance and depth.
- Any encroachment/grade change +/-6" over the existing Xcel facilities in ROW UG and above ground will need to be reviewed to maintain proper clearances and depth.
- Customer has proposed to relocated the switch cabinet in ROW for parking.
 - This will required a relocation application and the costs to relocate will be born by customer.
 - Cabinet will require 10' of clearance on both door sides (long sides) and 5' to the other side.
 - Town will need to approve proposed location and confirm that it will not impede on driver visibility at the intersection.
- Please call 811 for locates before digging.

Proposed Facilities

-
- Plan show proposed transformer location on northwest corner of property.
 - Note transformer CANNOT be place in dedicated snow storage area
 - Xcel's facilities will need to be installed on property in 10' wide dry utility easement.
 - Proposed location will require bollards
 - Customer must ensure that all Company facilities meet all local setback and zoning requirements and remain accessible at all times for routine maintenance purposes.
 - Customer to install sleeves at all culvert crossings if culverts are installed prior to Xcel's distribution.
 - 12" of separation required from bottom of culvert
 - Min of 36" from top of conduit to final grade
 - Any GEO grading materials which are disturbed from the installation of Xcel's facilities will need to be repaired as needed by customer.



Easements

Easements are required to accommodate Xcel facilities needed to serve. Size and location dependent on transformer size/location and trench routing.

Gas and Electric Cable/Trench Clearances

Clearances required from buried Xcel facilities:

- 10' Min from Sewer and Water
- 1' Min Horizontal from Communications
- 1' vertical from gas and electric
- 5' Min from Gas pipe to any structure

- No private customer owned facilities allowed in Xcel's electric/gas trench

Above Ground Equipment Locations and Clearances

All Above ground Xcel owned equipment:

- Must be located outside
- Cannot be located under any overhang (roof, balcony, stairs, etc)
- Requires safe access
 - Cannot be located under a drip edge
 - Must be accessible by a truck
- Cannot be placed in dedicated snow areas

Transformers require safety clearance from structures including:

- 10' from any combustible structures
 - 30" from non-combustible 2hr rated wall
- 1st story:
 - No exits within 20' (including garage doors when attached to structure)
 - No operable windows within 10'
- 2nd story and higher:
 - If the transformer is within 20' from building, there can be NO operable windows or doors on the 2nd story and higher in the 20' zone.

Further details relating specifically to transformers can be found the Xcel Energy Standard for Electric Installation and Use, Section 5. Refer to the Illustrations in the CR – Clearance requirement section, for typical pad-mounted transformer installation and clearance requirements.

Meter Location and Required Clearances

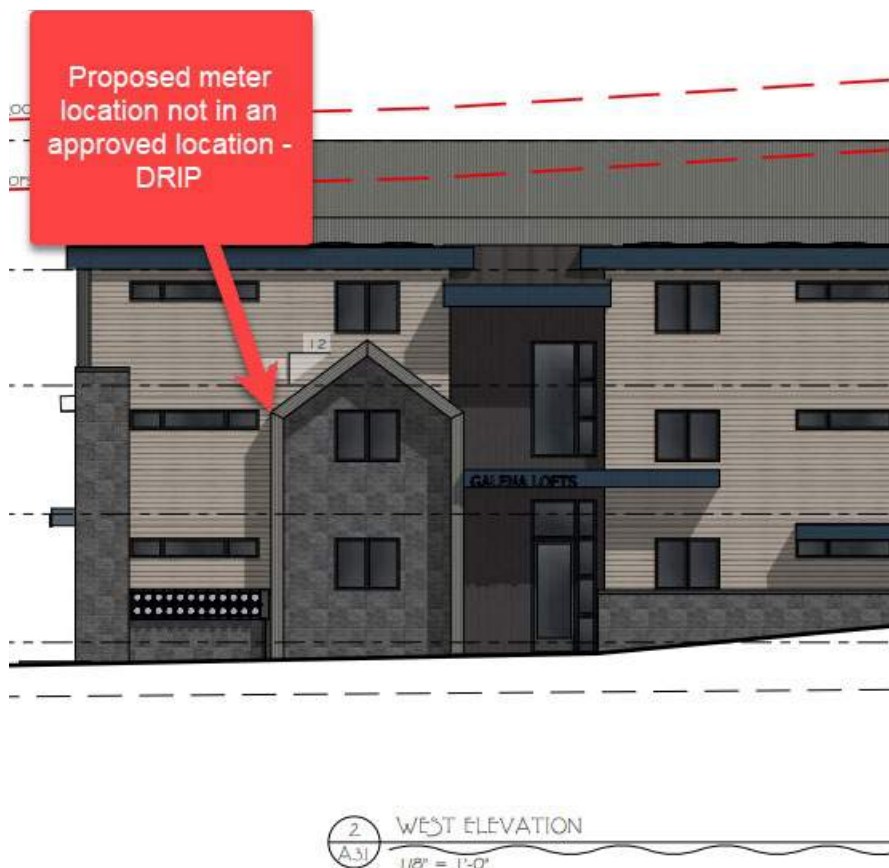
All meter locations will need to be approved by Xcel. Proposed electric meter location indicated on elevation is not in an approved location.

- Meters shall be located outdoors, on the front 1/3rd of the structure with safe access under a non-drip edge(gable) wholly on the customers property.
 - Including CT enclosures
- Meters shall not be installed:
 - Where the meter will, in the Company's opinion, interfere with traffic on sidewalks, driveways, hallways or passageways.
 - Where the meter will, in the Company's opinion, obstruct the opening of doors or windows.
- In locations with heavy snowfall or ice loading and in locations above 6000 feet in elevation, all meters shall be installed on the gable or non-drip side of a building or other structure, and there shall be no adjacent rooflines, which will drip directly on or

towards a neighboring meter installation.

- Xcel does not allow ice or snow shields in Summit County. Meters must be located under a non-drip edge and there shall be no adjacent rooflines, which will drip directly on or towards a neighboring meter installation.
 - *Note: Due to excessive snowfall, ice and snow shields will not be permitted in the following Colorado counties: Eagle, Lake, Park and Summit. Meters shall be installed on the gable or non-drip side of a building or in an approved remote location from the building or structure in these counties.*

Further details relating specifically to meters and meter locations can be found the Xcel Energy Standard for Electric Installation and Use, Sections 4.14 thru 4.18 and the Illustrations on CR-10 and SC-20B



Installation of Xcel Facilities

Xcel will install all Xcel owned facilities. Installation of Xcel facilities will start once a final design has been approved, paid for and the site is ready, equipment locations at final grade and trench route at +/- 6" of final grade. The customer is responsible for staking the trench line and above ground equipment prior to start of construction. Also, all easements must be in place and staked prior to start of construction.

- Where existing slopes prohibit trenching, Customer must provide temporary grade for trenching equipment.
- Pouring/paving of roads, driveways, sidewalks, and landscaping must be delayed until after installation of facilities (services excluded).
- Water line, sewer lines septic systems, leach fields, and any other underground obstruction must be staked, flagged, and installed prior to Company gas and/or electric construction.
- Only shallow root vegetation allowed over any Xcel gas or electric lines. No trees or other tall vegetation in the front of the transformer doors.
- Transformers, switch cabinet locations, pedestals, gas regulator stations, meter installations, and other surface mounted equipment must be exact final grade. All other street/easements/service lateral routes must be within plus or minus six (6) inches of final grade.
- All roof drains must be directed away from Company equipment in a manner that prevents damage or settling of facilities, or both.
- If transformers, switch cabinets, or gas meters require bumper protection, Customer must install protection at Customer's sole cost. Customer must contact design engineer for bumper protection clearance requirements.
- When construction consists of five (5) sites or fewer, all sites must be ready. For projects with more than five (5) sites, approximately fifty (50) percent of the sites must be ready.
- As determined by Company, required property pins, necessary curve points, easements, proposed structures, and facility equipment locations must be staked and visible in the field.

If gas service is requested, the service line from the main to the structure will be installed/owned and maintained by Xcel.

- Please note no private customer owned facilities can join in gas trench.

If the electric services to the structures are anticipated to be commercial/customer owned – they will be installed/owned and maintained by the customer

- Please note –electric services require one point of service to structure, ie, transformer/Ped
- A transformer or Ped will be required to be placed on the property being served in utility easement and will be sized once final building loads have been received.

Additional information on the design and installation process can be found on our website here. [Planning Your Project \(xcelenergy.com\)](https://www.xcelenergy.com/PlanningYourProject) & [Building & Remodeling \(xcelenergy.com\)](https://www.xcelenergy.com/BuildingRemodeling)

Design Layout and Estimate

When the customer is ready to submit their application for a design, they will need to submit the following:

- Approved site plans (as required by local jurisdiction(s))

- Civil grading and utility plan with proposed transformer/PED locations
 - Please include deep and shallow utilities
- Final approved plat with required utility easements
- Landscape Plan
- Elevations of buildings – with proposed meter locations highlighted.
- Gas Loads
- Electric one line and panel schedule with loads –
 - Please indicate # of EVS and EV ready with kW per charges
 - Any electric heating needs
 - Please indicate if solar
 - If yes, please make sure to apply for review and approval through the Xcel Solar Rewards application process
 - [Solar*Rewards | Xcel Energy](#)
- Builders Call line application are needed for:
 - New Electric & Gas Distribution
 - DEMO for each service on property
 - Services – new applications for each residential service (as needed)

Online Application link - [Building and Remodeling | Partner Resources | Xcel Energy](#)

Also – please check out the free Xcel Energy programs for new building projects [New Building Programs \(xcelenergy.com\)](#)

Link to full version - [Xcel Energy Standards of Installation and Use Manual](#)

Please note – this is not a final assessment of what the request will entail. There may be additional things in the field I cannot see. Once an application has been submitted to XCEL we can start the full design process and identify the scope of work for this request.

Thank you,

Amy Lagace

Xcel Energy

Designer

Amy Lagace

Xcel Energy

Designer

200 W. 6th St PO Box 1819, Silverthorne, CO 80498

P: 970-262-4033

E: amy.lagace@xcelenergy.com

XCELENERGY.COM

Please consider the environment before printing this email.

This e-mail, and any attachments, may contain confidential or private material for the sole use of the intended recipient(s). If you are not the intended recipient, please contact the sender by reply mail and delete all copies of this message and any attachments.

My Office Hours: Tues - Fri 7:00am - 4:30pm

Useful Links

[Xcel Energy Standards of Installation and Use Manual](#) *Updated Version – July 2022

[Building and Remodeling](#) | [Partner Resources](#) | [Xcel Energy](#)

[Additional Xcel Customer Support](#)

From: Andy Stabile <andy@allen-guerra.com>

Sent: Monday, February 12, 2024 2:19 PM

To: Lagace, Amy S <Amy.Lagace@xcelenergy.com>

Cc: Kent, Katie <katiek@townoffrisco.com>; Suzanne Allen-Sabo <suzanne@allen-guerra.com>; Lauren Avioli <LAvioli@nhpfoundation.org>

Subject: 602 Galena Street

You don't often get email from andy@allen-guerra.com. [Learn why this is important](#)

EXTERNAL - STOP & THINK before opening links and attachments.

Amy,

We've been working with the Town of Frisco to get planning approval for our project at 602 Galena Street, and they've asked us to reach out to you directly to see if Xcel has any comments or concerns with our current design. Please let us know if you need any additional information to complete your review or if you'd like to set up a meeting to discuss any concerns that you have.

Thanks,

Andrew Stabile, AIA

Architect

Allen-Guerra Architecture

PO Box 5540

711 B Granite Street

Frisco, CO 80443

(970) 376-1944 (c)

www.allen-guerra.com

From: [Goble, Jeff](#)
To: [Andrew Stabile](#)
Cc: [Weber, Emily](#)
Subject: RE: 602 Galena Street
Date: Tuesday, February 6, 2024 7:38:49 AM
Attachments: [image001.png](#)

Andy,

I have already approved the plans with the comment about removing references to concrete thrust blocks. Effective 2/13/24 thrust blocks will no longer be allowed, and mega-lug restraints will be the new normal. I did send an email message about this through community core when I approved the plans on 1/30/24. I do not see any revised plans showing removal of thrust blocks from the design. The only plan set I see is the one I commented on. Please revise the plan set to remove all references of thrust blocks and call out for mega lug restraints instead. Let me know if you have any questions. Thanks, and take care.

Best Regards,

Jeff Goble, CWP | Public Works Director | Water Superintendent | Cemetery Sexton



Mailing: PO Box 4100, Frisco, CO 80443
Physical: 102 School Road, Frisco, CO 80443
Email: jeffg@townoffrisco.com
Phone: 970-668-9151
Mobile: 719-839-1236
FriscoGov.com
TownofFrisco.com

"You manage things.... You lead people"- Rear Admiral Grace Murray Hopper

From: Andy Stabile <andy@allen-guerra.com>
Sent: Monday, February 5, 2024 4:35 PM
To: Goble, Jeff <JeffG@townoffrisco.com>
Subject: 602 Galena Street

Hello Jeff,

We understand from Emily that you've been sent the latest drawings for 602 Galena Street for comment. Please let us know if you have any questions, or if you need any additional information to assist your review. We' be happy to set up a meeting to go over any concerns you might have as you work through your comments.

Thanks,

Andrew Stabile, AIA

Architect

Allen-Guerra Architecture

PO Box 5540

711 B Granite Street

Frisco, CO 80443

(970) 376-1944 (c)

www.allen-guerra.com



MEMORANDUM

P.O. Box 4100 ♦ FRISCO, COLORADO 80443

TO: EMILY WEBER, PRINCIPAL PLANNER; ANDY STABILE
FROM: CHRISTOPHER MCGINNIS, TOWN ENGINEER
RE: MAJ-23-007 (602 GALENA STREET) TOWN ENGINEER REVIEW
DATE: FEBRUARY 15, 2024

The MAJ-23-0007 submittals dated 01/09/2024 were reviewed for general conformance with Town Code, standards, and general engineering principles. Submittals reviewed included the civil plans, landscaping plans, and draft parking management plans. Comments were added to the plans and are attached below; these comments shall be addressed by the applicant and plans resubmitted prior to final approval.

Below is a summary of major comments included in the documents below.

Drainage

Several comments were added regarding swales, drainage pans, grading of the new road section. The Intersection of 6th Ave and Galena currently has poor drainage due to a drainage pan that terminates in the intersection without a daylight. This drainage may be worsened by the road widening and improvements, such as a new storm inlet, need to be analyzed.

Galena Street

The existing 6th/Galena intersection has drainage concerns as mentioned above, as well as an existing ADA curb ramp that is not aligned with the proposed sidewalk and curb ramp. The plans need to show the adjacent areas and alignment with adjacent ramps, sidewalks, and drive lanes need to be analyzed.

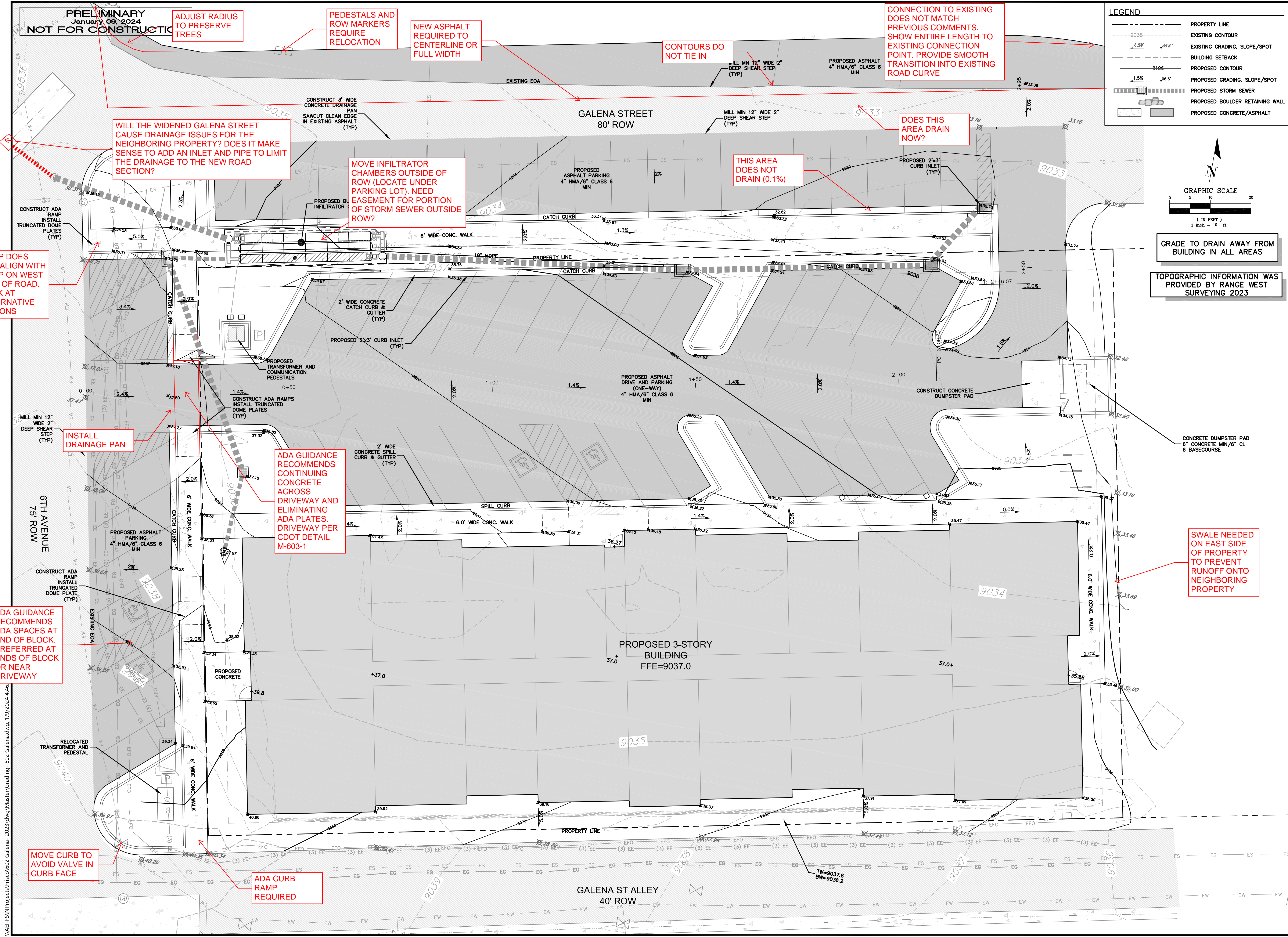
Additionally, the proposed on-street parking require significant road widening. The current plan's proposed connection to the existing road does not meet the Town's street standards, as this would create a compound curve adjacent to an existing curve. The Galena Street alignment needs to extend further east and connect into the existing curve to avoid a new curve in the street.

ROW/Landscaping

The infiltrator chambers need to be relocated outside the ROW. The proposed storm sewer and infiltrator capture both private storm drainage from the development and public storm drainage from the ROW. The ownership of the property needs to be discussed to determine if an easement is required for the storm improvements, or whether the land lease allows Town access to these improvements located outside the ROW.

Landscaping is currently being proposed in the ROW. A revocable license agreement is required for landscaping in the ROW.

Two bulbouts will be created from this development. The landscaping plan needs to detail the hardscape/softscape that will be installed in these areas.



LEGEND

---	PROPERTY LINE
- - - -	EXISTING CONTOUR
1.5% 0.06'	EXISTING GRADING, SLOPE/SPOT
---	BUILDING SETBACK
- - - -	PROPOSED CONTOUR
1.5% 0.06'	PROPOSED GRADING, SLOPE/SPOT
---	PROPOSED STORM SEWER
---	PROPOSED BOULDER RETAINING WALL
---	PROPOSED CONCRETE/ASPHALT

GRAPHIC SCALE

0 5 10 20

(IN FEET)

1 inch = 10 ft

GRADE TO DRAIN AWAY FROM BUILDING IN ALL AREAS

TOPOGRAPHIC INFORMATION WAS PROVIDED BY RANGE WEST SURVEYING 2023

ALPINE ENGINEERING INC.

EDWARDS CO 81632 / 970.926.3373
WWW.ALPINECIVIL.COM

PROFESSIONAL ENGINEER

09/2024

63667

602 GALENA STREET

FRISCO, CO

GRADING PLAN

NO.	DATE	REVISIONS	BY
DESIGNED	MCW	RIF	MCW
DRAWN	MCW	RIF	MCW
CHECKED	MCW		
JOB NO.			
DATE	06/29/2023		

OWNER:

NHP FOUNDATION
122 EAST 42 STREET
SUITE 4900
NEW YORK, NY, 10168
832.280.7554

NOT FOR
CONSTRUCTION

DATE:

01/09/2024 SITE PLAN

SHEET TITLE:

LANDSCAPE
PLAN

LS-101

LANDSCAPE MATERIAL SCHEDULE

SYMBOL DESCRIPTION

M-202 ROCK MULCH

M-203 DECOMPOSED AGGREGATE (DG)

M-401 PLASTIC EDGER

SYMBOL DESCRIPTION

M-501 BOULDERS

M-502 SEATING SLAB

AMENITY SCHEDULE

SYMBOL DESCRIPTION

S-102 DOG WASTE STATION

S-103 BIKE RACK

PLANT SCHEDULE

DECIDUOUS TREES

PO TE QUAKING ASPEN

EVERGREEN TREES

PI PU COLORADO SPRUCE
PI AR BRISTLECONE PINE

ORNAMENTAL TREES

AC GL ROCKY MOUNTAIN MAPLE
PR VI NATIVE CHOKEBERRY

DECIDUOUS SHRUBS

RO WO MOUNTAIN ROSE
SY OR MOUNTAIN SNOWBERRY

EVERGREEN SHRUBS

AR UV KINKIKINNICK

ORNAMENTAL GRASSES

AN GE BIG BLUESTEM

KEY NOTES

SYMBOL DESCRIPTION

N-01 LIMIT OF WORK

N-02 5' BUILDING SETBACK

N-03 PROPERTY LINE

N-04 EXISTING AND PROPOSED UTILITIES,
REFER TO CIVIL

N-05 COMMUNITY SPACE

SYMBOL DESCRIPTION

N-07 SNOW STORAGE

N-08 DUMPSTER ENCLOSURE

NOTES

- RESEED ALL DISTURBANCE WITH SPECIFIED SEED MIX UNLESS OTHERWISE DESIGNATED.
- THESE PLANS SHALL NOT BE UTILIZED FOR CONSTRUCTION OR PERMITTING UNLESS STATED FOR SUCH USE IN THE TITLE BLOCK.
- EROSION CONTROL BLANKETS SHALL BE USED ON DISTURBED SLOPES STEEPER THAN 3:1. ALL TREES, SHRUBS, AND PERENNIALS SHALL BE IRRIGATED. ALL TREES AND SHRUBS TO BE DRIP IRRIGATED.
- PLANT SYMBOLS ARE SHOWN AT APPROXIMATELY MATURE SIZE.
- ALL PLANT SYMBOLS SHOWN IN SNOW STORAGE AREAS SHALL BE PLANTS TOLERANT OF SNOW LOAD.
- ALL PLANTINGS SHALL BE PLANTED TO AVOID CONFLICTS WITH SIGHT TRIANGLES AND EXISTING AND PROPOSED UTILITIES. NOTIFY LANDSCAPE ARCHITECT OF CONFLICTS.
- FINAL PLANT LOCATION SHALL BE FIELD VERIFIED.
- PRESERVE AND PROTECT EXISTING TREES AS POSSIBLE.

IRRIGATION:

- ALL INSTALLED LANDSCAPE SHALL BE IRRIGATED.
- ALL TURF, NATIVE REVEGETATION, PERENNIAL AND ANNUAL PLANTINGS SHALL BE SPRAY IRRIGATED.
- ALL TREES AND SHRUB AREAS SHALL BE DRIP IRRIGATED.
- ALL MAINLINES SHALL HAVE CONDUIT UNDER CONCRETE SURFACES.
- IRRIGATIONS SHALL COMPLY WITH TOWN STANDARDS.

SNOW STORAGE CALCULATIONS

PAVED SURFACES: 12,254 SF
REQUIRED SNOW STORAGE: 3,070 SF
PROVIDED SNOW STORAGE: 3,095 SF

WHAT SIZE
ROCK MULCH?
THIS MAY NOT
BE ALLOWED
DUE TO
PLOWING
ISSUES

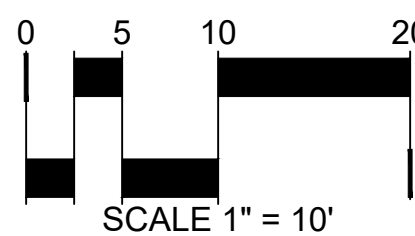
LANDSCAPING
IN ROW WILL
REQUIRE
REVOCABLE
LICENSE
AGREEMENT

WHAT GOES
HERE?

CANNOT COUNT
SNOW STORAGE
IN BIKE RACK
AREA

LANDSCAPING
IN ROW WILL
REQUIRE A RLA

WHAT GOES
HERE?
BULBOUT
NEEDS REVEG,
CONCRETE, OR
PAVERS.



Draft Parking Management Plan - 602 Galena

This document proposes a draft framework to guide the creation of a Parking Management Plan for on-street parking stalls that will serve the proposed development at 602 Galena Street, Frisco, CO 80443. Any Parking Management Plan or regulations must be approved by the Town of Frisco.

A total of twenty (29) new on-street parking stalls are proposed to be constructed as part of the development of the 602 Galena project. These parking stalls are proposed to be constructed in the Galena Street and 6th Avenue right-of-ways.

The 602 Galena project proposes to use nine (9) of the on-street parking stalls for users of the Development, while the other twenty (20) on-street parking stalls shall be constructed as a community benefit providing new vehicular parking for the public.

The 602 Galena site is constrained and unable to accommodate all required parking on-site. This configuration will allow the 602 Galena project to meet the number of parking spaces required by code while also providing additional parking for the community at large.

Construction

The Owner/Developer will construct twenty-nine (29) parking spaces within the Town of Frisco's right-of-way along Galena Street and 6th Avenue as part of the off-site infrastructure improvements for the 602 Galena project. Construction shall include all demolition, grading, drainage, pavement, signage, stripping, and other work required to construct twenty-nine parking spaces per the plans.

Operation and Maintenance

Signage: Signage will be installed as part of the construction of the 602 Galena project's off-site improvements. The signage will display designated hours for parking and which parking stalls require parking permits. Signage shall state "Permit Parking Only. No Parking Monday and Thursday 7 am – 10 am. November 1st through May 1st" Signage will also display towing information for any vehicles improperly parked reference Exhibit C, page 17. Any replacement, upgrade, or maintenance of the signage after initial installation will be the exclusive right and responsibility of the Town of Frisco.

Permit parking and towing : To park in the 9 spaces dedicated to the users of 602 Galena, a vehicle must display a valid parking permit at all times. Parking permits will be issued by property management and may be subject to per-unit limits. Property management will also oversee the towing of vehicles that are improperly parked or parked without a permit. The Town of Frisco may tow or ticket improperly parked vehicles in those spaces as well.

ADD NOTE THAT PARKING MANAGEMENT PLAN IS SUBJECT TO CHANGE AND FINAL PARKING MANAGEMENT PLAN SHALL BE UPDATED TO MATCH TOWN'S PARKING MANAGEMENT GUIDELINES CURRENTLY BEING DEVELOPED. STATE THAT FINAL PARKING MANAGEMENT PLAN MAY BE REVISED TO SIGN SPACES FOR PUBLIC PARKING IN THE DAY AND OVERNIGHT PARKING WOULD ALTERNATE ON OPPOSITE SIDES OF THE ROAD.

Visitors to 602 Galena who choose to park in permitting spaces will also be required to obtain a parking permit from property management if they choose to park overnight. Vehicles improperly parked are subject to towing.

Parking procedures and requirements, including permit requirements, will be included in all lease agreements. Repeated parking violations will be considered lease violations subject to standard remedies including fines and/or eviction.

Lease agreements will stipulate what vehicles are allowed to be parked in the parking spaces. Only registered and operational passenger vehicles are allowed in the parking spaces. Recreational vehicles, trailers, boats, oversized vehicles or vehicles longer than 18 feet, or other equipment are not allowed. Car washing and car repair are not allowed in the parking spaces. Motorcycles must be parked in regular parking spaces. Abandoned or inoperable vehicles are not allowed to be parked in the parking spaces. Vehicles shall not overhang onto the sidewalk.

Overnight parking: Overnight parking will be allowed in the 9 spaces dedicated to the users of 602 Galena. However, vehicles that do not display the proper parking permits may be towed (see above). Overnight parking will not be allowed in the 20 on-street parking stalls open to the public, except at the discretion of the Town of Frisco.

Snow Removal: The removal of snow from the public right-of-way will continue to be the sole duty and responsibility of the Town of Frisco. Parking restrictions to allow for the removal of snow are required.

The Town may restrict parking in the right-of-way at any time to allow for regular maintenance of the right-of-way, including snow removal. The Town shall sign parking restrictions times. On-street overnight parking spaces for permit spaces shall be signed for no parking 7 am to 10 am on Mondays and Thursdays November 1st through May 1st. Property management shall tow any vehicles not removed from the permit parking spaces during these times. To allow for snow removal, all vehicles must be moved from the on-street parking spaces during posted times.

Maintenance : Maintenance of the right-of-way, including parking stalls constructed in association with the 602 Galena Development, shall be the sole right and responsibility of the Town of Frisco. Maintenance may include, but is not limited to resurfacing, snow removal, and signage maintenance.

The Town of Frisco may enforce parking regulations for all the on-street spaces constructed through the 602 Galena project through any appropriate legal means, including the ticketing of vehicles, the towing of vehicles, and the disabling of vehicles pursuant to Colorado state law.

EXAMPLES OF PERMITTED AND
UNPERMITTED PARKING SIGNAGE

PROPOSED SIGNAGE

PROPOSED SIGNAGE TO HAVE WARNINGS DENOTING TOWING, FINES, AND TIME WHEN PARKING IS NOT ALLOWED.

ADDITIONAL SIGNAGE IN THIS LOCATION WILL BE USED TO DENOTE PERMIT REQUIREMENTS FOR RESERVED RESIDENTIAL SPACES.

SIGNAGE SHOULD MAINTAIN CONSISTENCY WITH TOWN SIGNAGE THROUGHOUT THE TOWN. SIGNAGE SHOULD BE UPDATED AS NEEDED TO MATCH CURRENT TOWN STANDARDS.



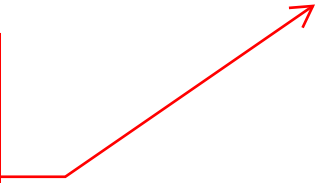
PERMIT SIGNAGE
(SEE PG 4)
RESIDENTIAL
OVERNIGHT
PARKING FOR
DEVELOPMENT



TOWN SIGNAGE
(SEE PG 4)
PUBLIC PARKING,
NO OVERNIGHT
PARKING ALLOWED



ADD NOTE THAT SIGNAGE WILL BE UPDATED TO MATCH TOWN'S STANDARD SIGNAGE DEVELOPED WITH PARKING MANAGEMENT GUIDELINES



602 GALENA STREET

SITE PLAN SUBMITTAL

January 9, 2024

Katie Kent & Emily Weber
Community Development Director
Town of Frisco
P.O. Box 3600
Frisco, CO 80443

Introduction

This team is proud to present a proposal for residential development in the Town of Frisco that seeks to bring online 54 deed-restricted, workforce housing units for rent. Located at 602 Galena Street, this site is currently owned by the Town of Frisco and will be developed in partnership with the NHP Foundation per a Development Agreement dated May 23, 2023. In collaboration with the Town, we propose redeveloping the former site of the Colorado Workforce Center to provide 100% workforce housing meeting the needs of our community.

Overall Site Conditions and Existing Land Uses

This project is proposed on a 0.72-acre lot, currently Lots 13-21, Block 3 of the Frisco Town Subdivision. The property housed the Colorado Workforce Center, in a structure dating to 1984. The Town of Frisco purchased the site from the State of Colorado in 2021, with the intention of redeveloping the site for workforce housing. As the property lies in the Central Core (CC) District, residential use is fully permitted by right. Per Section 180-3.12.1 of the Unified Development Code, the purpose of the Central Core District is “to promote the development of Frisco’s Main Street commercial district for retail, restaurant, service, commercial, visitor accommodation, recreational, institutional and residential uses, and to enhance the visual character, scale and vitality of the central core”. We believe this use continues the legacy of supporting the local workforce on the site, promotes the visual character, scale, and vitality of the Central Core district. This site plan would replace the existing, forty-year old structure on the site with a more attractive, sustainable building, adding fifty-four (54) units of deed-restricted affordable housing to the Frisco market.

Surrounding Neighborhood

While the Central Core includes a range of uses, residential is the primary land use in this vicinity. The neighboring properties consist of for-rent and for-sale mixed-use and multi-family residential developments. The adjacent block to the south, fronting Main is composed of a mix of commercial properties, including office space, restaurant and hospitality service space, and personal care salon space. The development will be an appropriate bridge between the commercial focus of Main Street and single family residential developments north of the Central Core.

Proposed Site Plan

Multi-family residential is the sole proposed land use on the site, with a single 34,986 square foot multi-family structure. The building will



Existing Site - Facing Northeast

contain fifty-four (54) deed-restricted, workforce housing units for rent, ranging from 510 to 861 square feet, with an average unit size of 648 square feet. The site plan proposes twenty-one (21) studio units, twenty-one (21) one-bedroom units, and twelve (12) two-bedroom units, interspersed in a single, multi-family structure. Situated nearer to the street, the structure will add mass to the central core, embracing the streetscape to contribute to a pedestrian-friendly town center. This proposal will develop vehicular access from Galena St. and 6th Street. Proposed improvements to the streetscape include the construction of twenty-one (21) on-street parking spaces along Galena Street, eight (8) on-street parking spaces along 6th Street, and pedestrian connections on and along the site in compliance with the Town of Frisco’s Complete Streets Plan. The proposed plan will include twenty-nine (29) on-site surface parking stalls, two (2) of which will be designated for on-site car-share. Per the Unified Development Code Section 180-5.5.1 (c), the car-share spaces provided shall be credited as four (4) parking spaces, bringing the total number of on-site parking spaces to thirty-five (35). Between on-site and adjacent parking stalls, this proposed site plan will provide sixty-one (64) parking stalls, four (4) of which will be accessible per ADA standards. The proposed site plan will also include sixty-six (66) indoor bicycle parking stalls, equalling one per bedroom, and a number of outdoor bicycle parking stalls.

The architecture proposed on this site fits the mountain character of Frisco. The proposed building will front Galena Street Alley and hold the edge of the street in a historic grid pattern. The gabled roofs and warm earth toned color palette create a theme that draws from historic architecture within the town. Natural building materials and glazing reinforce the architectural language of the Central Core. The building meets the spirit of the current Unified Development Code through building articulation, while the project as a whole strives to meet the needs of the community and further the goals of the Community Plan. The design meets all development standards for a fully affordable, deed-restricted development in the Town of Frisco.



Photo Credit: Town of Frisco

The site plan proposes 0.5 vehicle parking spaces for studio and one bedroom units and 1 vehicle parking space on-site per two bedroom residential unit in conformance with Section 180-5.5 Affordable Housing. The proposed site plan also plans to utilize 180-5.5.i Parking Section c.2.ii to allow for on-street overnight parking for up to 20% of the required residential and visitor parking requirements on street frontages contiguous to the property. The construction of on-street parking to accommodate additional parking needs will be created by this development per the Complete Streets Plan. The team understands that an acceptable maintenance agreement and permit system will need to be submitted to and approved by the Town. A parking management plan has been submitted as a supplement to this application.

Frisco Community Plan Fulfillment

Guiding Principle 1 - Inclusive Community

The primary goal of this project is to provide 100% workforce housing, which supports the Inclusive Community principle. By bringing this project to fruition, an example will be set for collaboration to “develop a diverse portfolio of workforce housing programs to support a broad range of housing needs”. This redevelopment will contribute to a positive balance of full-time residents. This redevelopment will enrich the character and scale of the town core with attractive architecture that matches and enhances the aesthetic character of Frisco. With a built condition which reaches out to and faces the adjacent streets, and the proposed site plan will engage pedestrians and restore Frisco’s historic street grid to “retain the character and walkability of the town core.”

Guiding Principle 2 – Thriving Economy

The workforce housing proposed by this redevelopment will support local businesses, employees, residents, and visitors alike. A common community goal will be met by providing much needed housing for local workers. This project will support local business by providing affordable housing resources in proximity

to Main Street, encouraging local workers to remain employed in Frisco or pursue employment in Frisco. This project will set another precedent for “supporting efficient regulations and processes that foster a supportive business environment.”

Guiding Principle 3 – Quality Core Services

This project will deliver a product that meets the mission of Guiding Principle 3. As stated by Guiding Principle 3:

“Frisco is a place for people to live and work...core services help businesses recruit workers, contribute to a tight knit community, and ensure the year-round vitality of our economy.”

As the developer of the proposed project and a publicly supported not-for-profit real estate organization, NHPF will deliver a product that helps develop the quality core services which support the Frisco community. Enabling workers to live in Frisco strengthens the community and makes employment in Frisco more attractive and accessible. Providing workforce housing resources in the Central Core will increase the year-round vitality of the Frisco economy by supporting workers and consumers who will live in the community and engage with the economy year-round.

Guiding Principle 4 – Mobility

This redevelopment encourages the use of Frisco’s multi-modal transportation network with its proximity to bus stations on several local bus lines, proposed bike storage on-site, and the walkability of Main Street. With the improvements to the site, this project will contribute to the “Central Core for the construction of more developed, urban streetscape.” By improving the site to include sidewalks and on-site pedestrian walks, the proposed site plan helps to improve neighborhood and commercial area connections in the central core.

602 Galena Street



Photo Credit: Andrew Rostek

Guiding Principle 5 – Vibrant Recreation

With the project's new construction, the pedestrian network in the central core will be improved. Additionally, this project proposes publicly accessible passive space with benches and landscaping, as well as bike storage for residents and visitors alike. This site already offers residents access to Frisco's recreational resources such as Pioneer Park (<0.1 mi.), Walter Byron Park (0.4 mi.), and Frisco Bay Marina (0.4 mi.). This site also offers access to the nearby Summit County Recreation Path system and lies in close proximity to 'Frisco's Backyard' trail network including the North Tenmile Creek Trailhead (1.1 mi.) and Rainbow Lake Trailhead (0.8 mi.).

Guiding Principle 6 – Sustainable Environment

The new construction will provide updated infrastructure, replacing an outdated building built in 1984. As part of this process, the development team plans to design the building to the Zero Energy Ready Home standard for multifamily structures and design an all-electric building. Also, the proposed landscape plan preferences native plants and species to enhance the local environment and minimize irrigation needs. Located adjacent to a bus stop serving several bus routes and within walking distance of Main Street, the site offers an excellent opportunity for residents to eschew single-occupancy vehicle trips and use more sustainable modes of transportation. This site enables residents to be active members of the Frisco community without the need to travel by car.

Frisco Strategic Plan Contributions

This project will support many of the high-priority goals of Frisco's Strategic Plan. Providing 100% workforce housing will increase the number of full-time residents living in the Town of Frisco. Redevelopment of the site will allow for construction of and upgrades to critical infrastructure in the Town of Frisco. Placing long-term housing units on this site will further develop the Main Street economy, supporting local business, and expanding the

vibrancy of the Central Core. Deed-restricting the rental units to households at or below 120% AMI will provide housing options for workers, further supporting local business and meeting the goal of building an inclusive community by ensuring there is a balance of housing options for residents of all income levels.

Workforce Housing Needs Assessment

Per the 2020 assessment released by the Summit Combined Housing Authority (SCHA), year-round business growth and retirement of resident workforce have increased the need for permanent residential housing. Additional rental units are in high demand at 80% area median income (AMI) and below. Summit County has a housing gap for full-time residents, which results in rising housing costs and increasing housing poverty for Summit County workers. The Ten Mile Basin area has the second largest gap of the four major basin areas identified in the assessment with a net gap of 600 housing units, a gap which is projected to grow in 2024. This project aims to address the growing issue housing affordability and access in the Ten Mile Basin.

Conclusion

The proposed development at 602 Galena offers the Town of Frisco a unique opportunity to make meaningful progress on several community goals through the redevelopment of a single site. This project will not only provide a more active utilization of this site, but improve the built environment in the Central Core, offering an attractive precedent for redevelopment in this vicinity. This project will create an engaging streetscape for pedestrians, improving the existing infrastructure and enriching the heart of Frisco. The opportunity to bring 100% deed-restricted affordable homes to the Central Core, in perpetuity, will be transformative in the Frisco housing market. This project will provide desirable and affordable housing resources to the local workforce, strengthening the fabric of the Frisco community.



March 8, 2024

Emily Weber
Town of Frisco, Principal Planner
1 Main Street
Frisco, CO 80443

Re: 602 Galena Street Major Site Plan Submittal - Additional Information Regarding Snow Storage Requirements and Bike Rack Requirements

Dear Ms. Weber:

Thank you for reviewing our site plan application for 54 deed-restricted, workforce housing units for rent at 602 Galena Street. It has come to our attention that supplemental information regarding our plan for both snow storage and bike parking will help to clarify the project's conformance with Town Code. This memo seeks to clarify the proposed snow storage and bike parking on the site, and how these solutions conform with Town Code.

Snow Storage Requirements:

Snow storage on-site meets the requirements set forth in section 180-6.13.7.

- A. Amount Required – Snow storage for all paved surfaces including walkways and parking areas in the amount of 25% of the paved surfaces are being met. Snow storage equaling twenty-five (25) percent of all paved surfaces, including walkways and parking areas, is provided through this proposed snow storage plan.
- B. (reserved)
- C. Location – Snow storage is not shown in right-of-way or adjacent private property. Snow storage is shown adjacent to paved areas including sidewalks. We anticipate snow to be removed from driveways and parking areas with large loaders, while walkways and smaller paved areas will be maintained by skid-steer loaders, snowblowers, and hand shoveling or a combination thereof. It is our interpretation that, in the case of heavy snowfall events, snow will be plowed and removed from paved areas into adjacent snow stack/snow storage areas using small skid steer loaders. The average lift on a skid-steer loader is approximately eleven (11) feet in height from the ground, allowing for vertical stacking of snow, and maximization of dedicated snow storage adjacent to paved areas.

The exterior bike rack spaces shown on the site plan provided are not being counted toward minimum bicycle parking requirement in Town Code, but rather provided as a seasonal amenity for use by residents. We propose snow storage to be located in this area seasonally.

- D. Minimum Width – All snow storage areas are adequate to serve the snow storage purpose. All areas shown on-site have a minimum width of eight (8) feet.

Bike Parking Requirements:

One (1) bicycle parking space is required for every bedroom. Based on the total number of bedrooms we are required to provide sixty-six (66) bicycle parking spaces. All of the required bike parking spaces will be met using interior bike lockers that are enclosed and secure. These bike lockers will be accessed near each



resident's unit. Each secure bike locker will be approximately 74" in length, 30" in width, and 48" in height. The six exterior bike parking spaces shall be provided in addition to the sixty-six (66) interior spaces. Exterior bike parking spaces will be available seasonally.

Sincerely,
Norris Design

A handwritten signature in black ink that reads "Megan Testin".

Megan Testin
Principal

602 Galena Workforce Housing Development

Unit Mix and Affordability Levels

602 Galena will comply with the requirements of Section 180-5.5.1 of the Town Code of Ordinances by renting all units on the property at rates affordable to households making at or below 120% of the Area Median Income. The table below shows the unit mix and proposed rent levels, with 120% AMI rent limits according to 2023 Area Median Income rent limits provided by CHFA.

Unit Type	Total Units	AMI Level	Proposed Gross Rent	120% AMI Rent Limits
Studio	22	120	\$2,070	\$2,328
1 Bedroom	20	120	\$2,300	\$2,494
2 Bedroom	12	120	\$2,760	\$2,994
Total	54 units	120		

Exhibit B

FORM OF AFFORDABLE HOUSING COVENANT

**RESIDENTIAL HOUSING RESTRICTIVE COVENANT AND NOTICE OF LIEN
FOR _____,
TOWN OF FRISCO,
SUMMIT COUNTY COLORADO**

This Residential Housing Restrictive Covenant and Notice of Lien for _____, in the Town of Frisco, County of Summit, Colorado, (this "Restriction,") is made this ____ day of _____, 20__, by _____, a _____ (hereinafter referred to as "Declarant").

RECITALS:

WHEREAS, Declarant is the Owner of that certain real estate located in the Town of Frisco, County of Summit, State of Colorado, and legally described as follows:

according to the plat thereof now on file in the Office of the Clerk and Recorder for Summit County, Colorado, under Reception No. ____ (hereinafter referred to as the "Property"); and

WHEREAS, pursuant to the terms of that certain Development Agreement Between Town of Frisco and The NHP Foundation, dated on or about _____, 2023, Declarant is required to execute and record this Restriction.

NOW, THEREFORE, in consideration of the foregoing Recitals, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Declarant hereby declares that the Property shall hereafter be held, sold, and conveyed subject to the following covenants, restrictions, and conditions, all of which shall be covenants running with the land, and which are for the purposes of ensuring that the Property remains available for occupation by persons residing and working in Summit County, Colorado, as moderately priced housing, and protecting the value and desirability of the Property, and which covenants, restrictions, and conditions shall be binding on all parties having any right, title, or interest in the Property, or any part thereof, their heirs, successors, and assigns, and shall inure to the benefit of the Owner of the Property, the Summit Combined Housing Authority, the Town, and Declarant. Any part of the foregoing notwithstanding, the provisions of this restriction shall become effective only at such time as there are no legal restrictions on the ownership or occupancy of the Property, or the individual dwelling units therein, that arise under or result from of any low-income housing tax credits

or other similar governmental financing of the Property or the individual dwelling units thereon.

ARTICLE I

DEFINITIONS

1.1. Definitions. The following words, when used in this Restriction, shall have the following meanings and the use of capitalization or lower case letters in references to the following terms shall have no bearing on the meanings of the terms:

A. "Area Median Income" or "AMI" means the median annual income for Summit County, Colorado, (or such next larger statistical area calculated by HUD that includes Summit County, Colorado, if HUD does not calculate the area median income for Summit County, Colorado, on a distinct basis from other areas), as adjusted for household size, that is calculated and published annually by HUD (or any successor index thereto acceptable to the Town or SCHA in its reasonable discretion). If current AMI data pertaining to the date of sale of the Property is not yet available as of the date the sale price is calculated, then the most recent data published by HUD shall be used in its place.

B. "Authorized Lessee" means a person approved by the Town who meets the definition of a Resident Eligible Household and who leases the property pursuant to the limitations of section 7.2 of this Restriction.

C. "Dependent" shall mean a person, including a spouse of, a child of, a step-child of, a child in the permanent legal custody of, or a parent of, a Resident, whose principal place of residence is in the same household as such Resident, and who is financially dependent upon the support of the Resident. Dependent shall also include any person included within the definition of "Familial Status" as defined in 42 U.S.C. § 3602(k), as amended.

D. "Eligible Household" means a household earning not more than one hundred percent (100%) of the AMI and that has been approved by either the SCHA or the Town so as to allow, in the event of a subdivision and sale of any dwelling unit within the Property, for the execution by the SCHA or Town of the form of approval set forth in Section 5.3 of this Restriction. A household's income for purposes of determining whether such household meets this definition of eligibility shall be determined at the time of purchase or, if applicable, commencement of leasehold occupancy. For purposes of the determination of the number of people that constitute a household under this definition, any Resident or Dependent spouse of a Resident who is pregnant at the time of the determination of whether a household meets the income limitation provided in this definition shall be deemed to be two (2) people.

E. "First Mortgage" means a Mortgage which is recorded senior to any other Mortgage against the Property to secure a loan used to purchase Property.

F. "Household" means one or more persons who intend to live together in the premises of a dwelling unit as a single housekeeping unit, but does not mean a group of four (4) or more persons unrelated by blood, adoption or marriage. ***[Note to draft: pending bill in state legislature may prohibit local occupancy restrictions.]***

G. "HUD" means the U.S. Department of Housing and Urban Development.

H. "Maximum Resale Price" means, with respect to any dwelling unit that has been subdivided from the Property for sale, that maximum Purchase Price that shall be paid by any purchaser of such subdivided dwelling unit, other than the initial purchaser who acquires the dwelling unit from Declarant, as determined in accordance with the provisions of Section 8.3 of this Restriction. The Maximum Resale Price is not a guaranteed price, but merely the highest price an Owner may obtain for the sale of the dwelling unit.

I. "Mortgage" means a consensual interest created by a real estate mortgage, a deed of trust on real estate, or the like.

J. "Mortgagee" means any grantee, beneficiary, or assignee of a Mortgage.

K. "Owner" means the record owner of the fee simple title to the Property, or to any dwelling unit that may be subdivided from the Property.

L. "Purchase Money Mortgage" means, with respect to a dwelling unit that has been subdivided from the Property, a Mortgage given by an Owner to the extent that it is: (a) taken or retained by the seller of the dwelling unit to secure all or part of the payment of the Purchase Price; or (b) taken by a person who by making advances, by making a loan, or by incurring an obligation gives value to enable the Owner to acquire the dwelling unit if such value is in fact so used.

M. "Purchase Price" shall mean all consideration paid by the purchaser to the seller for a dwelling unit that has been subdivided from the Property, but shall EXCLUDE any proration amounts, taxes, costs and expenses of obtaining financing, lenders fees, title insurance fees, closing costs, inspection fees, real estate purchase and/or sales commission(s) or other fees and costs related to the purchase of the Property but not paid directly to Seller.

N. "Qualified Capital Improvements" means those improvements to a dwelling unit that has been subdivided from the Property that are performed by the Owner, which qualify for inclusion within the calculation of Maximum Resale Price if such improvements are set forth in the Qualified Capital Improvement ("QCI") schedule contained in Exhibit B hereto, which exhibit is incorporated herein by this reference, and if the Owner furnishes the Town or its designee with the following:

- i. Original or duplicate receipts to verify the expenditures by the Owner for the Qualified Capital Improvements;

- ii. An affidavit verifying that the receipts are for actual expenditures for a specified Qualified Capital Improvement; and
- iii. True and correct copies of any building permit or certificate of occupancy required by law in connection with the Qualified Capital Improvement

N. "Qualified Owner" means natural person(s) that meet(s) the definitions of both a Resident and an Eligible Household, or non-qualified Owner under Section 5.1.B., qualified and approved by SCHA or the Town in such manner that will allow SCHA or the Town to execute, on an instrument of conveyance, a copy of the language set forth in Section 5.3 below.

O. "Resident" means a person and his or her Dependents, if any, who (i) at the time of purchase of a Unit and all times during ownership or occupancy of the Property, earns his or her living from a business operating in Summit County, by working at such business an average of at least 30 hours per week on an annual basis. A person shall remain a Resident regardless of his or her working status, so long as he or she has owned and occupied the Property, or other real property within Summit County that is deed restricted for affordability, for a time period of not less than seven (7) years. The term "business" as used in this Article I, Subsection O, and Section 5.1.B. shall mean an enterprise or organization providing goods and/or services, whether or not for profit, and shall include, but not be limited to, educational, religious, governmental and other similar institutions.

P. "Resident Eligible Household" shall mean an Eligible Household that includes at least one Resident.

Q. "SCH A" means the Summit Combined Housing Authority.

R. "Town" means the Town of Frisco, State of Colorado.

S. "Transfer" or "transferred" means any sale, assignment or transfer that is voluntary, involuntary or by operation of law (whether by deed, contract of sale, gift, devise, trustee's sale, deed in lieu of foreclosure, or otherwise) of any interest in the Property, or a dwelling unit that has been subdivided from the Property, including, but not limited to a fee simple interest, a joint tenancy interest, a tenancy in common, a life estate, or any interest evidenced by a land contract by which possession of the Property or the dwelling unit is transferred and the Owner obtains title.

ARTICLE II

PURPOSE

The purpose of this Restriction is to restrict ownership, occupancy and sale of

the Property, the dwelling units therein, and any dwelling units which may be subdivided therefrom, in such a fashion as to provide, on a permanent basis, moderately priced housing to be occupied by Resident Eligible Households, which Resident Eligible Households, because of their income, may not otherwise be in a position to afford to purchase, own, and occupy other similar properties, and to help establish and preserve a supply of moderately priced housing to help meet the needs of the locally employed residents of Summit County.

ARTICLE III

RESTRICTION AND AGREEMENT BINDS THE PROPERTY

This Restriction shall constitute covenants running with title to the Property, and any dwelling unit contained thereon or subdivided therefrom, as a burden thereon, for benefit of, and enforceable by, the Town of Frisco, and the SCHA and their respective successors and assigns, and this Restriction shall bind Declarant and all subsequent Owners of the Property, the dwelling units thereon and any dwelling units that may be subdivided therefrom. Each Owner, upon acceptance of a deed to the Property, shall be obligated hereunder for the full and complete performance and observance of all covenants, conditions and restrictions contained herein during the Owner's period of ownership of the Property. Each and every conveyance of the Property, for all purposes, shall be deemed to include and incorporate by this reference, the covenants contained in this Restriction, even without reference to this Restriction in any document of conveyance.

ARTICLE IV

OCCUPANCY RESTRICTIONS

Other than use by the SCHA or the Town, and except as may be otherwise expressly set forth in this Restriction, the use and occupancy of the Property, and any dwelling unit within or subdivided from the Property, shall be limited exclusively to housing for natural persons who meet the definition of Resident and Eligible Household.

ARTICLE V

OWNERSHIP RESTRICTIONS

5.1. Ownership and Occupancy Obligation.

A. Except as provided in Section 5.1.B. or Article VI hereof, ownership of the Property is hereby limited exclusively to (i) an individual or an entity who owns and operates the Property or a portion of the Property as multifamily residential rental housing, and (ii) as to any portion of the Property which has been subdivided from the Property, Eligible Households that include at least one Resident.

B. Upon the written consent of SCHA or Town, which consent may be

recorded, a non-qualifying natural person or entity that owns and/or operates a business located in Summit County may purchase the Property; provided, however, that by taking title to the Property, such Owner shall be deemed to agree to the rental restrictions set forth herein, and further that any Owner who does not qualify as a Resident Eligible Household shall rent the Property to a Resident Eligible Household as more fully set forth in Section 7.1 of this Restriction, and shall not occupy or use the Property for the Owner's own use or leave the Property vacant.

5.2. Sale and Resale. In the event that the Property or any dwelling unit within or subdivided from the Property is sold, resold, transferred and/or conveyed without compliance with this Restriction, SCHA or the Town shall have the remedies set forth herein, including, but not limited to, the rights set forth in Section 8.5. Except as otherwise provided herein, each and every conveyance of the Property, or any dwelling unit subdivided from the Property, for any and all purposes, shall be deemed to include and incorporate the terms and conditions of this Restriction.

5.3. Compliance. Any sale, transfer, and/or conveyance of the Property shall be wholly null and void and shall confer no title whatsoever upon the purported transferee unless (i) there is recorded in the real property records for Summit County, Colorado, along with the instrument of conveyance evidencing such sale, transfer or conveyance, a completed copy of the "Notice of Lien and Memorandum of Acceptance of Residential Housing Restrictive Covenant for _____ of _____, Summit County, Colorado" attached hereto as Exhibit A, which copy is executed by the transferee and acknowledged by a Notary Public, and (ii) the instrument of conveyance evidencing such sale, transfer, and/or conveyance, or some other instrument referencing the same, bears the following language followed by the acknowledged signature of either the director or some other authorized representative of the SCHA or by the Mayor of the Town , to wit:

"The conveyance evidenced by or referenced in this instrument has been approved by the Summit Combined Housing Authority or Town of Frisco as being in compliance with the Residential Housing Restrictive Covenant for _____ of _____, Summit County, Colorado, recorded in the records of Summit County, Colorado, on the ____ day of _____, 20__, at

Reception No. _____."

Each sales contract, or lease as the case may be, for the Property shall also (a) recite that the proposed purchaser has read, understands and agrees to be bound by the terms of this Restriction; and (b) require the proposed purchaser and/or lessee to submit such information as may be required by the Town/County or the SCHA under its rules and regulations or policies adopted for the purpose of ensuring compliance with this Restriction.

5.4. Refinance Restriction. The Owner of a dwelling unit which has been subdivided from the Property shall not encumber the Property in an amount in excess of the Purchase Price.

ARTICLE VI

ORIGINAL SALE OF THE PROPERTY

6.1 Initial Purchase Price. Except as may be permitted under Section 5.1.B. above, upon completion of construction by the Declarant, any dwelling unit that may be subdivided from the Property shall be sold to initial purchasers who qualify as a Resident and an Eligible Household at a Purchase Price that shall be determined by the SCHA or the Town as follows:

- (a) The number of bedrooms within the Property shall be determined and that number of bedrooms shall, in turn, determine the size of the household for which the Area Median Income shall be determined as follows: (i) for a one-bedroom dwelling unit, a 1.5 person household; (ii) for a two-bedroom dwelling unit, a 3 person household; (iii) for a three-bedroom dwelling unit, a 4.5 person household; and (iv) for a four-bedroom unit, a 6 person household;
- (b) The Area Median Income for a household of a size determined in accordance with subpart (a) above shall be determined;
- (c) The amount of Area Median Income determined in accordance with subpart (b) above shall be divided by twelve (12), and the number derived shall then be multiplied by .30 to determine the total dollar amount available to the household on a monthly basis for the payment of principal, interest, taxes, insurance and homeowner's association dues in connection with the purchase of the Property;
- (d) The amount of \$350 shall be subtracted from the total dollar amount available to the household on a monthly basis (as determined in accordance with subpart (c) above) in order to determine the total dollar amount available to the household on a monthly basis for the payment of principal and interest on a mortgage loan for purchase of the Property;

- (e) The total dollar amount available to the household on a monthly basis (as determined in accordance with subpart (d) above) shall be used to determine the Purchase Price, through extrapolation, by determining the maximum loan amount that said dollar amount will support, assuming a mortgage loan with a standard amortization schedule, a term of thirty (30) years (360 months), an annual interest rate __% and a 90% loan to value ratio; and
- (f) The interest rate to be used to perform the calculation described in subpart (e) above shall be the greater of: (1) the actual interest rate obtained by the Eligible Household for purchase of the Property with a mortgage loan with a term of thirty (30) years; and (2) the interest rate determined by calculating, from data published by the Federal Home Loan Mortgage Corporation, the average interest rate, for the preceding ten (10) calendar years, for a thirty-year fixed rate loan, and adding thereto 1.5%.

ARTICLE VII

USE RESTRICTIONS

7.1. Occupancy. Except as otherwise provided in this Restriction, each dwelling unit within or subdivided from the Property shall, at all times, be occupied as a principal place of residence by an Owner, or, if applicable, an Authorized Lessee, (along with his or her Dependents) who, at the time of purchase, or in the case of an Authorized Lessee at the time of occupancy of the Property, qualified as a Resident and Eligible Household. In the event that any Owner ceases to occupy a dwelling unit within or subdivided from the Property as his or her principal place of residence, or any non-qualified Owner permitted to purchase the Property as set forth in Section 5.1.B. leaves the Property unoccupied by a Resident Eligible Household for a period of 90 consecutive days, the Owner of the Property shall, within 10 days of ceasing such occupation, notify the SCHA of the same and the Owner shall, within 30 days of the Owner having vacated or left vacant the Property make the Property or individual dwelling unit within it, available for purchase or rental pursuant to the terms of this Restriction. Any Owner of a dwelling unit that has been subdivided from the Property who fails to occupy his or her dwelling unit for a period of 90 consecutive days shall be deemed to have ceased to occupy the dwelling unit as his or her principal place of residence; however, an Owner who has established the dwelling unit as his or her principal place of residence shall not be considered to have ceased occupancy of the dwelling unit during such period of time if the Owner is serving on active duty with the United States Armed Services.

7.2. Rental. Under no circumstances shall a dwelling unit that has been subdivided from with the Property be leased or rented for any period of time without the prior written approval of the SCHA or the Town, which approval may be conditioned, in the SCHA's or Town's sole and absolute discretion, on the lease or rental term being

limited to a twelve (12) month period either consecutively or in the aggregate during the Owner's ownership of the Property. In the event that the Property, or any portion thereof, is leased or rented without compliance with this Restriction, such rental or lease shall be wholly null and void and shall confer no right or interest whatsoever to or upon the purported tenant or lessee. Any rental approved by the SCHA or the Town shall be to a Resident Eligible Household at such rental rates as shall be established by the SCHA and approved by the Town, or as may be established by the Town from time to time, and, if no such rental rates have been established, at a monthly rental rate that shall not exceed one hundred percent (100%) of the most recent Fair Market Rent amounts published by the U.S. Department of Housing and Urban Development (or any successor index thereto acceptable to SCHA or the Town in its reasonable discretion) (such lessee being referred to herein as an "Authorized Lessee").

7.3 Involuntary Sale Upon Change in Residence. In the event that the Owner of a dwelling unit that has been subdivided from the Property changes residence or ceases to utilize the dwelling unit as his or her exclusive and permanent place of residence, or in the event any non-qualified Owner permitted to purchase the dwelling unit as set forth in Section 5.1.B. leaves the unit unoccupied by a Resident Eligible Household for a period of 90 consecutive days, as determined by the SCHA or the Town, the dwelling unit shall be offered for sale pursuant to the provision of Article VIII of this Restriction. The SCHA may further require the Owner to rent the dwelling unit in accordance with the provisions of Article X below.

7.4 Ownership Interest in Other Residential Property. Except with respect to a non-qualified Owner permitted to purchase a dwelling unit subdivided from the Property as set forth in Section 5.1.B, if at any time the Owner of a dwelling unit also owns any interest alone or in conjunction with others in any other developed residential property, the Owner shall immediately list such other property interest for sale and sell his or her interest in such property. In the event said other property has not been sold by the Owner within one hundred twenty (120) days of its listing required hereunder, then the Owner shall immediately list the dwelling unit for sale pursuant to the provisions of this Restriction. It is understood and agreed between the parties hereto that, in the case of an Owner whose business is the construction and sale of residential properties, or the purchase and resale of such properties, or the operation of such properties, the properties which constitute inventory in such Owner's business shall not constitute "other developed residential property" as that term is used in this Article.

ARTICLE VIII

RESALE OF THE PROPERTY

8.1. Resale. A dwelling unit that has been subdivided from the Property shall not be transferred subsequent to the original purchase from the Declarant except upon full compliance with the procedures set forth in this Article VIII.

8.2. Notice and General Limitations on Resale. In the event that an Owner shall

desire to Transfer his dwelling unit, or in the event that an Owner shall be required to Transfer his dwelling unit pursuant to the terms of this Restriction, he shall notify the SCHA and the Town of Frisco, or such other person or entity as may be designated by the Town, in writing of his intention to Transfer his dwelling unit. The dwelling unit may be offered, advertised, or listed for sale by such Owner at such Owner's sole cost and expense, in any manner in which such Owner may choose. An Owner may list the dwelling unit for sale through SCHA for a commission equal to 2.0% of the sales price. Except as otherwise set forth in this Section 8.2, the dwelling unit shall not, however, be sold, transferred and/or conveyed to any person, entity, or entities, (i) other than a Resident Eligible Household, or non-qualified buyer under Section 5.1.B., qualified and approved by the SCHA or the Town in such as manner as will allow the SCHA or the Town to execute the approval set forth in Section 5.3 of this Restriction (a "Qualified Buyer"), and (ii) for consideration to be paid by such qualified Resident Eligible Household that exceeds the Maximum Resale Price as such is determined pursuant to the provisions of this Article VIII. Any other provision of this Restriction notwithstanding, upon resale of the Property: (i) a Household shall qualify as a an "Eligible Household" if it earns not more than twenty percent (20%) more income than the AMI set forth in Subsection 1.1(D) above; provided, however, that such qualification shall have no impact on the determination of the Maximum Resale Price under Section 8.3 below; and (ii) during the first thirty (30) days after listing the dwelling unit for sale with written notification to the Town of Frisco and the Summit Combined Housing Authority (SCHA), and in a manner accessible to the general public, the dwelling unit may be sold or contracted for sale only to a "Resident" who at the time of purchase earns his or her living from a business operating in the Town of Frisco, by working at such business an average of at least thirty (30) hours per week on an annual basis and who qualifies as an "Eligible Household" by earning not more than one hundred twenty percent (120%) AMI.

8.3. Maximum Resale Price.

- A. If the Owner lists the dwelling unit for sale with a contracted realtor with the Summit Combined Housing Authority (SCHA), the Owner may add the amount paid in sales commission, up to two percent of the sale price (2%), to the Maximum Resale Price.
- B. The Maximum Resale Price of a Property shall be no greater than the sum of:
 - (1) The Purchase Price paid by the Owner of the dwelling unit as identified in the purchase and sale agreement entered into at the time of purchase by Owner-Seller;
 - (2) Plus up to a three-percent (3%) increase of the Purchase Price per year (prorated at the rate of 1/12th for each whole month) from the date ownership transferred to Seller to the date of Seller's listing of the property with written notification to the Town of Frisco and the Summit Combined Housing Authority (SCHA); such percentage increase shall be calculated as simple interest;
 - (3) Plus up to the cost of Qualified Capital Improvements as approved by the Town of Frisco;
 - (4) Plus up to the cost of real estate commission as negotiated by the Seller if the Owner lists the unit for sale with a private real estate broker (as opposed to a contracted realtor with the Summit Combined Housing Authority (SCHA),

Provided, however, that the sum of items B. (1) through B. (4) in this paragraph shall be no greater than the maximum sales price for the dwelling unit type and household AMI level as published by the SCHA at the time of the sale. At the owner's discretion, the maximum resale price is not required to be less than the purchase price paid by the owner of the property as identified on closing documents at the time of purchase by Owner-Seller.

C. Owner shall be responsible for ensuring that at resale the dwelling unit is clean, the appliances are in working order, and that there are no health or safety violations regarding the Property.

D. No Owner of a dwelling unit shall permit any prospective buyer to assume any or all of the Owner customary closing costs or accept any other consideration which would cause an increase in the Purchase Price above the bid price so as to induce the Owner to sell to such prospective buyer.

8.4 Non-Qualified Transferees. In the event that title to a dwelling unit vests in individuals and/or entities who are not a Qualified Buyer (hereinafter "Non-Qualified Transferee(s)") by descent, by foreclosure and/or redemption by any lien or mortgage holder (except any holder of a HUD - insured First Mortgage), or by

operation of law or any other event, SCHA or the Town may elect to notify the non-qualified transferee that it must sell the dwelling unit in accordance with Section 8.5. The non-qualified transferee shall not: (i) occupy the dwelling unit; (ii) rent all or any part of the dwelling unit, except in strict compliance with this Restriction; (iii) engage in any business activity on or in the dwelling unit; (iv) sell or otherwise Transfer the dwelling unit except in accordance with this Restriction; or (v) sell or otherwise Transfer the dwelling unit for use in trade or business.

8.5 Sales to Preserve as Affordable Housing.

A. In the event a dwelling unit that has been subdivided from the Property is occupied, transferred or leased in violation of this Restriction, SCHA or the Town may, at its sole discretion, notify an Owner that it must immediately list the dwelling unit for sale (including the execution of a listing contract with, and the payment of the specified fees) by SCHA. The highest bid by a Qualified Owner for not less than ninety-five percent (95%) of the Maximum Sale Price shall be accepted by the Owner; provided, however, if the dwelling unit is listed for a period of at least ninety (90) days and all bids are below ninety-five percent (95%) of the Maximum Sale Price, the Property shall be sold to a Qualified Owner that has made the highest offer for at least the appraised market value of the Property, the reasonableness of which appraisal shall be determined by SCHA or the Town in its reasonable good faith judgment.

B. If required by SCHA or the Town, the Owner shall: (i) consent to any sale, conveyance or transfer of such dwelling unit to a Qualified Owner; (ii) execute any and all documents necessary to do so; and (iii) otherwise reasonably cooperate with SCHA or the Town to take actions needed to accomplish such sale, conveyance or transfer of such dwelling unit. For this purpose, Owner constitutes and appoints SCHA and the Town as its true and lawful attorney-in-fact with full power of substitution to complete or undertake any and all actions required under this Section 8.5.B. It is further understood and agreed that this power of attorney, which shall be deemed to be a power coupled with an interest, cannot be revoked. Owner specifically agrees that all power granted to SCHA and the Town under this Restriction may be assigned by either of them to their respective successors or assigns.

C. In order to preserve the affordability of the Units for persons of low to moderate income, SCHA or the Town, or their respective successors, as applicable, shall also have and are hereby granted the right and option to purchase a dwelling unit that has been subdivided from the Property, exercisable within a period of fifteen (15) calendar days after notice is sent by SCHA or the Town to the Owner that requires the Owner to sell the dwelling unit pursuant to this Section 8.5. SCHA or the Town shall complete the purchase of the dwelling unit within thirty (30) calendar days after exercising its option hereunder for a price equal to the lesser of the appraised market value of the Property, the reasonableness of which appraisal shall be determined by SCHA or the Town in its reasonable good faith judgment, or the Maximum Sale Price. SCHA or the Town may assign its option to purchase hereunder to an eligible purchaser which, for the purpose of this Section 8.5(c), shall be a

Qualified Owner.

D. In all situations in which the provisions of this Section 8.5 apply, SCHA or the Town may alternatively require the Owner to rent the dwelling unit to a Resident Eligible Household in accordance with the requirements and limitations of this Restriction.

E. Nothing in this Article applies to a transfer of title to the Property or any portion thereof in connection with a low-income housing tax credit financing through which the Property is restricted for use as multifamily residential rental property.

ARTICLE IX FORECLOSURE

9.1 Release. Subject to the process and rights set forth in this Article IX below, this Restriction shall be deemed released in the event of (i) the issuance of a public trustee's deed, sheriff's deed or similar conveyance of the Property in connection with a foreclosure by the holder of a HUD-insured or other First Mortgage, or (ii) the acceptance of a deed in lieu of foreclosure by the holder of a HUD-insured or other First Mortgage. This Restriction shall also automatically terminate and be released as to a dwelling unit which has been subdivided from the Property upon the assignment to HUD of an HUD-insured mortgage encumbering the dwelling unit. The Town, in its sole discretion, may elect to release the Property or a dwelling unit which has been subdivided from the Property from this Restriction in the event of (1) the issuance of a public trustee's deed, sheriff's deed or similar conveyance of the Property or a dwelling unit which has been subdivided from the Property in connection with a foreclosure of the Town's lien, as defined in Section 9.2, or (2) the acceptance of a deed in lieu of foreclosure by the Town in connection with the Town's Lien. If the Town chooses to terminate this Restriction with respect to the Property or a dwelling unit which has been subdivided from the Property, the Town shall record a document referencing such termination in the real property records of the County. Any and all claims of the Town available hereunder against the Owner of a subdivided dwelling unit personally shall survive any release or termination of this Restriction.

9.2 Lien.

A. The SCHA and the Town shall have, and are hereby granted, a lien against any dwelling unit subdivided from the Property ("SCHAs's Lien" or "Town's Lien") to secure payment of any amounts due and owing the SCHA or the Town pursuant to this Restriction including: the SCHAs's or the Town's sale proceeds and/or amounts due to the SCHA or the Town in the event of a foreclosure of a First Mortgage and to secure the obligations to the SCHA or the Town hereunder. The SCHAs's Lien and the Town's Lien on the dwelling unit shall be superior to all other liens and encumbrances over the dwelling unit and the Property except the following:

- (1) liens and encumbrances recorded prior to the recording of this Restriction and Agreement;
- (2) real property ad valorem taxes and special assessment liens duly imposed by Colorado governmental or political subdivision or special taxing districts;
- (3) liens given superior priority by operation of law; and

A. the lien of any First Mortgage against a dwelling unit that has been subdivided from the Property. Recording of this Restriction constitutes record notice and perfection of the SCHA's Lien and the Town's Lien. No further recordation of any claim of lien is required. However, the SCHA or the Town may elect to prepare, and record in the Office of the County Clerk and Recorder of the County, a written notice of lien. By virtue of the SCHA's Lien or the Town's Lien, the SCHA or the Town shall have the rights granted a lienor under C.R.S. 38-38-101 *et seq.*, and the SCHA or the Town shall be entitled to file such notices and other information necessary to preserve its rights, as a lienor, to cure and redeem in foreclosure of a the Property or of a dwelling unit that has been subdivided from the Property, as provided by C.R.S. 38-38-101 *et seq.* In addition, unless otherwise instructed by the SCHA or the Town in writing, the Owner shall sign, acknowledge, and cooperate in SCHA's or the Town's recording in the County Clerk and Recorder's Office immediately subsequent to the recording of the First Mortgage, a notice of the SCHA's Lien or the Town's Lien, substantially in the form attached hereto as Exhibit A, in order to assure that the SCHA or the Town receives notice in the event of the foreclosure of the First Mortgage pursuant to this Article. The notice shall not alter the priority date of the SCHA's Lien or the Town's Lien as established herein.

C. The sale or other transfer of the Property or any dwelling unit that has been subdivided from the Property shall not affect the SCHA's Lien or the Town's Lien. No sale or deed in lieu of foreclosure of a subdivided dwelling unit shall relieve the Owner from continuing personal liability for payment of his or her obligations hereunder. The SCHA's Lien or the Town's Lien does not prohibit actions or suits to recover sums due pursuant to this Restriction and Agreement, or to enforce the terms of this Restriction, or to prohibit the SCHA or the Town from taking a deed in lieu of foreclosure.

9.3 SCHA's and Town's Option to Redeem and to Buy.

A. Foreclosure/SCHA's or Town's Option to Redeem. In the event of a foreclosure, the SCHA and the Town shall be entitled to receive notice of the foreclosure proceedings as is required by law to be given by the public trustee or the sheriff, as applicable, to lienors of the Property or a dwelling unit that has been subdivided from the Property that are junior to the First Mortgage (as provided in C.R.S. §38-38-101 *et seq.*, or any succeeding statute). The SCHA and the Town shall have a right of redemption, and such other rights as a lienor in foreclosure, as its interest appears, in accordance with Colorado law governing foreclosure. The SCHA's Lien and the Town's lien is created pursuant to Section 9.2 above.

B. Deed in lieu of Foreclosure/Option to Buy. In the event that the First Mortgagee takes title to the Property or a dwelling unit that has been subdivided from the Property by deed in lieu of foreclosure, the SCHA and the Town shall have an option to buy the Property or dwelling unit ("Option to Buy") exercisable in accordance with this paragraph. Within three (3) days after the First Mortgagee's first attempt to secure a deed in lieu of foreclosure, the Owner shall deliver written notice to the SCHA and the Town of such intent to Transfer title. The SCHA or the Town may exercise its Option to Buy by tendering the Deed In Lieu Price (as defined below) to the First Mortgagee, within thirty (30) days from and after vesting of title to the Property in the First Mortgagee by deed in lieu of foreclosure ("Deed in Lieu

Option Period"). Upon receipt of the Deed in Lieu Price, the First Mortgagee shall deliver to the SCHA or the Town a special warranty deed conveying fee simple title in and to the Property or dwelling unit, in which event this Restriction and Agreement shall remain valid and in full force and effect. The Deed in Lieu Price shall be equal to: (i) the amounts unpaid pursuant to the First Mortgage note; (ii) any other reasonable costs incurred by the First Mortgagee that directly relate to the deed in lieu of foreclosure; and (iii) any additional reasonable costs incurred by the First Mortgagee during the Deed in Lieu Option Period that are directly related to maintenance of the Property. The First Mortgagee shall convey only such title as it received through the deed in lieu of foreclosure and will not create or suffer the creation of any additional liens or encumbrances against the Property following issuance of the deed in lieu of foreclosure to the First Mortgagee. The First Mortgagee shall not be liable for any of the costs of conveyance of the Property or dwelling unit to the SCHA, the Town, or its designee; *however*, the First Mortgagee shall cooperate with the SCHA or the Town in calculating the Deed in Lieu Price and in the execution of the Option to Buy.

C. Upon Exercising Option. In the event that the SCHA or the Town obtains title to the Property or dwelling unit pursuant to this Article, the SCHA, the Town or its designee may sell the Property or dwelling unit to a Qualified Buyer, or rent the Property or dwelling unit to third parties until such time that the Property or dwelling unit can be sold to a Qualified Buyer. The SCHA's or the Town's subsequent sale of the Property or dwelling unit in these circumstances shall not be subject to the Maximum Sale Price restrictions set forth in Article VIII hereof.

D. Release upon Electing Not to Exercise Options. In the event that the SCHA or the Town does not exercise its Option to Redeem as described in this Article or its Option to Buy as described above, as applicable, within the time periods set forth in this Article, this Restriction shall automatically terminate and shall be of no further force and effect, and the SCHA and the Town shall prepare and execute a release of this Restriction and, within thirty (30) days of such termination, cause such release to be recorded in the records of the Clerk and Recorder of the County. Notwithstanding the foregoing, any and all claims of the SCHA and the Town available hereunder against the Owner personally shall survive any release or termination of this Restriction.

9.4 Perpetuities Savings Clause. If any of the terms, covenants, conditions, restrictions, uses, limitations, obligations or options created by this Article IX shall be unlawful or void for violation of: (1) the rule against perpetuities or some analogous statutory provision; (2) the rule restricting restraints on alienation; or (3) any other statutory or common law rules imposing like or similar time limits, then such provision shall continue only for the shorter of (x) the term of this Restriction, or (y) the period of the lives of the current duly elected and seated board of directors of the SCHA, their now living descendants, if any, and the survivor of them, plus twenty-one (21) years.

ARTICLE X

ENFORCEMENT

10.1 Enforcement of This Restriction. The Declarant and each Owner of any dwelling unit subdivided from the Property hereby grants and assigns to SCHA or the Town the right to review and enforce compliance with this Restriction. Compliance may be enforced by SCHA or the Town by any lawful means, including without limitation, seeking any equitable relief (including, without limitation, specific performance and other equitable relief as set forth in Section 10.2 below), as well as a suit for damages; provided, however, in the event the Property or such dwelling unit is financed by a HUD-insured First Mortgage and is sold in violation of Section 8.3 hereof, such enforcement shall not include:

- A. acceleration of a mortgage;
- B. voiding a conveyance by an Owner;
- C. terminating an Owner's interest in the Property; or
- D. subjecting an Owner to contractual liability.

Notwithstanding the foregoing, in no event shall SCHA or the Town have any equitable remedies (including, but not limited to, the right to sue for specific performance or seek other equitable relief as set forth in Section 10.2) or the right to sue for damages if the Owner of the Property or dwelling unit that was financed with a HUD- insured First Mortgage breaches or violates the terms, covenants and other provisions of Section 8.3 hereof and if to do so would violate any existing or future requirement of HUD, it being understood, however, that in such event, SCHA or the Town shall retain all other rights and remedies hereunder for enforcement of any other terms and provisions hereof, including, without limitation: (i) the right to sue for damages to reimburse SCHA or the Town, or its agents, for its enforcement costs and to require an Owner to repay with reasonable interest (not to exceed ten percent (10%) per annum) any assistance received in connection with the purchase of the Property or dwelling unit subdivided from the Property; (ii) the right to prohibit an Owner from retaining sales or rental proceeds collected or received in violation of this Restriction; and (iii) the option to purchase granted to SCHA or the Town in Section 8.5(c) hereof. Venue for a suit enforcing compliance shall be proper in Summit County, Colorado and service may be made or notice given by posting such service or notice in a conspicuous place on the applicable Property or dwelling unit. As part of any enforcement action on the part of SCHA or the Town, the applicable Owner shall pay all court costs and reasonable legal fees incurred by SCHA or the Town, or its agents, in connection with these claims, actions, liabilities or judgments, including an amount to pay for the time, if any, of SCHA or the Town's or its agents, attorney spent on such claims at the rates generally charged for similar services by private practitioners within the County.

10.2 Injunctive and other Equitable Relief. Declarant and each Owner agree that in the event of Declarant's or Owner's default under or non-compliance with the terms

of this Restriction, SCHA or the Town shall have the right to seek such equitable relief as it may deem necessary or proper, including, without limitation, the right to: (a) seek specific performance of this Restriction; (b) obtain a judgment from any court of competent jurisdiction granting a temporary restraining order, preliminary injunction and/or permanent injunction; and (c) set aside or rescind any sale of the Property or dwelling unit subdivided therefrom made in violation of this Restriction. Any equitable relief provided for in this Section 10.2 may be sought singly or in combination with such legal remedies as SCHA or the Town may be entitled to, either pursuant to this Restriction, under the laws of the State of Colorado or otherwise.

ARTICLE XI

GENERAL PROVISIONS

11.1 Equal Housing Opportunity. This Restriction will be administered and enforced by the Town and SCHA in a manner that complies with the federal Fair Housing Act, 42 U.S.C. §§ 3601-3619, and its Colorado counterpart in C.R.S. §§ 24-34-501-509. As an example, any individual who is or becomes disabled may request that the employment requirements be modified to the extent reasonably necessary to obtain or maintain Qualified Owner or Qualified Buyer status on an equal basis with individuals who are not disabled. Such an individual may request that the Town and SCHA grant (a) reasonable accommodations in rules, policies, practices, or services when such accommodations may be necessary to afford the individual with a disability equal opportunity to use and enjoy a dwelling; and (b) reasonable modifications of existing premises occupied or to be occupied by the individual, at the expense of the individual, if the modifications are necessary to afford the individual with full enjoyment of the premises.

11.2 General Public Use. If at any given time the Property has been financed with federal or state low-income housing tax credits, Declarant, the SCHA, and the Town shall administer this Restriction in a manner consistent with the “general public use” requirements in I.R.C. Section 42(g) and 26 C.F.R. § 1.42-9.

11.3 Rules, Regulations, and Standards. The SCHA shall have the authority to promulgate and adopt such rules, regulations and standards as it may deem appropriate, from time to time, for the purpose of carrying out its obligations and responsibilities described herein, all of which rules, regulations and standards, and any amendments thereof, shall be subject to approval of the Town.

11.4 Waiver of Exemptions. Every Owner, by taking title to the Property or a dwelling unit subdivided from the Property, shall be deemed to have subordinated to this Restriction any and all right of homestead and any other exemption in, or with respect to, such Property under state or federal law presently existing or hereafter enacted.

11.5 Enforcement. Except as otherwise provided herein, the SCHA, the Town, the Declarant, or any Owner shall have the right to enforce, by a proceeding at law or in equity, all restrictions, conditions, covenants, and reservations imposed by the provisions of this Restriction and shall be entitled to specific enforcement of the same.

Failure by any party described in this paragraph to enforce any covenant or restriction herein contained shall in no event be deemed a waiver of the right by such party or any other party to do so thereafter.

11.6 Expenses of Enforcement. In the event that any party entitled to enforce the terms of this Restriction shall be required to bring any action as the result of any breach of the terms of this Restriction by any Owner, the party bringing such action shall be entitled to recover from and against the Owner in breach of these Restrictions, in addition to any and all other remedies available at law or in equity, reasonable attorney's fees and costs incurred in the enforcement of these Restrictions and in the bringing of such action, and the party against whom such fees and costs are awarded shall be personally liable for the payment of such fees and costs, and such award and judgment shall constitute a lien against the Property or dwelling unit owned by the party in breach of these Restrictions which lien may be enforced by

foreclosure of the defaulting Owner's Property or dwelling unit in the manner for foreclosing a mortgage on real property under the laws of the State of Colorado or elimination of Owner's resale gain on the Property.

11.7 Severability. Invalidation of any one of the covenants or restrictions contained herein by judgment or Court order shall in no way affect any other provisions, it being the intent of the Declarant, SCHA and Town that such invalidated provision be severable.

11.8 Term. The restrictions contained herein shall run with the land and bind the land for a term of 99 years from the date that this covenant is recorded, after which time the terms of this Covenant shall be automatically extended for successive periods of 10 years.

11.9 Amendment. This restriction may be amended only by an instrument recorded in the records of Summit County executed by the Town and the then-Owner of the Property or dwelling unit subdivided from the Property.

11.10 Successor to SCHA. In the event that, at any time during the duration of this Restriction, the SCHA ceases to exist, all reference in this Restriction to SCHA shall, thereafter, mean the Town its successors, assigns, or any other entity designated by the Town to administer or enforce the provisions hereof, or to perform the functions of the SCHA as described herein.

11.11 No Third Party Beneficiaries. This Restriction is made and entered into for the sole protection and benefit of the SCHA, the Town and the Owner. Except as otherwise specifically provided for herein, no other person, persons, entity or entities, including without limitation prospective buyers of the Property or a dwelling unit that has been subdivided from the Property, shall have any right of action with respect to this Restriction or right to claim any right or benefit from the terms provided in this Restriction or be deemed a third party beneficiary of this Restriction.

11.12 Non-Liability. SCHA and Town and their respective employees, members, officers and agents shall not be liable to any Owner or third party by virtue of the exercise of their rights or the performance of their obligations under this Restriction. The parties understand and agree that they are relying on, and do not waive or intend to waive by any provision of this Restriction, the monetary limitations or any other rights, immunities or protections afforded by the Governmental Immunity Act, CRS §§ 24-10-101, et seq., as they may be amended, or any other limitation, right, immunity or protection otherwise available to the parties.

11.13 Exhibits. All exhibits attached hereto are incorporated herein and by this reference made part hereof.

11.14 Gender and Number. Whenever the context so requires herein, the neuter

gender shall include any or all genders and vice versa and use of the singular shall include the plural and vice versa.

11.15 Personal Liability. Each Owner of a subdivided dwelling unit shall be personally liable for any of the transactions contemplated herein, jointly and severally with his or her co-owners.

11.16 Further Actions. The Owner and Owner's successors and assigns agree to execute such further documents and take such further actions as may be reasonably required to carry out the provisions and intent of this Restriction or any agreement or document relating hereto or entered into in connection herewith.

11.17 Notices. Any notice, consent or approval which is required or permitted to be given hereunder shall be given by mailing the same, certified mail, return receipt requested, properly addressed and with postage fully prepaid, to any address provided herein or to any subsequent mailing address of the party as long as prior written notice of the change of address has been given to the other parties to this Restriction. Said notices, consents and approvals shall be sent to the parties hereto at the following addresses unless otherwise notified in writing:

To Declarant:

To the Town:

Town of Frisco
Attn: Town Manager
P.O. Box 4100
Frisco, CO 80443

To the Summit Combined Housing Authority:

Summit Combined Housing Authority
P.O. Box 188
Breckenridge, CO 80424

To the Owner:

To be determined pursuant to the Notice of Lien and Memorandum of Acceptance (as shown on Exhibit A) recorded with respect to each transfer of the Property or a dwelling unit that is subdivided from the Property.

11.18 Choice of Law. This Covenant and each and every related document shall be governed and constructed in accordance with the laws of the State of Colorado.

11.19 Successors. Except as otherwise provided herein, the provisions and covenants contained herein shall inure to and be binding upon the heirs, successors and assigns of the parties.

11.20 Headings. Article and Section headings within this Restriction are inserted solely for convenience or reference, and are not intended to, and shall not govern, limit or aid in the construction of any terms or provisions contained herein.

11.21 Signatures. Signatures to this Restriction may be in counterparts and by facsimile or scanned emailed document.

11.22 Approval. Wherever an approval is required by the SCHA or the Town, in all instances approval by the Town shall be deemed sufficient. Town “approval” shall mean approval by the Town Manager or his or her designated representative.

_____, a

EXHIBIT A

**NOTICE OF LIEN AND MEMORANDUM OF ACCEPTANCE
OF RESIDENTIAL HOUSING RESTRICTIVE COVENANT AND NOTICE OF LIEN FOR
_____, TOWN OF FRISCO, SUMMIT COUNTY, COLORADO**

WHEREAS, _____[Buyer Name]_____, the "Buyer" is purchasing from _____[Seller Name]_____, the "Seller," at a price of \$_[purchase price amount]_____, real property described as: _____[Legal Description]_____, according to the plat recorded under Reception No. _____, in the real property records of the County of Summit, Colorado (the "Property"); and

WHEREAS, the Seller of the Property is requiring, as a prerequisite to the sale transaction, that the Buyer acknowledge and agree to the terms, conditions and restrictions found in that certain instrument entitled "Residential Housing Restrictive Covenant and Notice of Lien for _____, Town of Frisco, Summit County, Colorado", recorded on _____, 20__, under Reception No. _____, in the real property records of the County of Summit, Colorado (the "Restrictive Covenant").

NOW, THEREFORE, as an inducement to the Seller to sell the Property, the Buyer:

1. Acknowledges that Buyer has carefully read the entire Restrictive Covenant, has had the opportunity to consult with legal and financial counsel concerning the Restrictive Covenant and fully understands the terms, conditions, provisions, and restrictions contained in the Restrictive Covenant.

2. States that the Notice to Buyer should be sent to:

3. Directs that this Notice be placed of record in the real estate records of the County of Summit, Colorado and a copy provided to the Summit County Housing

Authority and the Town of Frisco (as defined in the Restrictive Covenant).

IN WITNESS WHEREOF, the parties hereto have executed this instrument on the _____ day of _____, 20__.

BUYER(S):

Print Name(s): _____

STATE OF)
) ss.
COUNTY OF)

The foregoing instrument was acknowledged before me this _____ day of _____, by _____.

Witness my hand and official seal.

My commission expires: _____

Notary Public

EXHIBIT B

Town of Frisco Qualifying Capital Improvement Summary

As permitted through the Residential Housing Restrictive Covenant and Notice of Lien for Unit __, of _____, Town of Frisco, Summit County

Colorado, the process for submitting Qualifying Capital Improvements (QCI) includes the information below:

- a. Qualifying Capital Improvements shall be approved by the Community Development Department and calculated in accordance with Residential Housing Restrictive Covenant and Notice of Lien.
- b. Certain improvements to a unit may be included in a unit's Maximum Resale Price. The following table outlines the costs that may be included in an owner's base price, items which will not be considered Qualifying Capital Improvements, items which will be allowed as Qualifying Capital Improvements and depreciated on a five year schedule and items which will be allowed as Qualifying Capital Improvements and depreciated on a twenty year schedule.

<p><u>Items included in Base Price</u></p> <ul style="list-style-type: none"> • Purchase price, including garage, lot premium, heating systems and water heaters <p>The following items may be included in base price with the written approval of the Community Development Department prior to the commencement of the work:</p> <ul style="list-style-type: none"> • Structural addition or addition of livable space including bathrooms, bedrooms, exterior door, interior doors, baseboard, window casing, insulation and plumbing (excluding fixtures) and garages (detached or attached) • Modifications or improvements to accommodate a person with a disability as defined in the Americans with Disabilities Act of 1990 	<p><u>Items which are NOT Qualifying Capital Improvements</u></p> <ul style="list-style-type: none"> • All work performed without the issuance of a building permit • Jacuzzis, saunas, steam showers, hot tubs, etc. • Maintenance of existing fixtures, appliances, plumbing, mechanical systems, painting, cleaning, etc. and improvements to existing fixtures • Decorative items including window coverings, lamps and lighting not affixed to walls or ceilings, bath towel bars and hooks, etc. • Interior paint • Cost of tools • Equipment Rental • Removable items not attached to the unit
--	--

<ul style="list-style-type: none"> • Roof replacement 	
Items depreciated on 5 year schedule <ul style="list-style-type: none"> • Replaced appliances • Washer and dryer (including stackable) • Carpet upgrades including pad • Permanent fitted window blinds • Garage door openers • Gutters and downspouts • Security system • Electric fireplace • Exterior paint • Ceiling fans • Storm doors • Laminate flooring • Building permit fees • Improvements for health and safety protection 	Items depreciated on 20 year schedule <ul style="list-style-type: none"> • Flooring and countertop upgrades including hardwood, stone, slate, granite, marble, tile, etc. • Light fixtures (electrical fixtures & wiring) • Plumbing fixtures including sinks and toilets • Cabinets including vanities • Closet organization systems • Trees and permanent landscaping including sod, concrete pads, concrete pavers, etc. • Outdoor decks • Irrigation system • Fencing • Gas fireplace • Windows • Renewable Energy Systems • Asphalt roof shingles (single family & duplex)

For an owner to request that Qualifying Capital Improvements be added to the Maximum Resale Price, he or she must comply with the following:

- a. Upon completion of the work, Community Development Department requests the following:
 - i. Legible copies of receipts and invoices
 - ii. Proof of payment by a third party
 - iii. Owners must retain original receipts and invoices
- b. In calculating the costs allowed as Qualifying Capital Improvements, only the owner's actual out of pocket costs and expenses shall be eligible for inclusion. Such amount shall not include an amount attributable to owner's labor, or that of their employees or business, or to any appreciation in the value of these improvements.
- c. If an owner pays cash for improvements, the owner must provide third party documentation of payment. An owner must have an invoice for improvements, but if no such documentation of proof of cash payment can be produced, the Community Development Department can inspect the

improvement completed in the unit. Up to 75% of documented invoice value may be included after an inspection, subject to depreciation, at the Community Development Department's sole discretion.

- d. Work that requires and is performed without the issuance of all required building permits or property owners' association approval will not be included as a Qualifying Capital Improvement.
- e. The value of the Qualifying Capital Improvements will be added to the appreciated value of the unit at the time of sale. No appreciation is allowed on Qualifying Capital Improvements.
- f. Other improvements to the Affordable Housing unit are allowed, but adjustments to the Maximum Resale Price will only be given for Qualifying Capital Improvements.

If a Qualifying Capital Improvements or an improvement included in the base price of the unit is removed or is no longer operational, the actual cost of the improvement shall be deducted from the base price or Qualifying Capital Improvement schedule. No other categories or types of expenditures may qualify as Qualifying Capital Improvements unless pre-approved in writing by the Community Development Department.

5 Year Depreciation Schedule % of Cost	Months	Years
75%	Up to 12 months	Up to 1 year
50%	12-36	2-3
25%	36-60	3-5
0%	60+	5+

20 Year Depreciation Schedule % of Cost	Months	Years
100%	Up to 24 months	Up to 2 years
90%	24-48	2-4
80%	48-72	4-6
70%	72-96	6-8
60%	96-120	8-10
50%	120-144	10-12
40%	144-168	12-14
30%	168-192	14-16
20%	192-216	16-18
10%	216-240	18-20
0%	240+	20+

Community Development Department may accelerate depreciation or exclude items if damaged beyond ordinary depreciation.

OWNER'S AFFIDAVIT REGARDING CAPITAL IMPROVEMENTS

The undersigned, _____, being of lawful age and having been duly sworn, upon personal knowledge states and alleges as follows:

1. I am the Owner of property located at the following street address:

2. I verify and acknowledge that the receipts and proof of payment submitted with this Affidavit represent the actual costs expended for Improvements to my home located at the address above and that the receipts are valid and correct receipts tendered at the time of purchase.
3. I verify and acknowledge that true and correct copies of any building permit or certificate of occupancy required to be issued by the Town of Frisco Building Division with respect to the Improvements have been submitted with this Affidavit.

I declare under penalty of perjury that I have read this Affidavit and the statements contained in it are true and correct to the best of my knowledge.

Date: _____

Signature of Owner

State of _____)
) ss.

County of _____)

The foregoing was subscribed and sworn to before me this ____ day of _____, 20__ by _____.

Witness my hand and official seal.
My commission expires: _____.

Notary Public

**Transportation Impact Analysis
for
602 Galena Street
Frisco, Colorado**



March 1, 2024

PREPARED FOR:
Allen-Guerra Architecture
PO Box 5540
Frisco, CO 80443
970.453.7002
Contact: Suzanne Allen-Sabo



PREPARED BY:
McDowell Engineering, LLC
PO Box 4259
Eagle, CO 81631
970.623.0788
Contact: Kari J. McDowell Schroeder, PE, PTOE
Project Number: M1627

Statement of Engineering Qualifications

Kari J. McDowell Schroeder, PE, PTOE is a Transportation and Traffic Engineer for McDowell Engineering, LLC. Ms. McDowell Schroeder has over twenty-seven years of extensive traffic and transportation engineering experience. She has completed numerous transportation studies and roadway design projects throughout the State of Colorado. Ms. McDowell Schroeder is a licensed Professional Engineer in the State of Colorado and has her certification as a Professional Traffic Operations Engineer from the Institute of Transportation Engineers.

Transportation Impact Analysis

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1.0 Project Description

McDowell Engineering has prepared this Level Three Auxiliary Traffic Impact Study for the proposed residential development at 602 Galena Street in Frisco, Colorado. The purpose of this transportation impact analysis is to forecast and analyze the impacts of the additional traffic volumes associated with the residential development on the surrounding roadway network.

The development is located directly northeast of the Galena Street Alley and 6th Avenue intersection. The proposed development will be constructed on a single lot. The Frisco Colorado Workforce Center currently occupies the proposed project site. The owner is proposing to demolish the existing workforce building and develop multifamily residential units.

The project site currently has two accesses located on the north and west side of the parcel. One access has direct connectivity to Galena Street and the other to 6th Ave. The proposed site plan is shown in **Figure 1**.

Figure 1: Site Plan



1.1 Project Phasing

The residential development at 602 Galena Street is proposed to be constructed in one phase. This study analyzes a buildout condition of the subdivision with estimated completion in Year 2024. Analysis has been performed for both short-term buildout Year 2024 conditions as well as the long-range planning Year 2045.

1.2 Project Access Locations

The residential development at 602 Galena Street will have two accesses with direct connectivity Galena Street and 6th Ave. Refer to the site plan in **Figure 1**.

1. Galena Street & North Site Access
2. 6th Avenue & West Site Access

1.3 Intersection Analysis Locations

In addition to the site accesses, this report also studies two additional off-site intersections:

1. Galena Street & 6th Avenue
2. Galena Street Alley & 6th Avenue

2.0 Existing Conditions

2.1 Road Network

Galena Street: Galena Street is a two-lane, east-west, paved roadway. This roadway is a collector roadway that serves neighborhood traffic movements over short distances. The posted speed limit is 20mph within the vicinity of the project site. Galena Street is traffic controlled by stop signs and extends from 1st Avenue (western limit) to 7th Avenue (eastern limit).

6th Avenue: 6th Avenue is a two-lane, north-south, paved roadway. This roadway is a collector roadway that serves neighborhood traffic movements over short distances. The posted speed limit is 20mph within the vicinity of the project site.

2.2 Traffic Data Collection

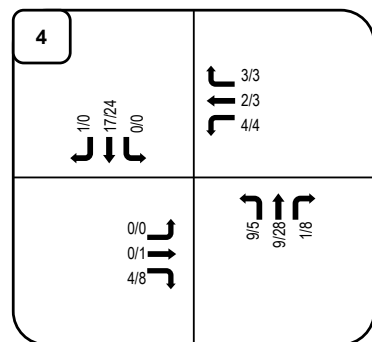
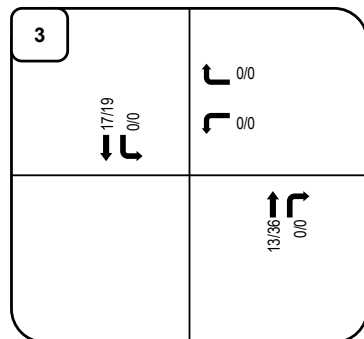
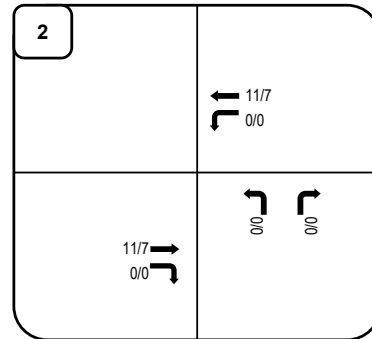
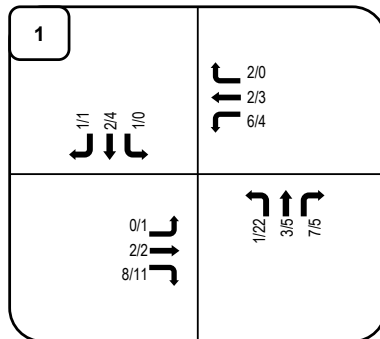
Current Year 2023 traffic data was collected at the intersections of 6th Avenue with Galena Street and the Galena Street Alley. Weekday peak hour turning movement counts were taken on Thursday, August 17, 2023, from 7:00am – 9:00am and 4:00pm – 6:00pm. Weekday morning peak hour occurred between 8:00am – 9:00am. Weekday afternoon peak hour occurred between 4:30pm – 5:30pm.

Figure 2 below shows the Year 2023 existing traffic volumes. The raw traffic data collected can be found in the **Appendix**.

Traffic counts were not collected at the north and south site access. Therefore, the traffic counts at the Galena Street & 6th Avenue intersection and at the Galena Street Alley & 6th Avenue were used to extrapolate the traffic volumes at the site accesses.

These traffic counts were taken in August. However, historical traffic data shows that the traffic peak near Frisco, CO occurs in July. A seasonal adjustment factor was applied to August traffic counts to equate them to peak season traffic counts. See **Section 3.4** for more details regarding the seasonal adjustment factor applied to the June traffic counts.

Figure 3: Year 2023 Seasonally Adjusted Existing Traffic



LEGEND:

Directional Distribution = Inbound% (Outbound %)

Turning Movements



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3.0 Infrastructure Assumptions

3.1 Existing & Committed Capital Improvement Projects

The Town of Frisco is not currently planning for any capital improvement projects near the project vicinity.

3.2 Planned or Existing Land Development Projects

There are currently no planned or existing land development projects near the project vicinity.

3.3 Background Traffic Growth

A traffic growth rate of 1.0% was used for the expected annual growth on the Town of Frisco's local roads. A standard 1.0% traffic growth rate was used based on previous direction from the Town of Frisco. Many of the lots surrounding the roads studied in this analysis are fully developed. Therefore, the 1.0% annual growth rate on 6th Avenue and Galena Street is considered a conservative (high) estimate of future traffic growth.

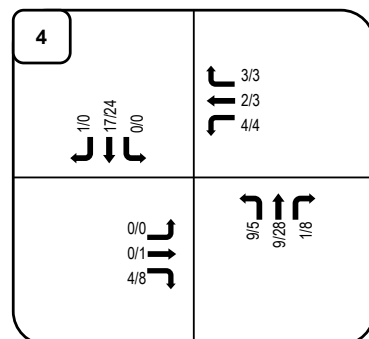
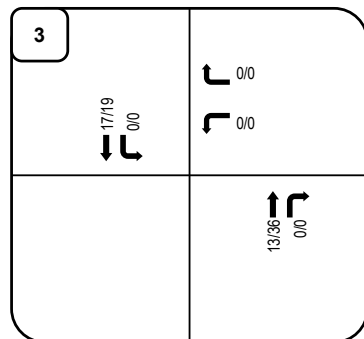
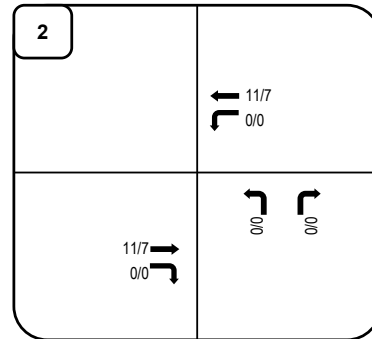
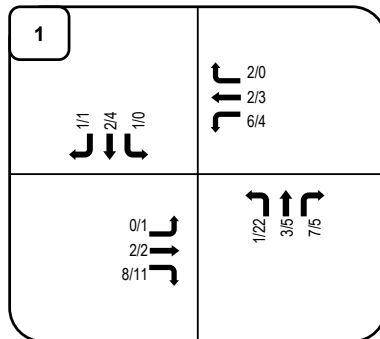
3.4 Seasonal Adjustment Factor

As mentioned in **Section 2.3**, a seasonal adjustment factor was used to convert the August 2023 counts to the peak July 2023 summer traffic volumes. CDOT's *OTIS*¹ has continuous traffic count data. The continuous traffic data was used to determine a seasonal adjustment factor on State Highway 9 near Frisco, CO. This seasonal adjustment factor was then applied to the street network studied in this analysis. The seasonal adjustment factor found equaled 1.05. This factor was applied to the street network in this analysis. The continuous traffic count data used to derive the seasonal adjustment factor can be found in the **Appendix**.

Projected Year 2023 and 2045 background traffic are shown in **Figure 3** and **Figure 4**.

¹ Colorado Department of Transportation, Online Transportation Information System, 2023.

Figure 4: Year 2024 Background Traffic



LEGEND:

Directional Distribution = Inbound% (Outbound %)

Turning Movements

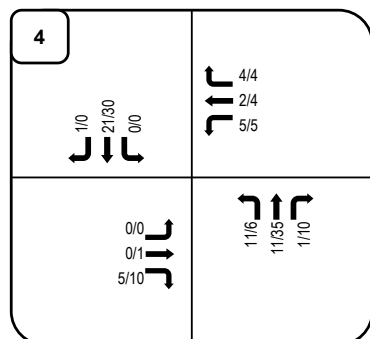
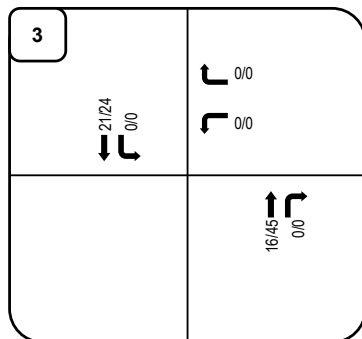
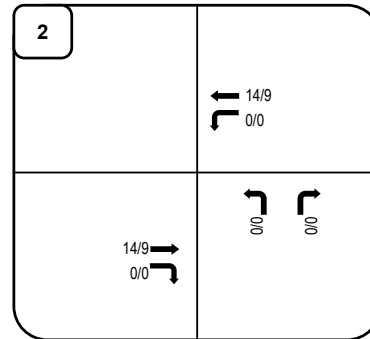
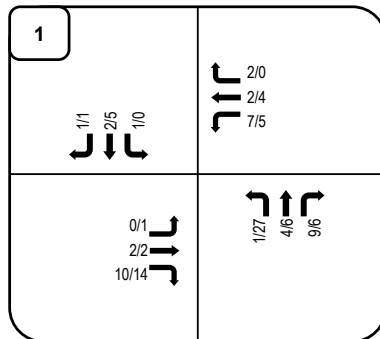


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Figure 5: Year 2045 Background Traffic



LEGEND:

Directional Distribution = Inbound% (Outbound %)

Turning Movements



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3.5 Background Intersection Traffic Levels of Service and Recommendations

Using *Highway Capacity Manual 6th Edition 2016² (HCM)* methodology, Synchro Version 10 software was used to determine the delay (in seconds) and Level of Service (LOS.) *HCM* LOS is defined by the following criteria:

Table 1: Year HCM Level of Service Criteria

LOS	Expected Delay to Minor Street Traffic	Average Signal Delay (Seconds/Vehicle)	Average Stop-Controlled Delay (Seconds/Vehicle)
A	Little or no delay.	0-10	0-10
B	Short traffic delays.	>10-20	>10-15
C	Average traffic delays.	>20-35	>15-25
D	Long traffic delays.	>35-55	>25-35
E	Very long traffic delays.	>55-80	>35-50
F	When volume exceeds the capacity of the lane extreme delays will be encountered with queuing that may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improving the intersection.	>80	>50

Table 2 shown below shows the resulting LOS as determined by *HCM* analysis:

Table 2: Background Traffic Level of Service

#	Int.	Traffic Control	Approach or Control Delay	Approach	Year 2023 Existing Level of Service (Delay in Seconds)			Year 2024 Background Level of Service (Delay in Seconds)			Year 2025 Background Level of Service (Delay in Seconds)		
					AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
1	Galena St & 6th Ave	EB/WB Stop	A	EB	A (8.5)	A (8.6)	-	A (8.5)	A (8.6)	-	A (8.5)	A (8.6)	-
			A	WB	A (8.7)	A (9.2)	-	A (8.7)	A (9.2)	-	A (8.8)	A (9.3)	-
			A	NB	A (0.6)	A (5.4)	-	A (0.6)	A (5.2)	-	A (0.5)	A (4.9)	-
			A	SB	A (1.8)	A (0.0)	-	A (1.8)	A (0.0)	-	A (1.8)	A (0.0)	-
2	North Acc. & Galena St	NB Stop	A	EB	A (0.0)	A (0.0)	-	A (0.0)	A (0.0)	-	A (0.0)	A (0.0)	-
			A	WB	A (0.0)	A (0.0)	-	A (0.0)	A (0.0)	-	A (0.0)	A (0.0)	-
			A	NB	A (0.0)	A (0.0)	-	A (0.0)	A (0.0)	-	A (0.0)	A (0.0)	-
3	West Acc. & 6th Ave	WB Stop	A	WB	A (0.0)	A (0.0)	-	A (0.0)	A (0.0)	-	A (0.0)	A (0.0)	-
			A	NB	A (0.0)	A (0.0)	-	A (0.0)	A (0.0)	-	A (0.0)	A (0.0)	-
			A	SB	A (0.0)	A (0.0)	-	A (0.0)	A (0.0)	-	A (0.0)	A (0.0)	-
4	Galena St Alley & 6th Ave	EB/WB Stop	A	EB	A (8.4)	A (8.6)	-	A (8.4)	A (8.6)	-	A (8.4)	A (8.6)	-
			A	WB	A (8.8)	A (9.0)	-	A (8.8)	A (9.0)	-	A (8.8)	A (9.1)	-
			A	NB	A (3.5)	A (0.9)	-	A (3.5)	A (0.8)	-	A (3.5)	A (0.9)	-
			A	SB	A (0.0)	A (0.0)	-	A (0.0)	A (0.0)	-	A (0.0)	A (0.0)	-

As can be seen in **Table 2**, all intersections are anticipated to operate at an acceptable overall LOS A through long-term Year 2025 background traffic conditions.

² Highway Capacity Manual, 6th Edition. Transportation Research Board, 2016.

Galena Street & 6th Avenue: This intersection is anticipated to operate at an acceptable LOS A through Year 2045 background traffic conditions.

North Access & Galena Street: This intersection is anticipated to operate at an acceptable LOS A through Year 2045 background traffic conditions.

West Access & 6th Avenue: This intersection is anticipated to operate at an acceptable LOS A through Year 2045 background traffic conditions.

Galena Street Alley & 6th Avenue: This intersection is anticipated to operate at an acceptable LOS A through Year 2045 background traffic conditions.

The Synchro reports can be found in the **Appendix**.

4.0 Project Traffic

4.1 Trip Generation

Existing Land Use: The existing lot currently has the Frisco Colorado Workforce Center building. This building was estimated to measure approximately 5,000 square ft. This building will be demolished to make space for the proposed residential development.

Proposed Residential Development: The owner is proposing to develop 54 residential dwelling units.

The existing and proposed land uses fall under two land use codes (LUC) per the Institute of Transportation Engineers' 11th *Edition of the Trip Generation Manual*³ (*Trip Generation Manual*), #220 Multifamily Housing (Low-Rise), #710 – General Office Building.

As per ITE's *Trip Generation Handbook*⁴ methodology, the trip generation regression equations were utilized as part of this analysis.

Multimodal Reduction: A 5% multimodal reduction was applied when calculating the total number of vehicular trips. The project site is located near several commercial/retail buildings. Biking or walking to these commercial/retail buildings is possible due to the proximity. The low-speed limits on Galena Street, 6th Avenue, and Galena Street Alley encourage multimodal modes of transportation. Therefore, a multimodal reduction was applied.

Project Trip Generation: The project is anticipated to generate a total of 400 vehicle trips per day (vpd) on the average weekday, including 44 vehicles per hour (vph) during the morning peak hour and 55vph during the evening peak hour.

This equates to an increase of 318vpd over the traffic generated by the existing land use. The new residential use is anticipated to generate an additional 32vph in the morning peak hour and 42vph in the evening peak hour.

Refer to **Table 3** for trip generation calculations and further breakdown of these trips.

³ Trip Generation Manual, 11th Edition. Institute of Transportation Engineers, 2021.

⁴ Trip Generation Handbook, An ITE Recommended Practice. Institute of Transportation Engineers, 2001.

Table 3: Trip Generation Table

ITE Trip Generation Equation ³						Average Weekday	Morning Peak Hour Inbound		Peak Hour Outbound		Evening Peak Hour Inbound		Peak Hour Outbound		
ITE Code	Units ²		Eq. Coef	Avg. Weekday	AM Peak Hour	PM Peak Hour	Trips (VPD)	% Trips	Trips	% Trips	Trips	% Trips	Trips	% Trips	Trips
Existing Land Use															
#710 - General Office Building	5	KSF	Type a= b=	B 0.87 3.05	B 0.86 1.16	B 0.83 1.29	86	88%	11	12%	2	17%	3	83%	11
Multi-Modal Reduction	-5%						-4	-1		0		0		-1	
Existing Trips							82	10		2		3		10	
Proposed Land Use															
#220 - Multifamily Housing (Low-Rise)	54	DU	Type a= b=	A 6.41 75.31	A 0.35 28.13	A 0.42 34.78	421	24%	11	76%	36	62%	36	38%	22
Multi-Modal Reduction	-5%						-21	-1		-2		-2		-1	
Proposed Trips							400	10		34		34		21	
Proposed New Trips							318	0		32		31		11	

Notes:

¹ Values obtained from *Trip Generation, 11th Edition*, Institute of Transportation Engineers, September 2021.

² DU = Dwelling Units, KSF = 1,000 Square Feet

³ Fitted curve equations from ITE Land Uses - Equation Type A is $T = a * X + b$, Equation Type B is $\ln(T) = a * \ln(X) + b$, Rate is $T = a * X$

4.2 Trip Distribution

The anticipated arrival and departure routes of project-generated traffic is influenced by several factors including the following:

- The location of the site relative to other facilities and the roadway network.
- The configuration of the existing and proposed adjacent roadway network.
- Relative location of neighboring population centers.

Directional Distribution: All the commercial developments and population centers are located south of the project site. Therefore, it was assumed 100% of the site-generated traffic would originate south of the project site. The site plan shown in **Figure 1** shows the internal road will be one way with the west access serving as the site entrance and the north accesses serving as the site exit. Refer to **Figure 5** for a detailed graphic of the anticipated directional distribution.

4.3 Site-Generated Traffic

When the trip generation expected for the residential development (**Table 3**) is applied to the estimated trip distribution (**Figure 5**), the result is the anticipated

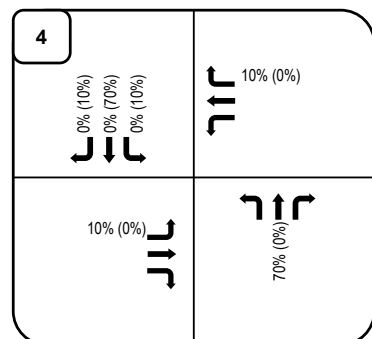
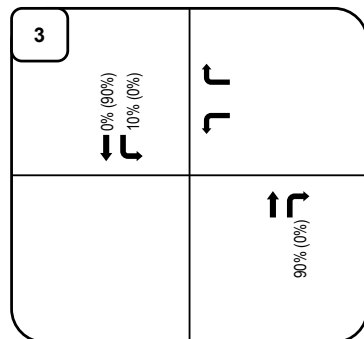
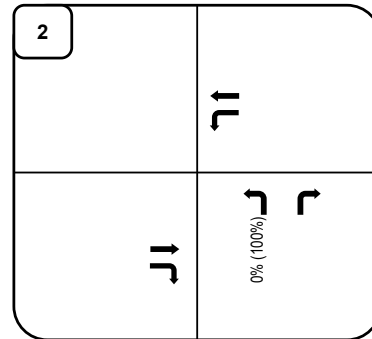
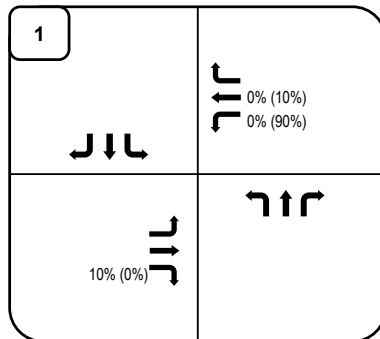
assignment of trips on the roadway system. **Figure 6** depicts the new vehicle trips that are anticipated from the residential development.

4.4 Total Traffic

The total traffic anticipated is the sum of background traffic with the site-generated traffic.

For Year 2024, the background traffic (**Figure 3**) added to the site-generated traffic (**Figure 6**) yields the total Year 2024 traffic in **Figure 7**. For Year 2045, the background traffic (**Figure 4**) added to the site-generated traffic (**Figure 6**) yields the total Year 2045 traffic in **Figure 8**.

Figure 6: Project Generated Traffic Distribution (602 Galena St)



LEGEND:

Directional Distribution = Inbound% (Outbound %)

Turning Movements

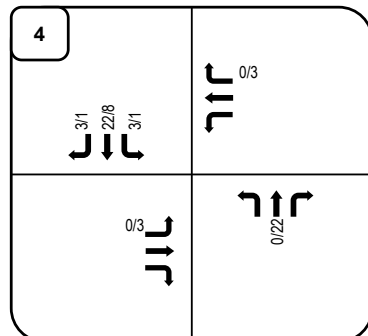
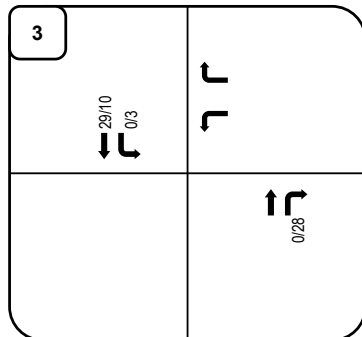
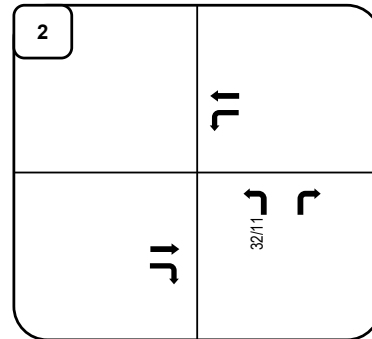
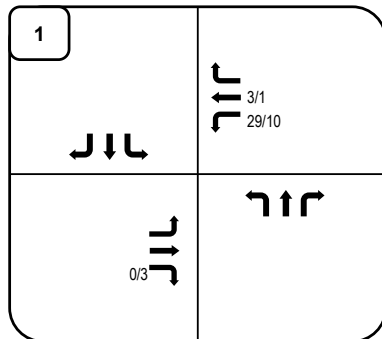


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Figure 7: Project Generated Traffic Assignment (602 Galena St)



LEGEND:

Directional Distribution = Inbound% (Outbound %)

Turning Movements

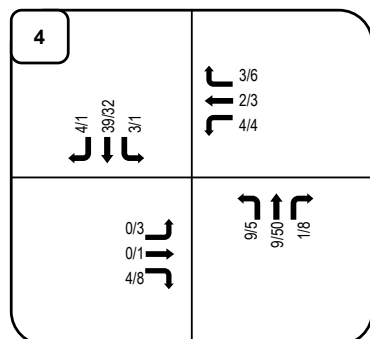
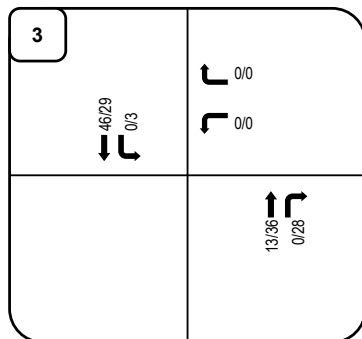
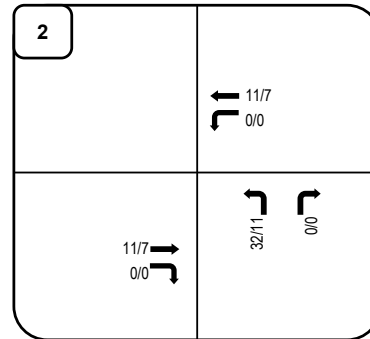
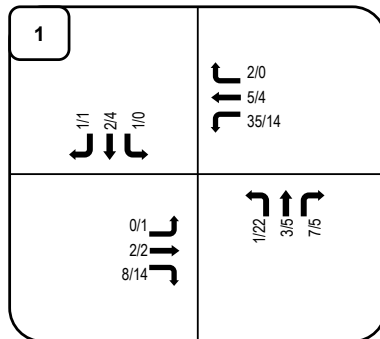


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Figure 8: Year 2024 Total Traffic



LEGEND:

Directional Distribution = Inbound% (Outbound %)

Turning Movements

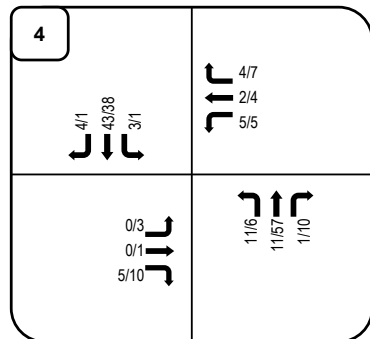
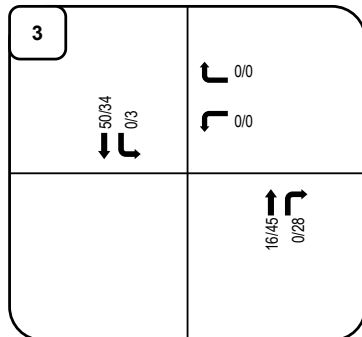
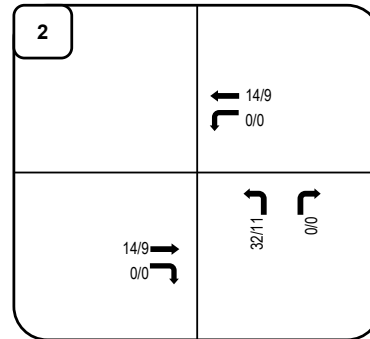
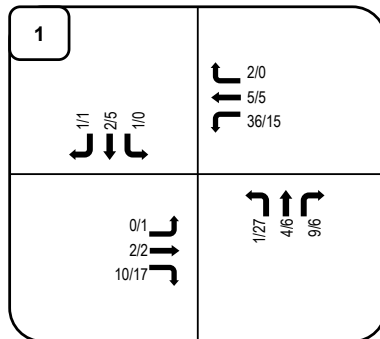


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Figure 9: Year 2045 Total Traffic



LEGEND:

Directional Distribution = Inbound% (Outbound %)

Turning Movements



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5.0 Traffic Analysis

5.1 Auxiliary Turn Lane Analysis

The need for auxiliary turn lanes at the analyzed intersections was based upon the anticipated operational results from Synchro HCM analysis, turning movement volumes, through movement volumes, and posted speed limit. **Table 4** summarizes the recommended auxiliary turn lane requirements.

Table 4: Auxiliary Turn Lane Requirements

#	Int.	Mvmt	Accel or Decel	Posted Speed Limit (MPH)	Road Classification	Year 2023 Existing			Year 2024 BG			Year 2045 BG			Year 2024 Total			Year 2045 Total			Existing Turn Lane	Required Turn Lane	Trigger Year & Condition
						AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT			
1	Galena St & 6th Ave	EBL	Decel	20	NR-C	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	None	Not Required	Not Triggered
		EBR	Decel	20	NR-C	8	10	0	8	11	0	10	14	0	8	14	0	10	17	0	None	Not Required	Not Triggered
		WBL	Decel	20	NR-C	6	4	0	6	4	0	7	5	0	33	13	0	34	14	0	None	Not Required	Not Triggered
		WBR	Decel	20	NR-C	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	None	Not Required	Not Triggered
		NBL	Decel	20	NR-C	1	21	0	1	22	0	1	27	0	1	22	0	1	27	0	None	Not Required	Not Triggered
		NBR	Decel	20	NR-C	7	5	0	7	5	0	9	6	0	7	5	0	9	6	0	None	Not Required	Not Triggered
		SBL	Decel	20	NR-C	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	None	Not Required	Not Triggered
2	North Acc. & Galena St	SBR	Decel	20	NR-C	1	1	0	1	1	0	1	1	0	1	1	0	1	1	0	None	Not Required	Not Triggered
		EBR	Decel	20	NR-C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Required	Not Triggered
		WBL	Decel	20	NR-C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Required	Not Triggered
		NBL	Decel	10	NR-C	0	0	0	0	0	0	0	0	0	30	10	0	30	10	0	None	Not Required	Not Triggered
3	West Acc. & 6th Ave	NBR	Decel	10	NR-C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	None	Not Required	Not Triggered
		SBL	Decel	20	NR-C	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	None	Not Required	Not Triggered
4	Galena St Alley & 6th Ave	NBR	Decel	20	NR-C	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	None	Not Required	Not Triggered
		EBL	Decel	20	NR-C	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	None	Not Required	Not Triggered
		EBR	Decel	20	NR-C	4	8	0	4	8	0	5	10	0	4	8	0	5	10	0	None	Not Required	Not Triggered
		WBL	Decel	20	NR-C	4	4	0	4	4	0	5	5	0	4	4	0	5	5	0	None	Not Required	Not Triggered
		WBR	Decel	20	NR-C	3	3	0	3	3	0	4	4	0	3	6	0	4	7	0	None	Not Required	Not Triggered
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		SBL	Decel	20	NR-C	0	0	0	0	0	0	0	0	0	3	1	0	3	1	0	None	Not Required	Not Triggered
		SBR	Decel	20	NR-C	1	0	0	1	0	0	1	0	0	4	1	0	4	1	0	None	Not Required	Not Triggered

¹Based upon *State Highway Access Code* requirements for an R-A roadway with posted speed of 45mph.

Galena Street & 6th Avenue: No auxiliary turn lanes are required at this intersection.

North Access & Galena Street: No auxiliary turn lanes are required at this intersection.

West Access & 6th Avenue: No auxiliary turn lanes are required at this intersection.

Galena Street Alley & 6th Avenue: No auxiliary turn lanes are required at this intersection.

5.2 Total Traffic Level of Service

An *HCM* analysis under total traffic conditions was performed for the proposed site access under both short-term Yr 2024 and long-term Year 2045 traffic conditions. The results can be seen in **Table 5**.

Table 5: HCM Total Traffic LOS

#	Int.	Traffic Control	Approach or Control Delay	Approach	Year 2024 Total Level of Service (Delay in Seconds)			Year 2045 Total Level of Service (Delay in Seconds)		
					AM	PM	SAT	AM	PM	SAT
1	Galena St & 6th Ave	EB/WB Stop	A	EB	A (8.5)	A (8.6)	-	A (8.5)	A (8.6)	-
			A	WB	A (8.9)	A (9.2)	-	A (8.9)	A (9.4)	-
			A	NB	A (0.6)	A (5.2)	-	A (0.5)	A (4.9)	-
			A	SB	A (1.8)	A (0.0)	-	A (1.8)	A (0.0)	-
2	North Acc. & Galena St	NB Stop	A	EB	A (0.0)	A (0.0)	-	A (0.0)	A (0.0)	-
			A	WB	A (0.0)	A (0.0)	-	A (0.0)	A (0.0)	-
			A	NB	A (8.8)	A (8.6)	-	A (8.8)	A (8.7)	-
3	West Acc. & 6th Ave	WB Stop	A	WB	A (0.0)	A (0.0)	-	A (0.0)	A (0.0)	-
			A	NB	A (0.0)	A (0.7)	-	A (0.0)	A (0.6)	-
			A	SB	A (0.0)	A (0.0)	-	A (0.0)	A (0.0)	-
4	Galena St Alley & 6th Ave	EB/WB Stop	A	EB	A (8.5)	A (8.8)	-	A (8.5)	A (8.8)	-
			A	WB	A (8.9)	A (9.0)	-	A (9.0)	A (9.2)	-
			A	NB	A (3.5)	A (0.6)	-	A (3.5)	A (0.7)	-
			A	SB	A (0.5)	A (0.2)	-	A (0.4)	A (0.2)	-

As can be seen in **Table 5**, all intersections are anticipated to operate at an acceptable overall LOS A through long-term Year 2045 total traffic conditions.

Galena Street & 6th Ave: This intersection is anticipated to operate at an acceptable LOS A through Year 2045 total traffic conditions.

North Access & Galena St: This intersection is anticipated to operate at an acceptable LOS A through Year 2045 total traffic conditions.

West Access & 6th Ave: This intersection is anticipated to operate at an acceptable LOS A through Year 2045 total traffic conditions.

Galena Street Alley & 6th Ave: This intersection is anticipated to operate at an acceptable LOS A through Year 2045 total traffic conditions.

The Synchro reports can be found in the **Appendix**.

5.3 Site Accesses Sight Distance

Sight distance requirements are determined by **Section 3.2.2** of the *American Association of State Highway and Transportation Officials (AASHTO): A Policy on Geometric Design of Highways and Streets*⁵ (AASHTO's Greenbook). Table 3-1 *Stopping Sight Distance on Level Roadways*³ identifies sight distance requirements based on speed limits. A roadway with a posted speed limit of 20mph requires a 115ft of sight distance. The civil and landscape design shall keep sight distance triangles.

⁵ AASHTO's A policy on Geometric Design of Highways and Streets

6.0 Summary and Recommendations

The proposed development at 602 Galena Street will be constructed on one lot. The lot currently has the Frisco Colorado Workforce Center building. The workforce center building will be demolished to accommodate the proposed 54 residential dwelling units.

Trip Generation: The project is anticipated to generate a total of 400 vehicle trips per day (vpd) on the average weekday, including 44 vehicles per hour (vph) during the morning peak hour and 55vph during the evening peak hour.

This equates to an increase of 318vpd over the traffic generated by the existing land use. The new residential use is anticipated to generate an additional 32vph in the morning peak hour and 42vph in the evening peak hour.

Site Access: The project site currently has two accesses located on the north and west side of the parcel. One access has direct connectivity to Galena Street and the other to 6th Avenue. The proposed site plan is shown in **Figure 1**.

Background and Total Level of Service: As can be seen in **Table 2** and **Table 5**, all intersections are anticipated to operate at an acceptable overall LOS A through long-term Year 2045 total traffic conditions.

Site Access Sight Distance: The civil and landscape design shall keep sight distance triangles clear.

Turn Lane Analysis: No auxiliary turn lanes are required at the analyzed intersections.

Summary: Based upon the analysis presented in this report, the proposed development at 602 Galena Street is anticipated to be successfully incorporated into the existing roadway network.

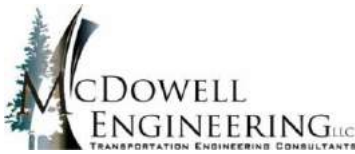
7.0 Appendix

7.1 Reference Documents

1. *State Highway Access Code*. State of Colorado, 2002.
2. Colorado Department of Transportation, Online Transportation Information System, 2023.
3. *Highway Capacity Manual, 6th Edition*. Transportation Research Board, 2016.
4. *Trip Generation Manual, 11th Edition*. Institute of Transportation Engineers, 2021.
5. *Trip Generation Handbook, An ITE Recommended Practice*. Institute of Transportation Engineers, 2001.
6. *A Policy on Geometric Design of Highways and Streets 7th Edition*, American Association of State Highway and Transportation Officials, 2018.

7.2 Included Documents

1. McDowell Engineering Scoping Form
2. IDAX Traffic Counts
3. Seasonal Adjustment Factor Calculations
4. Synchro reports



Traffic Study Scoping Form

Contact Information	
Consultant Name:	McDowell Engineering
Tele:	(970)623-0788
E-mail:	kari@mcdowelleng.com
Developer/Owner Name:	NHP Foundation

Project Information <i>(Attach proposed site plan.)</i>								
Project Name:								
Project Location:		602 Galena Street, Frisco, CO 80443						
Project Description: Application type (rezoning, subdivision), acreage, new or re-development, etc.		Developing multifamily residential homes. 3 stories with 48 total units						
Existing Land Uses	ITE Code	#units or Size	Proposed Land Uses	ITE Code	#units or Size	Existing / Proposed Land Uses	ITE Code	#units or Size
Frisco Colorado Workforce Center	#710	5 KSF	Multifamily Housing Low Rise	#221	48 DU			
<i>Please attach Trip Generation Summary table for large or mixed use projects.</i>								

Assumptions				
Study Horizons	Current Year:	2023	Buildout Year:	2024
				Long Term Year: 2045
Study Area Boundaries <i>(Attach map if needed.)</i>	North: Galena St		South: Galena St Alley	
	East: Existing Building		West: 6th Ave	
Intersections to be Evaluated <i>(Attach map if needed.)</i>	1. 6th Ave & Galena St		6.	
	2. 6th Ave & Galena St Alley		7.	
	3. Site Access West of site		8.	
	4. Site Access North of site		9.	
	5.		10.	
Trip Distribution	<i>See attached sketch.</i>			
Trip Reductions*	Internal Capture	Use:	0%	Pass By
	Multimodal Reduction	Use:	10%	Use: 0%
<i>*Include in Trip Generation table if provided. Submit calculations based upon ITE's Trip Generation Handbook.</i>				

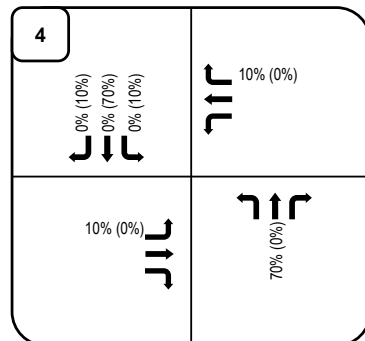
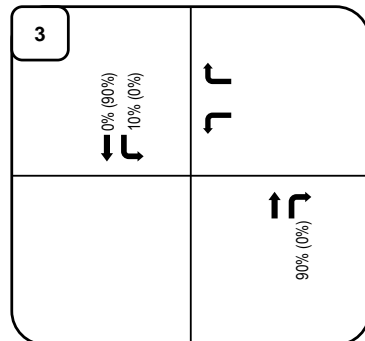
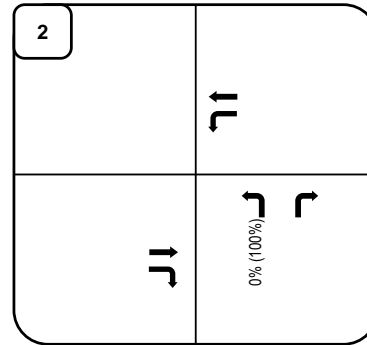
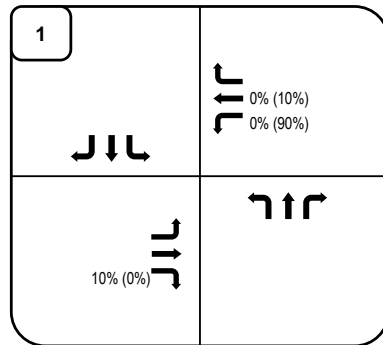
McDowell Engineering Traffic Study Scoping Form

Assumptions (continued)			
Anticipated Future Traffic Growth Rates <i>(Describe methodology.)</i>	1.0% growth rate based on previous McDowell Engineering TIS studies in Frisco, CO	Study Time Periods <i>(Check all that apply.)</i>	<input checked="" type="checkbox"/> AM (7-9) <input checked="" type="checkbox"/> PM (4-6) <input type="checkbox"/> SAT (noon) <input type="checkbox"/> Other:
Other Factors <i>(Proposed/assumed transportation improvements, other studies, nearby proposed developments, etc.)</i>	Will apply a seasonal adjustment factor to convert the traffic counts to peak traffic volumes which are during the month of July. Trip generation table will be included in TIS report with the confirmed existing and proposed land uses.		
Analysis Methods & Issues <i>(Check all that apply.)</i>	<input checked="" type="checkbox"/> Synchro <input type="checkbox"/> HCS <input type="checkbox"/> aaSidra or Rodel <input type="checkbox"/> Intersections <input type="checkbox"/> Roadway Sections <input type="checkbox"/> Signal Warrants <input type="checkbox"/> Safety/Sight Distance <input type="checkbox"/> Queuing & Storage <input type="checkbox"/> CDOT (Access Permit, etc.) <input checked="" type="checkbox"/> Identify Bicycle, Pedestrian & Transit Accommodations <input type="checkbox"/> TDM <input type="checkbox"/> Neighborhood Impacts <input type="checkbox"/> Other:		

Attachments, Notes, & Other Assumptions:

Signed: (Applicant or Consultant) Print Name: (Applicant or Consultant) Date:	Review Agency: Department: Signed: Print Name: Date:
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Project Generated Traffic Distribution (602 Galena St)



LEGEND:

Directional Distribution = Inbound% (Outbound %)

AM/PM Volumes = XX/XX VPH (in PCEs)

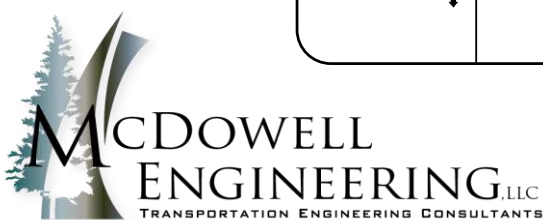
Turning Movements

Project Number M1627

Prepared By EP

8/31/2023

DRAFT - FOR INTERNAL USE ONLY



602 Galena St
Frisco, CO

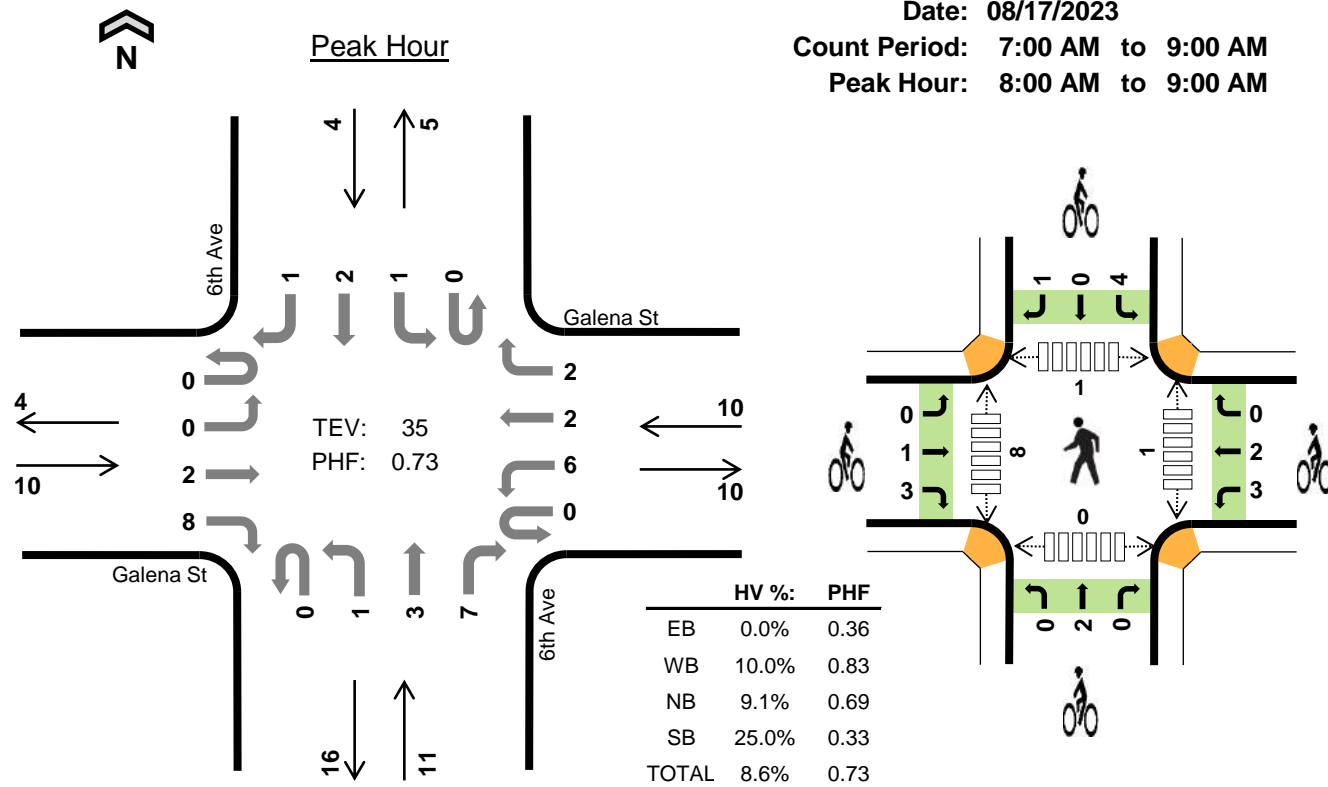
6th Ave Galena St



Date: 08/17/2023

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 8:00 AM to 9:00 AM



Two-Hour Count Summaries

Interval Start		Galena St				Galena St				6th Ave				6th Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	3	0
7:15 AM		0	1	0	3	0	0	0	0	0	0	0	0	0	0	2	0	6	0
7:30 AM		0	0	0	1	0	2	0	0	0	1	0	0	0	0	1	0	5	0
7:45 AM		0	0	0	1	0	1	0	0	0	1	0	2	0	0	0	0	5	19
8:00 AM		0	0	1	0	0	2	1	0	0	0	0	3	0	0	0	0	7	23
8:15 AM		0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	4	21
8:30 AM		0	0	0	7	0	1	0	1	0	0	0	2	0	0	1	0	12	28
8:45 AM		0	0	1	1	0	1	1	1	0	1	3	0	0	1	1	1	12	35
Count Total		0	1	2	14	0	10	2	2	0	3	3	10	0	1	5	1	54	0
Peak Hour	All	0	0	2	8	0	6	2	2	0	1	3	7	0	1	2	1	35	0
	HV	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	3	0
	HV%	-	-	0%	0%	-	0%	0%	50%	-	0%	0%	14%	-	0%	0%	100%	9%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	1	1	2	1	4	1	0	6
8:15 AM	0	0	0	0	0	0	1	1	3	5	0	0	0	0	0
8:30 AM	0	0	1	0	1	2	3	0	0	5	0	2	0	0	2
8:45 AM	0	1	0	1	2	2	1	0	1	4	0	2	0	0	2
Count Total	0	1	1	1	3	4	7	3	6	20	2	9	1	0	12
Peak Hour	0	1	1	1	3	4	5	2	5	16	1	8	1	0	10

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Galena St				Galena St				6th Ave				6th Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	3
Count Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	3	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	3	0

Two-Hour Count Summaries - Bikes

Interval Start	Galena St			Galena St			6th Ave			6th Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	2	0	0	0	1	0	0	0	3	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	4
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	2	6
8:15 AM	0	0	0	0	1	0	0	1	0	3	0	0	5	11
8:30 AM	0	0	2	3	0	0	0	0	0	0	0	0	5	13
8:45 AM	0	1	1	0	1	0	0	0	0	0	0	1	4	16
Count Total	0	1	3	3	4	0	0	2	1	4	1	1	20	0
Peak Hour	0	1	3	3	2	0	0	2	0	4	0	1	16	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

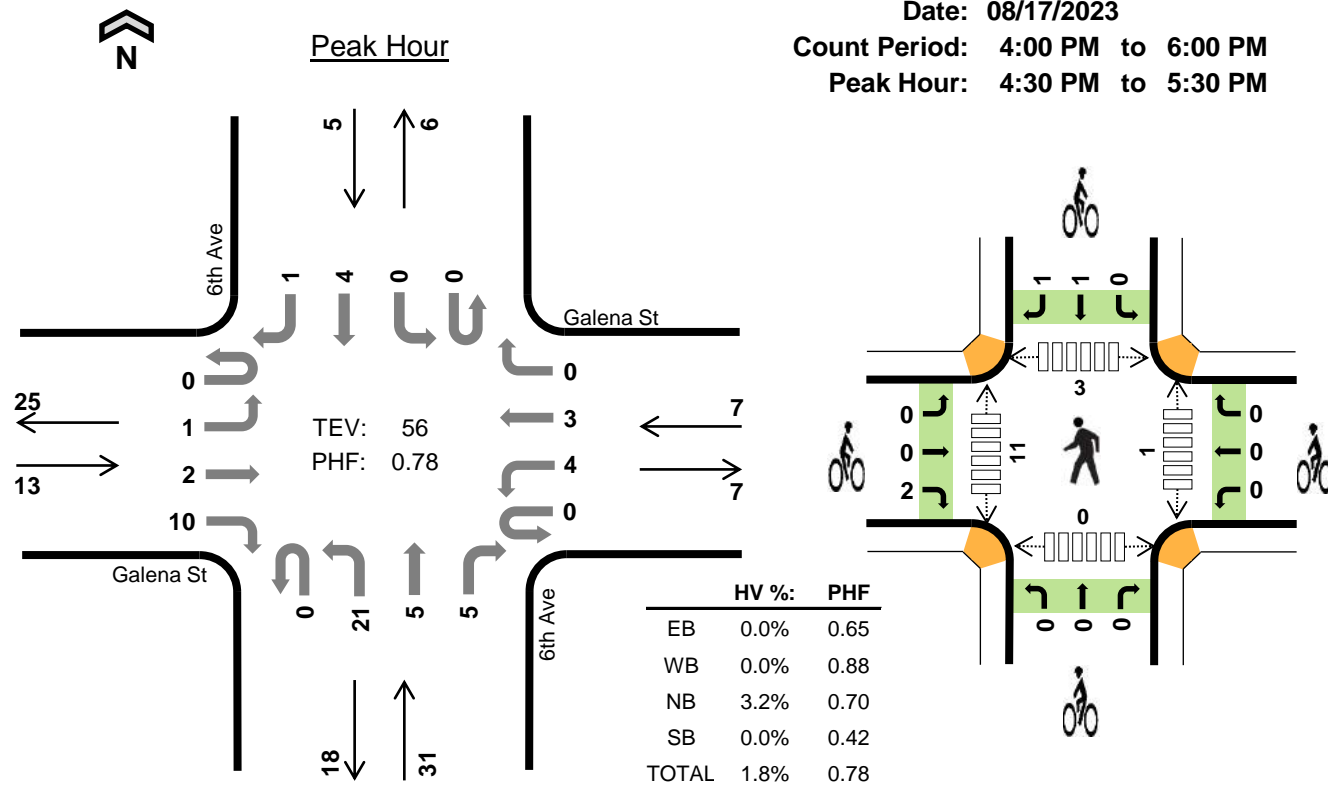
6th Ave Galena St



Date: 08/17/2023

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:30 PM to 5:30 PM



Two-Hour Count Summaries

Interval Start		Galena St				Galena St				6th Ave				6th Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	1	0	1	0	1	0	0	0	4	0	2	0	0	1	0	10	0
4:15 PM		1	0	0	1	0	1	2	0	0	3	1	0	0	0	1	0	10	0
4:30 PM		0	0	0	3	0	2	0	0	0	5	0	2	0	0	0	0	12	0
4:45 PM		0	0	0	3	0	0	1	0	0	7	2	2	0	0	3	0	18	50
5:00 PM		0	1	1	3	0	2	0	0	0	5	0	0	0	0	1	0	13	53
5:15 PM		0	0	1	1	0	0	2	0	0	4	3	1	0	0	0	1	13	56
5:30 PM		0	0	0	4	0	3	0	0	0	1	1	1	0	0	2	0	12	56
5:45 PM		0	0	0	1	0	1	1	0	0	3	1	2	0	0	0	0	9	47
Count Total		1	2	2	17	0	10	6	0	0	32	8	10	0	0	8	1	97	0
Peak Hour	All	0	1	2	10	0	4	3	0	0	21	5	5	0	0	4	1	56	0
	HV	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
	HV%	-	0%	0%	0%	-	0%	0%	-	-	5%	0%	0%	-	-	0%	0%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	3	0	2	0	5	0	3	2	0	5
4:15 PM	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2
4:30 PM	0	0	1	0	1	0	0	0	1	1	1	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	2	1	0	3
5:00 PM	0	0	0	0	0	1	0	0	1	2	0	6	0	0	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5
5:30 PM	0	0	0	0	0	1	0	1	0	2	0	3	1	0	4
5:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
Count Total	0	1	1	0	2	6	1	3	3	13	2	18	6	0	26
Peak Hour	0	0	1	0	1	2	0	0	2	4	1	11	3	0	15

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Galena St				Galena St				6th Ave				6th Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0
Peak Hour	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0

Two-Hour Count Summaries - Bikes

Interval Start	Galena St			Galena St			6th Ave			6th Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	1	2	0	0	0	0	1	1	0	0	0	0	5	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	8
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	2	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	1	0	0	0	0	0	1	0	0	0	0	0	2	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Count Total	2	2	2	1	0	0	2	1	0	0	2	1	13	0
Peak Hour	0	0	2	0	0	0	0	0	0	0	1	1	4	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

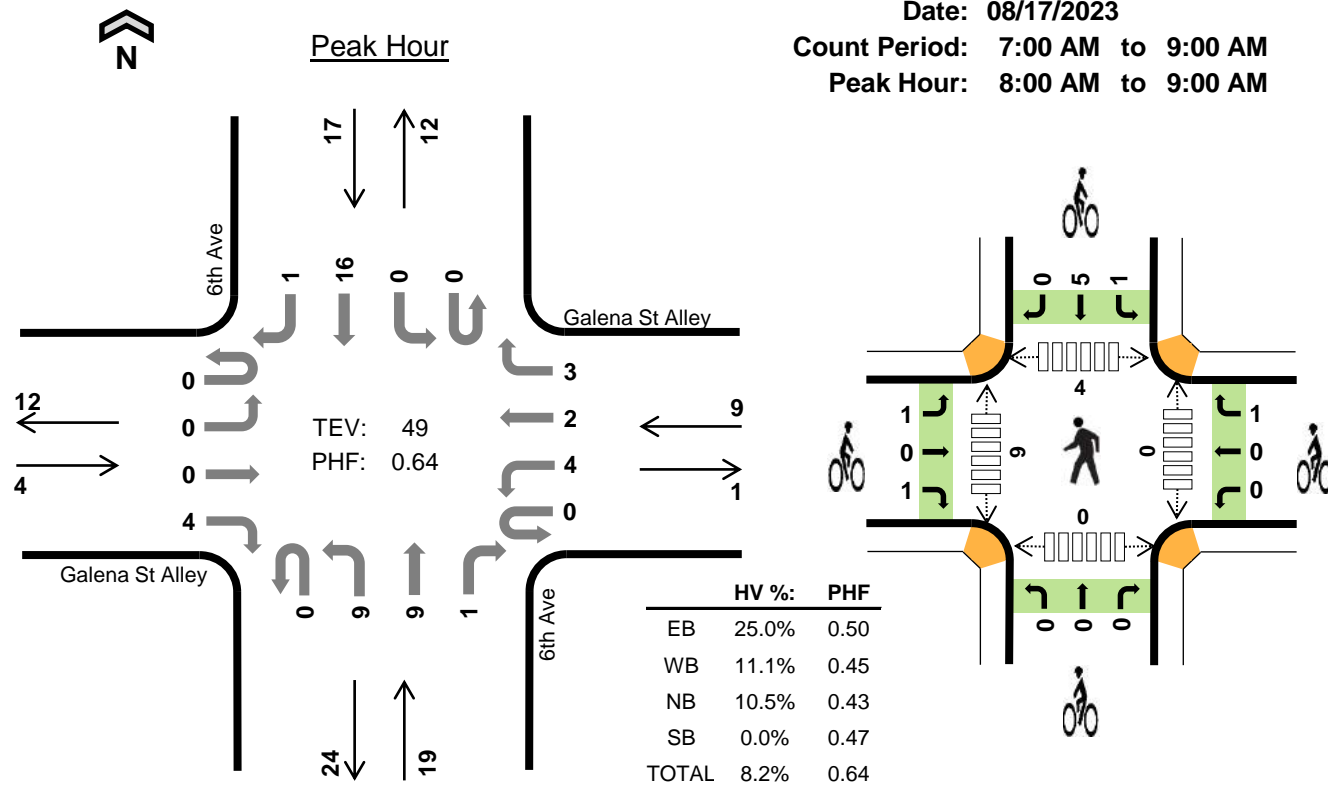
6th Ave Galena St Alley



Date: 08/17/2023

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 8:00 AM to 9:00 AM



Two-Hour Count Summaries

Interval Start		Galena St Alley				Galena St Alley				6th Ave				6th Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
7:15 AM		0	0	0	1	0	0	0	0	0	0	1	0	0	0	6	0	8	0
7:30 AM		0	0	0	2	0	0	0	0	0	0	1	1	0	0	4	0	8	0
7:45 AM		0	0	0	1	0	0	2	0	0	2	3	1	0	0	2	1	12	31
8:00 AM		0	0	0	1	0	2	0	0	0	0	3	0	0	0	2	0	8	36
8:15 AM		0	0	0	0	0	0	0	0	0	1	2	0	0	0	2	0	5	33
8:30 AM		0	0	0	1	0	1	2	2	0	1	0	1	0	0	8	1	17	42
8:45 AM		0	0	0	2	0	1	0	1	0	7	4	0	0	0	4	0	19	49
Count Total		0	0	0	8	0	4	4	3	0	11	15	3	0	0	30	2	80	0
Peak Hour	All	0	0	0	4	0	4	2	3	0	9	9	1	0	0	16	1	49	0
	HV	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0	0	4	0
	HV%	-	-	-	25%	-	0%	0%	33%	-	22%	0%	0%	-	-	0%	0%	8%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2
7:30 AM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2
7:45 AM	0	1	0	0	1	0	0	1	1	2	2	0	0	0	2
8:00 AM	1	0	0	0	1	1	0	0	0	1	0	4	4	0	8
8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
8:30 AM	0	1	0	0	1	0	0	0	5	5	0	3	0	0	3
8:45 AM	0	0	2	0	2	1	0	0	1	2	0	2	0	0	2
Count Total	2	2	2	0	6	2	1	2	7	12	2	13	4	0	19
Peak Hour	1	1	2	0	4	2	1	0	6	9	0	9	4	0	13

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Galena St Alley				Galena St Alley				6th Ave				6th Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4
Count Total	0	0	0	2	0	0	1	1	0	2	0	0	0	0	0	0	6	0
Peak Hour	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0	0	4	0

Two-Hour Count Summaries - Bikes

Interval Start	Galena St Alley			Galena St Alley			6th Ave			6th Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	1	0	2	3
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	4
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	5
8:30 AM	0	0	0	0	0	0	0	0	0	1	4	0	5	9
8:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	2	9
Count Total	1	0	1	0	0	1	0	1	1	1	6	0	12	0
Peak Hour	1	0	1	0	0	1	0	0	0	1	5	0	9	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

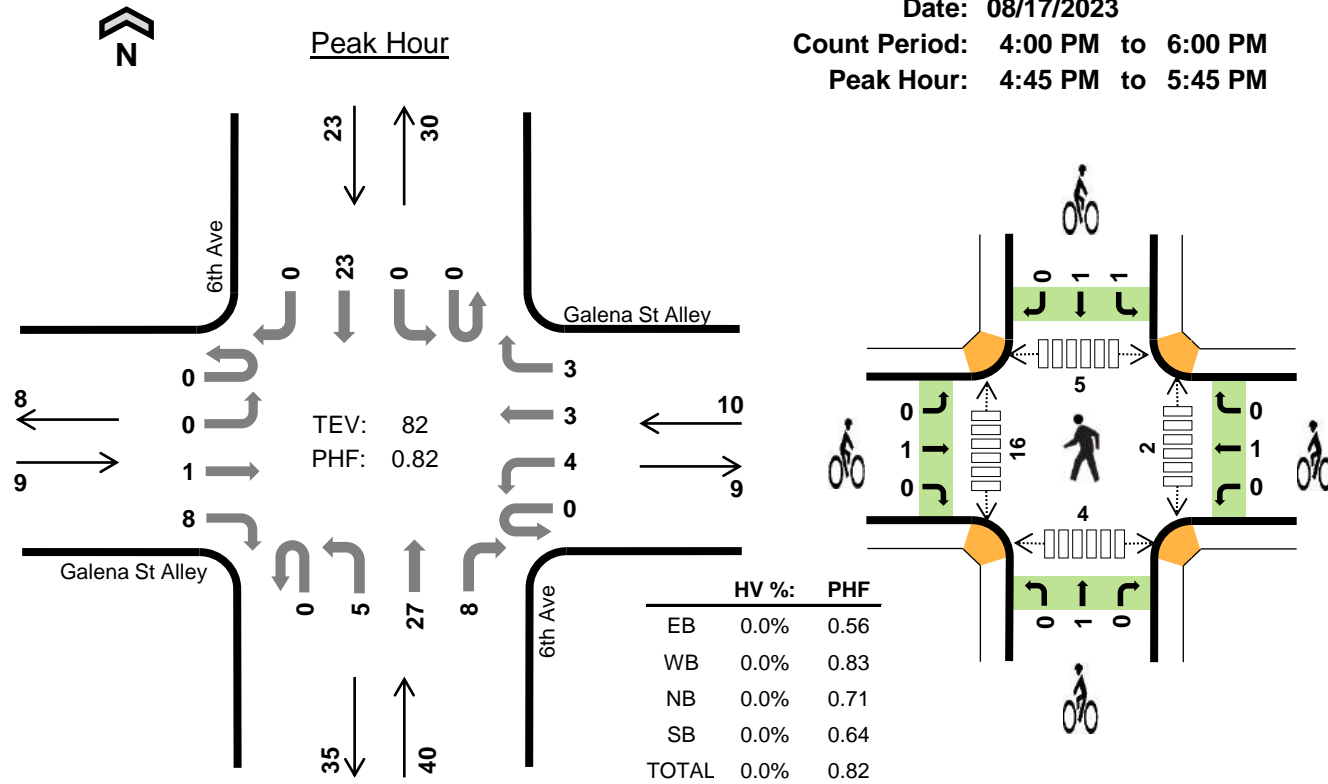
6th Ave Galena St Alley



Date: 08/17/2023

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:45 PM to 5:45 PM



Two-Hour Count Summaries

Interval Start	Galena St Alley Eastbound				Galena St Alley Westbound				6th Ave Northbound				6th Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	4	0	0	0	4	8	0	0	0	2	0	19	0
4:15 PM	0	0	1	4	0	3	0	1	0	1	4	0	0	0	4	0	18	0
4:30 PM	0	1	0	1	0	2	0	1	0	1	5	1	0	0	5	0	17	0
4:45 PM	0	0	0	1	0	1	1	1	0	2	11	1	0	0	7	0	25	79
5:00 PM	0	0	1	3	0	1	0	1	0	1	6	2	0	0	6	0	21	81
5:15 PM	0	0	0	2	0	1	1	1	0	0	7	4	0	0	1	0	17	80
5:30 PM	0	0	0	2	0	1	1	0	0	2	3	1	0	0	9	0	19	82
5:45 PM	0	0	0	1	0	2	0	1	0	4	9	2	0	0	3	0	22	79
Count Total	0	1	3	14	0	15	3	6	0	15	53	11	0	0	37	0	158	0
Peak Hour	All	0	0	1	8	0	4	3	3	0	5	27	8	0	0	23	0	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	-	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	-	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	0	1	0	1	0	0	1	1	4	1	0	6
4:15 PM	0	0	0	0	0	0	0	0	1	1	5	1	1	1	8
4:30 PM	1	0	0	0	1	0	0	0	1	1	2	3	0	2	7
4:45 PM	0	0	0	0	0	1	0	0	1	2	0	2	0	0	2
5:00 PM	0	0	0	0	0	0	1	0	1	2	1	6	2	0	9
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	2	1	8
5:30 PM	0	0	0	0	0	0	0	1	0	1	1	3	1	3	8
5:45 PM	0	1	0	0	1	0	1	0	1	2	1	0	4	0	5
Count Total	1	1	1	0	3	1	3	1	5	10	11	24	11	7	53
Peak Hour	0	0	0	0	0	1	1	1	2	5	2	16	5	4	27

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Galena St Alley				Galena St Alley				6th Ave				6th Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Bikes

Interval Start	Galena St Alley			Galena St Alley			6th Ave			6th Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	2	5
5:00 PM	0	0	0	0	1	0	0	0	0	1	0	0	2	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	5
5:45 PM	0	0	0	1	0	0	0	0	0	0	1	0	2	5
Count Total	0	1	0	1	1	1	0	1	0	2	2	1	10	0
Peak Hour	0	1	0	0	1	0	0	1	0	1	1	0	5	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Monthly Summary Data

CDOT OTIS Station ID 000240, ON US 9 South of Frisco

CALYR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2023	25561	26129	25423	20266	17932	22107	26085	24365				
2022	25343	26314	25528	19385	17755	22419	25576	25157	23340	20126	19542	23392
2021	23613	23681	24455	19981	18729	23885	26569	24052	22303	19357	19779	23740
2020	26091	24334	16206	8459	12873	20096	25398	24184	23870	21272	18851	22557
2019	26864	25558	25043	19475	17420	19707	22715	25287	23769	18932	19522	23106
2018	24454	23112	23746	17638	16681	21491	25586	23805	21848	17993	19613	24572
2017	22314	22238	22640	16863	15739	20133	23872	22365	20694	17736	17914	22213
2016	20067	20166	19771	15583	15315	20234	24369	22538	21058	17606	17498	20596
2015	22254	24105	22746	16768	14626	19975	24189	22612	20612	17216	16072	18628
2014	22074	21741	22695	17203								21545
2013	19202	21802	21597	15304	14226	18639	23409	22113	18964	16174	17346	20515
2012	21020	20867	21856	14988	13970	18252	21689	21020	18465	15317	14911	16463
2011	19904	19013	19970	14963	12362	17049	20609	20745	18187	15322	15089	20645
2010	21080	20612	21125	15130	13030	17052	21181	19662	18019	14514	15010	19458
2009	21034	20678	20526	15689	13641	17657	21077	19819	17562	14586	15975	19679
2008	20905	20794	21778	16242	14218	17918	21285	20247	18055	15894	15800	19566
2007	17702	17620	18759	14050	12673				18771	16492	17633	19734
2006		20998	21722	16262	14383	18215	21499	19876	17816	14343	16474	17318
2005	18989	20995	21210	15207	13908	18387	21607	19988	17201	14418	14704	16870
2004	19416	19455	20094	14881	13235	16055	23816	22623	20655	16435	11737	19643
2003	20478	20373	20468	15362	13761	18156	20179	19480	16843	14964	14829	18654
2002	20789	21729	22454	16137	14536	17957	22030	20763	18125	15505	16223	19895
Average	21,864	21,923	21,810	16,174	14,810	19,269	23,137	22,035	19,808	16,710	16,726	20,419

Seasonal Adjustment Factors

CDOT OTIS Station ID 000240, ON US 9 South of Frisco

















		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
		21,864	21,923	21,810	16,174	14,810	19,269	23,137	22,035	19,808	16,710	16,726	20,419
Jan	21,864	1.00	1.00	1.00	0.74	0.68	0.88	1.06	1.01	0.91	0.76	0.76	0.93
Feb	21,923	1.00	1.00	0.99	0.74	0.68	0.88	1.06	1.01	0.90	0.76	0.76	0.93
Mar	21,810	1.00	1.01	1.00	0.74	0.68	0.88	1.06	1.01	0.91	0.77	0.77	0.94
Apr	16,174	1.35	1.36	1.35	1.00	0.92	1.19	1.43	1.36	1.22	1.03	1.03	1.26
May	14,810	1.48	1.48	1.47	1.09	1.00	1.30	1.56	1.49	1.34	1.13	1.13	1.38
Jun	19,269	1.13	1.14	1.13	0.84	0.77	1.00	1.20	1.14	1.03	0.87	0.87	1.06
Jul	23,137	0.95	0.95	0.94	0.70	0.64	0.83	1.00	0.95	0.86	0.72	0.72	0.88
Aug	22,035	0.99	0.99	0.99	0.73	0.67	0.87	1.05	1.00	0.90	0.76	0.76	0.93
Sep	19,808	1.10	1.11	1.10	0.82	0.75	0.97	1.17	1.11	1.00	0.84	0.84	1.03
Oct	16,710	1.31	1.31	1.31	0.97	0.89	1.15	1.38	1.32	1.19	1.00	1.00	1.22
Nov	16,726	1.31	1.31	1.30	0.97	0.89	1.15	1.38	1.32	1.18	1.00	1.00	1.22
Dec	20,419	1.07	1.07	1.07	0.79	0.73	0.94	1.13	1.08	0.97	0.82	0.82	1.00

Monthly Summary Data from CDOT OTIS:










<https://dtdapps.coloradodot.info/otis/TrafficData#ui/0/0/1/station/000126/criteria//19/false/true/>

Data Retrieved on September 25, 2023









1: 6th Ave & Galena St
2023 Existing AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	8	6	2	2	1	3	7	1	2	1
Future Volume (Veh/h)	0	2	8	6	2	2	1	3	7	1	2	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	9	7	2	2	1	3	8	1	2	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	16	18	2	24	14	7	3			11		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	16	18	2	24	14	7	3			11		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	99	100	100	100			100		
cM capacity (veh/h)	994	875	1082	977	879	1075	1619			1608		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	11	11	12	4								
Volume Left	0	7	1	1								
Volume Right	9	2	8	1								
cSH	1037	974	1619	1608								
Volume to Capacity	0.01	0.01	0.00	0.00								
Queue Length 95th (ft)	1	1	0	0								
Control Delay (s)	8.5	8.7	0.6	1.8								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.5	8.7	0.6	1.8								
Approach LOS	A	A										
Intersection Summary												
Average Delay			5.4									
Intersection Capacity Utilization			15.7%		ICU Level of Service					A		
Analysis Period (min)			15									

















2: North Acc. & Galena St
2023 Existing AM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	10	0	0	10	0	0
Future Volume (Veh/h)	10	0	0	10	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	0	0	11	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			11		22	11
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			11		22	11
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1608		995	1070
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	11	11	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.01	0.01	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			

















3: 6th Ave /6th Ave & West Acc.
2023 Exisitng AM.syn

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	12	0	0	16
Future Volume (Veh/h)	0	0	12	0	0	16
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	13	0	0	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	30	13			13	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	30	13			13	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	984	1067			1606	
Direction, Lane #	NB 1	SB 1				
Volume Total	13	17				
Volume Left	0	0				
Volume Right	0	0				
cSH	1700	1606				
Volume to Capacity	0.01	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			










4: 6th Ave & Galena St Alley /Galena St Alley
2023 Existing AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	4	4	2	3	9	9	1	0	16	1
Future Volume (Veh/h)	0	0	4	4	2	3	9	9	1	0	16	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	4	4	2	3	10	10	1	0	17	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	52	48	18	52	48	10	18			11		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	52	48	18	52	48	10	18			11		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	99			100		
cM capacity (veh/h)	938	838	1061	939	838	1071	1599			1608		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	4	9	21	18								
Volume Left	0	4	10	0								
Volume Right	4	3	1	1								
cSH	1061	952	1599	1608								
Volume to Capacity	0.00	0.01	0.01	0.00								
Queue Length 95th (ft)	0	1	0	0								
Control Delay (s)	8.4	8.8	3.5	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.4	8.8	3.5	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			3.6									
Intersection Capacity Utilization			18.4%		ICU Level of Service				A			
Analysis Period (min)			15									









1: 6th Ave & Galena St
2023 Existing PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	10	4	3	0	21	3	5	0	4	1
Future Volume (Veh/h)	1	2	10	4	3	0	21	3	5	0	4	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	2	11	4	3	0	23	3	5	0	4	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	58	58	4	68	56	6	5			8		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	58	58	4	68	56	6	5			8		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	99			100		
cM capacity (veh/h)	926	821	1079	904	823	1077	1616			1612		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	14	7	31	5								
Volume Left	1	4	23	0								
Volume Right	11	0	5	1								
cSH	1021	867	1616	1612								
Volume to Capacity	0.01	0.01	0.01	0.00								
Queue Length 95th (ft)	1	1	1	0								
Control Delay (s)	8.6	9.2	5.4	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.6	9.2	5.4	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			6.2									
Intersection Capacity Utilization			18.3%	ICU Level of Service					A			
Analysis Period (min)			15									

















2: North Acc. & Galena St
2023 Existing PM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	7	0	0	7	0	0
Future Volume (Veh/h)	7	0	0	7	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	0	0	8	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			8		16	8
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			8		16	8
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1612		1002	1074
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	8	8	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS						
Intersection Summary						
Average Delay						
			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			

















3: 6th Ave /6th Ave & West Acc.
2023 Exisitng PM.syn

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	34	0	0	18
Future Volume (Veh/h)	0	0	34	0	0	18
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	37	0	0	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	57	37			37	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	57	37			37	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	950	1035			1574	
Direction, Lane #	NB 1	SB 1				
Volume Total	37	20				
Volume Left	0	0				
Volume Right	0	0				
cSH	1700	1574				
Volume to Capacity	0.02	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			










4: 6th Ave & Galena St Alley /Galena St Alley
2023 Existing PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	8	4	3	3	5	27	8	0	23	0
Future Volume (Veh/h)	0	1	8	4	3	3	5	27	8	0	23	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	9	4	3	3	5	29	9	0	25	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	73	73	25	78	68	34	25			38		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	73	73	25	78	68	34	25			38		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	100			100		
cM capacity (veh/h)	910	815	1051	900	819	1040	1589			1572		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	10	10	43	25								
Volume Left	0	4	5	0								
Volume Right	9	3	9	0								
cSH	1022	910	1589	1572								
Volume to Capacity	0.01	0.01	0.00	0.00								
Queue Length 95th (ft)	1	1	0	0								
Control Delay (s)	8.6	9.0	0.9	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.6	9.0	0.9	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			17.0%		ICU Level of Service				A			
Analysis Period (min)			15									









1: 6th Ave & Galena St
2024 BG AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	8	6	2	2	1	3	7	1	2	1
Future Volume (Veh/h)	0	2	8	6	2	2	1	3	7	1	2	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	9	7	2	2	1	3	8	1	2	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	16	18	2	24	14	7	3			11		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	16	18	2	24	14	7	3			11		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	99	100	100	100			100		
cM capacity (veh/h)	994	875	1082	977	879	1075	1619			1608		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	11	11	12	4								
Volume Left	0	7	1	1								
Volume Right	9	2	8	1								
cSH	1037	974	1619	1608								
Volume to Capacity	0.01	0.01	0.00	0.00								
Queue Length 95th (ft)	1	1	0	0								
Control Delay (s)	8.5	8.7	0.6	1.8								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.5	8.7	0.6	1.8								
Approach LOS	A	A										
Intersection Summary												
Average Delay			5.4									
Intersection Capacity Utilization			15.7%	ICU Level of Service					A			
Analysis Period (min)			15									

















2: North Acc. & Galena St
2024 BG AM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	11	0	0	11	0	0
Future Volume (Veh/h)	11	0	0	11	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	0	0	12	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			12		24	12
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			12		24	12
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1607		992	1069
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	12	12	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.01	0.01	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			

















3: 6th Ave /6th Ave & West Acc.
2024 BG AM.syn

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	13	0	0	17
Future Volume (Veh/h)	0	0	13	0	0	17
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	14	0	0	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	32	14			14	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	32	14			14	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	982	1066			1604	
Direction, Lane #	NB 1	SB 1				
Volume Total	14	18				
Volume Left	0	0				
Volume Right	0	0				
cSH	1700	1604				
Volume to Capacity	0.01	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			










4: 6th Ave & Galena St Alley /Galena St Alley
2024 BG AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	4	4	2	3	9	9	1	0	17	1
Future Volume (Veh/h)	0	0	4	4	2	3	9	9	1	0	17	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	4	4	2	3	10	10	1	0	18	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	53	50	18	53	50	10	19			11		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	53	50	18	53	50	10	19			11		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	99			100		
cM capacity (veh/h)	937	837	1060	937	837	1071	1597			1608		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	4	9	21	19								
Volume Left	0	4	10	0								
Volume Right	4	3	1	1								
cSH	1060	951	1597	1608								
Volume to Capacity	0.00	0.01	0.01	0.00								
Queue Length 95th (ft)	0	1	0	0								
Control Delay (s)	8.4	8.8	3.5	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.4	8.8	3.5	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			3.5									
Intersection Capacity Utilization			18.4%		ICU Level of Service					A		
Analysis Period (min)			15									









1: 6th Ave & Galena St
2024 BG PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	11	4	3	0	22	5	5	0	4	1
Future Volume (Veh/h)	1	2	11	4	3	0	22	5	5	0	4	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	2	12	4	3	0	24	5	5	0	4	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	62	62	4	73	60	8	5			10		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	62	62	4	73	60	8	5			10		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	99			100		
cM capacity (veh/h)	920	816	1079	896	818	1075	1616			1610		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	15	7	34	5								
Volume Left	1	4	24	0								
Volume Right	12	0	5	1								
cSH	1023	861	1616	1610								
Volume to Capacity	0.01	0.01	0.01	0.00								
Queue Length 95th (ft)	1	1	1	0								
Control Delay (s)	8.6	9.2	5.2	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.6	9.2	5.2	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			6.0									
Intersection Capacity Utilization			18.5%	ICU Level of Service					A			
Analysis Period (min)			15									

















2: North Acc. & Galena St
2024 BG PM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	7	0	0	7	0	0
Future Volume (Veh/h)	7	0	0	7	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	0	0	8	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			8	16		8
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			8	16		8
tC, single (s)			4.1	6.4		6.2
tC, 2 stage (s)						
tF (s)			2.2	3.5		3.3
p0 queue free %			100	100		100
cM capacity (veh/h)			1612	1002		1074
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	8	8	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			

















3: 6th Ave /6th Ave & West Acc.
2024 BG PM.syn

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	36	0	0	19
Future Volume (Veh/h)	0	0	36	0	0	19
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	39	0	0	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	60	39			39	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	60	39			39	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	947	1033			1571	
Direction, Lane #	NB 1	SB 1				
Volume Total	39	21				
Volume Left	0	0				
Volume Right	0	0				
cSH	1700	1571				
Volume to Capacity	0.02	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			











4: 6th Ave & Galena St Alley /Galena St Alley
2024 BG PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	8	4	3	3	5	28	8	0	24	0
Future Volume (Veh/h)	0	1	8	4	3	3	5	28	8	0	24	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	9	4	3	3	5	30	9	0	26	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	75	75	26	80	70	34	26			39		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	75	75	26	80	70	34	26			39		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	100			100		
cM capacity (veh/h)	908	813	1050	897	817	1039	1588			1571		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	10	10	44	26								
Volume Left	0	4	5	0								
Volume Right	9	3	9	0								
cSH	1020	908	1588	1571								
Volume to Capacity	0.01	0.01	0.00	0.00								
Queue Length 95th (ft)	1	1	0	0								
Control Delay (s)	8.6	9.0	0.8	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.6	9.0	0.8	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			17.0%	ICU Level of Service					A			
Analysis Period (min)			15									




1: 6th Ave & Galena St
2024 Total AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	8	35	5	2	1	3	7	1	2	1
Future Volume (Veh/h)	0	2	8	35	5	2	1	3	7	1	2	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	9	38	5	2	1	3	8	1	2	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	18	18	2	24	14	7	3			11		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	18	18	2	24	14	7	3			11		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	96	99	100	100			100		
cM capacity (veh/h)	989	875	1082	977	879	1075	1619			1608		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	11	45	12	4								
Volume Left	0	38	1	1								
Volume Right	9	2	8	1								
cSH	1037	969	1619	1608								
Volume to Capacity	0.01	0.05	0.00	0.00								
Queue Length 95th (ft)	1	4	0	0								
Control Delay (s)	8.5	8.9	0.6	1.8								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.5	8.9	0.6	1.8								
Approach LOS	A	A										
Intersection Summary												
Average Delay			7.1									
Intersection Capacity Utilization			19.0%		ICU Level of Service				A			
Analysis Period (min)			15									

2: North Acc. & Galena St
2024 Total AM.syn

















						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations					 	
Traffic Volume (veh/h)	11	0	0	11	32	0
Future Volume (Veh/h)	11	0	0	11	32	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	0	0	12	35	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			12		24	12
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			12		24	12
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		96	100
cM capacity (veh/h)			1607		992	1069
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	12	12	35			
Volume Left	0	0	35			
Volume Right	0	0	0			
cSH	1700	1700	992			
Volume to Capacity	0.01	0.01	0.04			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.0	0.0	8.8			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.8			
Approach LOS			A			
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

3: 6th Ave /6th Ave & West Acc.
2024 Total AM.syn

















						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	13	0	0	46
Future Volume (Veh/h)	0	0	13	0	0	46
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	14	0	0	50
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	64	14			14	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	64	14			14	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	942	1066			1604	
Direction, Lane #	NB 1	SB 1				
Volume Total	14	50				
Volume Left	0	0				
Volume Right	0	0				
cSH	1700	1604				
Volume to Capacity	0.01	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			

4: 6th Ave & Galena St Alley /Galena St Alley











2024 Total AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	4	4	2	3	9	9	1	3	39	4
Future Volume (Veh/h)	0	0	4	4	2	3	9	9	1	3	39	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	4	4	2	3	10	10	1	3	42	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	84	81	44	84	82	10	46			11		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	84	81	44	84	82	10	46			11		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	99			100		
cM capacity (veh/h)	892	803	1026	893	801	1071	1562			1608		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	4	9	21	49								
Volume Left	0	4	10	3								
Volume Right	4	3	1	4								
cSH	1026	920	1562	1608								
Volume to Capacity	0.00	0.01	0.01	0.00								
Queue Length 95th (ft)	0	1	0	0								
Control Delay (s)	8.5	9.0	3.5	0.5								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.5	9.0	3.5	0.5								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.5									
Intersection Capacity Utilization			14.7%		ICU Level of Service					A		
Analysis Period (min)			15									

1: 6th Ave & Galena St
2024 Total PM.syn









												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	14	14	4	0	22	5	5	0	4	1
Future Volume (Veh/h)	1	2	14	14	4	0	22	5	5	0	4	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	2	15	15	4	0	24	5	5	0	4	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	62	62	4	76	60	8	5			10		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	62	62	4	76	60	8	5			10		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	98	100	100	99			100		
cM capacity (veh/h)	919	816	1079	889	818	1075	1616			1610		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	18	19	34	5								
Volume Left	1	15	24	0								
Volume Right	15	0	5	1								
cSH	1032	873	1616	1610								
Volume to Capacity	0.02	0.02	0.01	0.00								
Queue Length 95th (ft)	1	2	1	0								
Control Delay (s)	8.6	9.2	5.2	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.6	9.2	5.2	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			6.6									
Intersection Capacity Utilization			21.4%	ICU Level of Service					A			
Analysis Period (min)			15									

2: North Acc. & Galena St
2024 Total PM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations					 	
Traffic Volume (veh/h)	7	0	0	7	11	0
Future Volume (Veh/h)	7	0	0	7	11	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	0	0	8	12	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			8		16	8
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			8		16	8
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1612		1002	1074
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	8	8	12			
Volume Left	0	0	12			
Volume Right	0	0	0			
cSH	1700	1700	1002			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	8.6			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.6			
Approach LOS			A			
Intersection Summary						
Average Delay			3.7			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

















3: 6th Ave /6th Ave & West Acc.

2024 Total PM.syn

















						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	36	28	3	29
Future Volume (Veh/h)	0	0	36	28	3	29
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	39	30	3	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	92	54			69	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	92	54			69	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	906	1013			1532	
Direction, Lane #	NB 1	SB 1				
Volume Total	69	35				
Volume Left	0	3				
Volume Right	30	0				
cSH	1700	1532				
Volume to Capacity	0.04	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.6				
Lane LOS		A				
Approach Delay (s)	0.0	0.6				
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			7.4%	ICU Level of Service		A
Analysis Period (min)			15			

4: 6th Ave & Galena St Alley /Galena St Alley










2024 Total PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	8	4	3	6	5	50	8	1	32	1
Future Volume (Veh/h)	3	1	8	4	3	6	5	50	8	1	32	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	1	9	4	3	7	5	54	9	1	35	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	114	110	36	116	106	58	36			63		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	114	110	36	116	106	58	36			63		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	99	100			100		
cM capacity (veh/h)	851	777	1037	850	781	1007	1575			1540		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	14	68	37								
Volume Left	3	4	5	1								
Volume Right	9	7	9	1								
cSH	964	903	1575	1540								
Volume to Capacity	0.01	0.02	0.00	0.00								
Queue Length 95th (ft)	1	1	0	0								
Control Delay (s)	8.8	9.0	0.6	0.2								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.8	9.0	0.6	0.2								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.2									
Intersection Capacity Utilization			15.4%	ICU Level of Service					A			
Analysis Period (min)			15									









1: 6th Ave & Galena St
2023 Existing AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	8	6	2	2	1	3	7	1	2	1
Future Volume (Veh/h)	0	2	8	6	2	2	1	3	7	1	2	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	9	7	2	2	1	3	8	1	2	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	16	18	2	24	14	7	3			11		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	16	18	2	24	14	7	3			11		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	99	100	100	100			100		
cM capacity (veh/h)	994	875	1082	977	879	1075	1619			1608		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	11	11	12	4								
Volume Left	0	7	1	1								
Volume Right	9	2	8	1								
cSH	1037	974	1619	1608								
Volume to Capacity	0.01	0.01	0.00	0.00								
Queue Length 95th (ft)	1	1	0	0								
Control Delay (s)	8.5	8.7	0.6	1.8								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.5	8.7	0.6	1.8								
Approach LOS	A	A										
Intersection Summary												
Average Delay			5.4									
Intersection Capacity Utilization			15.7%		ICU Level of Service					A		
Analysis Period (min)			15									

















2: North Acc. & Galena St
2023 Existing AM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	10	0	0	10	0	0
Future Volume (Veh/h)	10	0	0	10	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	0	0	11	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			11		22	11
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			11		22	11
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1608		995	1070
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	11	11	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.01	0.01	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			

















3: 6th Ave /6th Ave & West Acc.
2023 Exisitng AM.syn

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	12	0	0	16
Future Volume (Veh/h)	0	0	12	0	0	16
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	13	0	0	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	30	13			13	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	30	13			13	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	984	1067			1606	
Direction, Lane #	NB 1	SB 1				
Volume Total	13	17				
Volume Left	0	0				
Volume Right	0	0				
cSH	1700	1606				
Volume to Capacity	0.01	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			










4: 6th Ave & Galena St Alley /Galena St Alley
2023 Existing AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	4	4	2	3	9	9	1	0	16	1
Future Volume (Veh/h)	0	0	4	4	2	3	9	9	1	0	16	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	4	4	2	3	10	10	1	0	17	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	52	48	18	52	48	10	18			11		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	52	48	18	52	48	10	18			11		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	99			100		
cM capacity (veh/h)	938	838	1061	939	838	1071	1599			1608		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	4	9	21	18								
Volume Left	0	4	10	0								
Volume Right	4	3	1	1								
cSH	1061	952	1599	1608								
Volume to Capacity	0.00	0.01	0.01	0.00								
Queue Length 95th (ft)	0	1	0	0								
Control Delay (s)	8.4	8.8	3.5	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.4	8.8	3.5	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			3.6									
Intersection Capacity Utilization			18.4%		ICU Level of Service				A			
Analysis Period (min)			15									









1: 6th Ave & Galena St
2023 Existing PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	10	4	3	0	21	3	5	0	4	1
Future Volume (Veh/h)	1	2	10	4	3	0	21	3	5	0	4	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	2	11	4	3	0	23	3	5	0	4	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	58	58	4	68	56	6	5			8		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	58	58	4	68	56	6	5			8		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	99			100		
cM capacity (veh/h)	926	821	1079	904	823	1077	1616			1612		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	14	7	31	5								
Volume Left	1	4	23	0								
Volume Right	11	0	5	1								
cSH	1021	867	1616	1612								
Volume to Capacity	0.01	0.01	0.01	0.00								
Queue Length 95th (ft)	1	1	1	0								
Control Delay (s)	8.6	9.2	5.4	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.6	9.2	5.4	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			6.2									
Intersection Capacity Utilization			18.3%	ICU Level of Service					A			
Analysis Period (min)			15									

















2: North Acc. & Galena St
2023 Existing PM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	7	0	0	7	0	0
Future Volume (Veh/h)	7	0	0	7	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	0	0	8	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			8		16	8
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			8		16	8
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1612		1002	1074
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	8	8	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			

















3: 6th Ave /6th Ave & West Acc.
2023 Exisitng PM.syn

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	34	0	0	18
Future Volume (Veh/h)	0	0	34	0	0	18
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	37	0	0	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	57	37			37	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	57	37			37	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	950	1035			1574	
Direction, Lane #	NB 1	SB 1				
Volume Total	37	20				
Volume Left	0	0				
Volume Right	0	0				
cSH	1700	1574				
Volume to Capacity	0.02	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	A
Analysis Period (min)			15			










4: 6th Ave & Galena St Alley /Galena St Alley
2023 Existing PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	8	4	3	3	5	27	8	0	23	0
Future Volume (Veh/h)	0	1	8	4	3	3	5	27	8	0	23	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	9	4	3	3	5	29	9	0	25	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	73	73	25	78	68	34	25	38				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	73	73	25	78	68	34	25	38				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	100	100	99	100	100	100	100	100				
cM capacity (veh/h)	910	815	1051	900	819	1040	1589	1572				
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	10	10	43	25								
Volume Left	0	4	5	0								
Volume Right	9	3	9	0								
cSH	1022	910	1589	1572								
Volume to Capacity	0.01	0.01	0.00	0.00								
Queue Length 95th (ft)	1	1	0	0								
Control Delay (s)	8.6	9.0	0.9	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.6	9.0	0.9	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			17.0%	ICU Level of Service					A			
Analysis Period (min)			15									









1: 6th Ave & Galena St
2024 BG AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	8	6	2	2	1	3	7	1	2	1
Future Volume (Veh/h)	0	2	8	6	2	2	1	3	7	1	2	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	9	7	2	2	1	3	8	1	2	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	16	18	2	24	14	7	3			11		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	16	18	2	24	14	7	3			11		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	99	100	100	100			100		
cM capacity (veh/h)	994	875	1082	977	879	1075	1619			1608		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	11	11	12	4								
Volume Left	0	7	1	1								
Volume Right	9	2	8	1								
cSH	1037	974	1619	1608								
Volume to Capacity	0.01	0.01	0.00	0.00								
Queue Length 95th (ft)	1	1	0	0								
Control Delay (s)	8.5	8.7	0.6	1.8								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.5	8.7	0.6	1.8								
Approach LOS	A	A										
Intersection Summary												
Average Delay			5.4									
Intersection Capacity Utilization			15.7%	ICU Level of Service					A			
Analysis Period (min)			15									

















2: North Acc. & Galena St
2024 BG AM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	11	0	0	11	0	0
Future Volume (Veh/h)	11	0	0	11	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	0	0	12	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			12		24	12
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			12		24	12
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1607		992	1069
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	12	12	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.01	0.01	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			

















3: 6th Ave /6th Ave & West Acc.
2024 BG AM.syn

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	13	0	0	17
Future Volume (Veh/h)	0	0	13	0	0	17
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	14	0	0	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	32	14			14	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	32	14			14	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	982	1066			1604	
Direction, Lane #	NB 1	SB 1				
Volume Total	14	18				
Volume Left	0	0				
Volume Right	0	0				
cSH	1700	1604				
Volume to Capacity	0.01	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			










4: 6th Ave & Galena St Alley /Galena St Alley
2024 BG AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	4	4	2	3	9	9	1	0	17	1
Future Volume (Veh/h)	0	0	4	4	2	3	9	9	1	0	17	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	4	4	2	3	10	10	1	0	18	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	53	50	18	53	50	10	19			11		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	53	50	18	53	50	10	19			11		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	99			100		
cM capacity (veh/h)	937	837	1060	937	837	1071	1597			1608		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	4	9	21	19								
Volume Left	0	4	10	0								
Volume Right	4	3	1	1								
cSH	1060	951	1597	1608								
Volume to Capacity	0.00	0.01	0.01	0.00								
Queue Length 95th (ft)	0	1	0	0								
Control Delay (s)	8.4	8.8	3.5	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.4	8.8	3.5	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			3.5									
Intersection Capacity Utilization			18.4%		ICU Level of Service					A		
Analysis Period (min)			15									









1: 6th Ave & Galena St
2024 BG PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	11	4	3	0	22	5	5	0	4	1
Future Volume (Veh/h)	1	2	11	4	3	0	22	5	5	0	4	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	2	12	4	3	0	24	5	5	0	4	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	62	62	4	73	60	8	5			10		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	62	62	4	73	60	8	5			10		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	99			100		
cM capacity (veh/h)	920	816	1079	896	818	1075	1616			1610		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	15	7	34	5								
Volume Left	1	4	24	0								
Volume Right	12	0	5	1								
cSH	1023	861	1616	1610								
Volume to Capacity	0.01	0.01	0.01	0.00								
Queue Length 95th (ft)	1	1	1	0								
Control Delay (s)	8.6	9.2	5.2	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.6	9.2	5.2	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			6.0									
Intersection Capacity Utilization			18.5%		ICU Level of Service					A		
Analysis Period (min)			15									

















2: North Acc. & Galena St
2024 BG PM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	7	0	0	7	0	0
Future Volume (Veh/h)	7	0	0	7	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	0	0	8	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			8		16	8
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			8		16	8
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1612		1002	1074
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	8	8	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			

















3: 6th Ave /6th Ave & West Acc.
2024 BG PM.syn

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	36	0	0	19
Future Volume (Veh/h)	0	0	36	0	0	19
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	39	0	0	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	60	39			39	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	60	39			39	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	947	1033			1571	
Direction, Lane #	NB 1	SB 1				
Volume Total	39	21				
Volume Left	0	0				
Volume Right	0	0				
cSH	1700	1571				
Volume to Capacity	0.02	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			











4: 6th Ave & Galena St Alley /Galena St Alley
2024 BG PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	8	4	3	3	5	28	8	0	24	0
Future Volume (Veh/h)	0	1	8	4	3	3	5	28	8	0	24	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	9	4	3	3	5	30	9	0	26	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	75	75	26	80	70	34	26			39		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	75	75	26	80	70	34	26			39		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	100			100		
cM capacity (veh/h)	908	813	1050	897	817	1039	1588			1571		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	10	10	44	26								
Volume Left	0	4	5	0								
Volume Right	9	3	9	0								
cSH	1020	908	1588	1571								
Volume to Capacity	0.01	0.01	0.00	0.00								
Queue Length 95th (ft)	1	1	0	0								
Control Delay (s)	8.6	9.0	0.8	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.6	9.0	0.8	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			17.0%	ICU Level of Service					A			
Analysis Period (min)			15									









1: 6th Ave & Galena St
2045 BG AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	10	7	2	2	1	4	9	1	2	1
Future Volume (Veh/h)	0	2	10	7	2	2	1	4	9	1	2	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	11	8	2	2	1	4	10	1	2	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	18	20	2	28	16	9	3	14				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	18	20	2	28	16	9	3	14				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	100	100	99	99	100	100	100	100				
cM capacity (veh/h)	991	872	1082	970	877	1073	1619	1604				
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	12	15	4								
Volume Left	0	8	1	1								
Volume Right	11	2	10	1								
cSH	1043	968	1619	1604								
Volume to Capacity	0.01	0.01	0.00	0.00								
Queue Length 95th (ft)	1	1	0	0								
Control Delay (s)	8.5	8.8	0.5	1.8								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.5	8.8	0.5	1.8								
Approach LOS	A	A										
Intersection Summary												
Average Delay			5.2									
Intersection Capacity Utilization			16.6%	ICU Level of Service					A			
Analysis Period (min)			15									

















2: North Acc. & Galena St
2045 BG AM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations					 	
Traffic Volume (veh/h)	14	0	0	14	0	0
Future Volume (Veh/h)	14	0	0	14	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	0	0	15	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			15		30	15
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			15		30	15
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1603		984	1065
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	15	15	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.01	0.01	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			

















3: 6th Ave /6th Ave & West Acc.
2045 BG AM.syn

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	16	0	0	21
Future Volume (Veh/h)	0	0	16	0	0	21
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	17	0	0	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	40	17			17	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	40	17			17	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	972	1062			1600	
Direction, Lane #	NB 1	SB 1				
Volume Total	17	23				
Volume Left	0	0				
Volume Right	0	0				
cSH	1700	1600				
Volume to Capacity	0.01	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			










4: 6th Ave & Galena St Alley /Galena St Alley
2045 BG AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	5	5	2	4	11	11	1	0	21	1
Future Volume (Veh/h)	0	0	5	5	2	4	11	11	1	0	21	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	5	5	2	4	12	12	1	0	23	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	65	60	24	65	60	12	24			13		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	65	60	24	65	60	12	24			13		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	100	99			100		
cM capacity (veh/h)	918	824	1053	919	824	1068	1591			1606		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	5	11	25	24								
Volume Left	0	5	12	0								
Volume Right	5	4	1	1								
cSH	1053	947	1591	1606								
Volume to Capacity	0.00	0.01	0.01	0.00								
Queue Length 95th (ft)	0	1	1	0								
Control Delay (s)	8.4	8.8	3.5	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.4	8.8	3.5	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			3.5									
Intersection Capacity Utilization			19.6%		ICU Level of Service				A			
Analysis Period (min)			15									









1: 6th Ave & Galena St
2045 BG PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	14	5	4	0	27	6	6	0	5	1
Future Volume (Veh/h)	1	2	14	5	4	0	27	6	6	0	5	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	2	15	5	4	0	29	7	7	0	5	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	76	78	6	90	74	10	6			14		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	76	78	6	90	74	10	6			14		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	99	100	100	98			100		
cM capacity (veh/h)	898	798	1077	868	801	1071	1615			1604		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	18	9	43	6								
Volume Left	1	5	29	0								
Volume Right	15	0	7	1								
cSH	1026	837	1615	1604								
Volume to Capacity	0.02	0.01	0.02	0.00								
Queue Length 95th (ft)	1	1	1	0								
Control Delay (s)	8.6	9.3	4.9	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.6	9.3	4.9	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			5.9									
Intersection Capacity Utilization			18.8%	ICU Level of Service						A		
Analysis Period (min)			15									

















2: North Acc. & Galena St
2045 BG PM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	9	0	0	9	0	0
Future Volume (Veh/h)	9	0	0	9	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	0	0	10	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			10		20	10
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			10		20	10
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1610		997	1071
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	10	10	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.01	0.01	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service	A	
Analysis Period (min)			15			

















3: 6th Ave /6th Ave & West Acc.
2045 BG PM.syn

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	45	0	0	24
Future Volume (Veh/h)	0	0	45	0	0	24
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	49	0	0	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	75	49			49	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	75	49			49	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	928	1020			1558	
Direction, Lane #	NB 1	SB 1				
Volume Total	49	26				
Volume Left	0	0				
Volume Right	0	0				
cSH	1700	1558				
Volume to Capacity	0.03	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			











4: 6th Ave & Galena St Alley /Galena St Alley
2045 BG PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	10	5	4	4	6	35	10	0	30	0
Future Volume (Veh/h)	0	1	10	5	4	4	6	35	10	0	30	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	11	5	4	4	7	38	11	0	33	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	96	96	33	102	90	44	33			49		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	96	96	33	102	90	44	33			49		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	99	99	100	100			100		
cM capacity (veh/h)	876	791	1041	866	796	1027	1579			1558		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	12	13	56	33								
Volume Left	0	5	7	0								
Volume Right	11	4	11	0								
cSH	1014	885	1579	1558								
Volume to Capacity	0.01	0.01	0.00	0.00								
Queue Length 95th (ft)	1	1	0	0								
Control Delay (s)	8.6	9.1	0.9	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.6	9.1	0.9	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			19.4%		ICU Level of Service					A		
Analysis Period (min)			15									









1: 6th Ave & Galena St
2024 Total AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	8	35	5	2	1	3	7	1	2	1
Future Volume (Veh/h)	0	2	8	35	5	2	1	3	7	1	2	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	9	38	5	2	1	3	8	1	2	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	18	18	2	24	14	7	3			11		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	18	18	2	24	14	7	3			11		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	96	99	100	100			100		
cM capacity (veh/h)	989	875	1082	977	879	1075	1619			1608		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	11	45	12	4								
Volume Left	0	38	1	1								
Volume Right	9	2	8	1								
cSH	1037	969	1619	1608								
Volume to Capacity	0.01	0.05	0.00	0.00								
Queue Length 95th (ft)	1	4	0	0								
Control Delay (s)	8.5	8.9	0.6	1.8								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.5	8.9	0.6	1.8								
Approach LOS	A	A										
Intersection Summary												
Average Delay			7.1									
Intersection Capacity Utilization			19.0%	ICU Level of Service					A			
Analysis Period (min)			15									

2: North Acc. & Galena St
2024 Total AM.syn

















						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations					 	
Traffic Volume (veh/h)	11	0	0	11	32	0
Future Volume (Veh/h)	11	0	0	11	32	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	0	0	12	35	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			12	24		12
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			12	24		12
tC, single (s)			4.1	6.4		6.2
tC, 2 stage (s)						
tF (s)			2.2	3.5		3.3
p0 queue free %			100	96		100
cM capacity (veh/h)			1607	992		1069
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	12	12	35			
Volume Left	0	0	35			
Volume Right	0	0	0			
cSH	1700	1700	992			
Volume to Capacity	0.01	0.01	0.04			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.0	0.0	8.8			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.8			
Approach LOS			A			
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

3: 6th Ave /6th Ave & West Acc.
2024 Total AM.syn

















						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	13	0	0	46
Future Volume (Veh/h)	0	0	13	0	0	46
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	14	0	0	50
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	64	14			14	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	64	14			14	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	942	1066			1604	
Direction, Lane #	NB 1	SB 1				
Volume Total	14	50				
Volume Left	0	0				
Volume Right	0	0				
cSH	1700	1604				
Volume to Capacity	0.01	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			

4: 6th Ave & Galena St Alley /Galena St Alley










2024 Total AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	4	4	2	3	9	9	1	3	39	4
Future Volume (Veh/h)	0	0	4	4	2	3	9	9	1	3	39	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	4	4	2	3	10	10	1	3	42	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	84	81	44	84	82	10	46			11		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	84	81	44	84	82	10	46			11		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	99			100		
cM capacity (veh/h)	892	803	1026	893	801	1071	1562			1608		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	4	9	21	49								
Volume Left	0	4	10	3								
Volume Right	4	3	1	4								
cSH	1026	920	1562	1608								
Volume to Capacity	0.00	0.01	0.01	0.00								
Queue Length 95th (ft)	0	1	0	0								
Control Delay (s)	8.5	9.0	3.5	0.5								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.5	9.0	3.5	0.5								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.5									
Intersection Capacity Utilization			14.7%		ICU Level of Service					A		
Analysis Period (min)			15									

1: 6th Ave & Galena St
2024 Total PM.syn









												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	14	14	4	0	22	5	5	0	4	1
Future Volume (Veh/h)	1	2	14	14	4	0	22	5	5	0	4	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	2	15	15	4	0	24	5	5	0	4	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	62	62	4	76	60	8	5			10		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	62	62	4	76	60	8	5			10		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	98	100	100	99			100		
cM capacity (veh/h)	919	816	1079	889	818	1075	1616			1610		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	18	19	34	5								
Volume Left	1	15	24	0								
Volume Right	15	0	5	1								
cSH	1032	873	1616	1610								
Volume to Capacity	0.02	0.02	0.01	0.00								
Queue Length 95th (ft)	1	2	1	0								
Control Delay (s)	8.6	9.2	5.2	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.6	9.2	5.2	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			6.6									
Intersection Capacity Utilization			21.4%	ICU Level of Service					A			
Analysis Period (min)			15									

2: North Acc. & Galena St
2024 Total PM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	7	0	0	7	11	0
Future Volume (Veh/h)	7	0	0	7	11	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	0	0	8	12	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			8	16		8
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			8	16		8
tC, single (s)			4.1	6.4		6.2
tC, 2 stage (s)						
tF (s)			2.2	3.5		3.3
p0 queue free %			100	99		100
cM capacity (veh/h)			1612	1002		1074
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	8	8	12			
Volume Left	0	0	12			
Volume Right	0	0	0			
cSH	1700	1700	1002			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	8.6			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.6			
Approach LOS			A			
Intersection Summary						
Average Delay			3.7			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

















3: 6th Ave /6th Ave & West Acc.

2024 Total PM.syn

















						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	36	28	3	29
Future Volume (Veh/h)	0	0	36	28	3	29
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	39	30	3	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	92	54			69	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	92	54			69	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	906	1013			1532	
Direction, Lane #	NB 1	SB 1				
Volume Total	69	35				
Volume Left	0	3				
Volume Right	30	0				
cSH	1700	1532				
Volume to Capacity	0.04	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.6				
Lane LOS		A				
Approach Delay (s)	0.0	0.6				
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			7.4%	ICU Level of Service		A
Analysis Period (min)			15			

4: 6th Ave & Galena St Alley /Galena St Alley










2024 Total PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	8	4	3	6	5	50	8	1	32	1
Future Volume (Veh/h)	3	1	8	4	3	6	5	50	8	1	32	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	1	9	4	3	7	5	54	9	1	35	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	114	110	36	116	106	58	36			63		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	114	110	36	116	106	58	36			63		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	99	100			100		
cM capacity (veh/h)	851	777	1037	850	781	1007	1575			1540		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	14	68	37								
Volume Left	3	4	5	1								
Volume Right	9	7	9	1								
cSH	964	903	1575	1540								
Volume to Capacity	0.01	0.02	0.00	0.00								
Queue Length 95th (ft)	1	1	0	0								
Control Delay (s)	8.8	9.0	0.6	0.2								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.8	9.0	0.6	0.2								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.2									
Intersection Capacity Utilization			15.4%		ICU Level of Service				A			
Analysis Period (min)			15									









1: 6th Ave & Galena St
2045 Total AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	10	36	5	2	1	4	9	1	2	1
Future Volume (Veh/h)	0	2	10	36	5	2	1	4	9	1	2	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	11	39	5	2	1	4	10	1	2	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20	20	2	28	16	9	3			14		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20	20	2	28	16	9	3			14		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	96	99	100	100			100		
cM capacity (veh/h)	986	872	1082	970	877	1073	1619			1604		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	46	15	4								
Volume Left	0	39	1	1								
Volume Right	11	2	10	1								
cSH	1043	963	1619	1604								
Volume to Capacity	0.01	0.05	0.00	0.00								
Queue Length 95th (ft)	1	4	0	0								
Control Delay (s)	8.5	8.9	0.5	1.8								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.5	8.9	0.5	1.8								
Approach LOS	A	A										
Intersection Summary												
Average Delay			6.9									
Intersection Capacity Utilization			19.0%	ICU Level of Service					A			
Analysis Period (min)			15									

2: North Acc. & Galena St
2045 Total AM.syn

















						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	14	0	0	14	32	0
Future Volume (Veh/h)	14	0	0	14	32	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	0	0	15	35	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			15		30	15
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			15		30	15
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		96	100
cM capacity (veh/h)			1603		984	1065
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	15	15	35			
Volume Left	0	0	35			
Volume Right	0	0	0			
cSH	1700	1700	984			
Volume to Capacity	0.01	0.01	0.04			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.0	0.0	8.8			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.8			
Approach LOS			A			
Intersection Summary						
Average Delay		4.7				
Intersection Capacity Utilization		13.3%	ICU Level of Service	A		
Analysis Period (min)		15				

3: 6th Ave /6th Ave & West Acc.
2045 Total AM.syn

















						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	16	0	0	50
Future Volume (Veh/h)	0	0	16	0	0	50
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	17	0	0	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	71	17			17	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	71	17			17	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	933	1062			1600	
Direction, Lane #	NB 1	SB 1				
Volume Total	17	54				
Volume Left	0	0				
Volume Right	0	0				
cSH	1700	1600				
Volume to Capacity	0.01	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			

4: 6th Ave & Galena St Alley /Galena St Alley










2045 Total AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	5	5	2	4	11	11	1	3	43	4
Future Volume (Veh/h)	0	0	5	5	2	4	11	11	1	3	43	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	5	5	2	4	12	12	1	3	47	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	96	92	49	96	94	12	51			13		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	96	92	49	96	94	12	51			13		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	100	99			100		
cM capacity (veh/h)	875	790	1020	875	789	1068	1555			1606		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	5	11	25	54								
Volume Left	0	5	12	3								
Volume Right	5	4	1	4								
cSH	1020	917	1555	1606								
Volume to Capacity	0.00	0.01	0.01	0.00								
Queue Length 95th (ft)	0	1	1	0								
Control Delay (s)	8.5	9.0	3.5	0.4								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.5	9.0	3.5	0.4								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			16.8%		ICU Level of Service				A			
Analysis Period (min)			15									

1: 6th Ave & Galena St
2045 Total PM.syn









												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	17	15	5	0	27	6	6	0	5	1
Future Volume (Veh/h)	1	2	17	15	5	0	27	6	6	0	5	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	2	18	16	5	0	29	7	7	0	5	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	76	78	6	93	74	10	6			14		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	76	78	6	93	74	10	6			14		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	98	99	100	98			100		
cM capacity (veh/h)	896	798	1077	862	801	1071	1615			1604		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	21	21	43	6								
Volume Left	1	16	29	0								
Volume Right	18	0	7	1								
cSH	1033	847	1615	1604								
Volume to Capacity	0.02	0.02	0.02	0.00								
Queue Length 95th (ft)	2	2	1	0								
Control Delay (s)	8.6	9.4	4.9	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.6	9.4	4.9	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			6.5									
Intersection Capacity Utilization			22.8%	ICU Level of Service					A			
Analysis Period (min)			15									

2: North Acc. & Galena St
2045 Total PM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	9	0	0	9	11	0
Future Volume (Veh/h)	9	0	0	9	11	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	0	0	10	12	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			10		20	10
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			10		20	10
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1610		997	1071
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	10	10	12			
Volume Left	0	0	12			
Volume Right	0	0	0			
cSH	1700	1700	997			
Volume to Capacity	0.01	0.01	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	8.7			
Lane LOS						
Approach Delay (s)	0.0	0.0	8.7			
Approach LOS						
Intersection Summary						
Average Delay						
			3.2			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

















3: 6th Ave /6th Ave & West Acc.

2045 Total PM.syn

















						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	45	28	3	34
Future Volume (Veh/h)	0	0	45	28	3	34
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	49	30	3	37
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	107	64			79	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	107	64			79	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	889	1000			1519	
Direction, Lane #	NB 1	SB 1				
Volume Total	79	40				
Volume Left	0	3				
Volume Right	30	0				
cSH	1700	1519				
Volume to Capacity	0.05	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.6				
Lane LOS		A				
Approach Delay (s)	0.0	0.6				
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			7.6%	ICU Level of Service		A
Analysis Period (min)			15			

4: 6th Ave & Galena St Alley /Galena St Alley










2045 Total PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	10	5	4	7	6	57	10	1	38	1
Future Volume (Veh/h)	3	1	10	5	4	7	6	57	10	1	38	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	1	11	5	4	8	7	62	11	1	41	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	135	130	42	136	126	68	42			73		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	135	130	42	136	126	68	42			73		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	99	99	99	100			100		
cM capacity (veh/h)	823	756	1029	821	761	996	1567			1527		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	15	17	80	43								
Volume Left	3	5	7	1								
Volume Right	11	8	11	1								
cSH	958	877	1567	1527								
Volume to Capacity	0.02	0.02	0.00	0.00								
Queue Length 95th (ft)	1	1	0	0								
Control Delay (s)	8.8	9.2	0.7	0.2								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.8	9.2	0.7	0.2								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.3									
Intersection Capacity Utilization			16.6%		ICU Level of Service					A		
Analysis Period (min)			15									









1: 6th Ave & Galena St
2045 BG AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	10	7	2	2	1	4	9	1	2	1
Future Volume (Veh/h)	0	2	10	7	2	2	1	4	9	1	2	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	11	8	2	2	1	4	10	1	2	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	18	20	2	28	16	9	3			14		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	18	20	2	28	16	9	3			14		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	99	100	100	100			100		
cM capacity (veh/h)	991	872	1082	970	877	1073	1619			1604		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	12	15	4								
Volume Left	0	8	1	1								
Volume Right	11	2	10	1								
cSH	1043	968	1619	1604								
Volume to Capacity	0.01	0.01	0.00	0.00								
Queue Length 95th (ft)	1	1	0	0								
Control Delay (s)	8.5	8.8	0.5	1.8								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.5	8.8	0.5	1.8								
Approach LOS	A	A										
Intersection Summary												
Average Delay			5.2									
Intersection Capacity Utilization			16.6%		ICU Level of Service				A			
Analysis Period (min)			15									

















2: North Acc. & Galena St
2045 BG AM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	14	0	0	14	0	0
Future Volume (Veh/h)	14	0	0	14	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	0	0	15	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			15		30	15
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			15		30	15
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1603		984	1065
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	15	15	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.01	0.01	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			

















3: 6th Ave /6th Ave & West Acc.
2045 BG AM.syn

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	16	0	0	21
Future Volume (Veh/h)	0	0	16	0	0	21
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	17	0	0	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	40	17			17	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	40	17			17	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	972	1062			1600	
Direction, Lane #	NB 1	SB 1				
Volume Total	17	23				
Volume Left	0	0				
Volume Right	0	0				
cSH	1700	1600				
Volume to Capacity	0.01	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			











4: 6th Ave & Galena St Alley /Galena St Alley
2045 BG AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	5	5	2	4	11	11	1	0	21	1
Future Volume (Veh/h)	0	0	5	5	2	4	11	11	1	0	21	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	5	5	2	4	12	12	1	0	23	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	65	60	24	65	60	12	24			13		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	65	60	24	65	60	12	24			13		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	100	99			100		
cM capacity (veh/h)	918	824	1053	919	824	1068	1591			1606		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	5	11	25	24								
Volume Left	0	5	12	0								
Volume Right	5	4	1	1								
cSH	1053	947	1591	1606								
Volume to Capacity	0.00	0.01	0.01	0.00								
Queue Length 95th (ft)	0	1	1	0								
Control Delay (s)	8.4	8.8	3.5	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.4	8.8	3.5	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			3.5									
Intersection Capacity Utilization			19.6%		ICU Level of Service				A			
Analysis Period (min)			15									









1: 6th Ave & Galena St
2045 BG PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	14	5	4	0	27	6	6	0	5	1
Future Volume (Veh/h)	1	2	14	5	4	0	27	6	6	0	5	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	2	15	5	4	0	29	7	7	0	5	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	76	78	6	90	74	10	6			14		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	76	78	6	90	74	10	6			14		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	99	100	100	98			100		
cM capacity (veh/h)	898	798	1077	868	801	1071	1615			1604		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	18	9	43	6								
Volume Left	1	5	29	0								
Volume Right	15	0	7	1								
cSH	1026	837	1615	1604								
Volume to Capacity	0.02	0.01	0.02	0.00								
Queue Length 95th (ft)	1	1	1	0								
Control Delay (s)	8.6	9.3	4.9	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.6	9.3	4.9	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			5.9									
Intersection Capacity Utilization			18.8%	ICU Level of Service						A		
Analysis Period (min)			15									

















2: North Acc. & Galena St
2045 BG PM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations					 	
Traffic Volume (veh/h)	9	0	0	9	0	0
Future Volume (Veh/h)	9	0	0	9	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	0	0	10	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			10		20	10
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			10		20	10
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1610		997	1071
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	10	10	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.01	0.01	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			

















3: 6th Ave /6th Ave & West Acc.
2045 BG PM.syn

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	45	0	0	24
Future Volume (Veh/h)	0	0	45	0	0	24
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	49	0	0	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	75	49			49	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	75	49			49	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	928	1020			1558	
Direction, Lane #	NB 1	SB 1				
Volume Total	49	26				
Volume Left	0	0				
Volume Right	0	0				
cSH	1700	1558				
Volume to Capacity	0.03	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			










4: 6th Ave & Galena St Alley /Galena St Alley
2045 BG PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	10	5	4	4	6	35	10	0	30	0
Future Volume (Veh/h)	0	1	10	5	4	4	6	35	10	0	30	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	11	5	4	4	7	38	11	0	33	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	96	96	33	102	90	44	33			49		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	96	96	33	102	90	44	33			49		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	99	99	100	100			100		
cM capacity (veh/h)	876	791	1041	866	796	1027	1579			1558		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	12	13	56	33								
Volume Left	0	5	7	0								
Volume Right	11	4	11	0								
cSH	1014	885	1579	1558								
Volume to Capacity	0.01	0.01	0.00	0.00								
Queue Length 95th (ft)	1	1	0	0								
Control Delay (s)	8.6	9.1	0.9	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.6	9.1	0.9	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			19.4%		ICU Level of Service					A		
Analysis Period (min)			15									









1: 6th Ave & Galena St
2045 Total AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	10	36	5	2	1	4	9	1	2	1
Future Volume (Veh/h)	0	2	10	36	5	2	1	4	9	1	2	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	11	39	5	2	1	4	10	1	2	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	20	20	2	28	16	9	3			14		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	20	20	2	28	16	9	3			14		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	96	99	100	100			100		
cM capacity (veh/h)	986	872	1082	970	877	1073	1619			1604		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	46	15	4								
Volume Left	0	39	1	1								
Volume Right	11	2	10	1								
cSH	1043	963	1619	1604								
Volume to Capacity	0.01	0.05	0.00	0.00								
Queue Length 95th (ft)	1	4	0	0								
Control Delay (s)	8.5	8.9	0.5	1.8								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.5	8.9	0.5	1.8								
Approach LOS	A	A										
Intersection Summary												
Average Delay			6.9									
Intersection Capacity Utilization			19.0%	ICU Level of Service					A			
Analysis Period (min)			15									

2: North Acc. & Galena St
2045 Total AM.syn

















						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	14	0	0	14	32	0
Future Volume (Veh/h)	14	0	0	14	32	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	0	0	15	35	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			15		30	15
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			15		30	15
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		96	100
cM capacity (veh/h)			1603		984	1065
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	15	15	35			
Volume Left	0	0	35			
Volume Right	0	0	0			
cSH	1700	1700	984			
Volume to Capacity	0.01	0.01	0.04			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.0	0.0	8.8			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.8			
Approach LOS			A			
Intersection Summary						
Average Delay			4.7			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

3: 6th Ave /6th Ave & West Acc.
2045 Total AM.syn

















						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	16	0	0	50
Future Volume (Veh/h)	0	0	16	0	0	50
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	17	0	0	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	71	17			17	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	71	17			17	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	933	1062			1600	
Direction, Lane #	NB 1	SB 1				
Volume Total	17	54				
Volume Left	0	0				
Volume Right	0	0				
cSH	1700	1600				
Volume to Capacity	0.01	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.0				
Lane LOS						
Approach Delay (s)	0.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service		A
Analysis Period (min)			15			

4: 6th Ave & Galena St Alley /Galena St Alley










2045 Total AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	5	5	2	4	11	11	1	3	43	4
Future Volume (Veh/h)	0	0	5	5	2	4	11	11	1	3	43	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	5	5	2	4	12	12	1	3	47	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	96	92	49	96	94	12	51			13		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	96	92	49	96	94	12	51			13		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	100	99			100		
cM capacity (veh/h)	875	790	1020	875	789	1068	1555			1606		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	5	11	25	54								
Volume Left	0	5	12	3								
Volume Right	5	4	1	4								
cSH	1020	917	1555	1606								
Volume to Capacity	0.00	0.01	0.01	0.00								
Queue Length 95th (ft)	0	1	1	0								
Control Delay (s)	8.5	9.0	3.5	0.4								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.5	9.0	3.5	0.4								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			16.8%		ICU Level of Service				A			
Analysis Period (min)			15									









1: 6th Ave & Galena St
2045 Total PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	17	15	5	0	27	6	6	0	5	1
Future Volume (Veh/h)	1	2	17	15	5	0	27	6	6	0	5	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	2	18	16	5	0	29	7	7	0	5	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	76	78	6	93	74	10	6			14		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	76	78	6	93	74	10	6			14		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	98	99	100	98			100		
cM capacity (veh/h)	896	798	1077	862	801	1071	1615			1604		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	21	21	43	6								
Volume Left	1	16	29	0								
Volume Right	18	0	7	1								
cSH	1033	847	1615	1604								
Volume to Capacity	0.02	0.02	0.02	0.00								
Queue Length 95th (ft)	2	2	1	0								
Control Delay (s)	8.6	9.4	4.9	0.0								
Lane LOS	A	A	A									
Approach Delay (s)	8.6	9.4	4.9	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			6.5									
Intersection Capacity Utilization			22.8%	ICU Level of Service					A			
Analysis Period (min)			15									

2: North Acc. & Galena St
2045 Total PM.syn

















						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	9	0	0	9	11	0
Future Volume (Veh/h)	9	0	0	9	11	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	0	0	10	12	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			10		20	10
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			10		20	10
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1610		997	1071
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	10	10	12			
Volume Left	0	0	12			
Volume Right	0	0	0			
cSH	1700	1700	997			
Volume to Capacity	0.01	0.01	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	8.7			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.7			
Approach LOS			A			
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

3: 6th Ave /6th Ave & West Acc.
2045 Total PM.syn

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	45	28	3	34
Future Volume (Veh/h)	0	0	45	28	3	34
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	49	30	3	37
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	107	64			79	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	107	64			79	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	889	1000			1519	
Direction, Lane #	NB 1	SB 1				
Volume Total	79	40				
Volume Left	0	3				
Volume Right	30	0				
cSH	1700	1519				
Volume to Capacity	0.05	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.6				
Lane LOS		A				
Approach Delay (s)	0.0	0.6				
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			7.6%	ICU Level of Service		A
Analysis Period (min)			15			

4: 6th Ave & Galena St Alley /Galena St Alley

2045 Total PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	10	5	4	7	6	57	10	1	38	1
Future Volume (Veh/h)	3	1	10	5	4	7	6	57	10	1	38	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	1	11	5	4	8	7	62	11	1	41	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	135	130	42	136	126	68	42			73		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	135	130	42	136	126	68	42			73		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	99	99	99	100			100		
cM capacity (veh/h)	823	756	1029	821	761	996	1567			1527		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	15	17	80	43								
Volume Left	3	5	7	1								
Volume Right	11	8	11	1								
cSH	958	877	1567	1527								
Volume to Capacity	0.02	0.02	0.00	0.00								
Queue Length 95th (ft)	1	1	0	0								
Control Delay (s)	8.8	9.2	0.7	0.2								
Lane LOS	A	A	A	A								
Approach Delay (s)	8.8	9.2	0.7	0.2								
Approach LOS	A	A										
Intersection Summary												
Average Delay			2.3									
Intersection Capacity Utilization			16.6%		ICU Level of Service					A		
Analysis Period (min)			15									

LOTS 13-21 . BLOCK 3 . FRISCO TOWN SUBDIVISION
TOWN OF FRISCO . COLORADO



602 GALENA STREET
LOT 13-21, BLOCK 3, FRISCO TOWN SUBDIVISION
TOWN OF FRISCO, COLORADO
COVER SHEET

11

Jurisdiction	Town of Frisco
Zone/District	Central Core
Allowable Density	16 du/acre
Maximum Lot Coverage	None
Front yard setback (Galena Street)	5'
Side yard setback	5'
Rear yard setback (Galena Alley)	3'
Maximum Building Height (Pitched roofs)	44'
Maximum Building Height (Flat roofs)	38'-6"
Construction Type	Type V
Fire Sprinkler	Yes

Site Area	31,473	SF	0.72	acres
Footprint W/ Overhangs	13,953	SF	44.3%	of site
Uncovered Asphalt Driveway	10,544	SF	33.5%	of site
Uncovered Sidewalk	1,488	SF	10.7%	of site
Snow Storage	3,358	SF	27.9%	of drive & sidewalks

	studio	1br	2br	total
1st floor	8	5	4	17
2nd floor	7	6	4	17
3rd floor	7	6	4	17
total	22	17	12	51
\$/Unit	430	774	1060	

	# of units	Parking Required	Provided*
STUDIOS	22	11	11
1 BR	17	8.5	9
2 BR	12	12	12
Total	51	31.5	32
Visitor	1/5 Units	10.2	11
Residential Parking		41.7	43

Total Bedrooms:	63
Bike Parking:	66 to 68

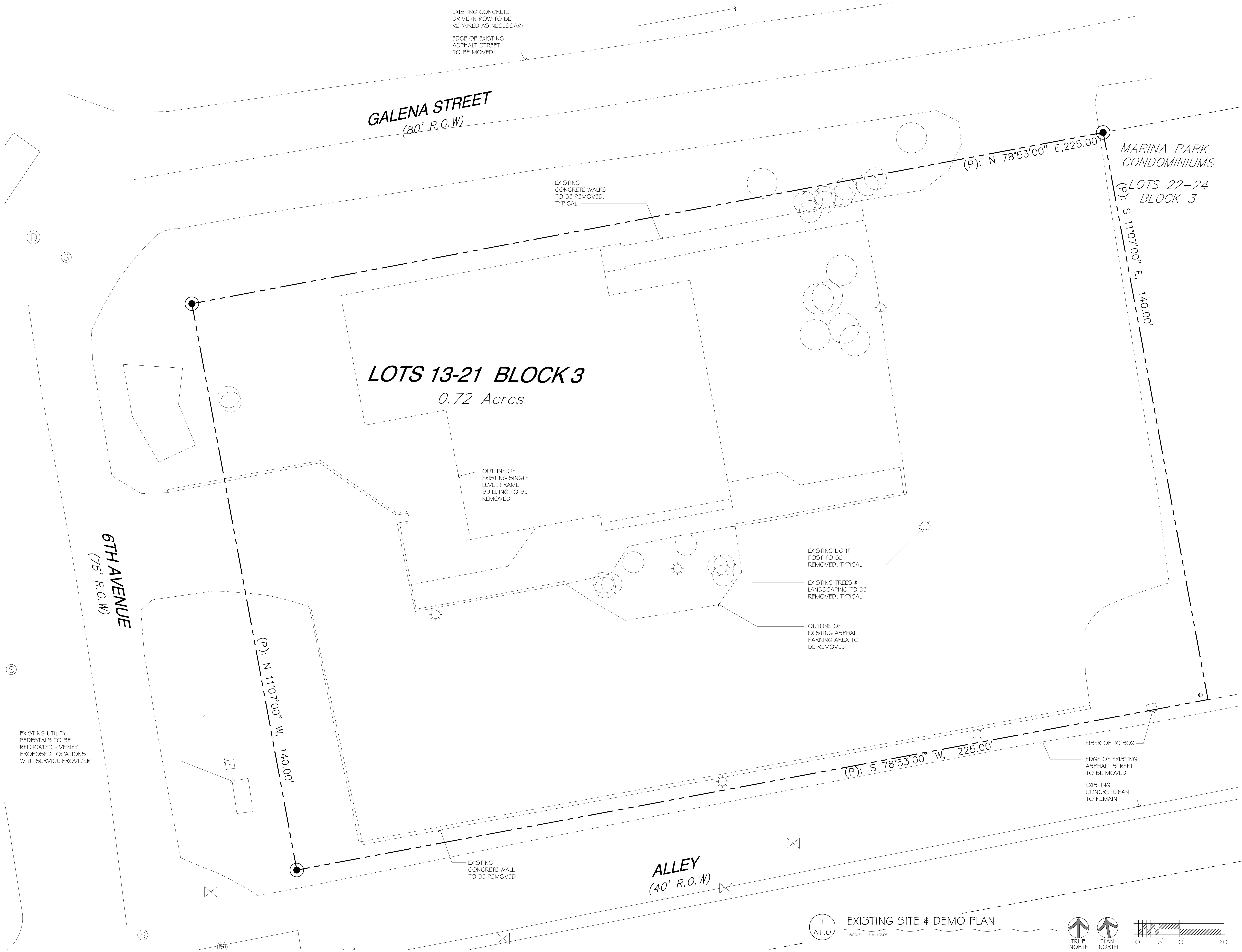
OWNER NHP FOUNDATION 122 EAST 42 STREET, SUITE 4900 NEW YORK, NEW YORK, 10168 T: 632.280.7554	GENERAL CONTRACTOR TBD
ARCHITECT ALLEN-GUERRA ARCHITECTURE 711 B GRANITE ST PO BOX 5540 FRISCO, COLORADO, 80443 T: 970.453.7002	CIVIL ENGINEER ALPINE ENGINEERING, INC 34510 HWY 6 / UNIT A9 / PO BOX 97 EDWARDS, COLORADO, 81632 T: 970.926.3373
LANDSCAPE ARCHITECT NORRIS DESIGN 409 EAST MAIN STREET PO BOX 2320 FRISCO, COLORADO, 80443 T: 970.368.7068	GEOTECHNICAL ENGINEER KUMAR & ASSOCIATES 240 ANNIE ROAD, PO DRAWER 1887 SILVERTHORNE, COLORADO, 80498 T: 970.230.1016
SURVEYOR SUMMIT LAND SURVEYING, INC PO BOX 24212 SILVERTHORNE, COLORADO, 80497 T: 970.513.0156	

C5	COVER SHEET	A2.1	FIRST LEVEL FLOOR PLAN
A1.0	EXISTING SITE AND DEMO PLAN	A2.2	SECOND LEVEL FLOOR PLAN
A1.1	PROPOSED SITE PLAN	A2.3	THIRD LEVEL FLOOR PLAN
		A2.4	ROOF PLAN
CM	CONSTRUCTION MANAGEMENT PLAN	A2.6	TYPICAL UNIT PLANS
		A3.1	EXTERIOR ELEVATIONS
C1.1	EXISTING CONDITIONS/DEMOLITION	A3.2	EXTERIOR ELEVATIONS
C1.2	OVERALL SITE PLAN	A3.3	PERSPECTIVE RENDERINGS
C2.0	ROAD PLAN & PROFILES	A3.4	BULK PLANE ENCROACHMENTS
C2.1	GRADING PLAN	A3.5	EXTERIOR MATERIALS LEGEND
C3.0	STORM SEWER PLAN		
C3.1	DRAINAGE AREA MAP	EO1	LIGHTING SITE PLAN AND PHOTOMETRIC
C3.2	STORM CALCULATIONS		
C4.0	UTILITY PLAN		
C5.0	EROSION CONTROL PLAN	SURVEY	
C6.0	DETAILS		
C6.1	DETAILS		
C6.2	DETAILS		
C6.3	DETAILS		
L5-001	LANDSCAPE NOTES		
L5-002	LANDSCAPE SCHEDULES		
L5-101	LANDSCAPE PLAN		
L5-102	SNOW STORAGE PLAN		

ISSUE:	DATE:
PRELIM	16 MAY 2023
SKETCH	9 JUN 2023
SKETCH	26 JUL 2023
PLANNING	9 JAN 2024
UPDATE	29 FEB 2024

PROJECT #: 22107

INFO



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WEBSITE: WWW.ALLEN-GUERRA.COM

602 GALENA STREET
LOT 13-21, BLOCK 3, FRISCO TOWN SUBDIVISION
TOWN OF FRISCO, COLORADO

EXISTING SITE & DEMO PLAN

ISSUE:	DATE:
PRELIM	16 MAY 2023
SKETCH	9 JUN 2023
SKETCH	26 JUL 2023
PLANNING	9 JAN 2024
UPDATE	29 FEB 2024

PROJECT #: 22107

A.I.O

602 GALENA STREET
LOT 13-21, BLOCK 3, FRISCO TOWN SUBDIVISION
TOWN OF FRISCO, COLORADO

PROPOSED SITE PLAN

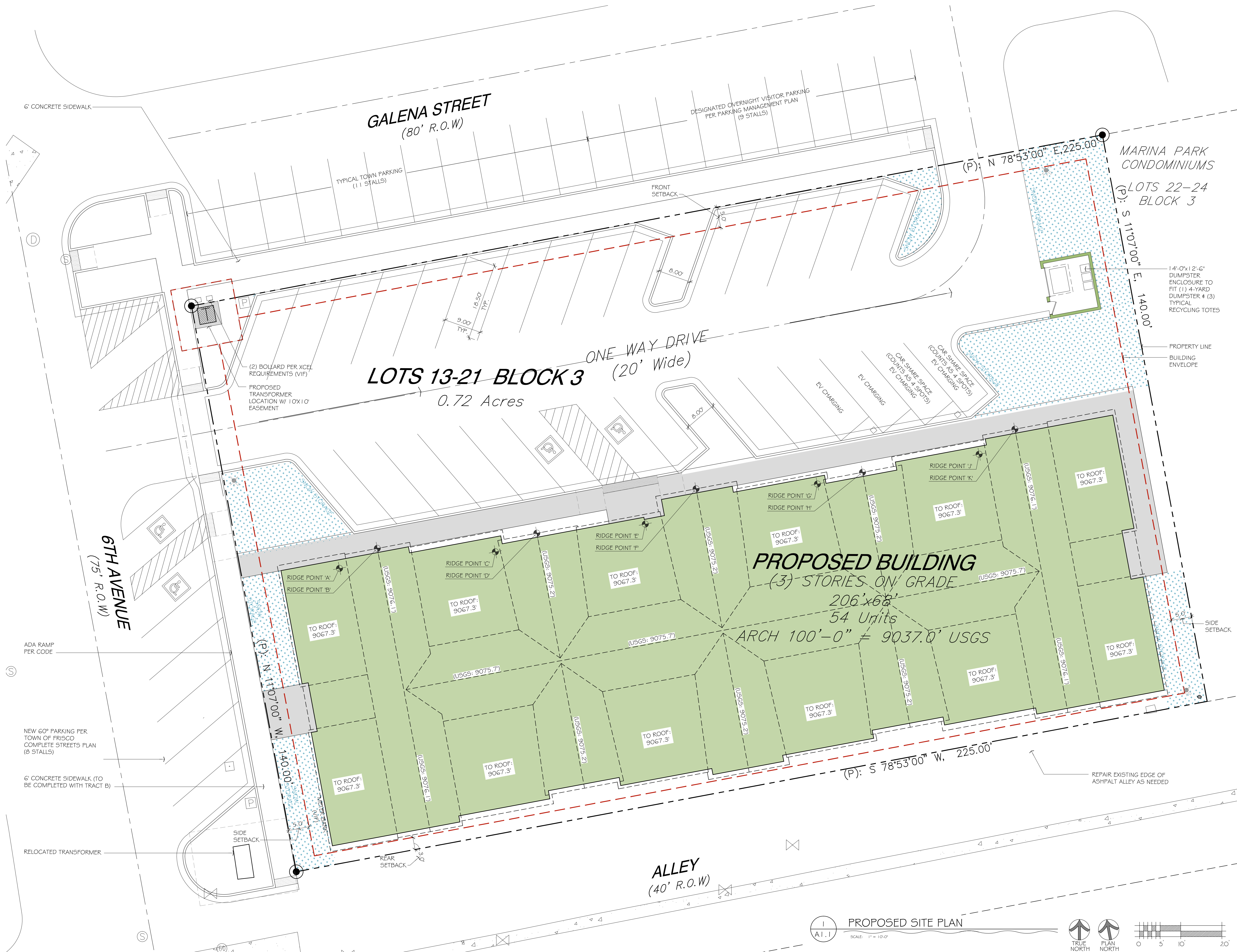
TITLE

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ISSUE:	DATE:
PRELIM	16 MAY 2023
SKETCH	9 JUN 2023
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PROJECT #: 22107

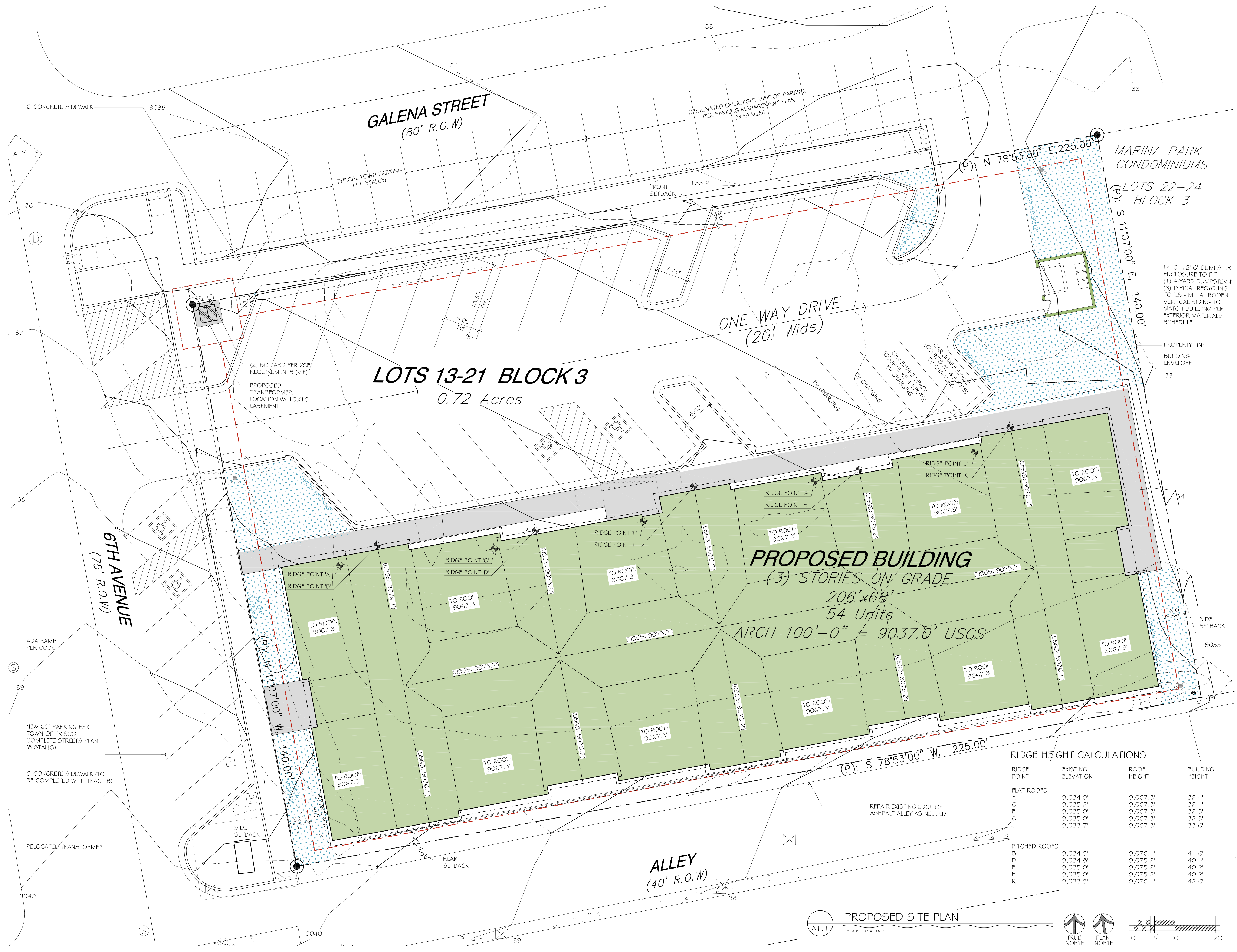
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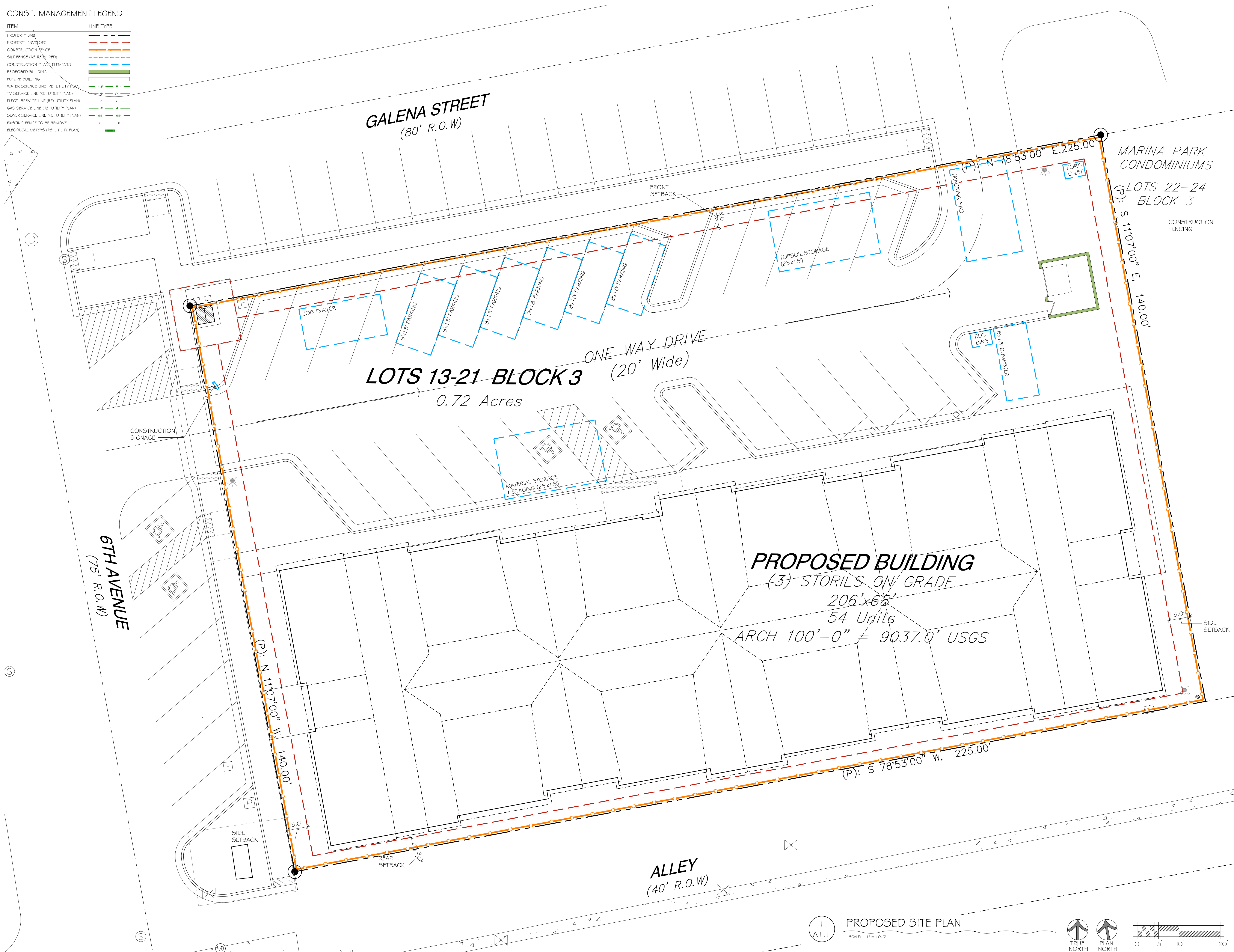
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PRELIM	16 MAY 2023
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PROJECT #: 22107

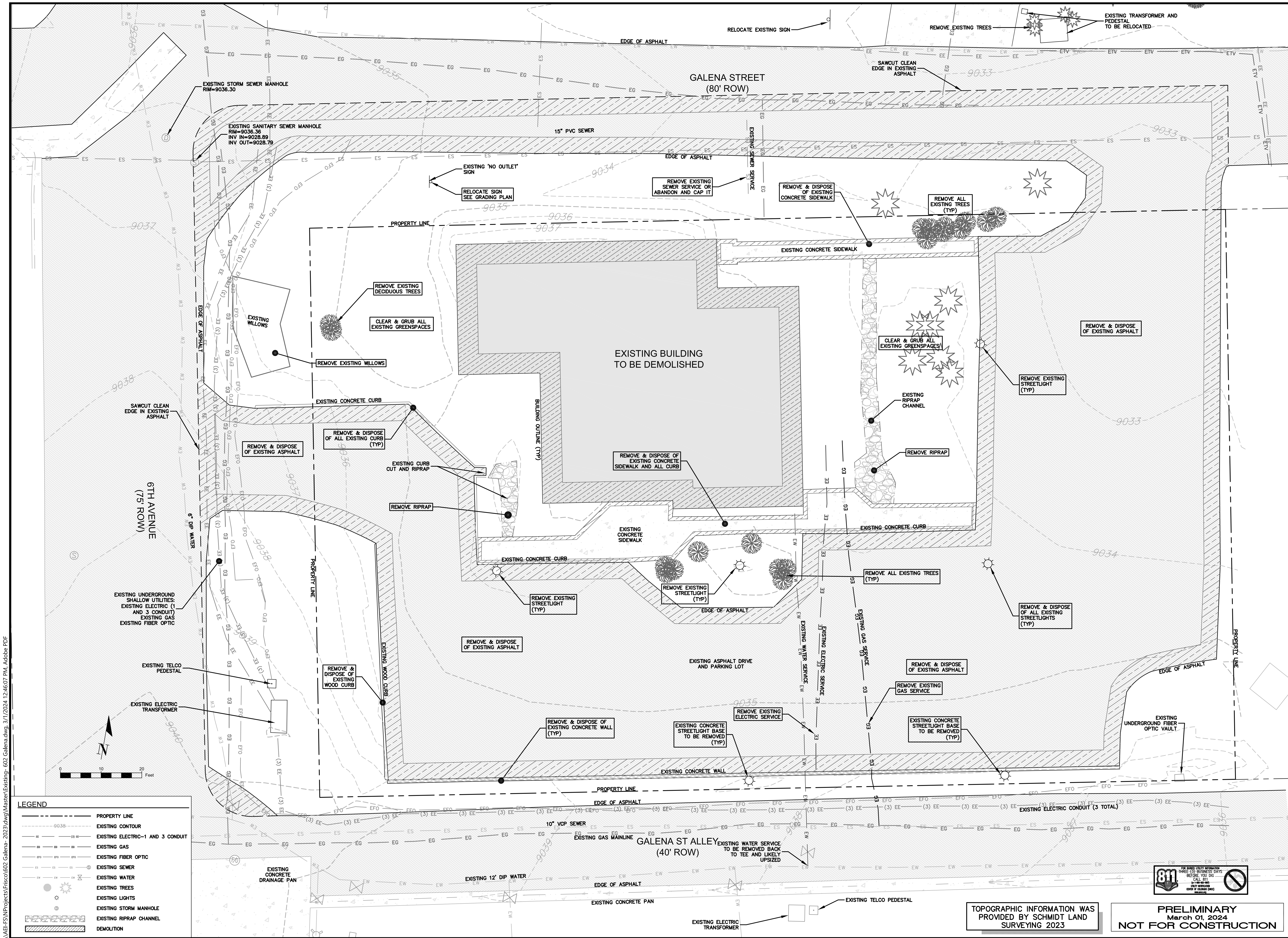
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ISSUE:	DATE:
PRELIM	16 MAY 2023
SKETCH	9 JUN 2023
SKETCH	26 JUL 2023
PLANNING	9 JAN 2024
UPDATE	29 FEB 2024



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LEGEND	
	PROPERTY LINE
	EXISTING CONTOUR
	EXISTING ELECTRIC-1 AND 3 CONDUIT
	EXISTING GAS
	EXISTING FIBER OPTIC
	EXISTING SEWER
	EXISTING WATER
	EXISTING TREES
	EXISTING LIGHTS
	EXISTING STORM MANHOLE
	EXISTING RIPRAP CHANNEL
	DEMOLITION

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602 GALENA STREET
FRISCO, CO

EXISTING CONDITION/DEMOLITION PLAN

NO.	DATE	REVISIONS	BY
	07/26/2023	SKETCH PLAN	AEI
	01/09/2024	FINAL SITE PLAN	AEI
	03/01/2024	UPDATE - FINAL SITE PLAN	AEI

DESIGNED	MCW, RIF
DRAWN	MCW, RIF
CHECKED	MCW
JOB NO.	--
DATE	06/29/2023

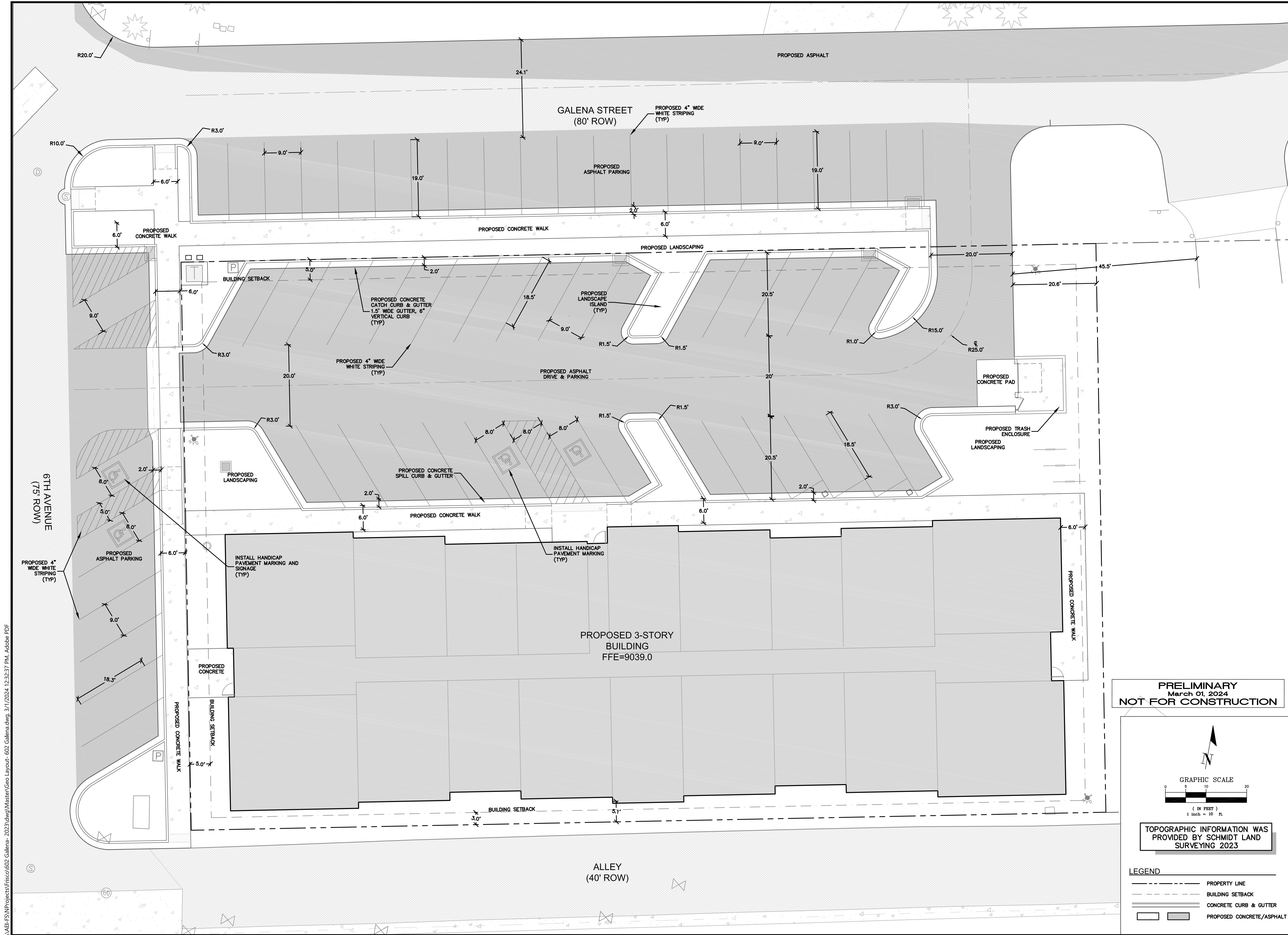
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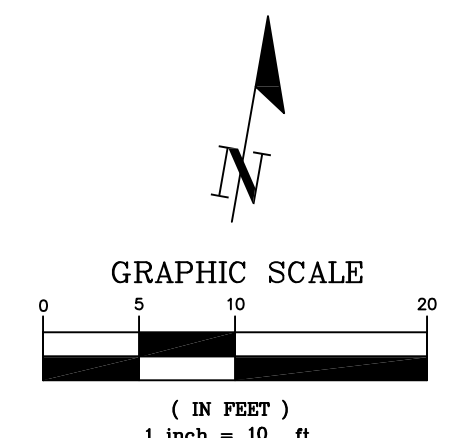
PRELIMINARY
March 01, 2024
NOT FOR CONSTRUCTION

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PRELIMINARY
March 01, 2024
NOT FOR CONSTRUCTION



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SURVEYING 2023

LEGEND	
	PROPERTY LINE
	BUILDING SETBACK
	CONCRETE CURB & GUTTER
	PROPOSED CONCRETE/ASPHALT

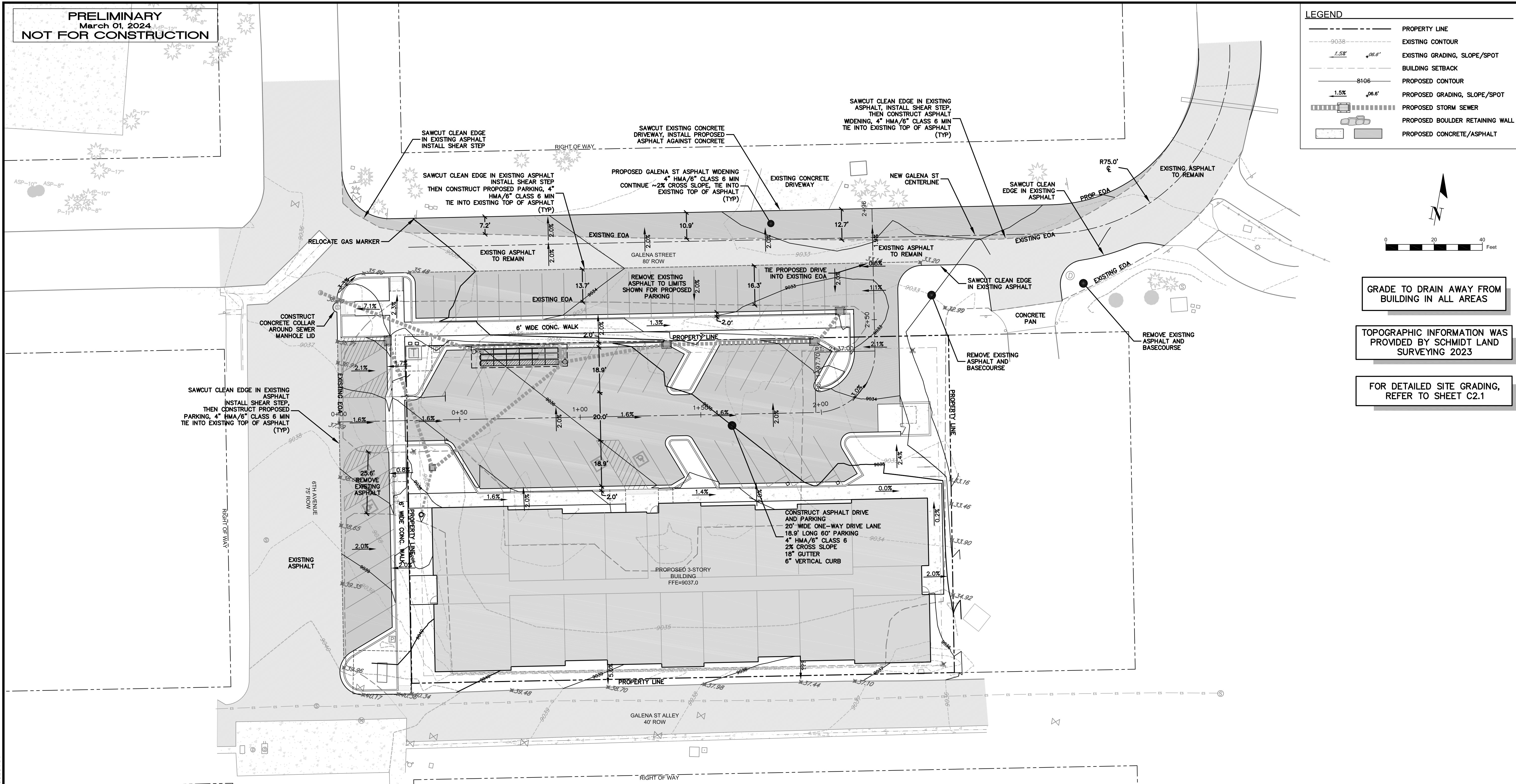


602 GALENA STREET
FRISCO, CO
OVERALL SITE PLAN

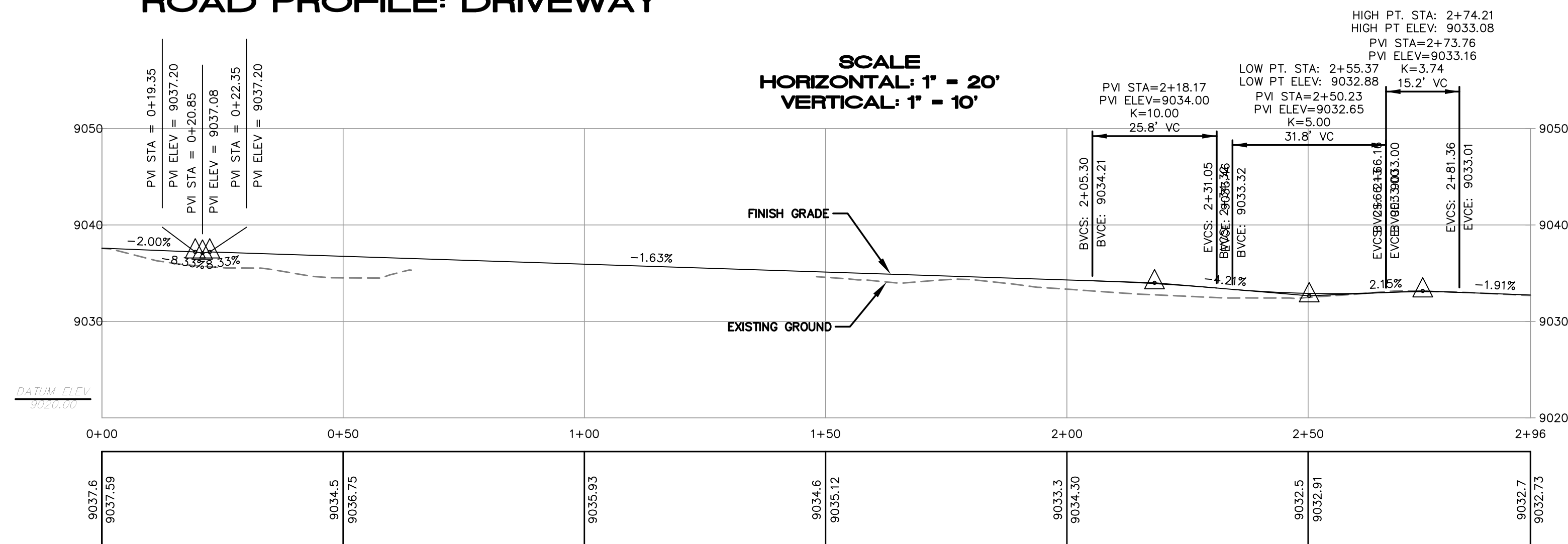
NO.	DATE	REVISIONS	BY
	07/26/2023	SKETCH PLAN	AEI
	01/09/2024	FINAL SITE PLAN	AEI
	03/01/2024	UPDATE - FINAL SITE PLAN	AEI

DESIGNED	MCW, RIF
DRAWN	MCW, RIF
CHECKED	MCW
JOB NO.	--
DATE	06/29/2023

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ROAD PROFILE: DRIVEWAY



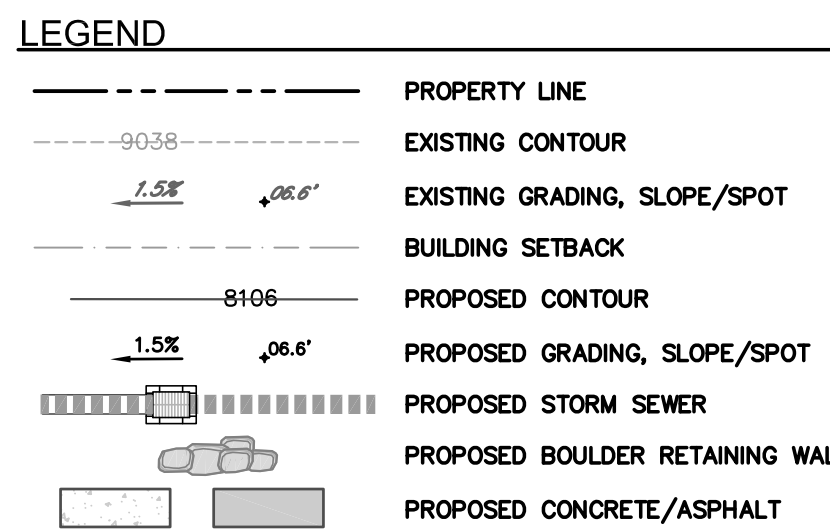
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PROFESSIONAL ENGINEER
09/2024
6368

NO.	DATE	REVISIONS	BY
	07/26/2023	SKETCH PLAN	AEI
	01/09/2024	FINAL SITE PLAN	AEI
	03/01/2024	UPDATE - FINAL SITE PLAN	AEI

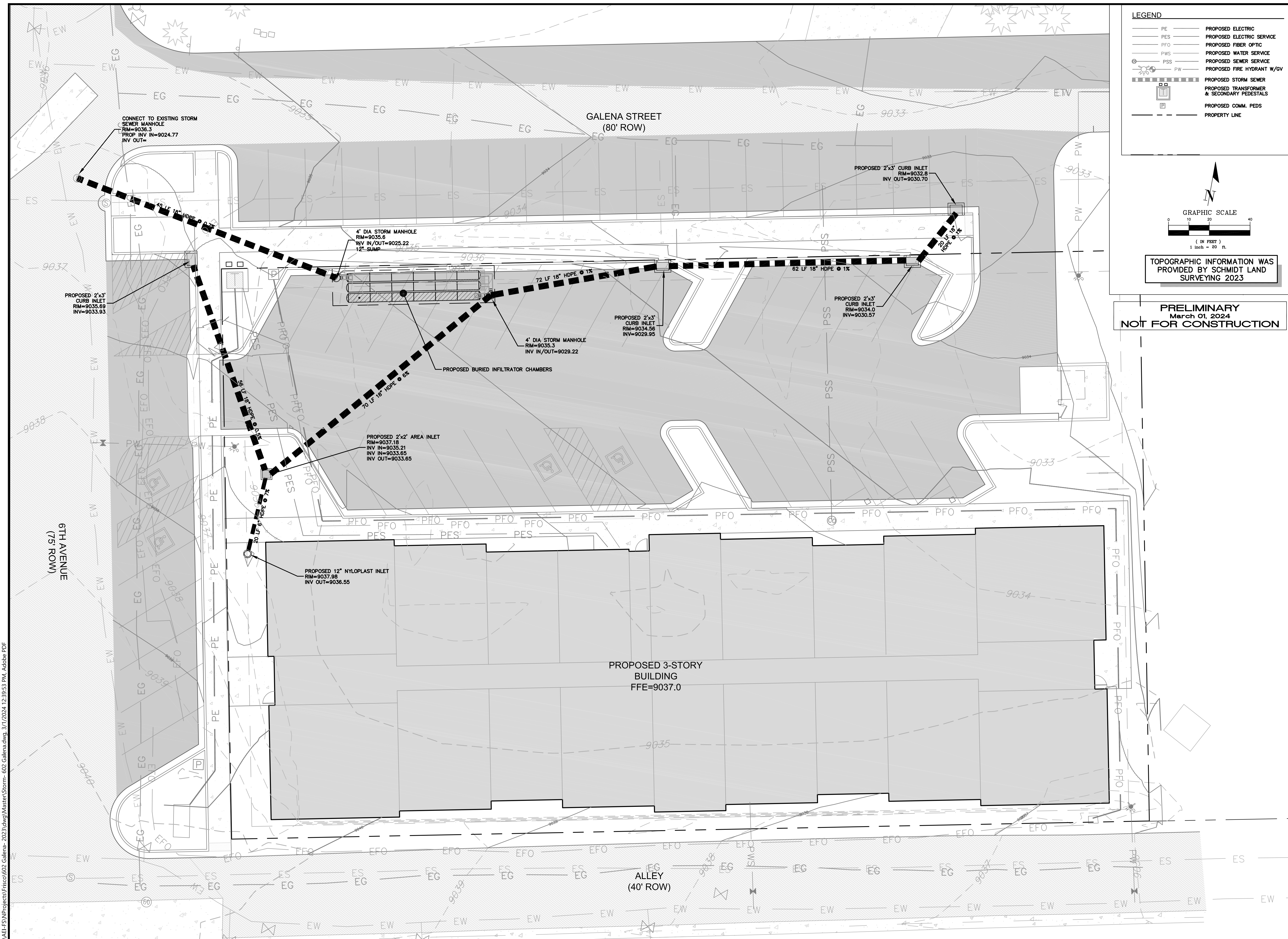
DESIGNED	MCW	RIF
DRAWN	MCW	RIF
CHECKED	MCW	
JOB NO.	--	
DATE	06/29/2023	

SHEET C2.0





NO.	DATE	REVISIONS	BY
	07/26/2023	SKETCH PLAN	AEI
	01/09/2024	FINAL SITE PLAN	AEI
	03/01/2024	UPDATE – FINAL SITE PLAN	AEI

SHEET
C2.1



LEGEND

PE	PROPOSED ELECTRIC
PES	PROPOSED ELECTRIC SERVICE
PFO	PROPOSED FIBER OPTIC
PWS	PROPOSED WATER SERVICE
PSS	PROPOSED SEWER SERVICE
PWF	PROPOSED FIRE HYDRANT W/GV
	
	
PROPOSED STORM SEWER	
PROPOSED TRANSFORMER & SECONDARY PEDESTALS	
PROPOSED COMM. PEDS	
PROPERTY LINE	

[illegible]

SHEET
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602 Galena Street
Frisco, CO
Stormwater Runoff

Basins	Area (Acre)	Area (sqft)	Area Impervious	Area Grass	RCN	TC (hours)	Q10 (cfs)	Q25 (cfs)	Q100 (cfs)
A	0.338	14,720	0.307	0.031	95	0.10	0.69	0.85	1.14
B	0.164	7,146	0.164	0	98	0.10	0.36	0.44	0.59
C	0.088	3,845	0.077	0.011	96	0.10	0.19	0.25	0.35
D	0.143	6,211	0.143	0	98	0.10	0.32	0.39	0.52
E	0.205	8,931	0.162	0.043	90	0.10	0.30	0.42	0.62
Developed	0.94		0.853	0.08528			1.86	2.35	3.22

HISTORIC									
H	1.123	48,912	1.123	0	76	0.237	0.00	0.04	0.31

- LEGEND
- PE

PES

PFO

PWS

PSS

PW

PROPOSED ELECTRIC

PROPOSED ELECTRIC SERVICE

PROPOSED FIBER OPTIC

PROPOSED WATER SERVICE

PROPOSED SEWER SERVICE

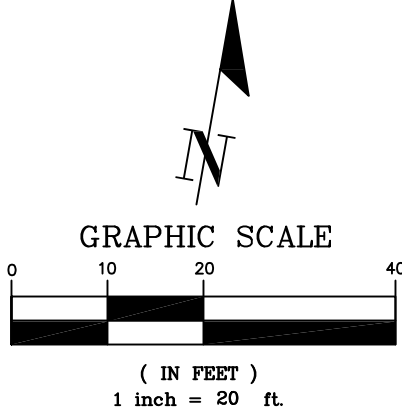
PROPOSED FIRE HYDRANT W/GV

PROPOSED STORM SEWER

PROPOSED TRANSFORMER & SECONDARY PEDESTALS

PROPOSED COMM. PEDS

PROPERTY LINE



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GOVERNMENT

PROFESSIONAL ENGINEER

09/09/2024

8368

602 GALENA STREET
FRISCO, CO

DRAINAGE AREA MAP

NO.	DATE	REVISIONS	BY
	07/26/2023	SKETCH PLAN	MCW
	01/09/2024	FINAL SITE PLAN	MCW

DESIGNED	MCW	RIF
DRAWN	MCW	RIF
CHECKED	MCW	
JOB NO.	--	
DATE	06/29/2023	

SHEET
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PRELIMINARY
January 09, 2024
NOT FOR CONSTRUCTION

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Eagle_1 MSE3 County, Colorado					
Sub-Area Summary Table					
Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description
Historic	1.12	0.237	61	Outlet	
Total Area: 1.12 (ac)					
=====					
RF					
602 Galena					
Historic Runoff					
Eagle_1 MSE3 County, Colorado					
Sub-Area Land Use and Curve Number Details					
Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number	
Historic	Open space; grass cover > 75%	(good)	B	1.123	61
Total Area / Weighted Curve Number				1.12	61
				=====	==
=====					

WinTR-55, Version 2.00.00

Page 2

1/9/2024

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WinTR-55 Current Data Description

--- Identification Data ---

User: RF
Project: 602 Galena
SubTitle:
State: Colorado
County: Eagle_2 MSE3
Filename: \\AEI-FS\NProjects\Frisco\602 Galena- 2023\dwg\Drainage\TR-55\Developed.w55

Date: 1/9/2024
Units: English
Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
Basin A	Outlet		0.31	98	0.100
Basin B	Outlet		0.16	98	0.100
Basin C	Outlet		0.1	94	0.100
Basin D	Outlet		0.14	98	0.100
Basin E	Outlet		0.25	91	0.1

Total area: .96 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	5-Yr (in)	10-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.24	1.54	1.81	2.22	2.57	2.94	.0

Storm Data Source: User-provided custom storm data

Rainfall Distribution Type: Type II

Dimensionless Unit Hydrograph: <standard>

=====

RF

602 Galena

Eagle_2 MSE3 County, Colorado

Watershed Peak Table

Sub-Area or Reach Identifier	10-Yr (cfs)	25-Yr (cfs)	100-Yr (cfs)
SUBAREAS			
Basin A	0.69	0.85	1.14
Basin B	0.36	0.44	0.59
Basin C	0.19	0.25	0.35
Basin D	0.32	0.39	0.52
Basin E	0.38	0.52	0.76

WinTR-55, Version 2.00.00

Page 1

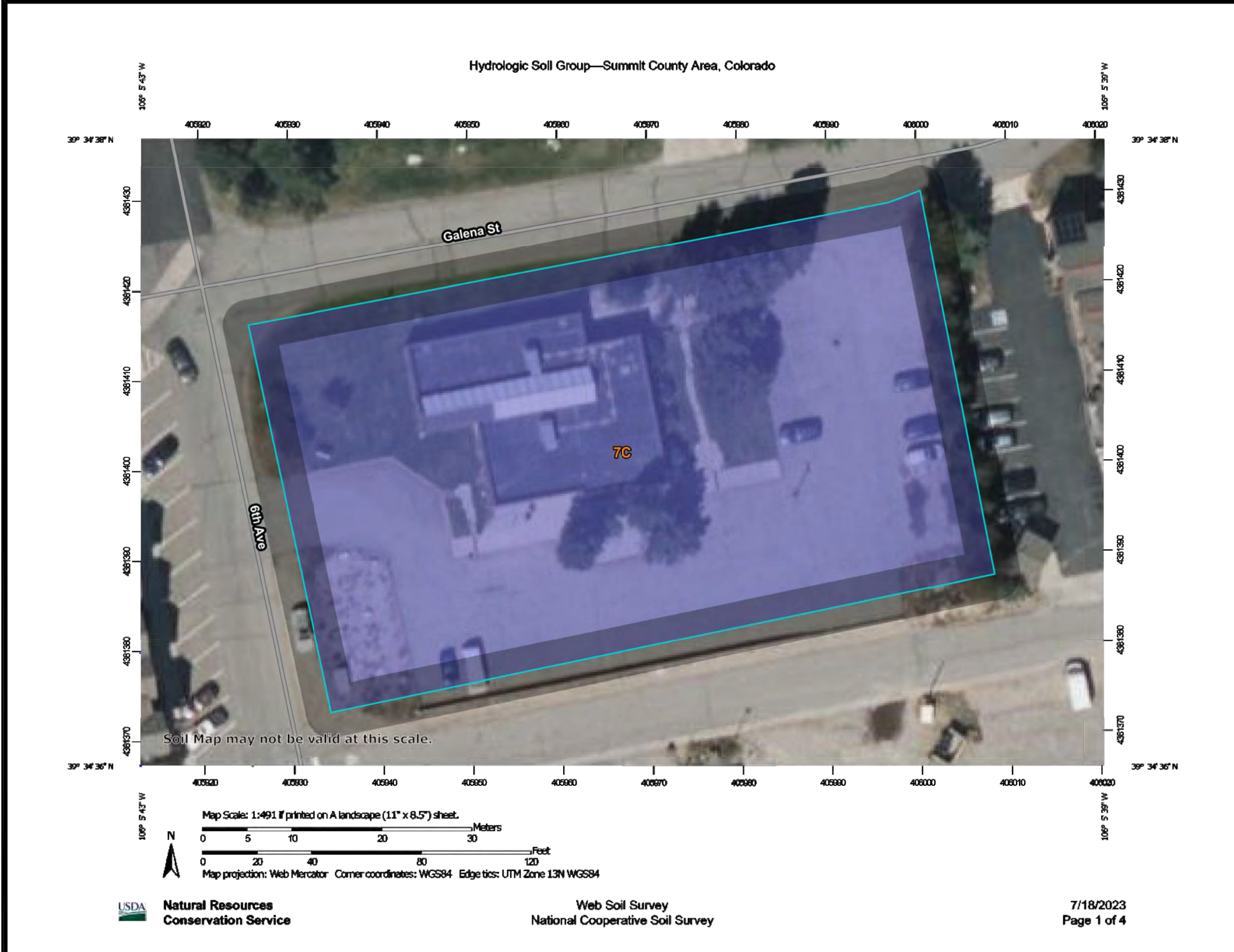
1/9/2024

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REACHES					
OUTLET	1.93	2.45	3.37		
=====					
RF	602 Galena				
Eagle_2 MSE3 County, Colorado					
Sub-Area Summary Table					
Sub-Area Identifier	Drainage Area (ac)	Time of Concentration (hr)	Curve Number	Receiving Reach	Sub-Area Description

Basin A	.31	0.100	98	Outlet	
Basin B	.16	0.100	98	Outlet	
Basin C	.10	0.100	94	Outlet	
Basin D	.14	0.100	98	Outlet	
Basin E	.25	0.100	91	Outlet	
Total Area:	.96 (ac)				
=====					
RF	602 Galena				
Eagle_2 MSE3 County, Colorado					
Sub-Area Land Use and Curve Number Details					
Sub-Area Identifier	Land Use	Hydrologic Soil Group	Sub-Area Area (ac)	Curve Number	

Basin A	Paved parking lots, roofs, driveways	B	.307	98	
	Total Area / Weighted Curve Number		.31	98	
			----	----	
Basin B	Paved parking lots, roofs, driveways	B	.164	98	
	Total Area / Weighted Curve Number		.16	98	
			----	----	
Basin C	Open space; grass cover > 75% (good)	B	.011	61	
	Paved parking lots, roofs, driveways	B	.086	98	
	Total Area / Weighted Curve Number		.1	94	
			==	==	
Basin D	Paved parking lots, roofs, driveways	B	.143	98	
	Total Area / Weighted Curve Number		.14	98	
			----	----	
Basin E	Open space; grass cover > 75% (good)	B	.046	61	
	Paved parking lots, roofs, driveways	B	.202	98	
	Total Area / Weighted Curve Number		.25	91	
			----	----	
WinTR-55, Version 2.00.00					
Page 2		1/9/2024	2:06:38 PM		
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Hydrologic Soil Group—Summit County Area, Colorado				
Hydrologic Soil Group				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
7C	Grenadier gravelly loam, 0 to 6 percent slopes	B	0.8	100.0%
Totals for Area of Interest			0.8	100.0%
Description				
Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.				
The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:				
Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.				
Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.				
Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.				
Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.				
If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.				
Rating Options				
Aggregation Method: Dominant Condition				
Component Percent Cutoff: None Specified				
USDA Natural Resources Conservation Service	Web Soil Survey National Cooperative Soil Survey	7/18/2023 Page 3 of 4		

WinTR-55 Current Data Description

--- Identification Data ---

User: RF

Project: 602 Galena

SubTitle: Historic Runoff

State: Colorado

County: Eagle 1 MSE3

Filename: \\AEI-FS\NProjects\Frisco\602 Galena- 2023\dwg\Drainage\TR-55\Historic.w55

Date: 1/9/2024

Units: English

Areal Units: Acres

--- Sub-Area Data ---

Name	Description	Reach	Area(ac)	RCN	Tc
Historic		Outlet	1.12	61	0.237

Total area: 1.12 (ac)

--- Storm Data --

Rainfall Depth by Rainfall Return Period

2-Yr (in)	5-Yr (in)	10-Yr (in)	25-Yr (in)	50-Yr (in)	100-Yr (in)	-Yr (in)
1.24	1.54	1.81	2.22	2.57	2.94	.0

Storm Data Source: User-provided custom storm data

Rainfall Distribution Type: Type II

Dimensionless Unit Hydrograph: <standard>

=====

RF

602 Galena

Historic Runoff

Eagle 1 MSE3 County, Colorado

Watershed Peak Table

Sub-Area or Reach Identifier	10-Yr (cfs)	Peak Flow by Rainfall Return Period (cfs)	25-Yr (cfs)	100-Yr (cfs)
SUBAREAS				
Historic	.00	0.04	0.31	
REACHES				
OUTLET	.00	0.04	0.31	

=====

RF

602 Galena

Historic Runoff

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Page 1

1/9/2024

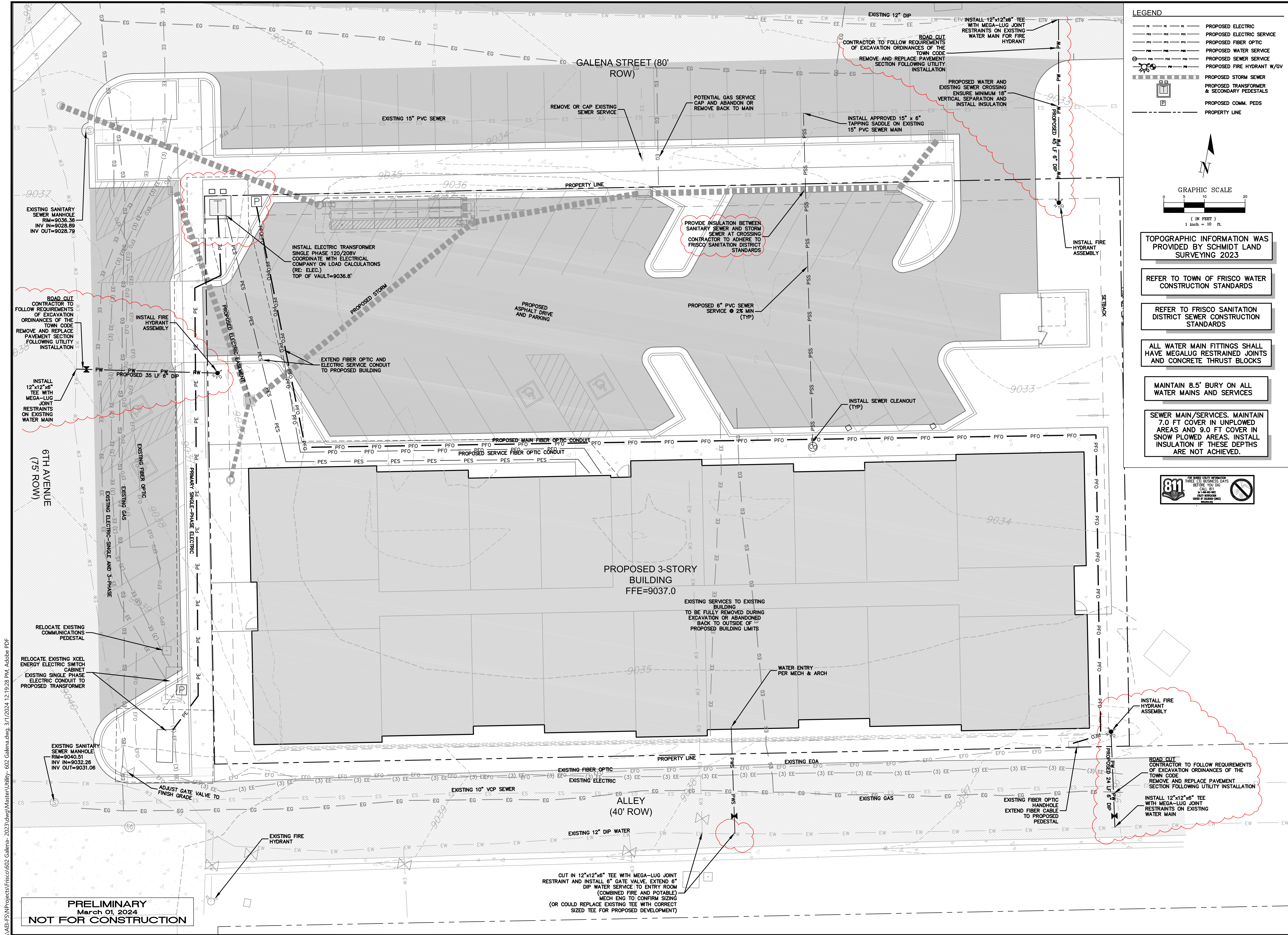
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602 GALENA STREET
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STORM

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LEGEND

- PES — PROPOSED ELECTRIC
- PFS — PROPOSED ELECTRIC SERVICE
- PFO — PROPOSED FIBER OPTIC
- PWS — PROPOSED WATER SERVICE
- PWS — PROPOSED SEWER SERVICE
- PWS — PROPOSED FIRE HYDRANT W/GV
- PSS — PROPOSED STORM SEWER
- PFS — PROPOSED TRANSFORMER & SECONDARY PEDESTALS
- PFS — PROPOSED COMM. PEDS
- PFS — PROPERTY LINE

TOPOGRAPHIC INFORMATION WAS PROVIDED BY SCHMIDT LAND SURVEYING 2023

REFER TO TOWN OF FRISCO WATER CONSTRUCTION STANDARDS

REFER TO FRISCO SANITATION DISTRICT SEWER CONSTRUCTION STANDARDS

ALL WATER MAIN FITTINGS SHALL HAVE MEGALUG RESTRAINED JOINTS AND CONCRETE THRUST BLOCKS

MAINTAIN 8.5' BURY ON ALL WATER MAINS AND SERVICES

SEWER MAIN/SERVICES. MAINTAIN 7.0 FT COVER IN UNPLOWED AREAS AND 9.0 FT COVER IN SNOW PLOWED AREAS. INSTALL INSULATION IF THESE DEPTHS ARE NOT ACHIEVED.

811

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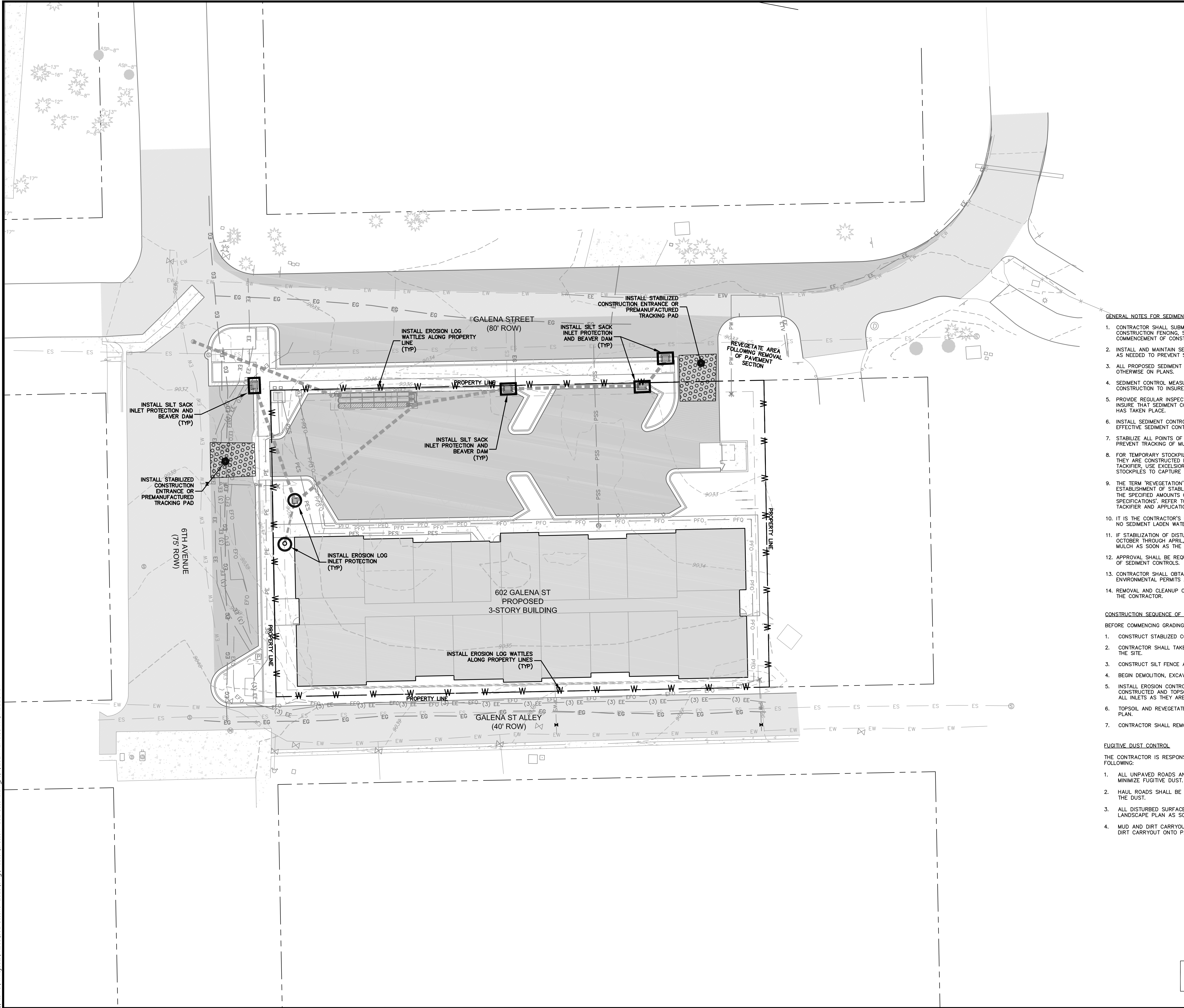
602 GALENA STREET
FRISCO, CO
UTILITY PLAN

DESIGNED	DRAWN	CHECKED	JOB NO.	DATE
MCW RIF	MCW RIF	MCW	—	06/29/2023

NO.	DATE	REVISIONS	BY
07/26/2023	SKETCH PLAN	AEI	
01/09/2024	FINAL SITE PLAN	AEI	
03/01/2024	UPDATE - FINAL SITE PLAN	AEI	

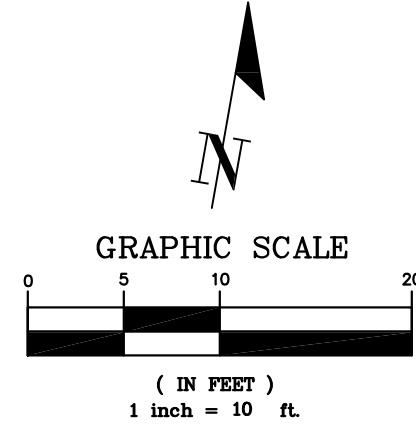
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LEGEND

- PROPERTY LINE
- - - BUILDING SETBACK
- SILT SACK INLET PROTECTION
- EROSION LOG INLET PROTECTION
- W EROSION LOG WATTLES
- ▨ STABILIZED CONSTRUCTION ENTRANCE



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SURVEYING 2023

- GENERAL NOTES FOR SEDIMENT CONTROL**
- CONTRACTOR SHALL SUBMIT A CONSTRUCTION STAGING & MANAGEMENT PLAN IDENTIFYING CONSTRUCTION FENCING, STAGING, STORAGE & CONSTRUCTION TRAILER LOCATION PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES.
 - INSTALL AND MAINTAIN SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH THESE PLANS AND AS NEEDED TO PREVENT SEDIMENT FROM DISCHARGING OFF-SITE.
 - ALL PROPOSED SEDIMENT CONTROL MEASURES ARE TEMPORARY MEASURES UNLESS SPECIFIED OTHERWISE ON PLANS.
 - SEDIMENT CONTROL MEASURES MAY REQUIRE FIELD ADJUSTMENTS AT THE TIME OF CONSTRUCTION TO INSURE THAT THEIR INTENDED PURPOSE IS ACCOMPLISHED.
 - PROVIDE REGULAR INSPECTION AND MAINTENANCE OF ALL SEDIMENT CONTROL MEASURES TO INSURE THAT SEDIMENT CONTROL EFFICIENCY IS OBTAINED UNTIL FINAL STABILIZATION OF SITE HAS TAKEN PLACE.
 - INSTALL SEDIMENT CONTROL MEASURES AT THE ONSET OF GRADING OPERATIONS SO THAT EFFECTIVE SEDIMENT CONTROL CAN BE ACHIEVED DURING THE ENTIRE CONSTRUCTION PERIOD.
 - STABILIZE ALL POINTS OF INGRESS AND EGRESS WITH TRACKING PAD DURING CONSTRUCTION TO PREVENT TRACKING OF MUD ONTO PUBLIC WAYS.
 - FOR TEMPORARY STOCKPILES APPLY SEED, HYDROMULCH AND TACKIFIER IMMEDIATELY AFTER THEY ARE CONSTRUCTED FOR STABILIZATION. IF EROSION OCCURS AFTER APPLICATION OF THE TACKIFIER, USE EXCELSIOR C2 EROSION CONTROL FABRIC. INSTALL SILT FENCE BELOW STOCKPILES TO CAPTURE SEDIMENT.
 - THE TERM "REVEGETATION" ON THIS PLAN MEANS THE SUCCESSFUL GERMINATION AND ESTABLISHMENT OF STABLE GRASS COVER FROM A PROPERLY PREPARED SEEDBED CONTAINING THE SPECIFIED AMOUNTS OF FERTILIZER IN ACCORDANCE WITH APPLICABLE STANDARDS AND SPECIFICATIONS. REFER TO LANDSCAPE PLANS FOR SEED MIX, FERTILIZER TYPE, MULCH, TACKIFIER AND APPLICATION RATES.
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO TAKE APPROPRIATE MEASURES TO INSURE THAT NO SEDIMENT LADEN WATER IS DISCHARGED FROM THE SITE.
 - IF STABILIZATION OF DISTURBED AREAS IS TO BE ACCOMPLISHED DURING THE MONTHS OF OCTOBER THROUGH APRIL, THE STABILIZATION SHALL CONSIST OF MULCHING, SEED AND MULCH AS SOON AS THE SEASON PERMITS.
 - APPROVAL SHALL BE REQUESTED UPON FINAL STABILIZATION OF ALL SITES BEFORE REMOVAL OF SEDIMENT CONTROLS.
 - CONTRACTOR SHALL OBTAIN AND CONFORM TO STORMWATER DISCHARGE PERMIT AND AND ALL ENVIRONMENTAL PERMITS AND KEEP STREETS CLEAN AND FREE OF SEDIMENT.
 - REMOVAL AND CLEANUP OF ANY SEDIMENT THAT LEAVES THE SITE IS THE RESPONSIBILITY OF THE CONTRACTOR.

- CONSTRUCTION SEQUENCE OF EROSION/SEDIMENT CONTROL MEASURES**
- BEFORE COMMENCING GRADING OR CONSTRUCTION
- CONSTRUCT STABILIZED CONSTRUCTION ENTRANCES AT ALL POINTS OF INGRESS AND EGRESS.
 - CONTRACTOR SHALL TAKE APPROPRIATE MEASURES TO ASSURE THAT NO SEDIMENT LEAVES THE SITE.
 - CONSTRUCT SILT FENCE AND WATTLES AND ALL SEDIMENT CONTROL DEVICES.
 - BEGIN DEMOLITION, EXCAVATION AND CONSTRUCTION.
 - INSTALL EROSION CONTROL MEASURES AFTER DITCHES AND SWALES HAVE BEEN CONSTRUCTED AND TOPSOIL AND SEED HAVE BEEN PLACED. INSTALL INLET PROTECTION IN ALL INLETS AS THEY ARE CONSTRUCTED.
 - TOPSOIL AND REVEGETATE ALL DISTURBED AREAS WITH APPROVED SEED MIX PER LANDSCAPE PLAN.
 - CONTRACTOR SHALL REMOVE SEDIMENT CONTROL FACILITIES AFTER FINAL STABILIZATION.

- FUGITIVE DUST CONTROL**
- THE CONTRACTOR IS RESPONSIBLE TO CONTROL FUGITIVE DUST AND TO INCORPORATE THE FOLLOWING:
- ALL UNPAVED ROADS AND OTHER DISTURBED AREAS ON SITE SHALL BE WATERED TO MINIMIZE FUGITIVE DUST.
 - HAUL ROADS SHALL BE TREATED WITH MAGNESIUM CHLORIDE IF WATER IS NOT CONTROLLING THE DUST.
 - ALL DISTURBED SURFACE AREAS SHALL BE REVEGETATED OR SURFACED PER THE LANDSCAPE PLAN AS SOON AS POSSIBLE.
 - MUD AND DIRT CARRYOUT ONTO PAVED SURFACES SHALL BE PREVENTED. ANY MUD AND DIRT CARRYOUT ONTO PAVED SURFACES SHALL BE CLEANED UP DAILY.

PRELIMINARY
March 01, 2024
NOT FOR CONSTRUCTION

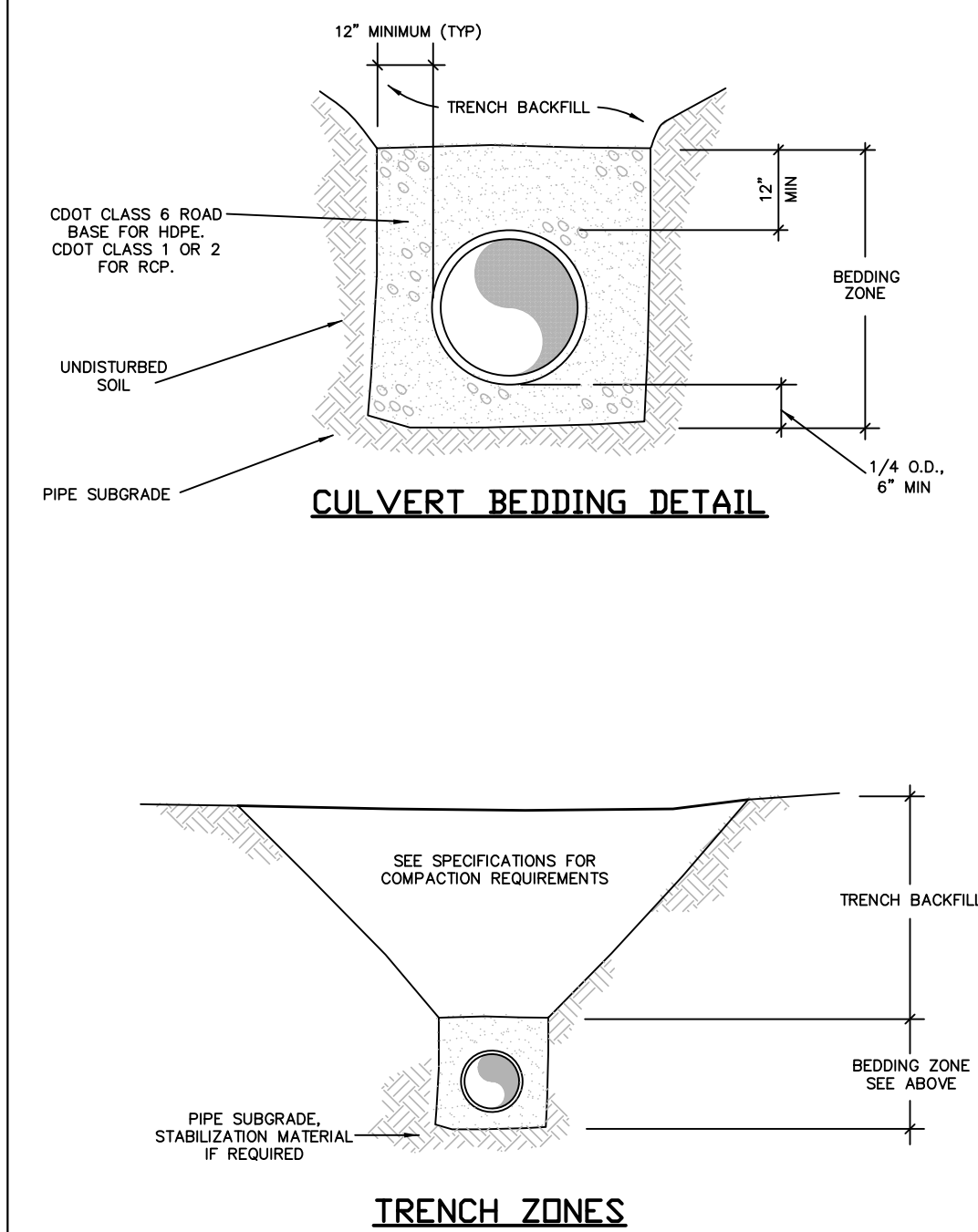
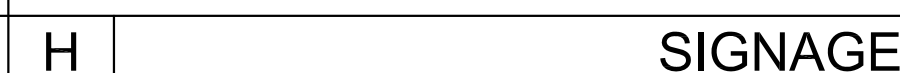
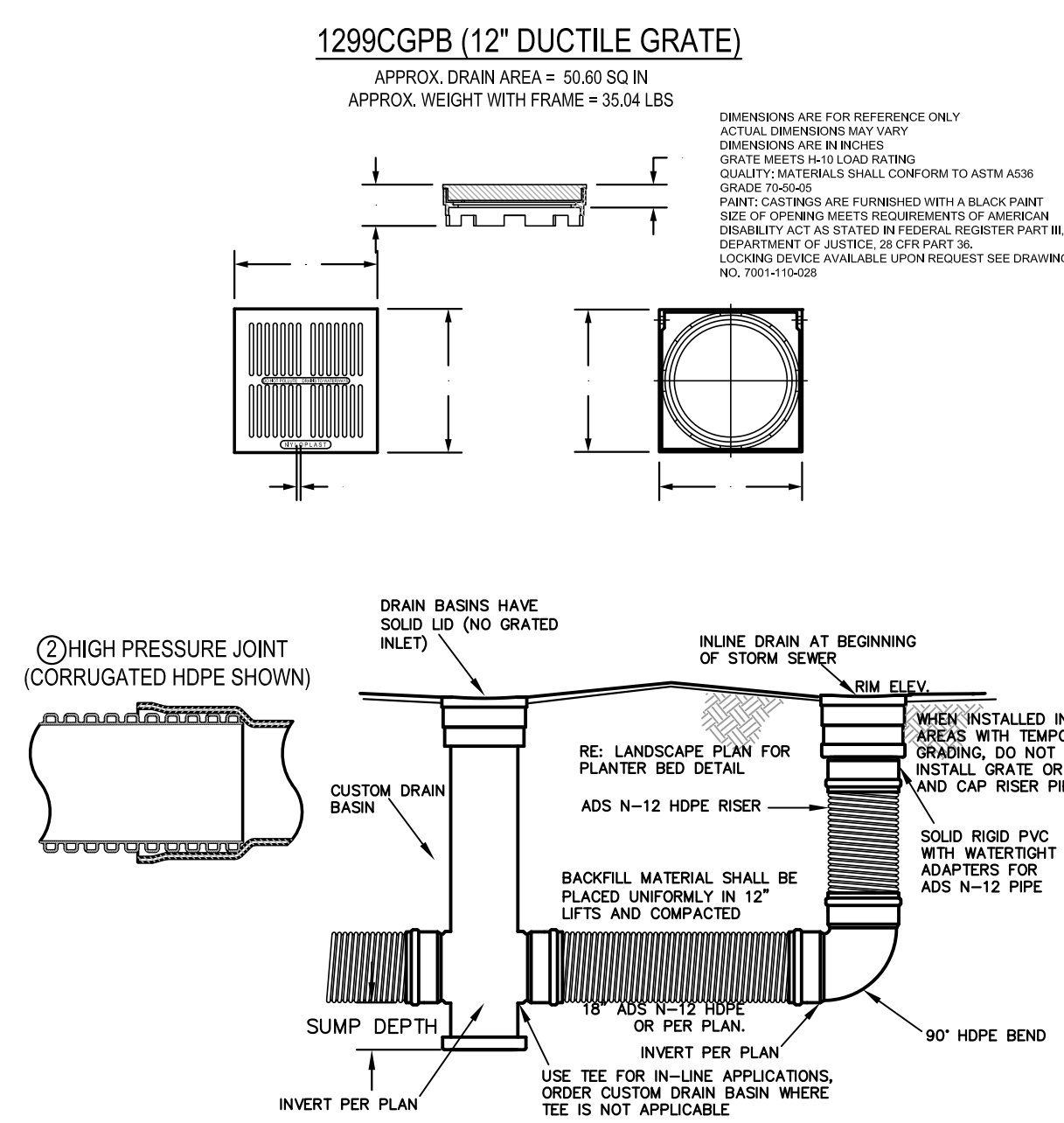
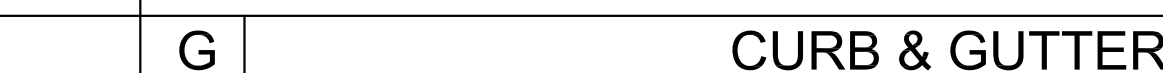
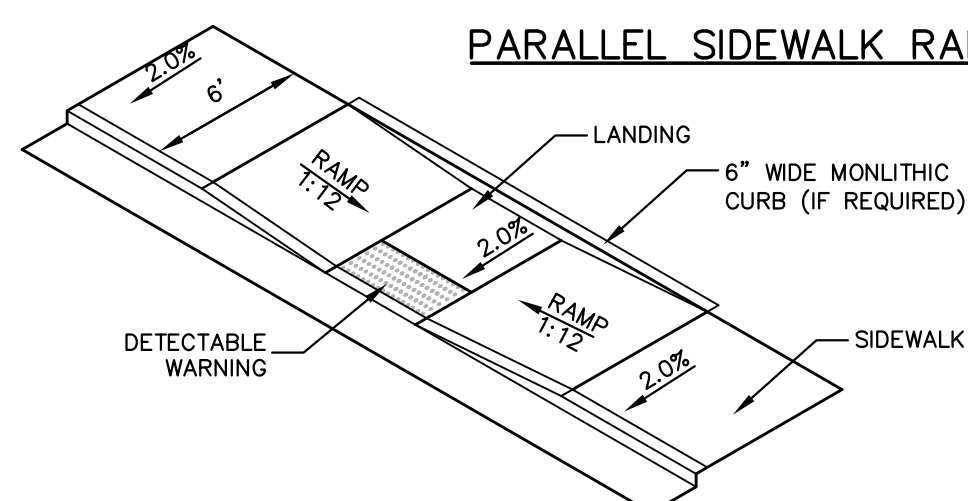
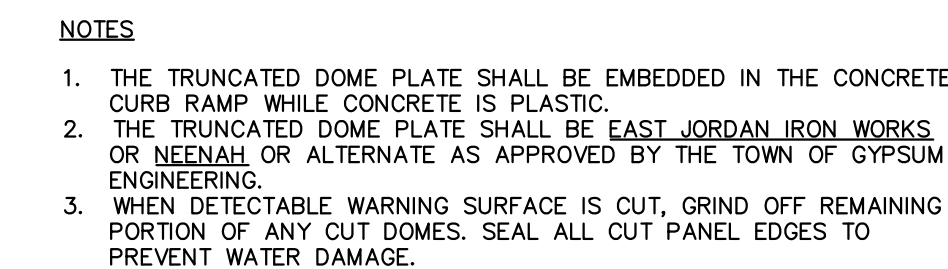
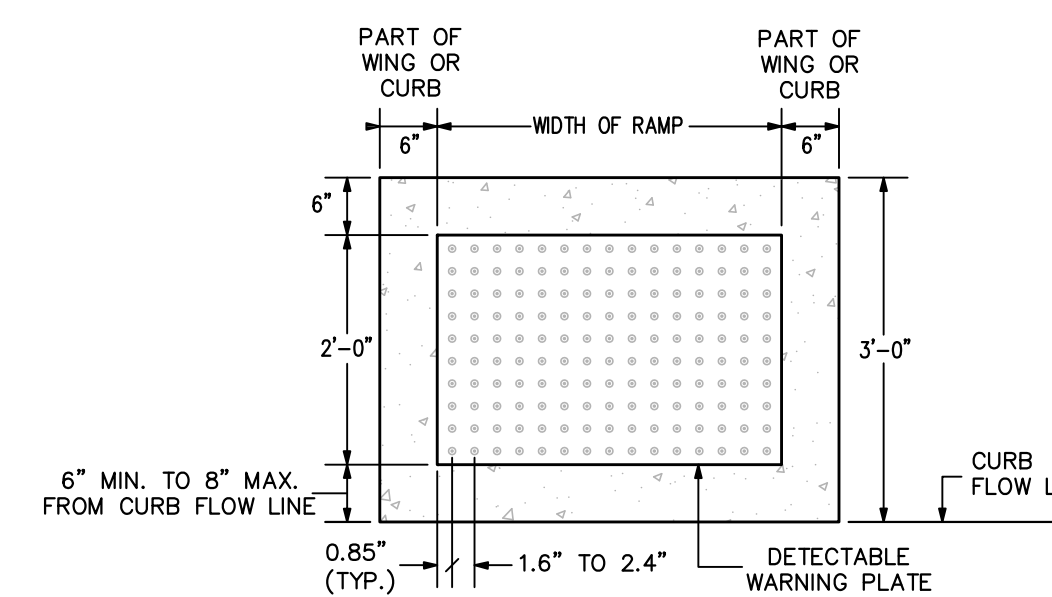
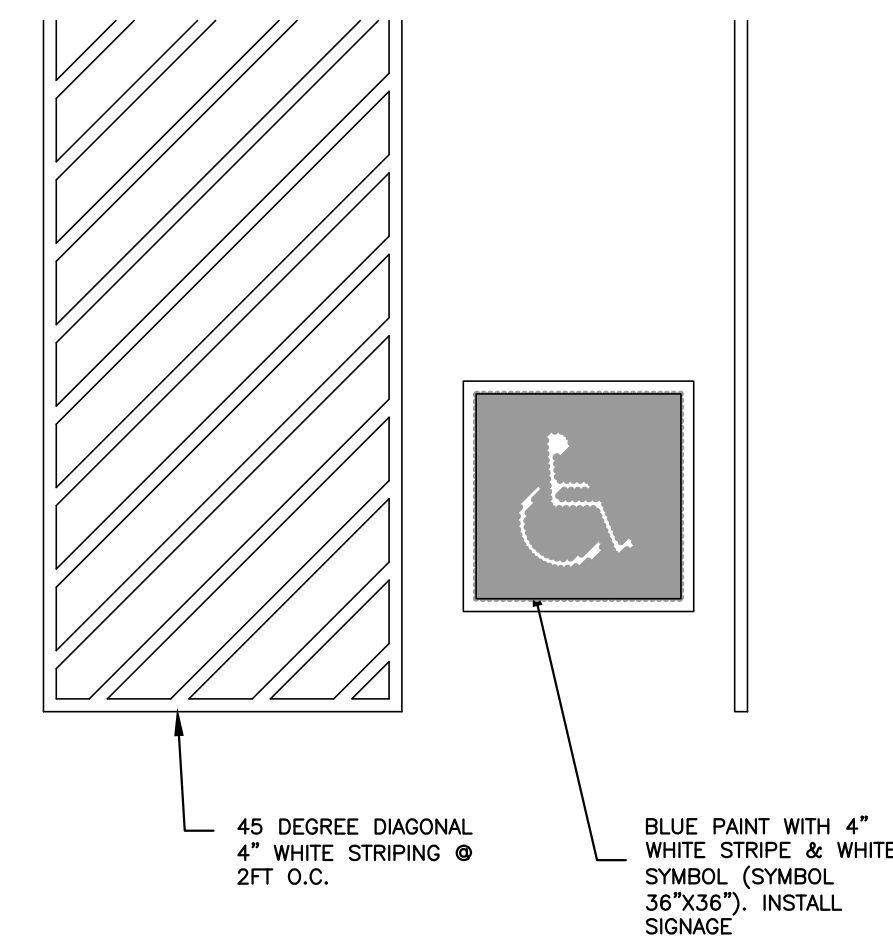
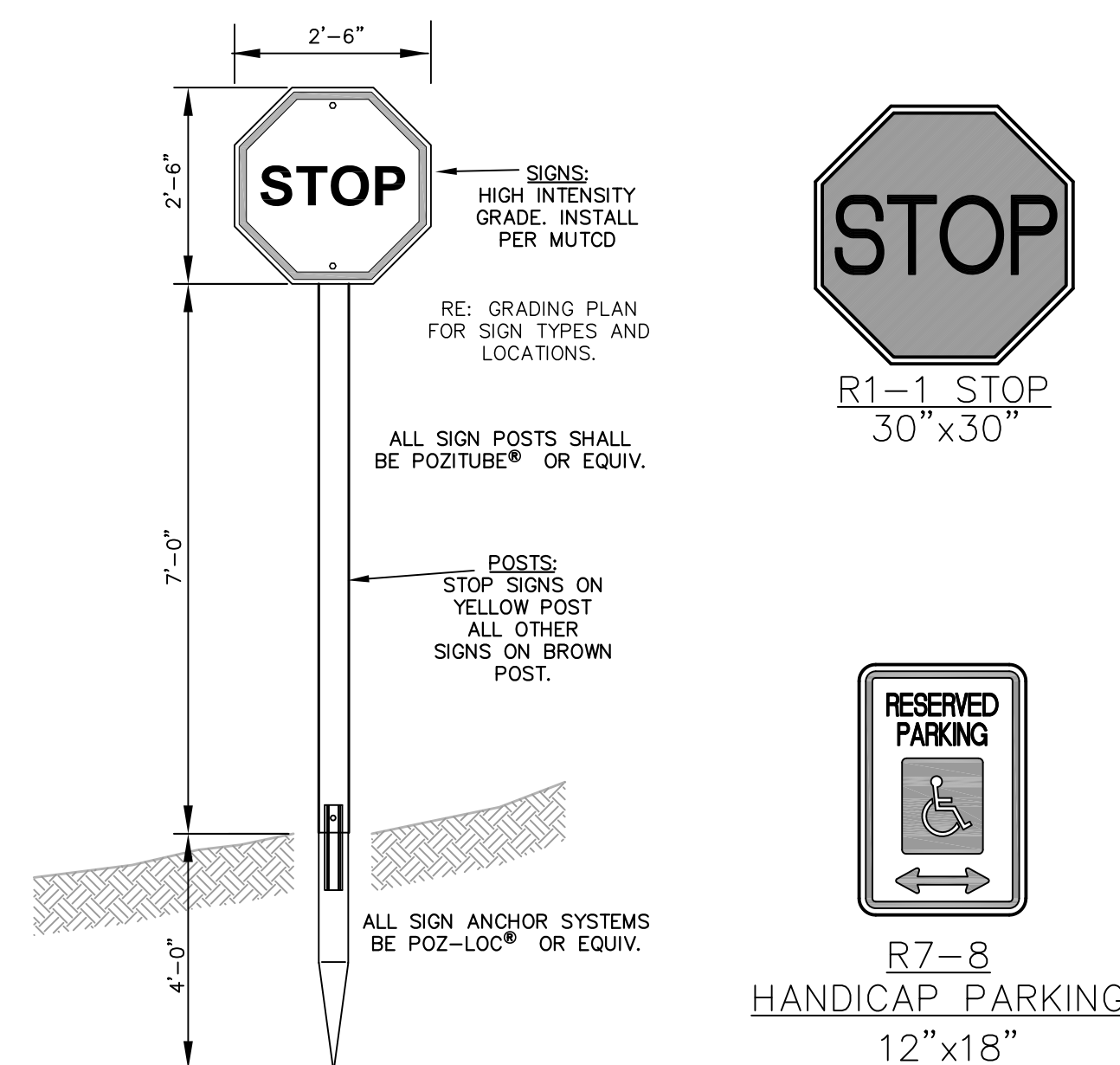
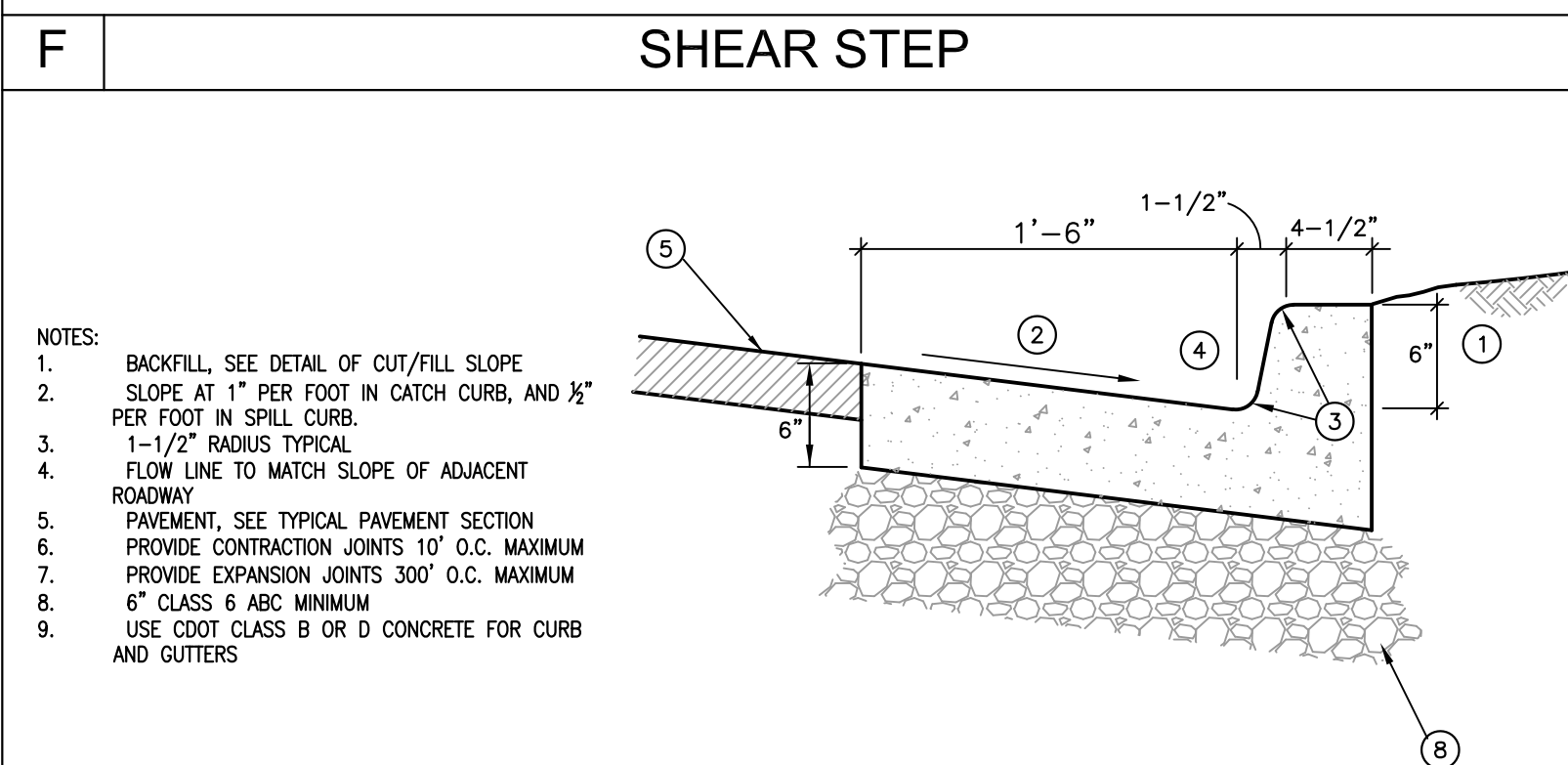
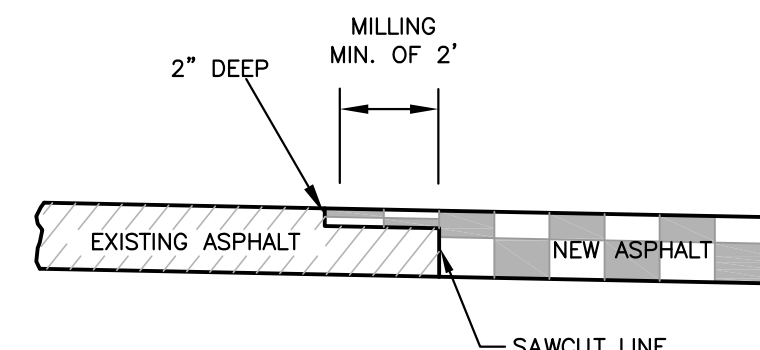
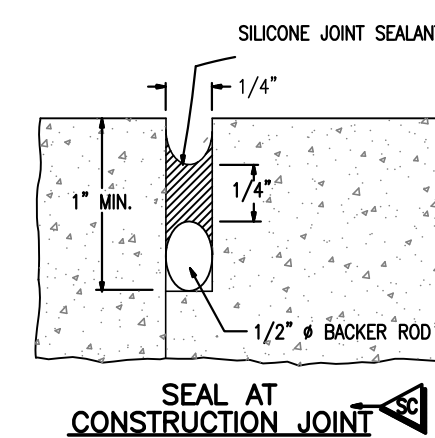
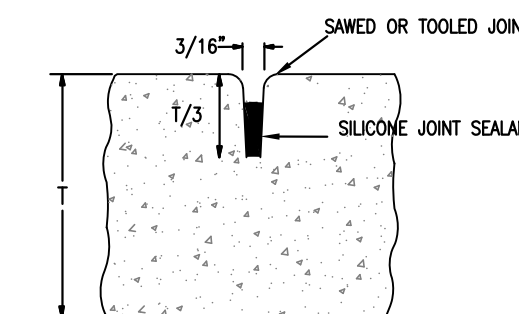
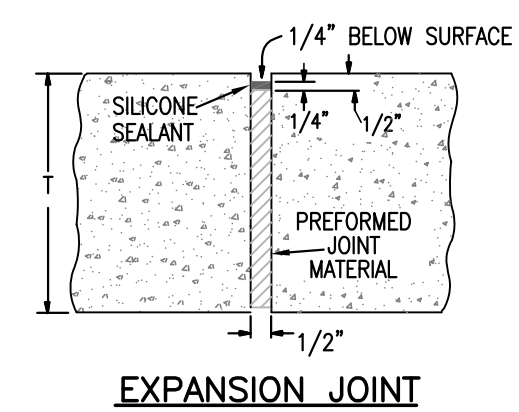
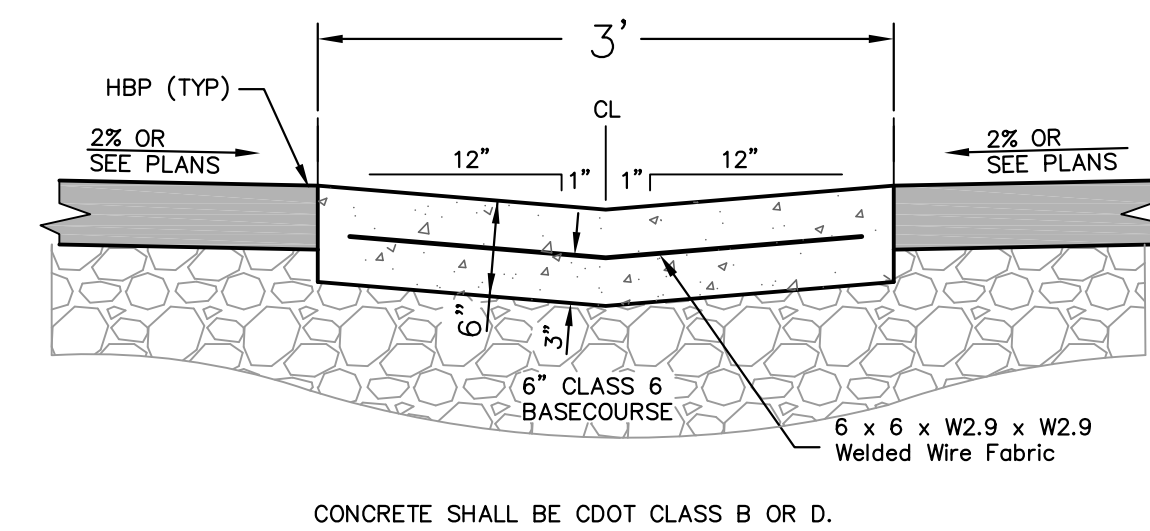
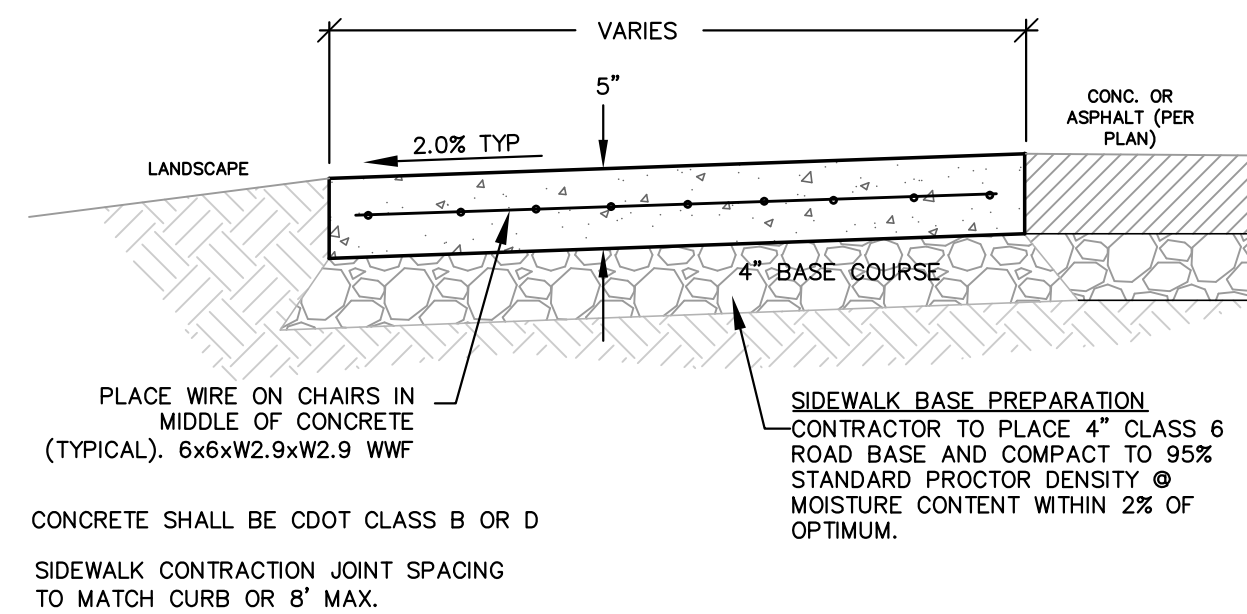
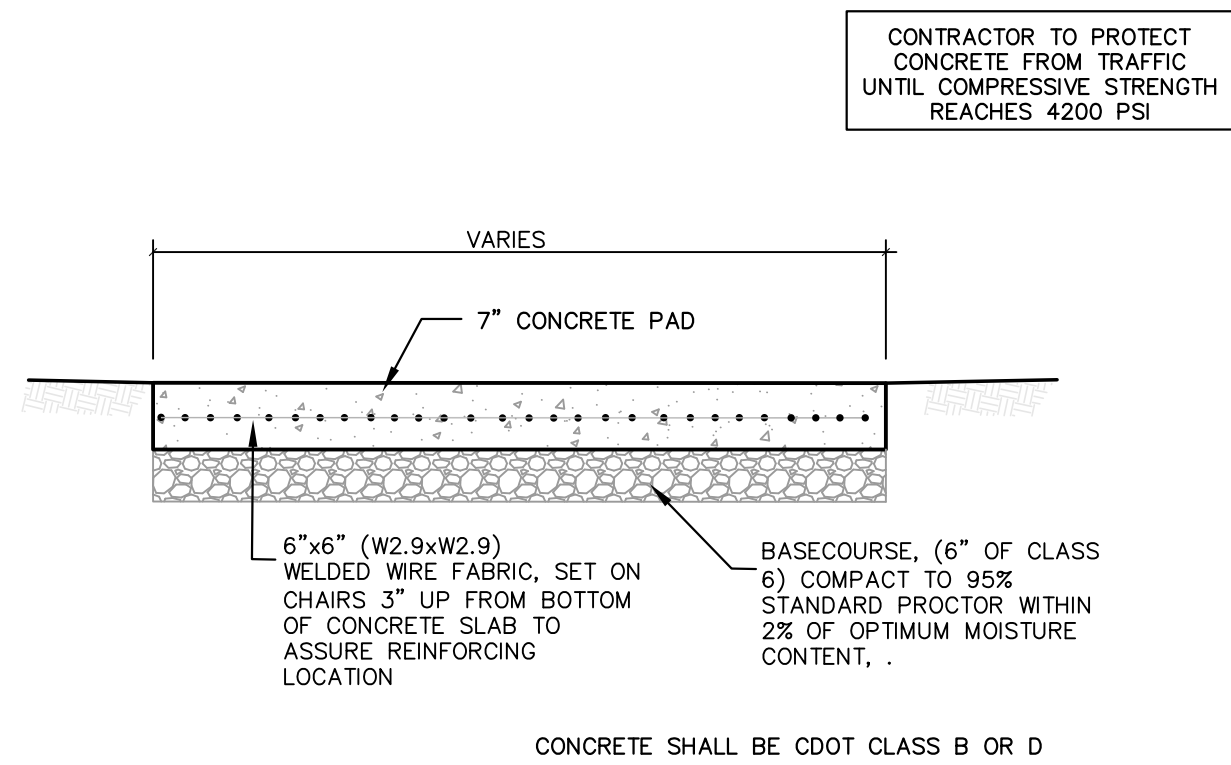
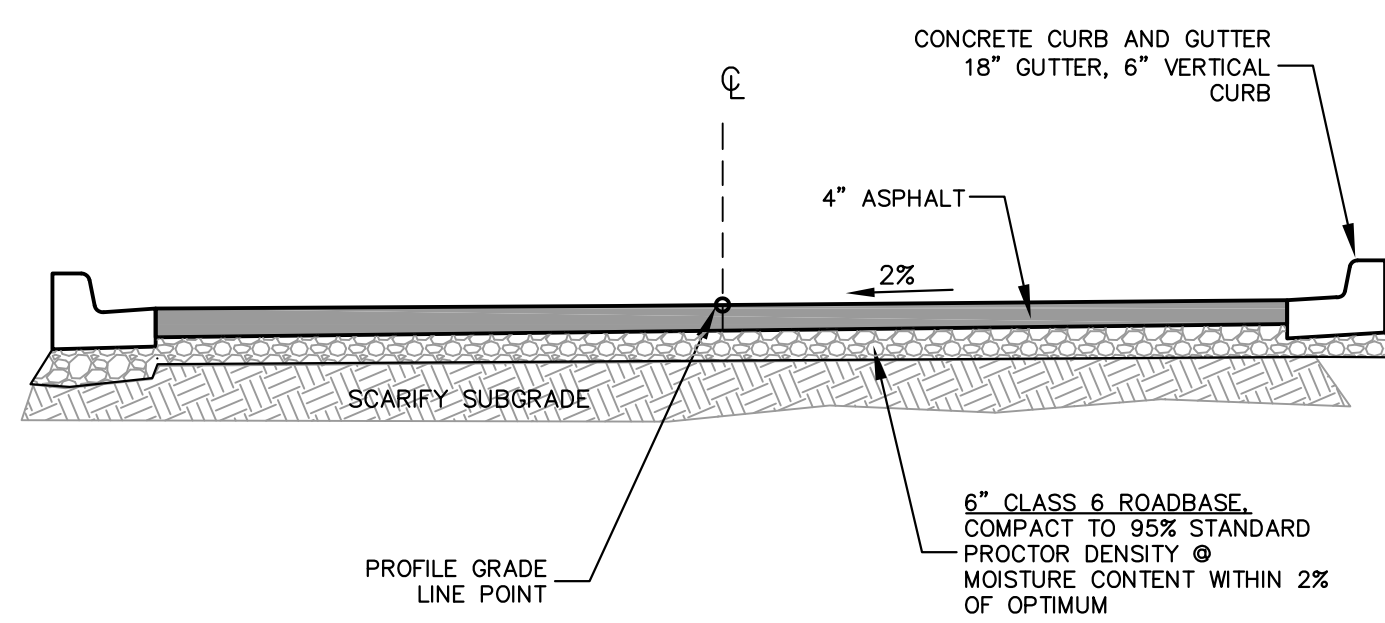
ALPINE ENGINEERING INC.
34510 HWY 81 UNIT A9 PO BOX 97
EDWARDS CO 81632 / 970.926.3373
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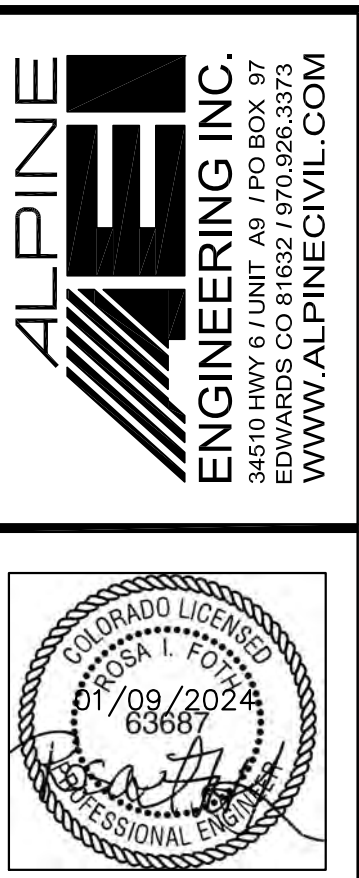
GEORGINA L. FOSTER
09/2024
8368
PROFESSIONAL ENGINEER

602 GALENA STREET
FRISCO, CO
EROSION CONTROL PLAN

DESIGNED	MCW	RIF	DATE	REVISIONS	BY
DRAWN	MCW	RIF	07/26/2023	SKETCH PLAN	AEI
CHECKED	MCW		01/09/2024	FINAL SITE PLAN	AEI
JOB NO.	--		03/01/2024	UPDATE - FINAL SITE PLAN	AEI
DATE	06/29/2023				

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C5.0

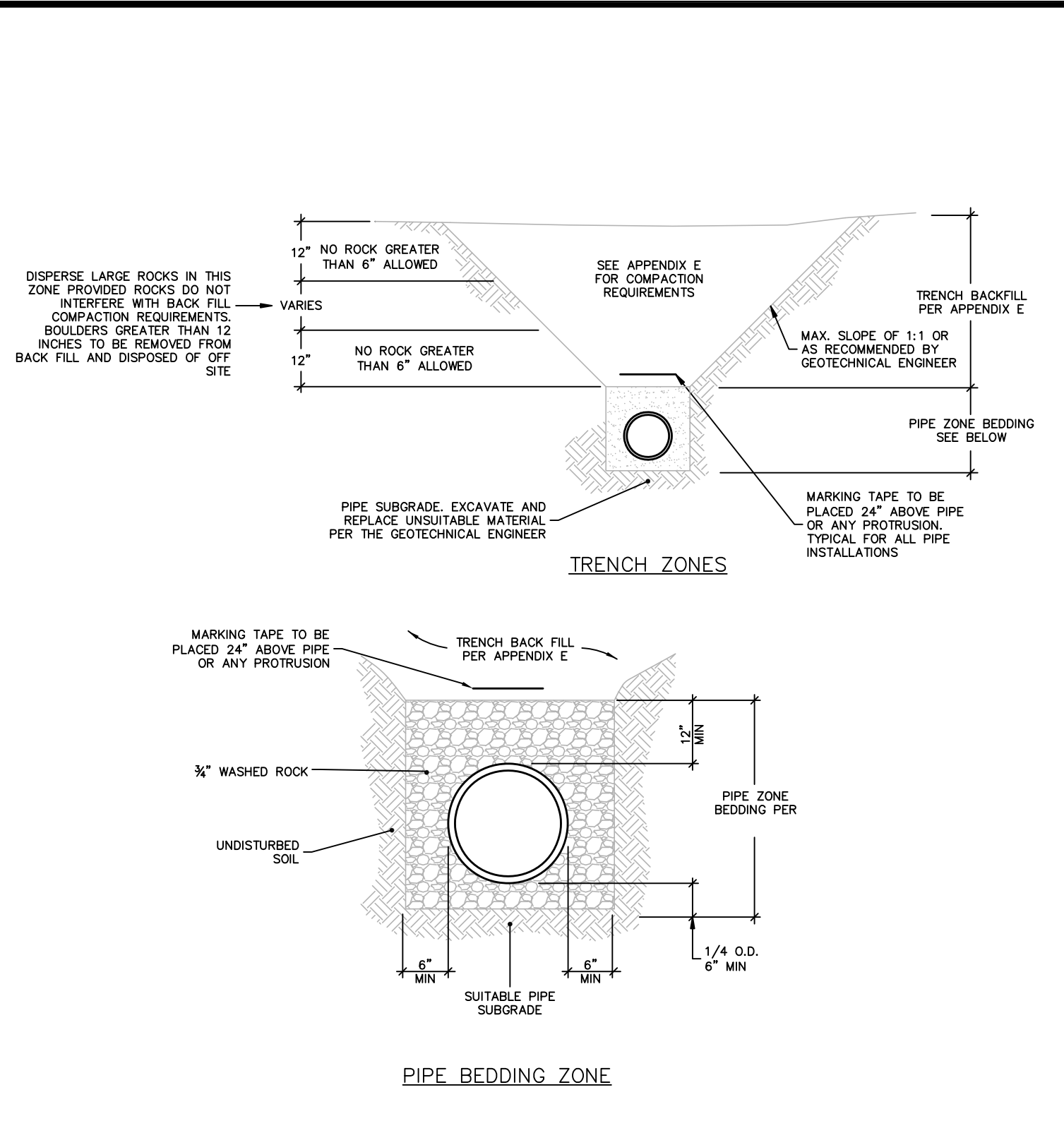




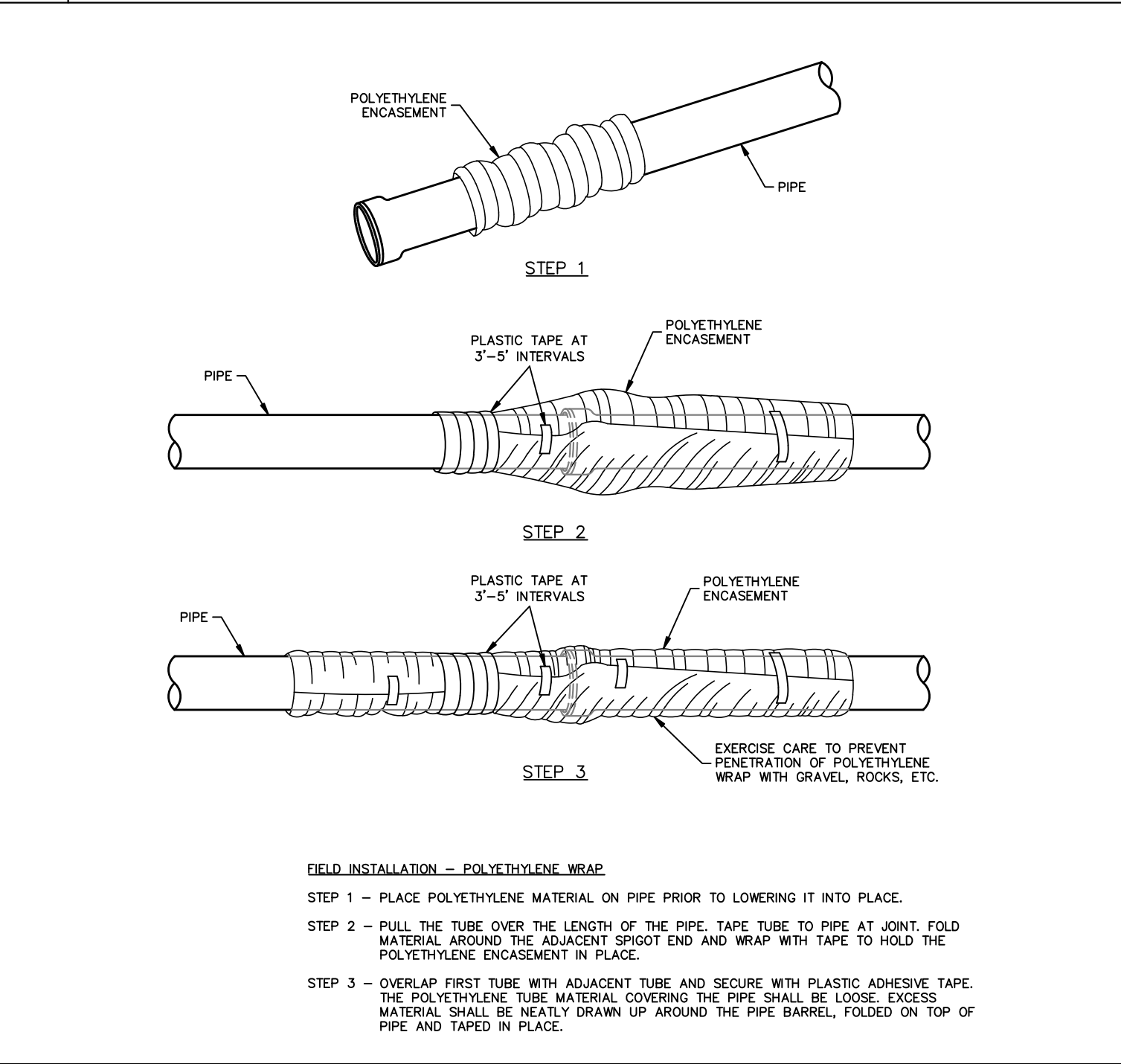
NO.	DATE	REVISIONS	BY
	07/26/2023	SKETCH PLAN	MCW
	01/09/2024	FINAL SITE PLAN	MCW

DESIGNED	MCW, RIF
DRAWN	MCW, RIF
CHECKED	MCW
JOB NO.	--
DATE	06/29/2023

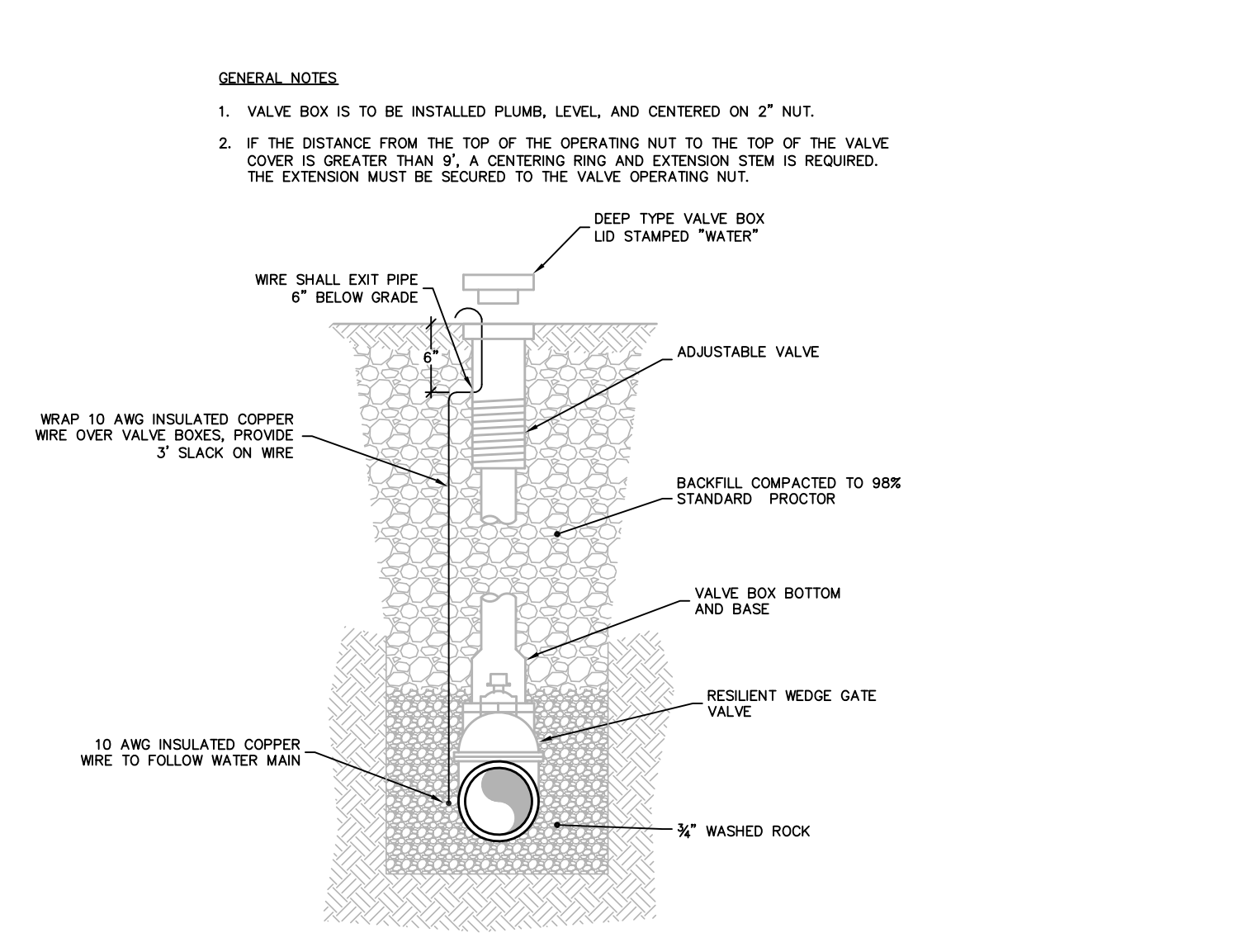
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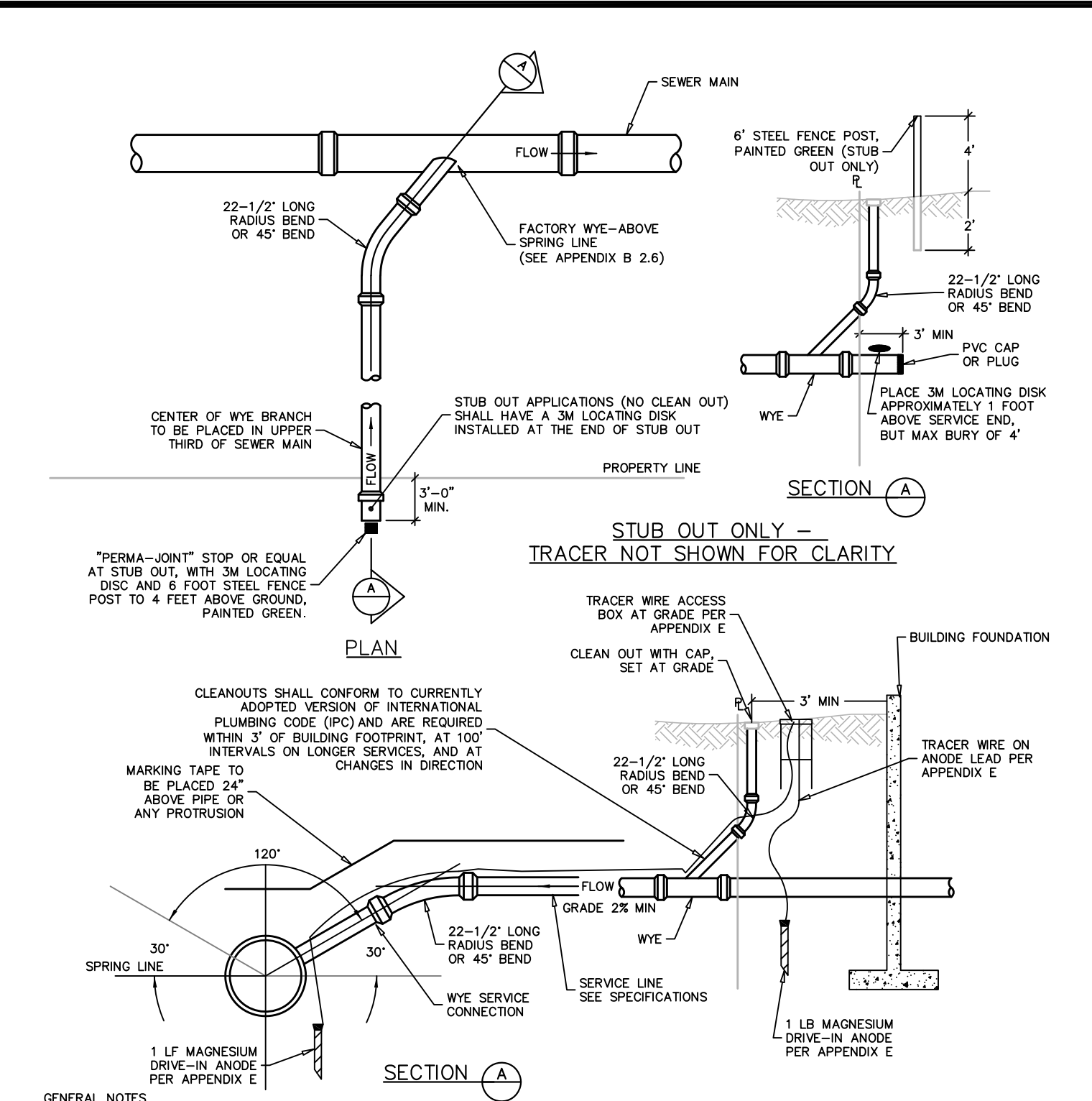
A WATER / SEWER TRENCH



D POLYETHYLENE WRAP

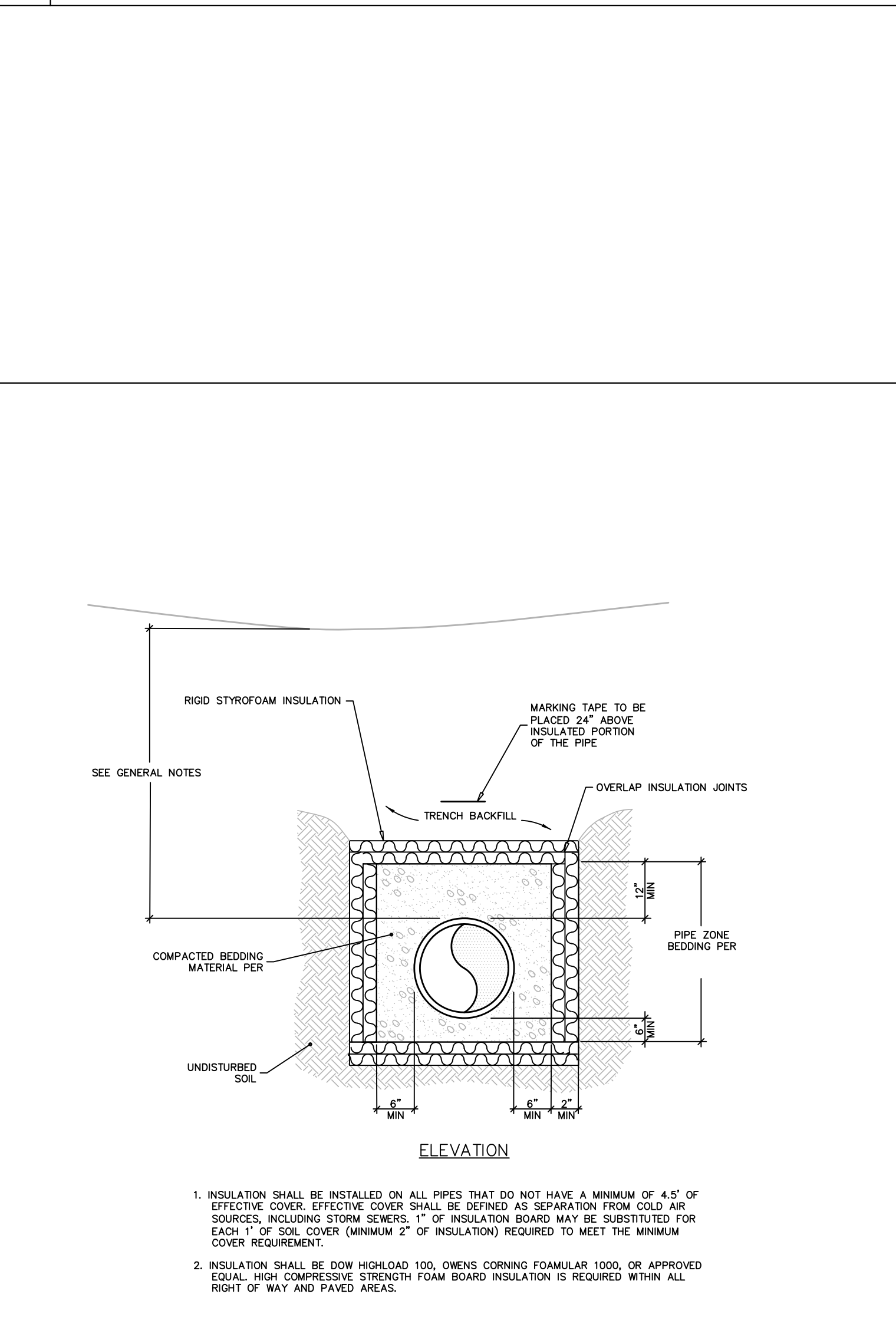


F GATE VALVE

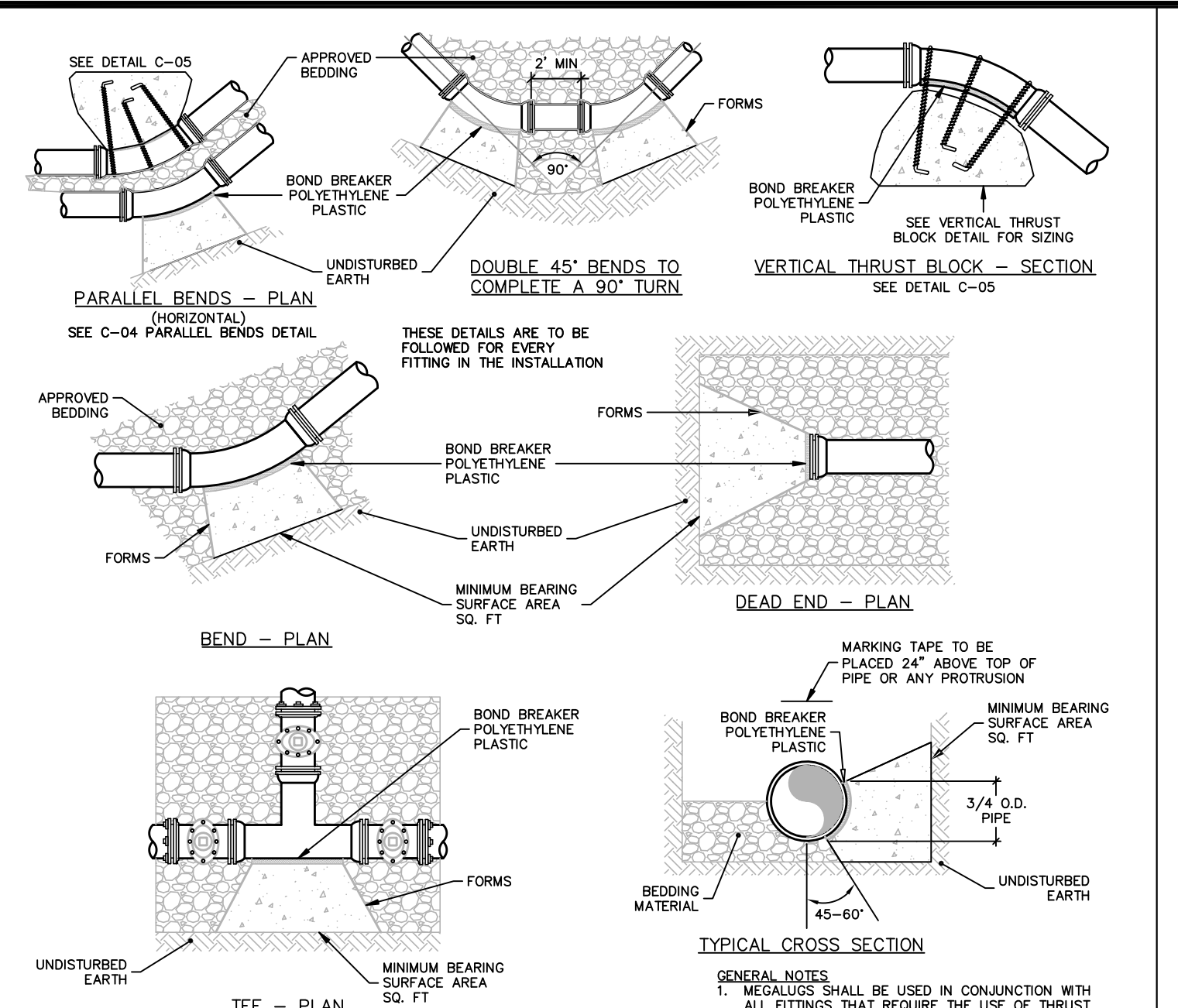


- GENERAL NOTES**
1. MINIMUM SEPARATION BETWEEN TAPS SHALL BE 18 INCHES.
 2. SEWER SERVICE LATERAL CONNECTION SHALL BE 30" TO THE CENTER OF THE SEWER MAIN AND ABOVE SPRING LINE OF THE MAIN.
 3. FACTORY WYE SHALL BE INSTALLED FOR SERVICES ON NEW MAINLINE INSTALLATIONS. FOR SERVICE CONNECTIONS TO EXISTING MAINS, TAP TO BE PERFORMED BY DISTRICT USING TAPPING SADDLE FOR SERVICES UP TO 6" IN DIAMETER. SERVICES 8" OR GREATER REQUIRE INSTALLATION OF A MANHOLE.
 4. ALL SEWER SERVICE LINES SHALL BE ELECTRONICALLY LOCATABLE WITH A TRACER WIRE SYSTEM.
 5. CLEANOUTS AND TRACER WIRE ACCESS BOXES MAY NEED TO BE PROTECTED BY CAST IRON ASSEMBLIES IF LOCATE IN TRAFFIC AREA.
 6. IF MAINLINE TRACER WIRE IS PRESENT, CONNECT SERVICE LINE WITH APPROVED SPLICE CONNECTION

B SEWER CONNECTION



G SEWER INSULATION



REQUIRED MINIMUM BEARING SURFACE AREA (SF)		BENDS					TEE OR DEAD END	
SIZE OF PIPE		11-1/4"	22-1/2"	45"	90"			
4"-8"	1.2	2.5	4.8	8.9	6.3			
10"	1.9	3.8	7.5	13.9	9.8			
12"	2.8	5.5	10.8	20.0	14.1			
16"	4.9	9.8	19.2	35.5	25.1			
18"	6.2	12.4	24.3	45.0	31.8			
20"	7.7	15.3	30.1	55.5	39.3			
24"	11.1	22.1	43.3	80.0	56.5			

250 PSI WORKING

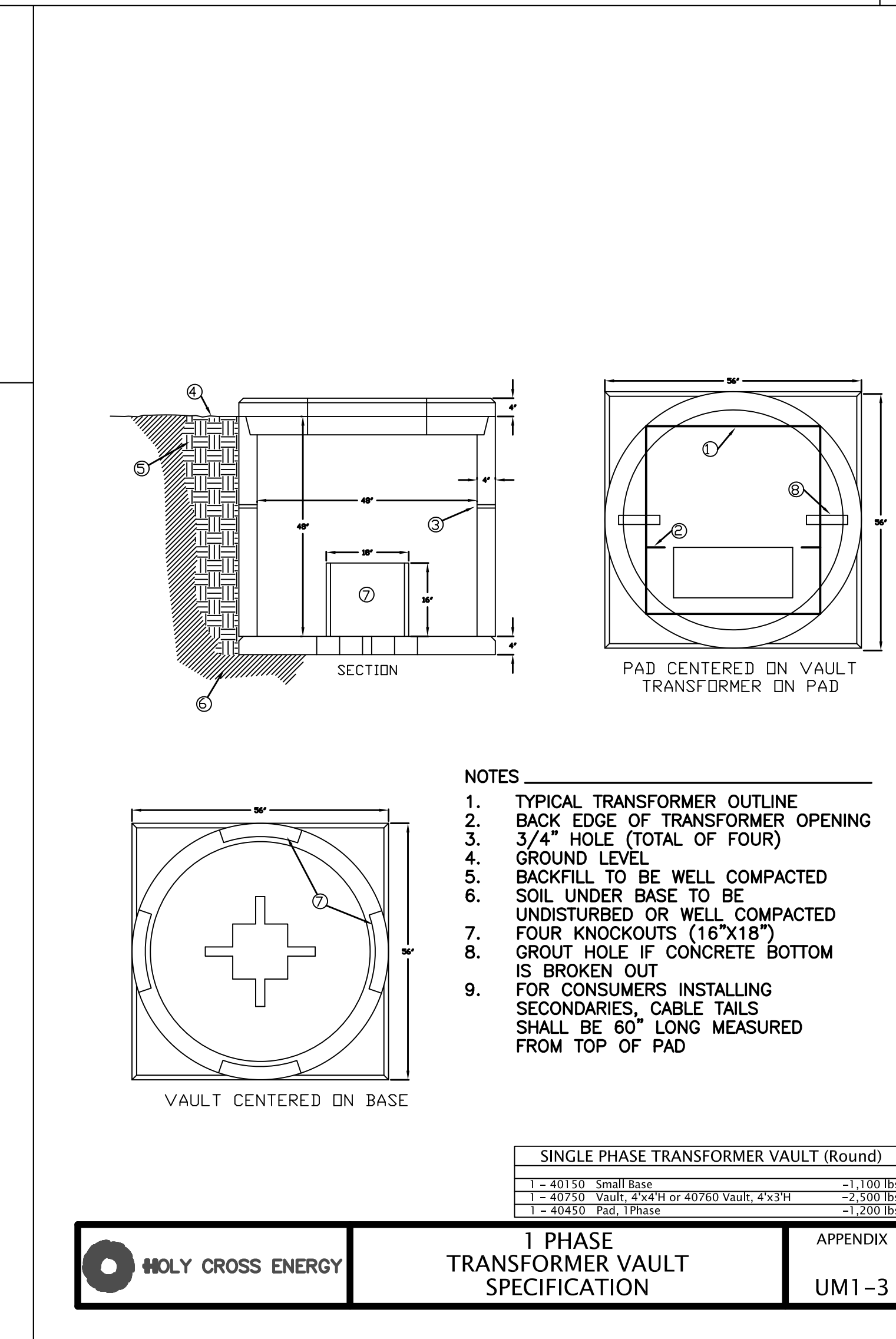
THE MINIMUM BEARING SURFACE AREAS ARE PROVIDED FOR 200 PSI WORKING PIPE PRESSURE + 50 PSI SURGE (250 PSI TOTAL) AND 2,000 PSF SOIL BEARING CAPACITY. IF PRESSURE IS HIGHER OR SOIL BEARING POTENTIAL LOWER, CONSULT DISTRICT.

REQUIRED MINIMUM BEARING SURFACE AREA (SF)		BENDS					TEE OR DEAD END	
SIZE OF PIPE		11-1/4"	22-1/2"	45"	90"			
4"-8"	1.5	2.9	5.8	10.7	7.5			
10"	2.3	4.6	9.0	16.7	11.8			
12"	3.3	6.6	13.0	24.0	17.0			
16"	5.9	11.8	23.1	42.7	30.2			
18"	7.5	14.9	29.2	54.0	38.2			
20"	9.2	18.4	36.1	66.6	47.1			
24"	13.3	26.5	51.9	96.0	67.9			

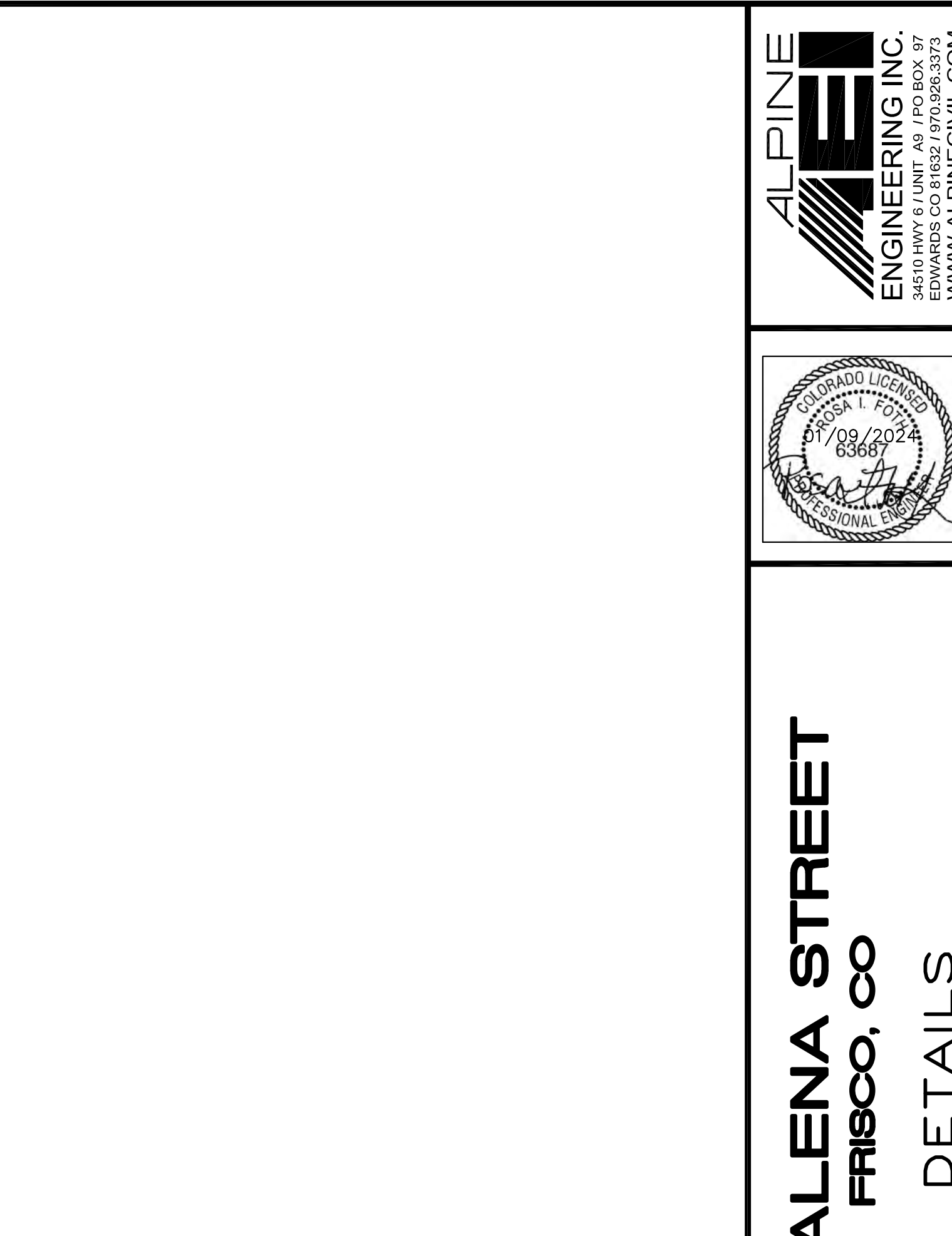
250 PSI WORKING

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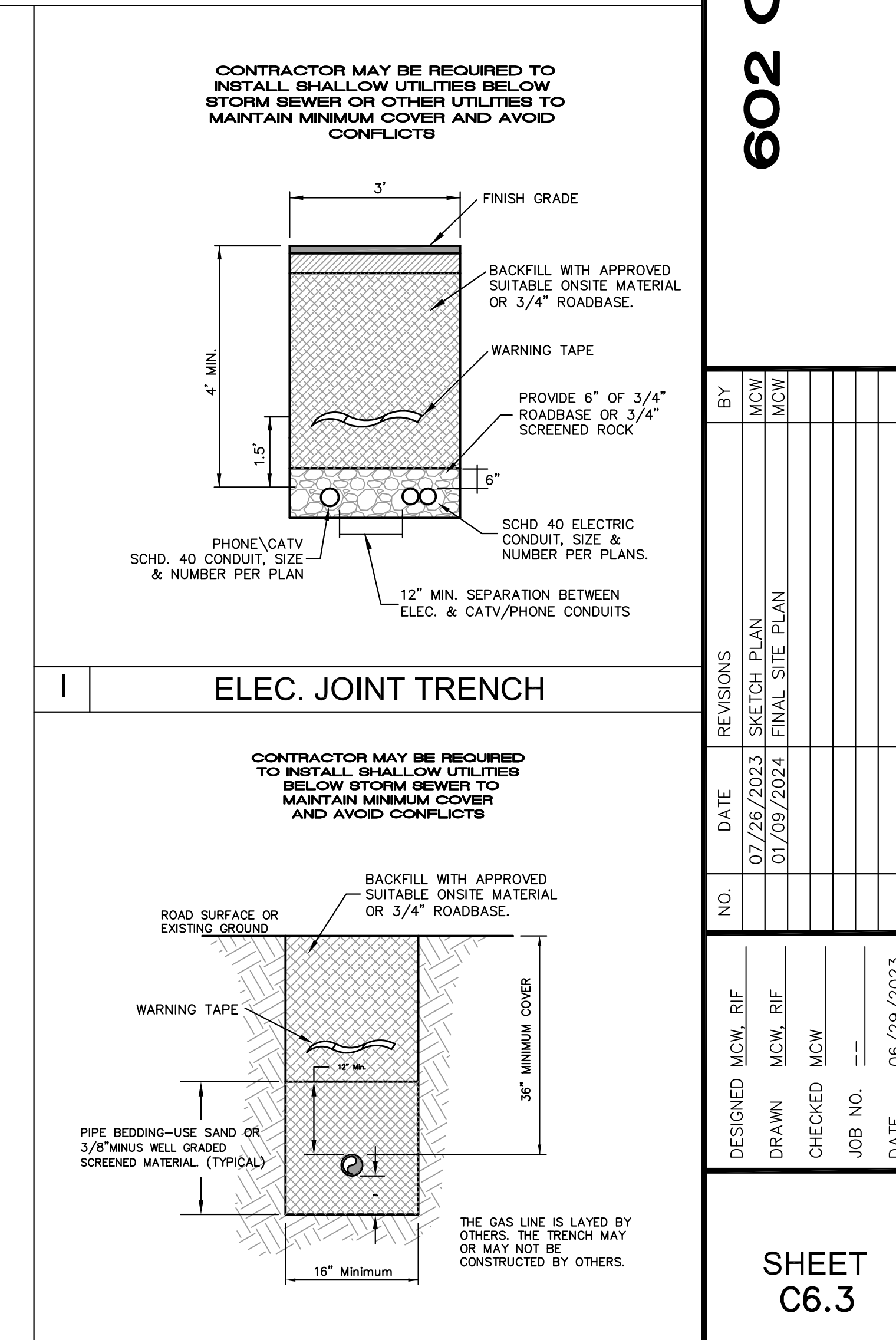
C CONCRETE THRUST BLOCK



H ELECTRIC - SINGLE PHASE TRANSFORMER



I ELEC. JOINT TRENCH



J GAS TRENCH

ALPINE ENGINEERING INC.

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WWW.ALPINECIVIL.COM

**602 GALENA STREET
FRISCO, CO
DETAILS**

GOVERNMENT LICENSED PROFESSIONAL ENGINEER

09/2024
6366

DESIGNED	MCW	RIF	DATE	07/26/2023
DRAWN	MCW	RIF	DATE	01/09/2024
CHECKED	MCW		DATE	06/29/2023
JOB NO.				
DATE				

SHEET C6.3

GENERAL NOTES

1. THE CONTRACTOR AND OWNER'S REPRESENTATIVE SHALL CONTACT THE LANDSCAPE ARCHITECT FOR A PRE-CONSTRUCTION MEETING PRIOR TO START OF ANY WORK SHOWN ON THESE PLANS.

2. THESE PLANS SHALL NOT BE UTILIZED FOR CONSTRUCTION OR PERMITTING UNLESS STATED FOR SUCH USE IN THE TITLE BLOCK.

3. DRAWINGS ARE INTENDED TO BE PRINTED ON 24 X 36" PAPER. PRINTING THESE DRAWINGS AT A DIFFERENT SIZE WILL IMPACT THE SCALE. VERIFY THE GRAPHIC SCALE BEFORE REFERENCING ANY MEASUREMENTS ON THESE SHEETS. THE RECIPIENT OF THESE DRAWINGS SHALL BE RESPONSIBLE FOR ANY ERRORS RESULTING FROM INCORRECT PRINTING, COPYING, OR ANY OTHER CHANGES THAT ALTER THE SCALE OF THE DRAWINGS.

4. VERIFY ALL PLAN DIMENSIONS PRIOR TO START OF CONSTRUCTION. NOTIFY THE OWNER'S REPRESENTATIVE TO ADDRESS ANY QUESTIONS OR CLARIFY ANY DISCREPANCIES.

5. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS.

6. REVISIONS TO THESE DOCUMENTS, REVIEW AND CONSIDERATIONS OF SUBSTITUTIONS, OWNER DIRECTED CHANGES, AND/OR RFI RESPONSES WHICH REQUIRE PROVIDING ADDITIONAL DETAIL AFTER APPROVAL OF THE PERMIT SET MAY REQUIRE APPROVAL OF AN ADDITIONAL SERVICES REQUEST BY THE CLIENT.

7. SUBMIT A CHANGE ORDER FOR APPROVAL FOR ANY CHANGES TO WORK SCOPE RESULTING FROM FIELD CONDITIONS OR DIRECTION BY OWNER'S REPRESENTATIVE WHICH REQUIRE ADDITIONAL COST TO THE OWNER PRIOR TO PERFORMANCE OF WORK.

8. THE CONTRACTOR SHALL PROVIDE A STAKED LAYOUT OF ALL SITE IMPROVEMENTS FOR INSPECTION BY THE OWNER'S REPRESENTATIVE AND MAKE MODIFICATIONS AS REQUIRED. ALL LAYOUT INFORMATION IS AVAILABLE IN DIGITAL FORMAT FOR USE BY THE CONTRACTOR.

9. IF A GEOTECHNICAL SOILS REPORT IS NOT AVAILABLE AT THE TIME OF CONSTRUCTION, NORRIS DESIGN RECOMMENDS A REPORT BE AUTHORIZED BY THE OWNER AND THAT ALL RECOMMENDATIONS OF THE REPORT ARE FOLLOWED DURING CONSTRUCTION. THE CONTRACTOR SHALL USE THESE CONTRACT DOCUMENTS AS A BASIS FOR THE BID. IF THE OWNER ELECTS TO PROVIDE A GEOTECHNICAL REPORT, THE CONTRACTOR SHALL REVIEW THE REPORT AND SUBMIT AN APPROPRIATE CHANGE ORDER TO THE OWNER'S REPRESENTATIVE IF ADDITIONAL COSTS ARE REQUESTED.

10. CONTRACTOR SHALL CONFIRM THAT SITE CONDITIONS ARE SIMILAR TO THE PLANS, WITHIN TOLERANCES STATED IN THE CONTRACT DOCUMENTS, AND SATISFACTORY TO THE CONTRACTOR PRIOR TO START OF WORK. SHOULD SITE CONDITIONS BE DIFFERENT THAN REPRESENTED ON THE PLANS OR UNSATISFACTORY TO THE CONTRACTOR, THE CONTRACTOR SHALL CONTACT THE OWNER'S REPRESENTATIVE FOR CLARIFICATION AND FURTHER DIRECTION.

11. CONTRACTOR IS RESPONSIBLE TO PAY FOR, AND OBTAIN, ANY REQUIRED APPLICATIONS, PERMITTING, LICENSES, INSPECTIONS AND METERS ASSOCIATED WITH WORK.

12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO ANY VIOLATIONS OR NON-CONFORMANCE WITH THE PLANS, SPECIFICATIONS, CONTRACT DOCUMENTS, JURISDICTIONAL CODES, AND REGULATORY AGENCIES.

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF ALL UTILITY LOCATES PRIOR TO ANY EXCAVATION. REFER TO ENGINEERING UTILITY PLANS FOR ALL PROPOSED UTILITY LOCATIONS AND DETAILS. NOTIFY OWNER'S REPRESENTATIVE IF EXISTING OR PROPOSED UTILITIES INTERFERE WITH THE ABILITY TO PERFORM WORK.

14. UNLESS IDENTIFIED ON THE PLANS FOR DEMOLITION OR REMOVAL, THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT OR EXISTING LANDSCAPE, ADJACENT OR EXISTING PAVING, OR ANY PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION, ESTABLISHMENT OR DURING THE SPECIFIED MAINTENANCE PERIOD. ALL DAMAGES SHALL BE REPAIRED TO PRE-CONSTRUCTION CONDITIONS AS DETERMINED BY THE OWNER'S REPRESENTATIVE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOGGING ANY DAMAGES PRIOR TO START OF CONSTRUCTION AND DURING THE CONTRACT PERIOD.

15. ALL WORK SHALL BE CONFINED TO THE AREA WITHIN THE CONSTRUCTION LIMITS AS SHOWN ON THE PLANS. ANY AREAS OR IMPROVEMENTS DISTURBED OUTSIDE THESE LIMITS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE. IN THE EVENT THE CONTRACTOR REQUIRES A MODIFICATION TO THE CONSTRUCTION LIMITS, WRITTEN PERMISSION MUST BE OBTAINED FROM THE OWNER'S REPRESENTATIVE PRIOR TO ANY DISTURBANCE OUTSIDE OF THE LIMITS OF WORK.

16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.

17. THE CONTRACTOR SHALL BE RESPONSIBLE TO PREPARE AND SUBMIT A TRAFFIC CONTROL PLAN TO THE APPROPRIATE JURISDICTIONAL AGENCIES AND THE OWNER'S REPRESENTATIVE IF THEIR WORK AND OPERATIONS AFFECT OR IMPACT THE PUBLIC RIGHTS-OF-WAY. OBTAIN APPROVAL PRIOR TO ANY WORK WHICH AFFECTS OR IMPACTS THE PUBLIC RIGHTS-OF-WAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO THIS REQUIREMENT DURING THE CONTRACT PERIOD.

18. SIGHT TRIANGLES AND SIGHT LINES SHALL REMAIN UNOBSTRUCTED BY EQUIPMENT, CONSTRUCTION MATERIALS, PLANT MATERIAL OR ANY OTHER VISUAL OBSTACLE DURING THE CONTRACT PERIOD AND AT MATURITY OF PLANTS PER LOCAL JURISDICTIONAL REQUIREMENTS.

19. NO PLANT MATERIAL OTHER THAN GROUND COVER IS ALLOWED TO BE PLANTED ADJACENT TO FIRE HYDRANTS AS STIPULATED BY JURISDICTIONAL REQUIREMENTS.
20. COORDINATE SITE ACCESS, STAGING, STORAGE AND CLEANOUT AREAS WITH OWNER'S REPRESENTATIVE.

21. CONTRACTOR IS RESPONSIBLE FOR PROVIDING TEMPORARY SAFETY FENCING AND BARRIERS AROUND ALL IMPROVEMENTS SUCH AS WALLS, PLAY STRUCTURES, EXCAVATIONS, ETC. ASSOCIATED WITH THEIR WORK UNTIL SUCH FACILITIES ARE COMPLETELY INSTALLED PER THE PLANS, SPECIFICATIONS AND MANUFACTURER'S RECOMMENDATIONS.

22. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF THEIR MATERIAL STOCK PILES AND WORK FROM VANDALISM, EROSION OR UNINTENDED DISTURBANCE DURING THE CONSTRUCTION PERIOD AND UNTIL FINAL ACCEPTANCE IS ISSUED.

23. THE CONTRACTOR SHALL KNOW, UNDERSTAND AND ABIDE BY ANY STORM WATER POLLUTION PREVENTION PLAN (SWPPP) ASSOCIATED WITH THE SITE. IF A STORM WATER POLLUTION PREVENTION PLAN IS NOT PROVIDED BY THE OWNER'S REPRESENTATIVE, REQUEST A COPY BEFORE PERFORMANCE OF ANY SITE WORK.

24. MAINTAIN ANY STORM WATER MANAGEMENT FACILITIES THAT EXIST ON SITE FOR FULL FUNCTIONALITY. THE CONTRACTOR SHALL INSTALL AND MAINTAIN ANY NEW STORM WATER MANAGEMENT FACILITIES THAT ARE IDENTIFIED IN THE SCOPE OF WORK TO FULL FUNCTIONALITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER FOR FAILURE TO MAINTAIN STORM WATER MANAGEMENT FACILITIES DURING THE CONTRACT PERIOD.

25. THE CONTRACTOR SHALL PREVENT SEDIMENT, DEBRIS AND ALL OTHER POLLUTANTS FROM EXITING THE SITE OR ENTERING THE STORM SEWER SYSTEM DURING ALL DEMOLITION OR CONSTRUCTION OPERATIONS THAT ARE PART OF THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO THESE REQUIREMENTS DURING THEIR CONTRACTED COURSE OF WORK.

26. THE CONTRACTOR SHALL BE RESPONSIBLE TO PREVENT ANY IMPACTS TO ADJACENT WATERWAYS, WETLANDS, OR OTHER ENVIRONMENTALLY SENSITIVE AREAS RESULTING FROM WORK DONE AS PART OF THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO THESE STANDARDS DURING THEIR CONTRACTED COURSE OF WORK.

27. THE CONTRACTOR AND/OR THEIR AUTHORIZED AGENTS SHALL ENSURE THAT ALL LOADS OF CONSTRUCTION MATERIAL IMPORTED TO OR EXPORTED FROM THE PROJECT SITE SHALL BE PROPERLY COVERED TO PREVENT LOSS OF MATERIAL DURING TRANSPORT. TRANSPORTATION METHODS ON PUBLIC RIGHT-OF WAYS SHALL CONFORM TO JURISDICTIONAL REQUIREMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES OR PENALTIES ASSESSED TO THE OWNER RELATING TO THESE REQUIREMENTS.

28. THE CLEANING OF EQUIPMENT IS PROHIBITED AT THE JOB SITE UNLESS AUTHORIZED BY THE OWNER'S REPRESENTATIVE IN A DESIGNATED AREA. THE DISCHARGE OF WATER, WASTE CONCRETE, POLLUTANTS, OR OTHER MATERIALS SHALL ONLY OCCUR IN AREAS DESIGNED FOR SUCH USE AND APPROVED BY THE OWNER'S REPRESENTATIVE.

29. THE CLEANING OF CONCRETE EQUIPMENT IS PROHIBITED AT THE JOB SITE EXCEPT IN DESIGNATED CONCRETE WASHOUT AREAS. THE DISCHARGE OF WATER CONTAINING WASTE CONCRETE IN THE STORM SEWER IS PROHIBITED.

30. THE USE OF REBAR, STEEL STAKES, OR STEEL FENCE POSTS TO STAKE DOWN STRAW OR HAY BALES OR TO SUPPORT SILT FENCING USED AS AN EROSION CONTROL MEASURE IS PROHIBITED.

31. DETENTION AND WATER QUALITY PONDS: IF DETENTION PONDS AND WATER QUALITY PONDS ARE EXISTING ON SITE AND ARE NOT INTENDED TO BE MODIFIED AS PART OF THE PLANS, THE CONTRACTOR SHALL MINIMIZE DISTURBANCE TO THE PONDS, DRAINAGE STRUCTURES AND SPILLWAYS DURING CONSTRUCTION. ALL PONDS, DRAINAGE STRUCTURES AND SPILLWAYS SHALL BE MAINTAINED IN OPERABLE CONDITIONS AT ALL TIMES. ANY POND OR SPILLWAY AREAS DISTURBED BY THE CONTRACTOR SHALL BE REPAIRED/RESTORED TO THEIR ORIGINAL CONDITION. IF THE POND NEEDS TO BE DISTURBED OR MODIFIED FOR ANY REASON, THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO DISTURBANCE.

32. MAINTENANCE ACCESS BENCHES: IF MAINTENANCE BENCHES OR ACCESS ROADS EXIST ON SITE AND ARE NOT INTENDED TO BE MODIFIED AS PART OF THE PLANS, THE CONTRACTOR SHALL MINIMIZE DISTURBANCE TO THE BENCHES OR ACCESS ROADS DURING CONSTRUCTION. ANY BENCHES OR ACCESS ROADS DISTURBED BY THE CONTRACTOR SHALL BE REPAIRED/RESTORED TO THEIR ORIGINAL CONDITION. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING BENCHES AND ACCESS ROADS DURING THE CONSTRUCTION PERIOD. IF ACCESS NEEDS TO BE BLOCKED FOR ANY REASON, THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO INTERRUPTION OF ACCESS.

33. LOCAL, STATE AND FEDERAL JURISDICTIONAL REQUIREMENTS, RESTRICTIONS OR PROCEDURES SHALL SUPERSEDE THESE PLANS, NOTES AND SPECIFICATIONS WHEN MORE STRINGENT. NOTIFY THE OWNER'S REPRESENTATIVE IF CONFLICTS OCCUR.

LANDSCAPE NOTES

1. REFER TO IRRIGATION PLANS FOR LIMITS AND TYPES OF IRRIGATION DESIGNED FOR THE LANDSCAPE. IN NO CASE SHALL IRRIGATION BE EMITTED WITHIN THE MINIMUM DISTANCE FROM BUILDING OR WALL FOUNDATIONS AS STIPULATED IN THE GEOTECHNICAL REPORT. ALL IRRIGATION DISTRIBUTION LINES, HEADS AND EMITTERS SHALL BE KEPT OUTSIDE THE MINIMUM DISTANCE AWAY FROM ALL BUILDING AND WALL FOUNDATIONS AS STIPULATED IN THE GEOTECHNICAL REPORT.

2. PRIOR TO INSTALLATION OF PLANT MATERIALS, AREAS THAT HAVE BEEN COMPACTED OR DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE THOROUGHLY LOOSENED TO A DEPTH OF 8" - 12" AND AMENDED PER SPECIFICATIONS.

3. ALL SEED, SOD AND SHRUB BED AREAS ARE TO RECEIVE ORGANIC SOIL PREPARATION IN ACCORDANCE WITH THE SOILS REPORT OR AT A MINIMUM OF 3.5 CU.YDS./1000 SF EVENLY TILLED INTO SOIL AT A DEPTH OF 6".

4. ALL TREES ARE TO BE STAKED AND GUYED PER DETAILS FOR A PERIOD OF 1 YEAR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING STAKES AT THE END OF 1 YEAR FROM ACCEPTANCE OF LANDSCAPE INSTALLATION BY THE OWNER'S REPRESENTATIVE. OBTAIN APPROVAL BY OWNER'S REPRESENTATIVE PRIOR TO REMOVAL.

5. SHRUB, GROUNDCOVER AND PERENNIAL BEDS ARE TO BE CONTAINED BY BENDA BOARD EDGER WHERE SHOWN ON PLANS. SEE LS-002 FOR MATERIAL SPECIFICATION. EDGER IS NOT REQUIRED WHEN ADJACENT TO CURBS, WALLS, CONCRETE WALKS OR SOLID FENCES WITHIN 3" OF PRE-MULCHED FINAL GRADE. EDGER SHALL NOT BE REQUIRED TO SEPARATE MULCH TYPES UNLESS SPECIFIED ON THE PLANS.

6. ALL SHRUB BEDS ARE TO BE MULCHED WITH MIN. 3" DEPTH 1-1 1/2" ROCK MULCH, SEE SHEET LS-002 FOR MATERIAL SPECIFICATION.
7. EXISTING TURF AREAS THAT ARE DISTURBED DURING CONSTRUCTION, ESTABLISHMENT AND THE MAINTENANCE PERIOD SHALL BE RESTORED WITH NEW SOD TO MATCH EXISTING TURF SPECIES. DISTURBED NATIVE AREAS WHICH ARE TO REMAIN SHALL BE OVER SEEDDED AND RESTORED WITH SPECIFIED SEED MIX.

8. ALL SEEDED SLOPES EXCEEDING 25% IN GRADE (4:1) SHALL RECEIVE EROSION CONTROL BLANKETS. PRIOR TO INSTALLATION, NOTIFY OWNER'S REPRESENTATIVE FOR APPROVAL OF LOCATION AND ANY ADDITIONAL COST IF A CHANGE ORDER IS NECESSARY.

9. WHEN COMPLETE, ALL GRADES SHALL BE WITHIN +/- 1/8" OF FINISHED GRADES AS SHOWN ON THE PLANS.

10. CRUSHER FINES SURFACES NEXT TO SHRUB BEDS SHALL BE CONTAINED WITH 4" PERFORATED METAL BENDA BOARD EDGER.

11. PRIOR TO THE PLACEMENT OF MULCH AND WEED FABRIC, A GRANULAR, PRE-EMERGENT, WEED CONTROL AGENT SHALL BE ADDED TO ALL PLANTING BEDS IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTION, EXCEPT AROUND ORNAMENTAL GRASSES.

12. THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS SHALL BE RESPONSIBLE FOR THE INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL IMPROVEMENTS SHOWN OR INDICATED ON THE APPROVED LANDSCAPE PLAN ON FILE IN THE PLANNING DEPARTMENT.

LAYOUT NOTES

1. WRITTEN DIMENSIONS WILL TAKE PRECEDENCE OVER SCALED DIMENSIONS.

2. SHOULD SITE CONDITIONS BE DIFFERENT THAN WHAT IS INDICATED ON THE DRAWINGS CONTACT THE LANDSCAPE ARCHITECT IMMEDIATELY FOR CLARIFICATION.

3. CURVED WALKS AND CURB EDGES ARE INTENDED TO BE CONSTRUCTED WITH SMOOTH FLOWING CURVES. ANYTHING OTHER THAN SMOOTH FLOWING CURVES WILL BE REJECTED. THE CONTRACTOR SHALL OBTAIN, AT THEIR EXPENSE, ALL PERMITS WHICH ARE NECESSARY TO PERFORM THE PROPOSED WORK.

5. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER REGARDING WHO WILL PROVIDE SURVEY SERVICES FOR LAYOUT OF THE WORK.

6. THE CONTRACTOR SHALL REVIEW WITH OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT ALL STAKING PRIOR TO SETTING FORMS OR COMPLETING FLATWORK AND PERFORM MINOR MODIFICATIONS AS REQUIRED TO ACHIEVE PROPER DRAINAGE OR ACCESSIBILITY AS REQUIRED FOR THE DESIGN, AT NO ADDITIONAL COST TO THE OWNER. THE CONTRACTOR SHALL INSTALL SLEEVING FOR IRRIGATION IMPROVEMENTS PRIOR TO INSTALLING CONCRETE FLATWORK. REFER TO IRRIGATION PLANS.

8. LAYOUT WALKS, SCORE JOINTS AND PAVING PATTERNS AS CLOSELY AS POSSIBLE TO PLANS, DETAILS, AND SPECIFICATIONS. DO NOT DEVIATE FROM PLANS UNLESS SPECIFIC APPROVAL IS OBTAINED FROM THE OWNER'S REPRESENTATIVE.

9. ALL WORK SHALL BE CONFINED TO THE AREA WITHIN THE CONSTRUCTION LIMITS AS SHOWN ON THE PLANS. ANY AREAS OR IMPROVEMENTS DISTURBED OUTSIDE THESE LIMITS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE. IN THE EVENT THE CONTRACTOR REQUIRES A MODIFICATION TO THE CONSTRUCTION LIMITS, WRITTEN PERMISSION MUST BE OBTAINED FROM THE LANDSCAPE ARCHITECT PRIOR TO ANY DISTURBANCE OUTSIDE OF THE LIMITS OF WORK. SEE TECHNICAL SPECIFICATIONS.

10. WHEN APPLICABLE CONTRACTOR IS RESPONSIBLE FOR PROVIDING TEMPORARY FENCING AROUND ALL PLAY STRUCTURES UNTIL PROPER FALL SURFACE IS COMPLETELY INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

11. CONTRACTOR IS RESPONSIBLE FOR SUPERVISING ALL SAFETY SURFACING AND PAVEMENT DURING THE CURING PROCESS.

DEMO NOTES

1. ALL UTILITIES INDICATED ON THE DRAWINGS REFLECT APPROXIMATE LOCATIONS. THE CONTRACTOR IS TO VERIFY EXACT LOCATIONS OF BOTH EXISTING AND PROPOSED UTILITIES PRIOR TO BEGINNING CONSTRUCTION OPERATIONS.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY DAMAGE TO EXISTING UTILITIES, WALKWAYS OR OTHER EXISTING STRUCTURES AND IMPROVEMENTS THAT IS A RESULT OF THEIR WORK. THE REPAIR OF SUCH DAMAGE WILL BE AT NO ADDITIONAL COST TO THE OWNER. DOCUMENT ALL EXISTING DAMAGES PRIOR TO BEGINNING WORK. ANY DAMAGES NOT DOCUMENTED SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

3. THE EXISTING CONDITIONS PLAN INDICATES THE APPROXIMATE LOCATIONS OF WORK ITEMS WHICH WILL BE REQUIRED AS PART OF THIS CONTRACT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FAMILIARIZE THEMSELF WITH THE SITE AND TO VERIFY THE QUANTITIES AND LOCATIONS OF ITEMS TO BE CLEANED UP AND REMOVED.

4. ALL USEABLE SALVAGED MATERIALS TO BE TURNED OVER TO THE OWNER'S REPRESENTATIVE UNLESS OTHERWISE INDICATED.

5. IF APPLICABLE, SALVAGE EXISTING IRRIGATION HEADS TO BE RELOCATED / REUSED AS INDICATED ON THE IRRIGATION PLAN.

6. SEE GENERAL CONDITIONS AND TECHNICAL SPECIFICATIONS FOR FURTHER INFORMATION AND REQUIREMENTS.

7. THE CONTRACTOR SHALL TAKE MEASURES TO PROTECT THE EXISTING TREES ON THE SITE FROM ANY DAMAGES DURING THE PROGRESS OF WORK.

8. THE CONTRACTOR IS RESPONSIBLE FOR SECURITY OF THE SITE WHEN LEFT UNATTENDED. FENCES AND OR BARRICADES SHALL BE MAINTAINED ALONG THE LIMITS OF CONSTRUCTION.

9. KEEP THE PREMISES CLEAN AND ORDERLY DURING CONSTRUCTION. DISPOSE OF ALL REMOVED MATERIALS AT AN APPROVED DUMP SITE WITHIN 24 HOURS OF REMOVAL. STOCKPIILING ON THE SITE WILL BE ALLOWED ONLY WITH APPROVAL FROM THE OWNER'S REPRESENTATIVE. SCHEDULE REMOVALS TO INSURE THAT NO PARTIALLY DISASSEMBLED EQUIPMENT'S LEFT ON SITE OVERNIGHT. REMOVE EXISTING PLAYGROUND SURFACING. FILL PLAY AREA WITH CUT MATERIAL AND MATCH PROPOSED GRADES ON GRADING PLAN.

10. ALL ADJACENT LANDSCAPE, UTILITIES, SIGNS AND HARDSCAPE SHALL REMAIN UNDISTURBED UNLESS SPECIFICALLY AUTHORIZED BY THE OWNER'S REPRESENTATIVE.

11. IF UNEXPECTED CONDITIONS ARE ENCOUNTERED DURING DEMOLITION, NOTIFY THE OWNER'S REPRESENTATIVE IMMEDIATELY FOR RESOLUTION.

SHEET LIST

LS-001 LANDSCAPE NOTES
LS-002 LANDSCAPE SCHEDULE
LS-101 LANDSCAPE PLAN
LS-102 SNOW STORAGE PLAN

SITE CALCULATIONS

LOT:	31,473.3 SF		
HARDSCAPE AREA:	12,493 SF	LANDSCAPE AREA:	5,444.3 SF (17.3%)
BUILDING AREA:	13,536 SF		
LOT COVERAGE:	26,029 SF		(82.7%)

LANDSCAPE REQUIREMENTS

OVERALL LANDSCAPE REQUIREMENTS

1 TREE PER 875 SF OF DEVELOPMENT LOT AREA X 20% REDUCTION (29 TREES)
1 SHRUB PER 1,500 SF OF DEVELOPMENT LOT AREA X 20% REDUCTION (15 SHRUBS)
MINIMUM SPECIES DIVERSITY: 50% OF ANY ONE TREE.
MAXIMUM LAWN AREA: N/A, NO LAWN SPACE PROVIDED ON SITE

BREAK DOWN	REQ.	PROVIDED
TREES	29	30
DECIDUOUS		22
2" CAL*	50%	16
1.5" CAL	50%	6
EVERGREEN		8
8" HT.	50%	4
6" HT.	50%	4
SHRUBS	17	20
DECIDUOUS	N/A	11
EVERGREEN	N/A	9

* SUBSTITUTIONS PER TOWN DEVELOPMENT CODE FOR AFFORDABLE HOUSING. USED PORTIONS OF THE CODE OUTLINED BELOW.

SUBSTITUTIONS AND AMENDMENTS - AFFORDABLE HOUSING DEVELOPMENT

IN ACCORDANCE WITH §180-6.14.3, PLANT MATERIAL QUANTITIES MAY BE REDUCED BY UP TO 20%. SPECIES MIX MAY BE MODIFIED AND MINIMUM TREE CALIPER SIZE MAY BE REDUCED PER PLANNING COMMISSION APPROVAL IF THE LANDSCAPE PLAN MEETS THE INTENT OF THE LANDSCAPE REQUIREMENTS IN SECTION 180-6.14.

ADDDITIONAL RIGHT-OF-WAY PLANTING (REFERENCE ONLY)	PROVIDED
2" CAL. DECIDUOUS TREES	7
ORNAMENTAL GRASSES	10

STREET FRONTAGE TREE REQUIREMENTS

1 TREE PER 30 LF OF TOTAL STREET FRONTAGE

BREAK DOWN	REQ.	PROVIDED
GALENA STREET		
225 LF	8	8
6TH STREET		
146 LF	5	6

STREET TREE REQUIREMENTS NOT ADDITIONAL TO THE TOTAL TREE REQUIREMENTS UNDER THE OVERALL LANDSCAPE REQUIREMENTS TABLE ABOVE.

PARKING LOT LANDSCAPE REQUIREMENTS

1 TREE AND 2 SHRUBS PER 150 SF OF REQUIRED PARKING LOT LANDSCAPE AREA

BREAK DOWN		
TOTAL PARKING LOT AREA	10,769 SF	
REQUIRED LANDSCAPE AREA	646 SF	
	REQ.	PROVIDED
TREES	5	5
SHRUBS	10	10

TOTAL PARKING LOT AREA TREE REQUIREMENTS NOT ADDITIONAL TO THE TOTAL TREE REQUIREMENTS UNDER THE OVERALL LANDSCAPE REQUIREMENTS TABLE ABOVE.

OWNER:

NHP FOUNDATION
122 EAST 42 STREET
SUITE 4900
NEW YORK, NY, 10168
832.280.7554




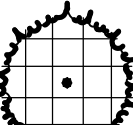
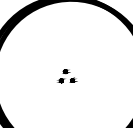





NOT FOR
CONSTRUCTION

DATE:

01/09/2024 SITE PLAN
02/04/2024 SITE PLAN

SHEET TITLE:
LANDSCAPE
NOTES

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	ROOT	SIZE	WATER USE
DECIDUOUS TREES						
	PO TE	11	POPULUS TREMULOIDES / QUAKING ASPEN	B & B	2" CAL.	NATIVE
	PO AC	7	POPULUS TREMULOIDES / QUAKING ASPEN	B & B	2" CAL. (MULTISTEM)	NATIVE
EVERGREEN TREES						
	PI PU	4	PICEA PUNGENS / COLORADO SPRUCE	B & B	8' HT.	NATIVE
	PI AR	4	PINUS ARISTATA / BRISTLEcone PINE	B & B	6' HT.	NATIVE
ORNAMENTAL TREES						
	PR SC	6	PRUNUS VIRGINIANA 'SCHUBERT' / SCHUBERT CHOKECHERRY	B & B	1.5" CAL.	DRY
	PR VI	5	PRUNUS VIRGINIANA MELANOCARPA / NATIVE CHOKEBERRY	B & B	2" CAL.	NATIVE
DECIDUOUS SHRUBS						
	RO WO	8	ROSA WOODSII / MOUNTAIN ROSE	CONT.	#5	DRY
	SY OR	3	SYMPHORICARPOS OREOPHILUS / MOUNTAIN SNOWBERRY	CONT.	#5	NATIVE
EVERGREEN SHRUBS						
	AR UV	9	ARCTOSTAPHYLOS UVA-URSI / KINNIKINNICK	CONT.	#5	NATIVE
ORNAMENTAL GRASSES						
	AN GE	43	ANDROPOGON GERARDII / BIG BLUESTEM	CONT.	#1	DRY

LANDSCAPE MATERIAL SCHEDULE

SYMBOL	DESCRIPTION	PRODUCT NAME	MANUFACTURER	COLOR / FINISH	SIZE / DIMENSIONS	NOTES
<div>M-202</div>	ROCK MULCH	DECORATIVE ROCK	PIONEER (GOLDEN)	CLEAR CREEK GRANITE	1 1/2"	REFER TO DETAILS AND SPECIFICATIONS FOR INSTALLATION AND MAINTENANCE.
<div>M-203</div>	DECOMPOSED AGGREGATE (DG)	FINES	PIONEER (GOLDEN)	MOUNTAIN GRANITE BREEZE	1/4" MINUS	REFER TO DETAILS AND SPECIFICATIONS FOR INSTALLATION AND MAINTENANCE. APPLY SPECIFIED BINDER PER MANUFACTURER SPECIFICATION. AGGREGATE PATH TO BE INSTALLED AND COMPACTED TO MEET ADA REQUIREMENTS.
<div>M-401</div>	PLASTIC EDGER	BENDA BOARD; 100059387	EPIC PLASTICS	TEAK	1" X 6" X 20'	
<div>M-501</div>	BOULDERS	RECLAIMED BOULDERS FROM SITE	RECLAIMED	NATURAL	2'X2'X2' UP TO	CONTRACTOR TO COLLECT AND STORE BOULDERS FOUND ON SITE. LANDSCAPE ARCHITECT SHALL TAG BOULDERS TO BE REUSED AND FIELD VERIFY INSTALLATION LOCATIONS.
<div>M-502</div>	SEATING SLAB	QUARRY BLOCKS & THICK SLABS	SILOAM STONE, INC.	NATURAL	12"-48" X 18"-8" X 3'-12'	CONTRACTOR TO COORDINATE LOCATION OF BOULDERS WITH LANDSCAPE ARCHITECT ON SITE. SEAT SLABS SHALL BE PLACED TO PROVIDE A LEVEL SEATING SIDE.
<div>M-503</div>	PAVING BRICK	SUMMIT PLANT SOLID PAVER. BRICK TYPE I, ASTM C902. GRADE SX, APPLICATION PS.	SUMMIT BRICK COMPANY. 601 E 13TH ST PUEBLO, CO 81001. WWW.SUMMITBRICK.COM. 719-542-8279	FINISH: WIRE CUT. INGA: COLOR: 'INCA' 50%, 'FLINT' 25%, 'ACADEMY' 25%. RANDOM COLOR PATTERN KEEPING COLOR RATIO PROPORTIONATE TO ABOVE LISTED PERCENTAGES, RUNNING BOND, NO EDGE COURSE	2-1/4" X 3-5/8" X 7-5/8" NOMINAL DIMENSIONS	CONTRACTOR TO CONFIRM MATERIAL SELECTION. LAYOUT AND CONSTRUCTION METHODS WITH TOWN OF FRISCO PRIOR TO INSTALLATION. A MOCK UP OF 4'X4' MINIMUM SHALL BE PROVIDED FOR REVIEW.

OWNER:
NHP FOUNDATION
122 EAST 42 STREET
STUITE 4900
NEW YORK, NY, 10168
832.280.7554

NOT FOR
CONSTRUCTION

DATE:
01/09/2024 SITE PLAN
02/04/2024 SITE PLAN

SHEET TITLE:
LANDSCAPE
SCHEDULES

LS-002

OWNER:

NHP FOUNDATION
122 EAST 42 STREET
SUITE 4900
NEW YORK, NY, 10168
832.280.7554NOT FOR
CONSTRUCTION

DATE:

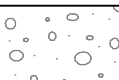
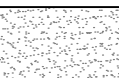
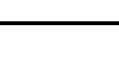



01/09/2024 SITE PLAN
02/04/2024 SITE PLAN

SHEET TITLE:



LANDSCAPE
PLAN

LS-101

LANDSCAPE MATERIAL SCHEDULE

SYMBOL	DESCRIPTION
	M-202 ROCK MULCH
	M-203 DECOMPOSED AGGREGATE
	M-401 PLASTIC EDGER
SYMBOL	DESCRIPTION
	M-501 BOULDERS
	M-502 SEATING SLAB
SYMBOL	DESCRIPTION
	M-503 PAVING BRICK

AMENITY SCHEDULE

SYMBOL	DESCRIPTION
	S-102 DOG WASTE STATION
	S-103 BIKE RACK

PLANT SCHEDULE

CODE	COMMON NAME
DECIDUOUS TREES	
PO TE	QUAKING ASPEN
PO AC	QUAKING ASPEN
EVERGREEN TREES	
PI PU	COLORADO SPRUCE
PI AR	BRISTLECONE PINE
ORNAMENTAL TREES	
PR SC	SCHUBERT CHOKECHERRY
PR VI	NATIVE CHOKEBERRY
DECIDUOUS SHRUBS	
RO WO	MOUNTAIN ROSE
SY OR	MOUNTAIN SNOWBERRY
EVERGREEN SHRUBS	
AR UV	KINNIKINNICK
ORNAMENTAL GRASSES	
AN GE	BIG BLUESTEM

KEY NOTES

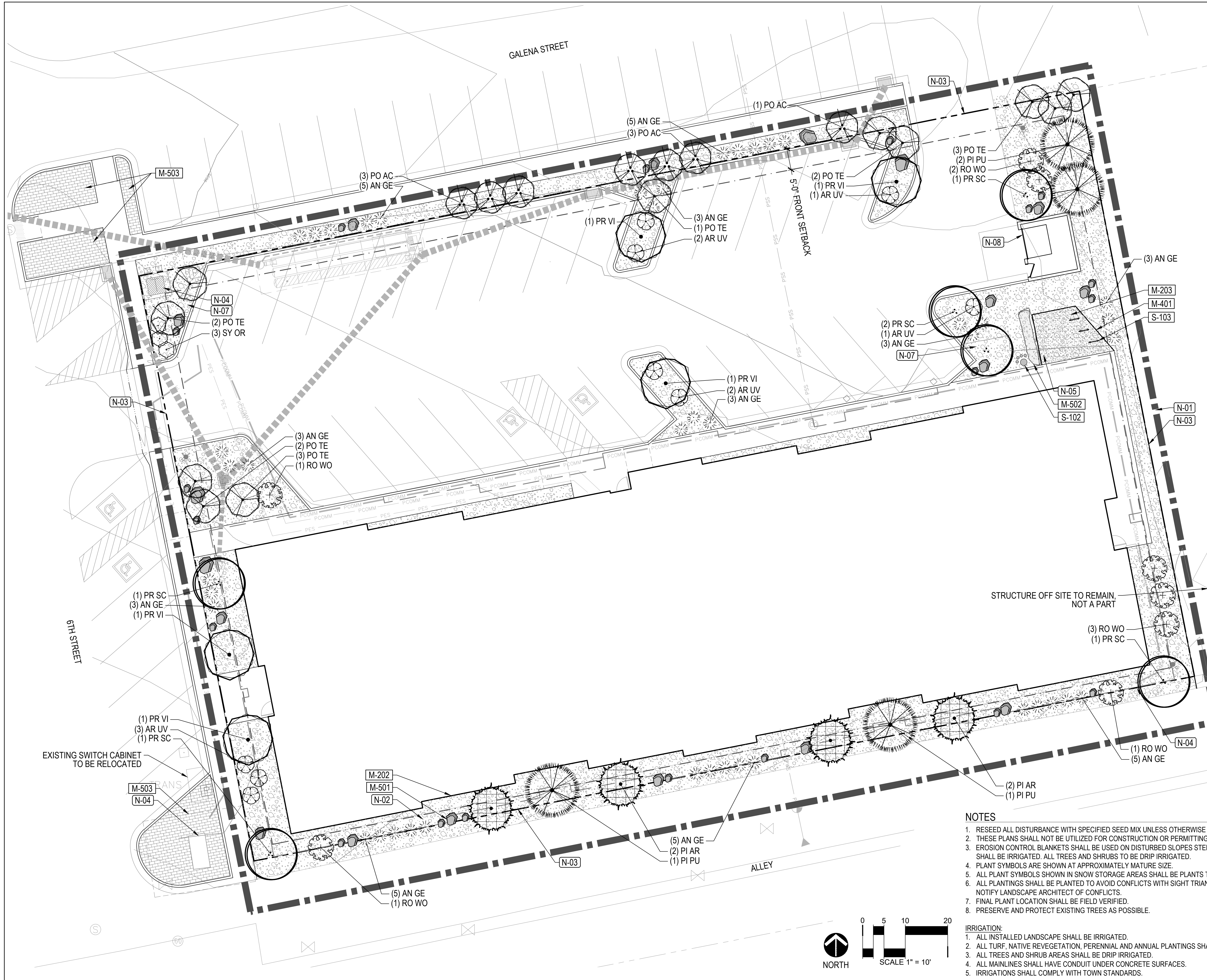
SYMBOL	DESCRIPTION
N-01	LIMIT OF WORK
N-02	5' BUILDING SETBACK
N-03	PROPERTY LINE
N-04	EXISTING AND PROPOSED UTILITIES, REFER TO CIVIL
N-05	COMMUNITY SPACE
SYMBOL	DESCRIPTION
N-07	SNOW STORAGE (SEE SHEET LS-102)
N-08	DUMPSTER ENCLOSURE

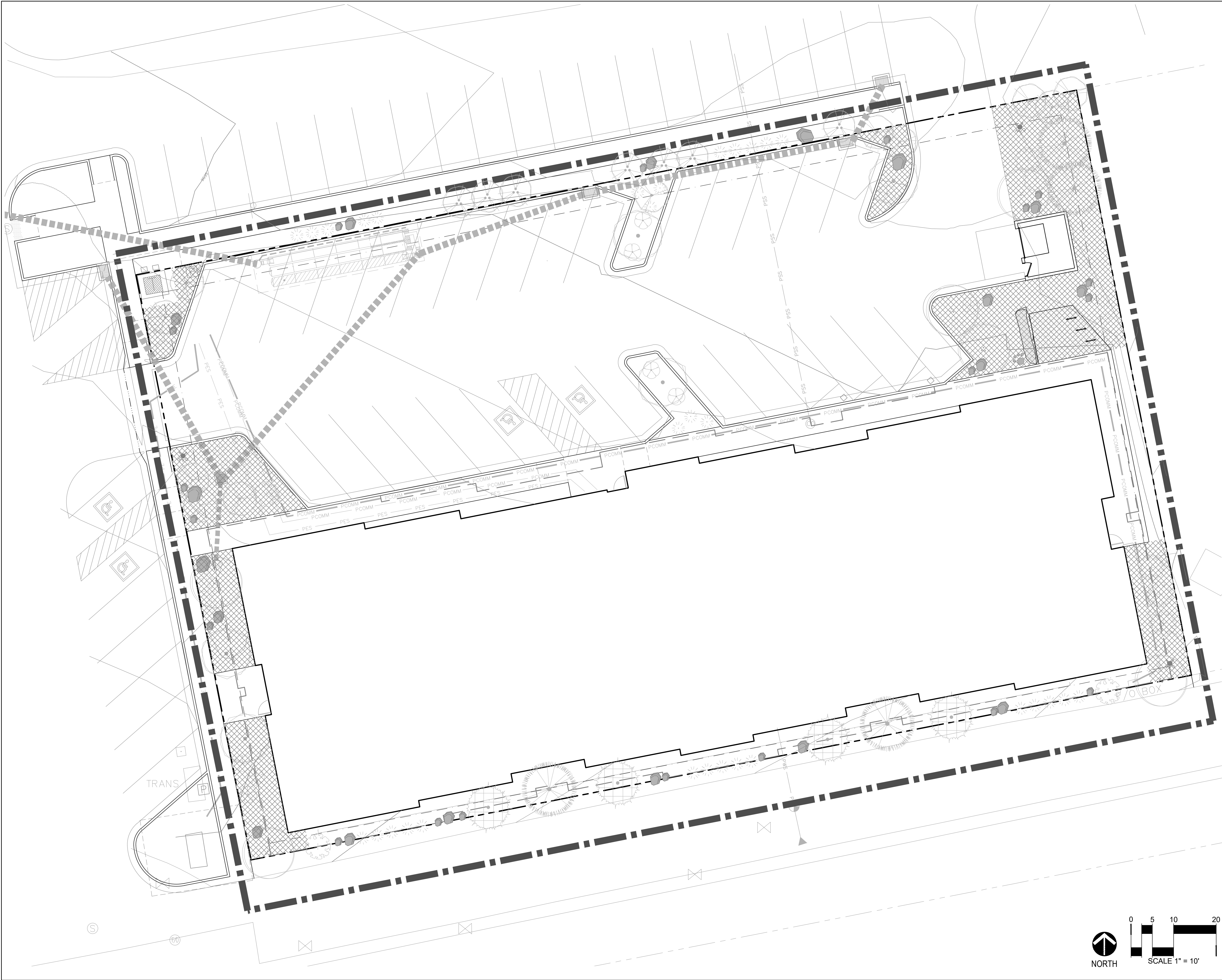
NOTES

- RESEED ALL DISTURBANCE WITH SPECIFIED SEED MIX UNLESS OTHERWISE DESIGNATED.
- THESE PLANS SHALL NOT BE UTILIZED FOR CONSTRUCTION OR PERMITTING UNLESS STATED FOR SUCH USE IN THE TITLE BLOCK.
- EROSION CONTROL BLANKETS SHALL BE USED ON DISTURBED SLOPES STEEPER THAN 3:1. ALL TREES, SHRUBS, AND PERENNIALS SHALL BE IRRIGATED. ALL TREES AND SHRUBS TO BE DRIP IRRIGATED.
- PLANT SYMBOLS ARE SHOWN AT APPROXIMATELY MATURE SIZE.
- ALL PLANT SYMBOLS SHOWN IN SNOW STORAGE AREAS SHALL BE PLANTS TOLERANT OF SNOW LOAD.
- ALL PLANTINGS SHALL BE PLANTED TO AVOID CONFLICTS WITH SIGHT TRIANGLES AND EXISTING AND PROPOSED UTILITIES. NOTIFY LANDSCAPE ARCHITECT OF CONFLICTS.
- FINAL PLANT LOCATION SHALL BE FIELD VERIFIED.
- PRESERVE AND PROTECT EXISTING TREES AS POSSIBLE.

IRRIGATION:


- ALL INSTALLED LANDSCAPE SHALL BE IRRIGATED.
- ALL TURF, NATIVE REVEGETATION, PERENNIAL AND ANNUAL PLANTINGS SHALL BE SPRAY IRRIGATED.
- ALL TREES AND SHRUB AREAS SHALL BE DRIP IRRIGATED.
- ALL MAINLINES SHALL HAVE CONDUIT UNDER CONCRETE SURFACES.
- IRRIGATIONS SHALL COMPLY WITH TOWN STANDARDS.





CHECKED BY: AR
DRAWN BY: CG/AR

KEY NOTES

SYMBOL	DESCRIPTION
 N-07	SNOW STORAGE

SNOW STORAGE CALCULATIONS

PAVED SURFACES:	12,493 SF
REQUIRED SNOW STORAGE:	3,124 SF
PROVIDED SNOW STORAGE:	3,137 SF

OWNER:
NHP FOUNDATION
122 EAST 42 STREET
SUITE 4900
NEW YORK, NY, 10168
832.280.7554

NOT FOR
CONSTRUCTION

DATE:
01/09/2024 SITE PLAN
02/04/2024 SITE PLAN

SHEET TITLE:
SNOW STORAGE
PLAN

LS-102



602 GALENA STREET
LOT 13-21, BLOCK 3, FRISCO TOWN SUBDIVISION
TOWN OF FRISCO, COLORADO
FIRST LEVEL FLOOR PLAN

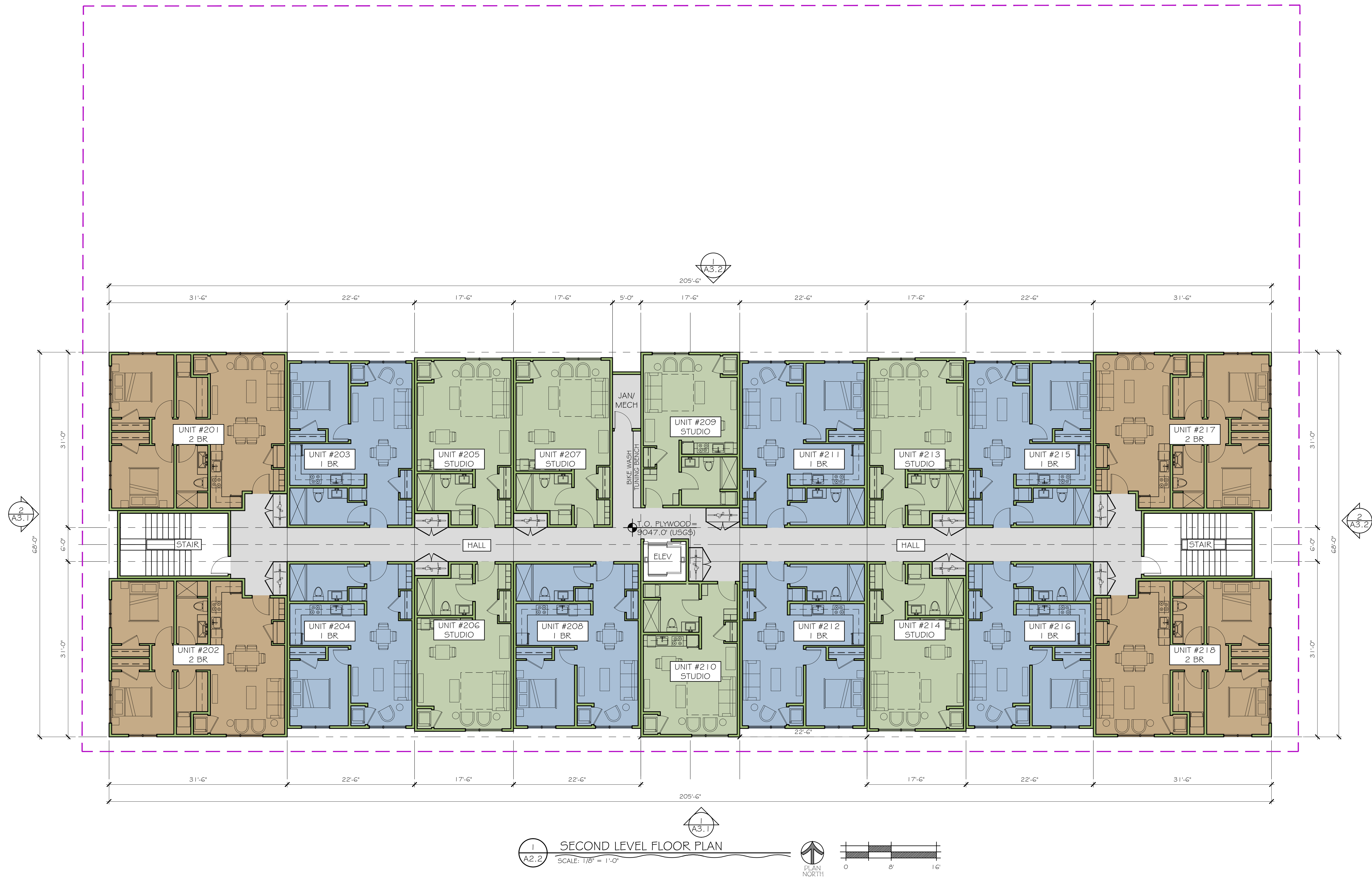
ISSUE:	DATE:
PRELIM	16 MAY 2023
SKETCH	9 JUN 2023
SKETCH	26 JUL 2023
PLANNING	9 JAN 2024
UPDATE	29 FEB 2024

PROJECT #: 22107

A2.1



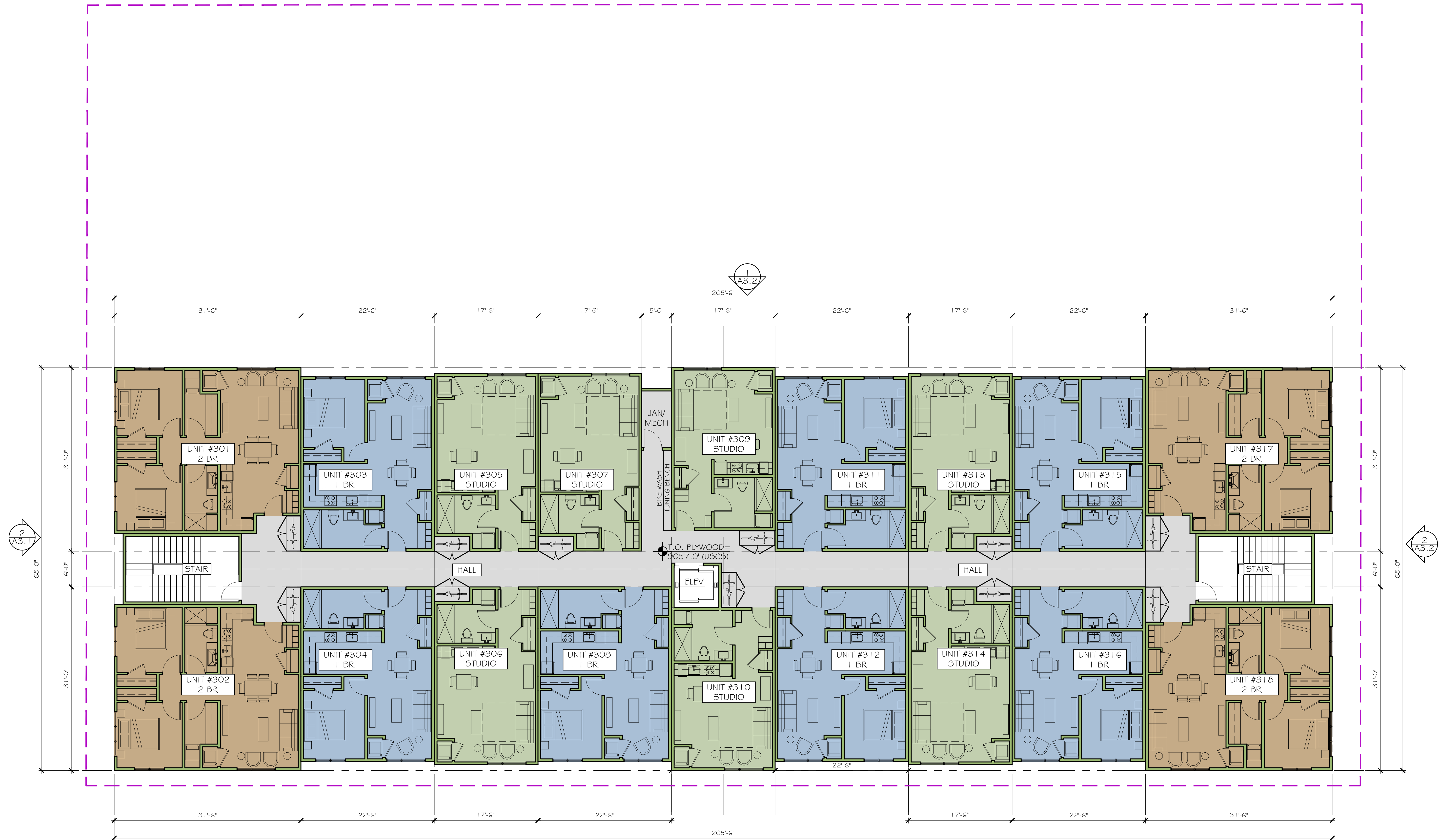
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PROJECT #: 22107

A2.3



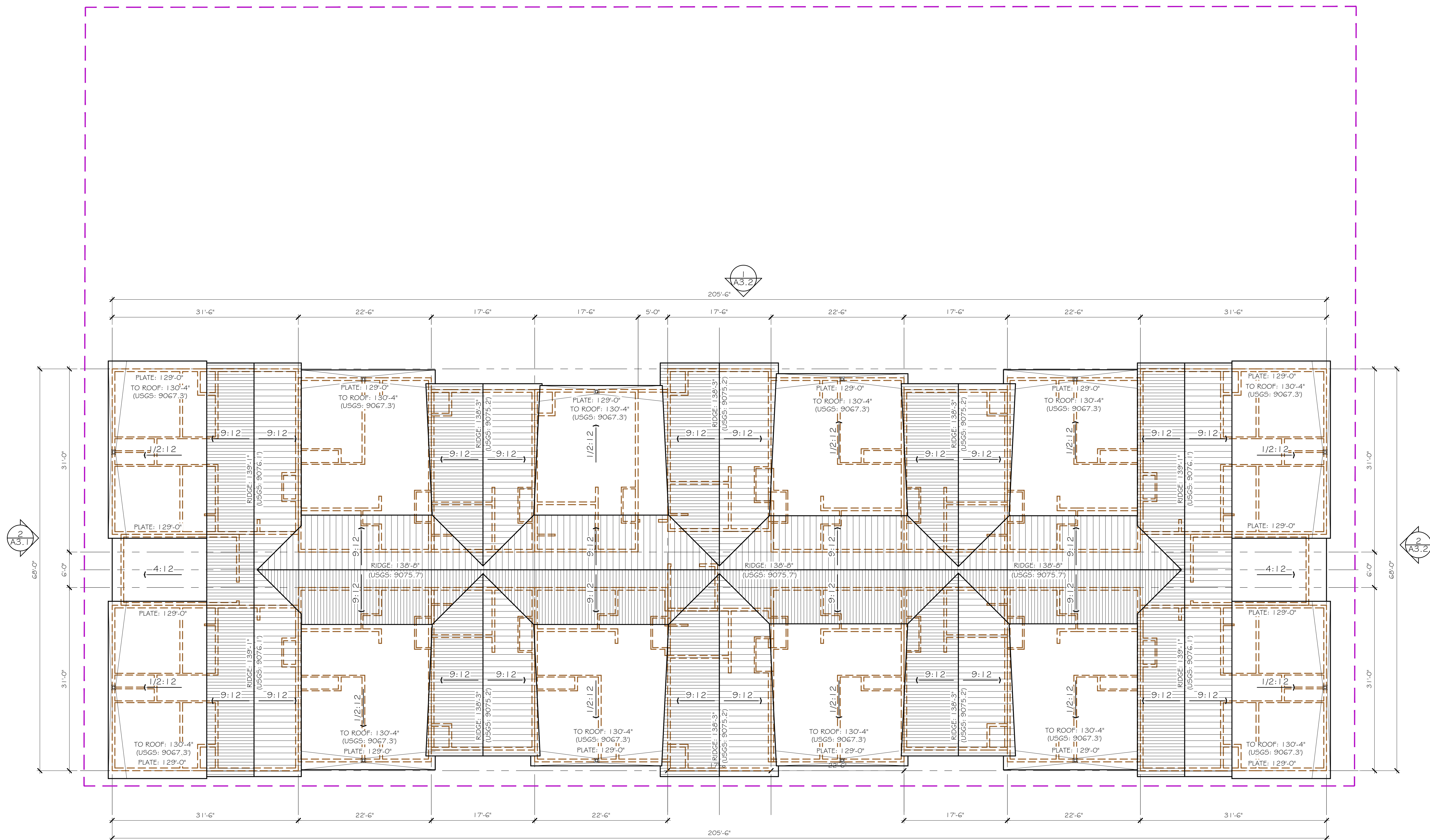
602 GALENA STREET
LOT 13-21, BLOCK 3, FRISCO TOWN SUBDIVISION
TOWN OF FRISCO, COLORADO

ROOF PLAN

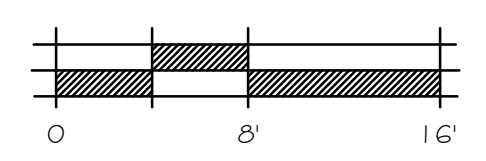
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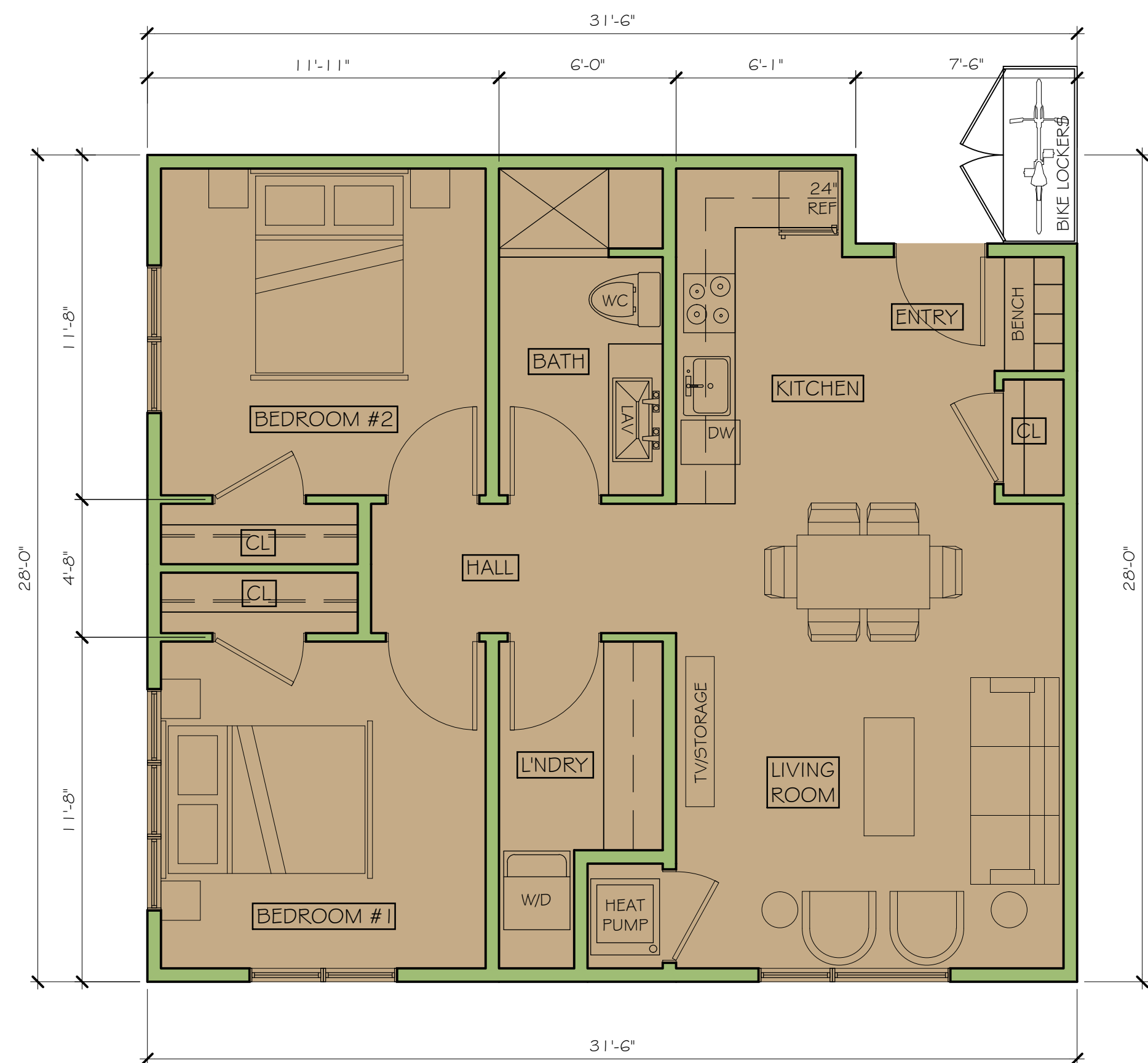
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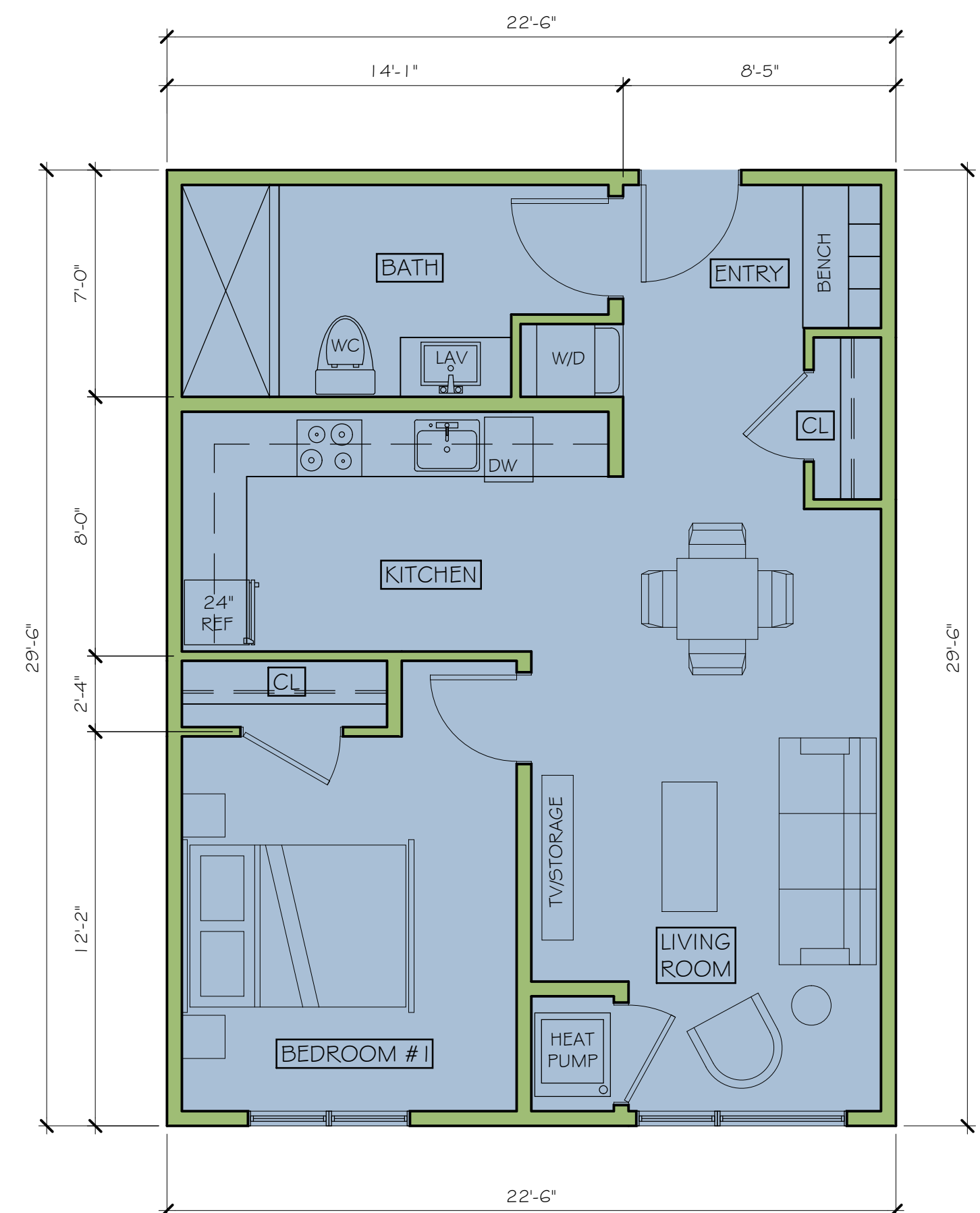
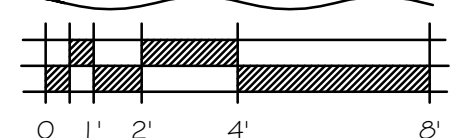


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A2.4
ROOF PLAN
SCALE: 1/8" = 1'-0"

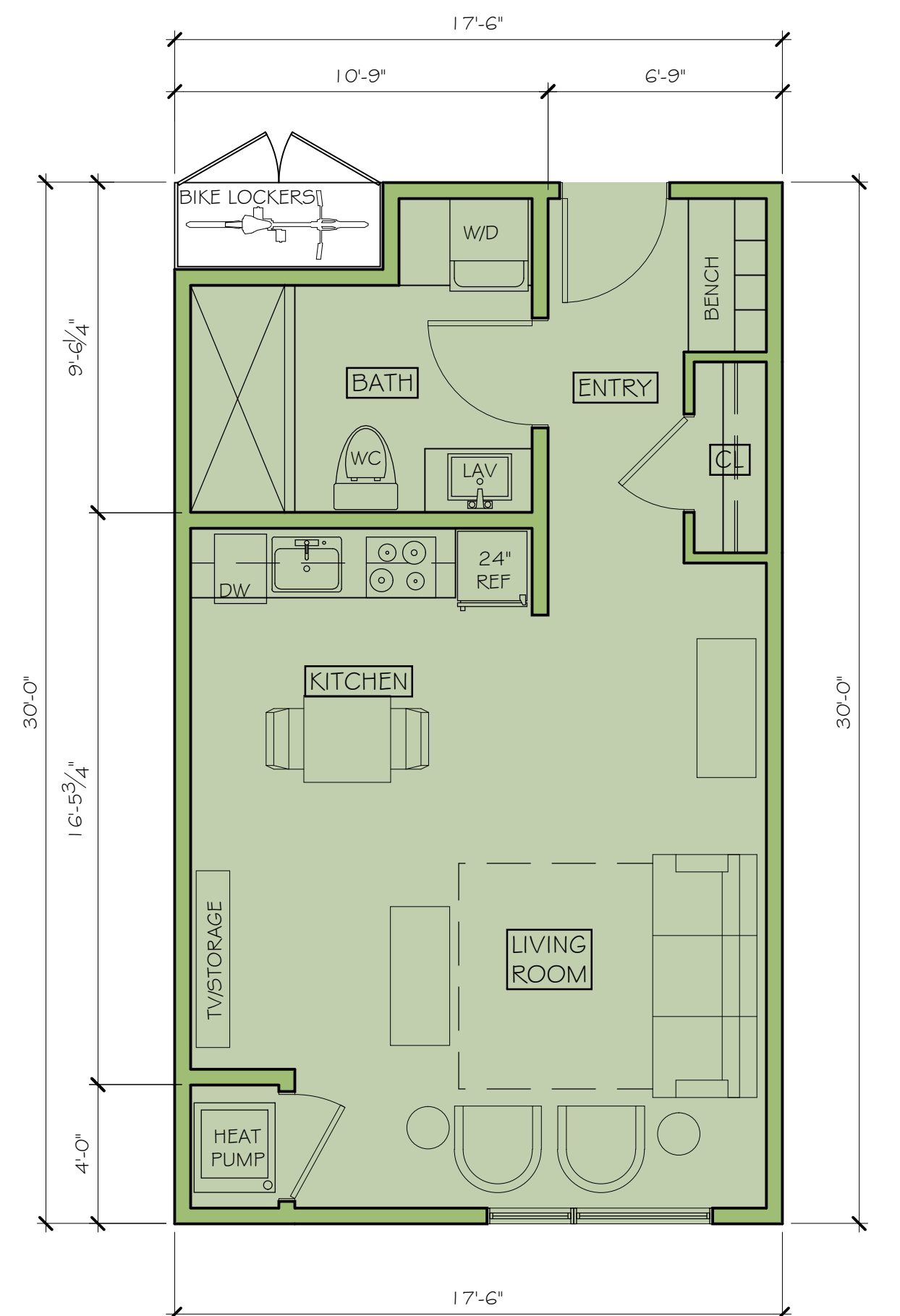
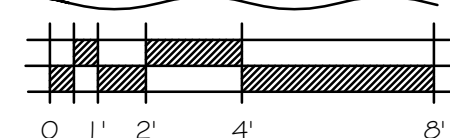




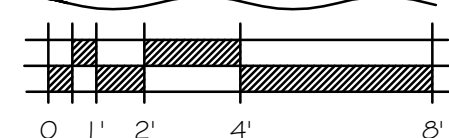
3
A2.5
2-BEDROOM UNIT PLAN (861 SF)
SCALE: 1/4" = 1'-0"



2
A2.5
1-BEDROOM UNIT PLAN (664 SF)
SCALE: 1/4" = 1'-0"



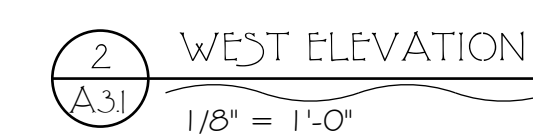
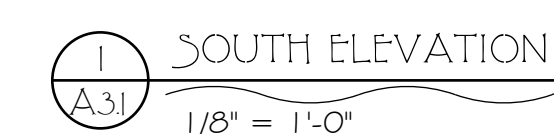
1
A2.5
STUDIO UNIT PLAN (510 SF)
SCALE: 1/4" = 1'-0"



602 GALENA STREET
LOT 13-21, BLOCK 3, FRISCO TOWN SUBDIVISION
TOWN OF FRISCO, COLORADO
TYPICAL UNIT PLANS

ISSUE:	DATE:
PRELIM	16 MAY 2023
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602 GALENA STREET
LOTS 13-21, BLOCK 3, FRISCO TOWN SUBDIVISION
TOWN OF FRISCO, COLORADO

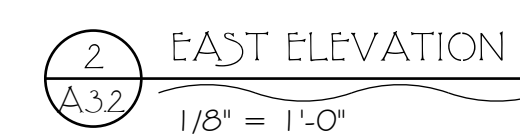
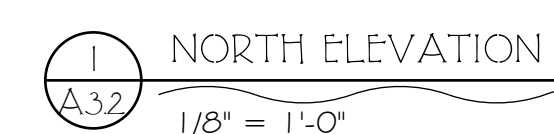
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UPDATE	29 FEB 2024
PROJECT # 22107	

PROJECT# 22107

A3.1



602 GALENA STREET
LOTS 13-21, BLOCK 3, FRISCO TOWN SUBDIVISION
TOWN OF FRISCO, COLORADO

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# PROJECT # 22107	

PROJECT# 22107

A3.2



2 NORTHERN PERSPECTIVE (FROM GALENA ALLEY)
A3.3 N.T.S.



1 NORTHWESTERN PERSPECTIVE (FROM 6TH & GALENA)
A3.3 N.T.S.

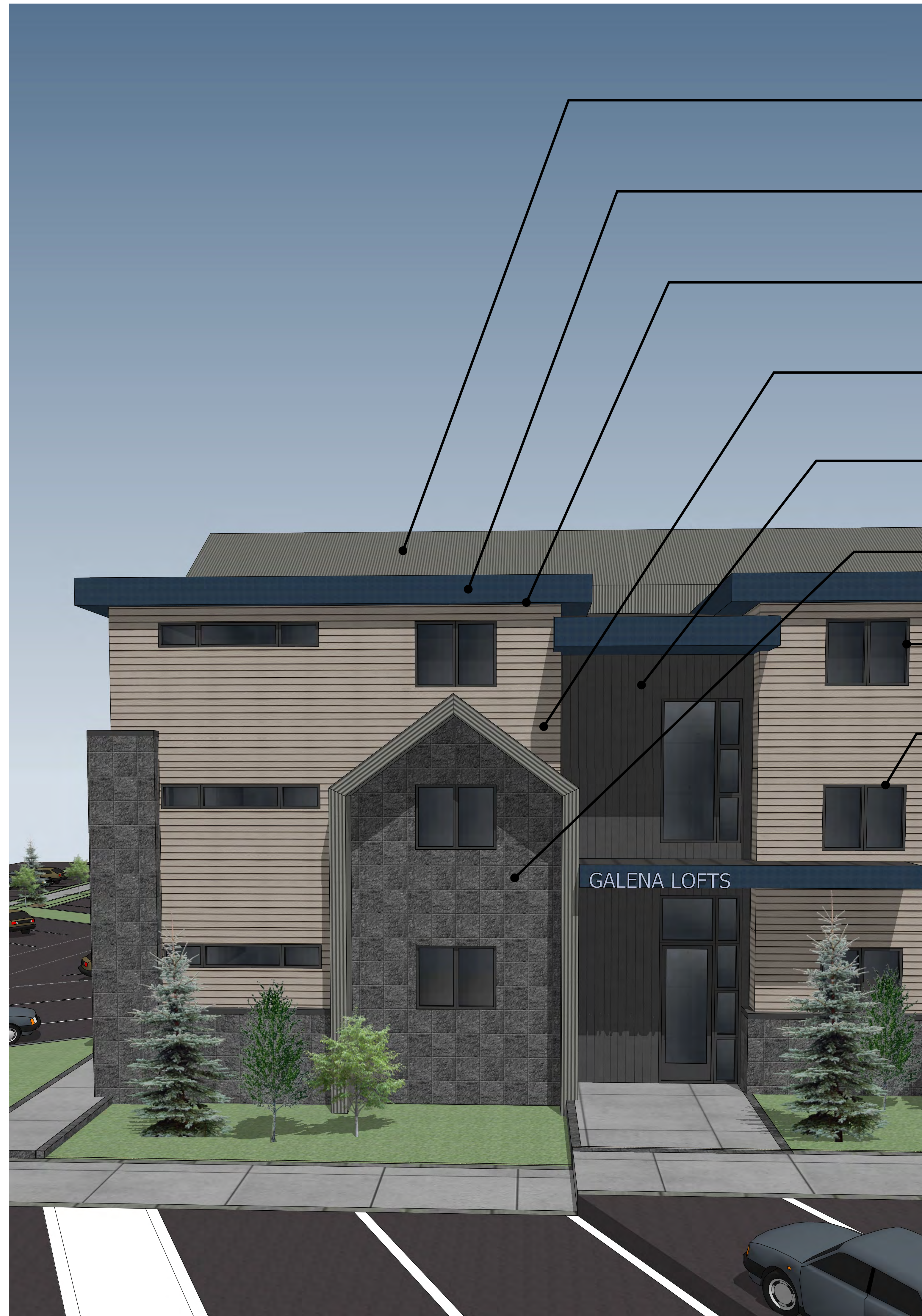


4 SOUTHWESTERN AERIAL (FROM 6TH & GALENA ALLEY)
A3.3 N.T.S.



3 WESTERN PERSPECTIVE (FROM 6TH AVENUE)
A3.3 N.T.S.

ISSUE	DATE
PRELIM	16 MAY 2023
SKETCH	9 JUN 2023
SKETCH	26 JUL 2023
PLANNING	9 JAN 2024
UPDATE	29 FEB 2024



LABEL	ITEM	DESCRIPTION
M1	CORRUGATED METAL ROOFING	1 1/4" CORRUGATED STEEL PANELS DARK GREY, NON-REFLECTIVE FINISH
M2	FASCIA	DIAMOND KOTE FASCIA: 'CASCADE'
M3	SOFFIT	DIAMOND KOTE VENTED SOFFIT: 'CLAY'
M4	HORIZONTAL SIDING	DIAMOND KOTE HORIZONTAL SHIPLAP: 'SAND'
M5	VERTICAL SIDING	DIAMOND KOTE VERTICAL SHIPLAP: 'COFFEE'
M6	BASE VENEER	SPLIT FACED CMU TILES: DARK GREY
M7	DOORS & WINDOWS	ALUMINUM CLAD WOOD: JELD-WEN 'BLACK'
M8	DOOR & WINDOW TRIM	DIAMOND KOTE TRIM: 'GRAPHITE'

1 TYPICAL EXTERIOR MATERIALS SCHEDULE
A35 N.T.S.

602 GALENA STREET
LOTS 13-21, BLOCK 3, FRISCO TOWN SUBDIVISION
TOWN OF FRISCO, COLORADO

EXTERIOR MATERIALS

ISSUE	DATE
PRELIM	16 MAY 2023
SKETCH	9 JUN 2023
SKETCH	26 JUL 2023
PLANNING	9 JAN 2024
UPDATE	29 FEB 2024

PROJECT# 22107

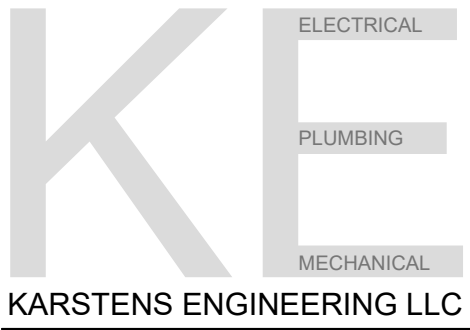
A3.5

Statistics					
Description	Avg	Max	Min	Max/Min	Avg/Min
ENTIRE SITE	1.1 fc	4.2 fc	0.0 fc	N/A	N/A
NW SIDEWALK	0.1 fc	0.4 fc	0.0 fc	N/A	N/A
PARKING LOT	1.2 fc	3.5 fc	0.2 fc	17.5:1	6.0:1
PROJECT SCOPE	0.1 fc	0.6 fc	0.0 fc	N/A	N/A
SITE BOUNDARY	0.2 fc	0.7 fc	0.0 fc	N/A	N/A
SITE SIDEWALK	1.7 fc	4.2 fc	0.0 fc	N/A	N/A
WEST ENTRY	0.8 fc	1.7 fc	0.3 fc	5.7:1	2.7:1
WEST SIDEWALK	0.2 fc	0.7 fc	0.0 fc	N/A	N/A
ENTIRE SCOPE	0.8 fc	4.2 fc	0.0 fc	N/A	N/A

LIGHTING FIXTURE SCHEDULE									
MARK	QUANTITY	DESCRIPTION	MANUFACTURER	CATALOG NUMBER	MOUNTING	FINISH	LED		TOTAL
							CT	CRI	WATTAGE
W1	3	ENTRY WALL SCONCE	SOLAVANTI	KOTZ65-D67472AANW-30	WALL	BLACK	3000	80	6
WP1	3	AREA LIGHTING - WALL PACK	CREE	XSPW-B-WM-4ME-8L-30K-UL-BK	WALL	BLACK	3000	80	77

GENERAL NOTES

- ANY PROPOSED LIGHT FIXTURES INSTALLED ON PRIVATE PROPERTY, ADJACENT TO THE PUBLIC RIGHT-OF-WAY, SHALL BE ORIENTED IN SUCH A MANNER OR LIMITED IN LUMEN OUTPUT TO PREVENT GLARE PROBLEMS AND SHALL NOT EXCEED NATIONAL I.E.S. LIGHTING STANDARDS FOR DISABILITY GLARE.
- ONLY LIGHTING USED TO ACCENT ARCHITECTURAL FEATURES, LANDSCAPING, OR ART MAY BE DIRECTED UPWARD, PROVIDED THAT THE FIXTURES SHALL BE LOCATED, AIMED, OR SHIELDED TO MINIMIZE LIGHT SPILL INTO THE NIGHT SKY.
- ALL PROVIDED EXTERIOR LUMINAIRES SHALL BE FULLY SHIELDED AND FULLY CUT-OFF.
- VALUES SHOWN ARE MAINTAINED HORIZONTAL ILLUMINANCE VALUES MEASURED AT GRADE.

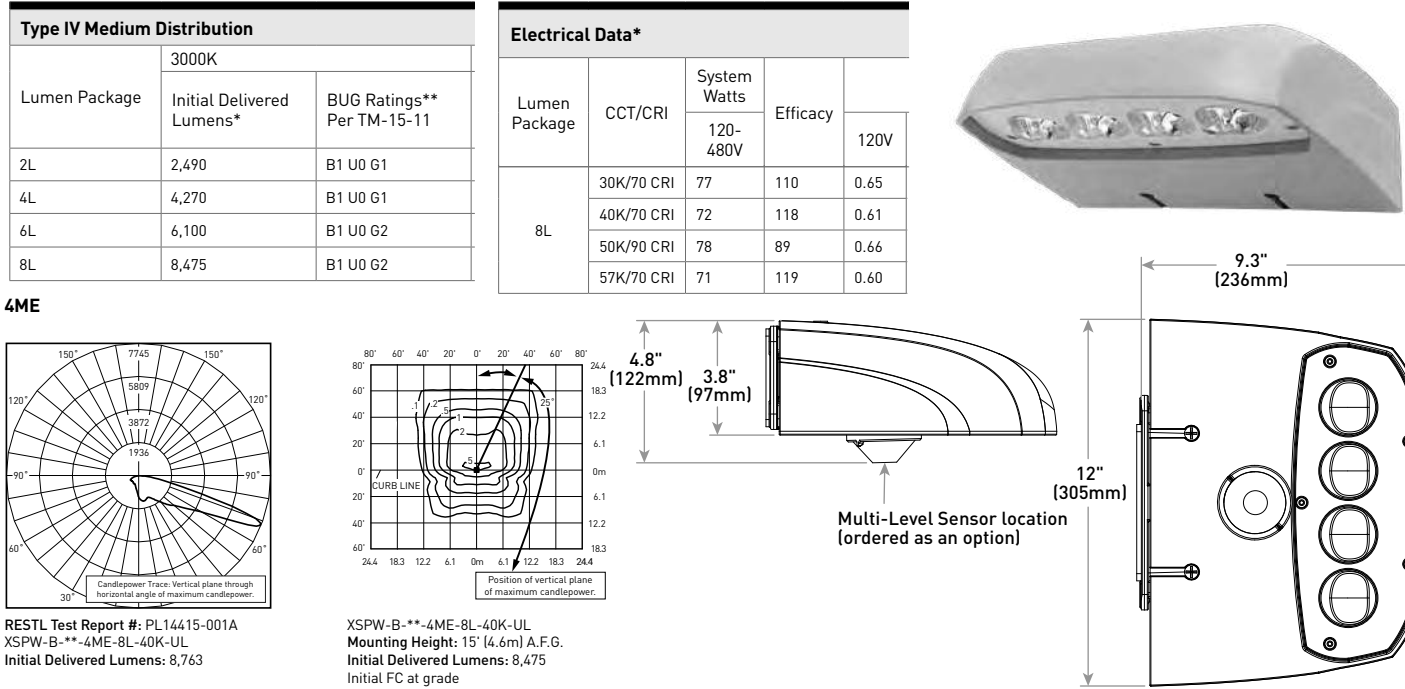


Contact:
Trevor Karstens, PE
trevor@karstensengineering.com
913.219.3848

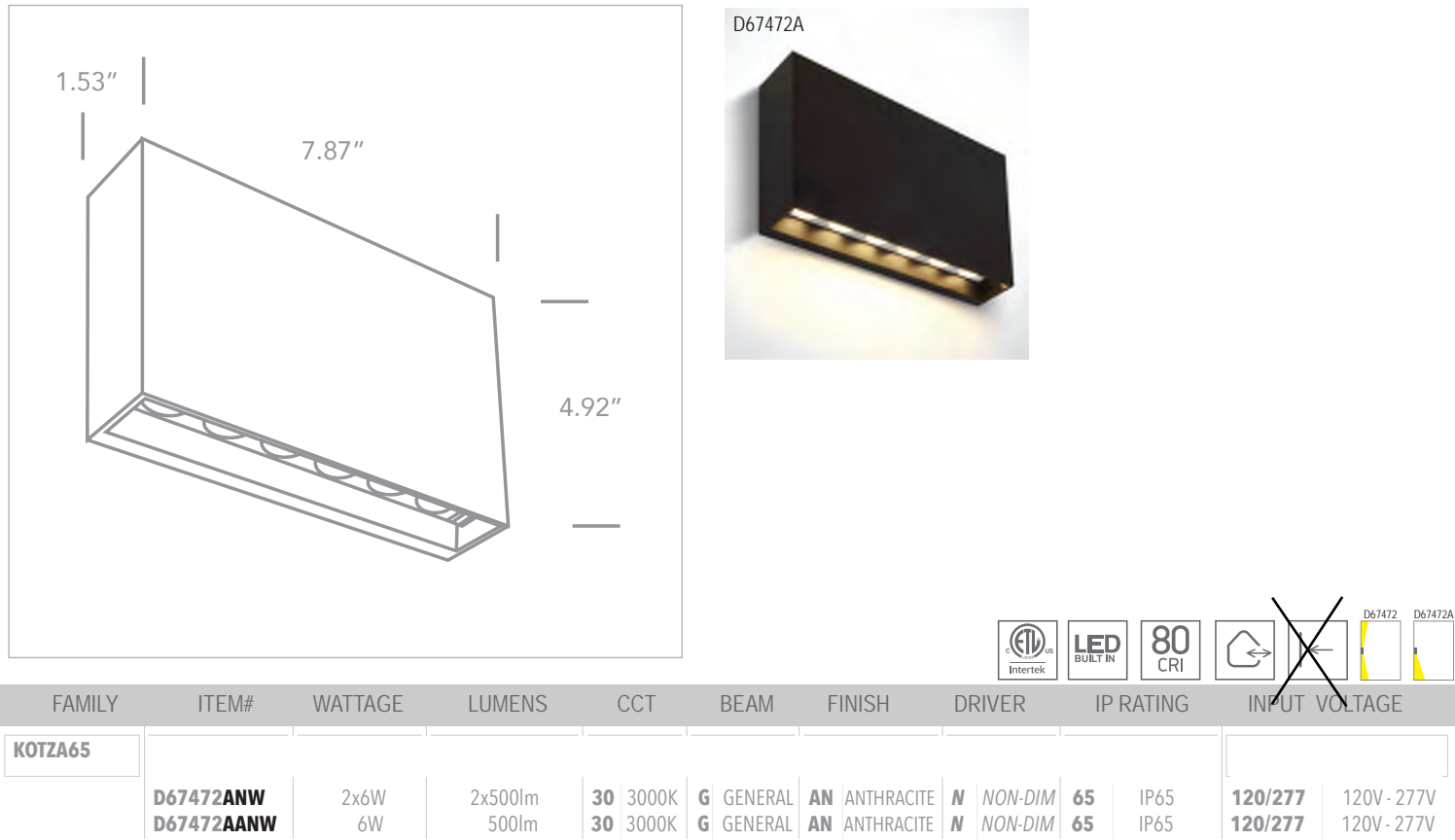


FIXTURE TYPE "WP1"

XSPW	B	WM							
Product	Version	Mounting	Optic	Lumen Package*	CCT	Voltage	Color Options	Options	
XSPW	B	WM	ZME Type II Medium ZME Type III Medium AME Type IV Medium	2L 2,490 lumens 4L 4,970 lumens 8L 9,940 lumens	30K 3000K 40K 4000K 50K 5000K	UL Universal 120-277V UL Universal 347-480V 347V For use with P option only	BK Black BZ Bronze SV Silver WW White	ML Multi-Level P Buttes Protocol PHL Programmable Multi-Level	



FIXTURE TYPE "W1"



602 GALENA STREET
LOT 13-21 BLOCK 3 FRISCO TOWN SUBDIVISION
TOWN OF FRISCO, COLORADO

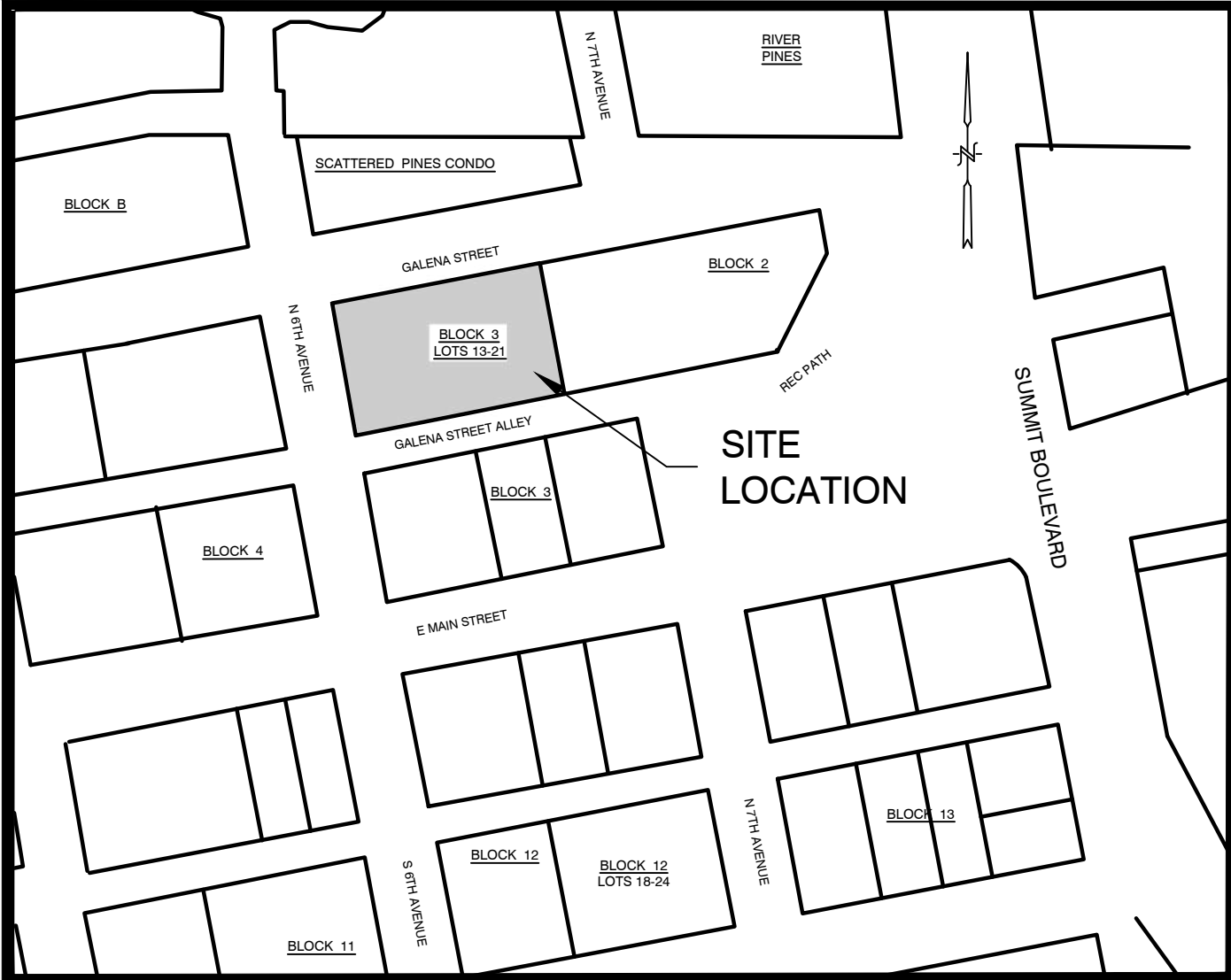
COPYRIGHT 2023
This document is an instrument of service, and as such remains the property of the Engineer. Permission for use of this document is limited and can be extended only by written agreement with Karstens Engineering LLC.

REVISION:

PLANNING SUBMITTAL
DATE: 08/21/2023
DRAWN BY: TBK
CHECKED BY: TBK

PHOTOMETRIC

E01



VICINITY MAP
NO SCALE

TITLE INFORMATION

THE LAND SHOWN IN THIS SURVEY IS THE SAME AS THAT DESCRIBED IN THE COMMITMENT ISSUED BY LAND TITLE GUARANTEE COMPANY OF SUMMIT COUNTY, ORDER No. MRG20209508, DATED JUNE 22, 2022.

TITLE DESCRIPTION

THE LAND REFERRED TO IN THIS POLICY IS DESCRIBED AS FOLLOWS:

LOTS 13, 14, 15, 16, 17, 18, 19, 20 AND 21, BLOCK 3, FRISCO TOWN SUBDIVISION, COUNTY OF SUMMIT, STATE OF COLORADO.

ZONING INFORMATION

ZONING DISTRICT: CC - CENTRAL CORE

CURRENT USE: VACANT

FLOOD ZONE

THE SUBJECT PROPERTY SHOWN HEREIN LIES WITHIN ZONE X, AREA OF MINIMAL FLOOD HAZARD, PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP NUMBER 0817C0353F DATED NOVEMBER 16, 2018.

SCHEDULE "B" ITEMS

LAND TITLE GUARANTEE COMPANY OF SUMMIT COUNTY, ORDER NO. MRG20209508 WITH AN EFFECTIVE DATE OF JUNE 22, 2022 AT 5:00 PM WAS RELIED UPON FOR RECORD INFORMATION REGARDING RIGHTS OF WAY, EASEMENTS AND ENCUMBRANCES. THIS SURVEY DOES NOT REPRESENT A TITLE SEARCH BY SCHMIDT LAND SURVEYING, INC. TO DETERMINE OWNERSHIP, RIGHTS OF WAY, EASEMENTS OR OTHER MATTERS OF PUBLIC RECORD.

ITEM NUMBERS BELOW REFER TO THOSE ITEMS AS LISTED IN SCHEDULE B - SECTION 2 OF SAID TITLE COMMITMENT. ITEM NUMBERS 1-7 ARE STANDARD EXCEPTIONS NOT TO BE ADDRESSED AS A PART OF THIS SURVEY.

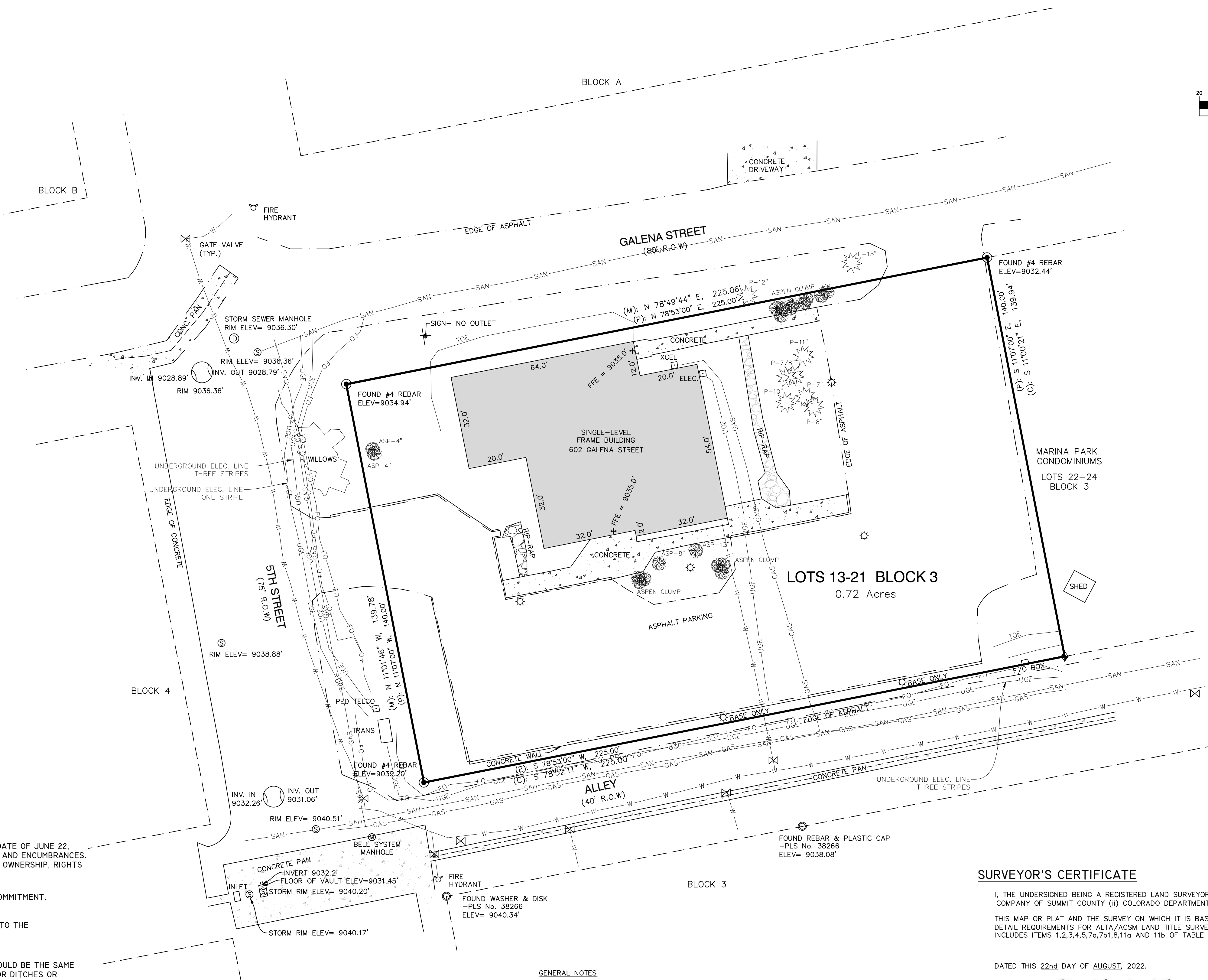
NUMBERS SHOWN INDICATE THE NUMBER TO WHICH THE SCHEDULE B-2 ITEM CORRESPONDS IN RELATION TO THE SUBJECT PROPERTY.

- RIGHT OF OF THE PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM, SHOULD BE THE SAME TO BE FOUND TO PENETRATE OR INTERSECT THE PREMISES HEREBY GRANTED, AND A RIGHT OF WAY FOR DITCHES OR CANALS CONSTRUCTED BY THE AUTHORITY OF THE UNITED STATES, AS RESERVED IN UNITED STATES PATENT RECORDED JANUARY 11, 1892 IN BOOK 62 AT PAGE 562 AND RE-RECORDED APRIL 25, 1975 IN BOOK 264 AT PAGE 727 UNDER RECEPTION NUMBER 148106.
NO PLOTTABLE ELEMENTS.
- EASEMENTS, NOTES AND DEDICATIONS AS SHOWN ON PLAT FOR TOWN OF FRISCO RECORDED FEBRUARY 5, 1899 UNDER RECEPTION NUMBER 16089 AND ANY AND ALL AMENDMENTS THERETO.
THE EFFECTS OF THE ABOVE PLAT ARE SHOWN HEREON.
- TERMS, CONDITIONS AND PROVISIONS OF DEPARTMENT OF HIGHWAY DEED RECORDED JANUARY 30, 1962 UNDER RECEPTION NO. 94572.
- EXISTING LEASES AND TENANCIES, IF ANY.

NOTICE:
ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

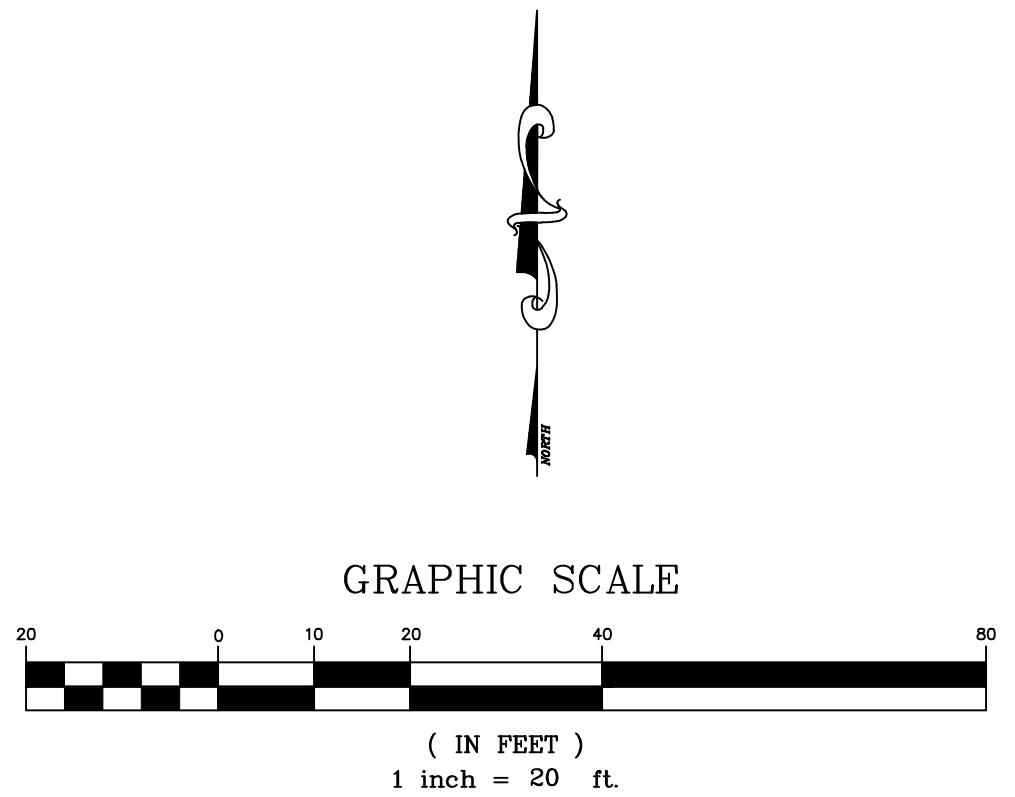
ALTA/ACSM LAND TITLE SURVEY LOTS 13-21, BLOCK 3, FRISCO TOWN SUBDIVISION

SECTION 35, TOWNSHIP 5 SOUTH, RANGE 78 WEST, 6TH P.M.
TOWN OF FRISCO, SUMMIT COUNTY, COLORADO



GENERAL NOTES

- DATE OF SURVEY: FIELD SEPTEMBER 2021. ADD UNDERGROUND UTILITIES JULY 2023.
- CONTOUR INTERVAL = ONE FOOT.
- PROJECT BENCHMARK: HELD ELEVATION 9034.94' AT NORTHWEST PROPERTY CORNER LOT 13, INTERPOLATED FROM SUMMIT COUNTY GIS MAPPING.
- THE PLAT FOR LOTS 13-21, FRISCO TOWN SUBDIVISION WAS RECORDED FEBRUARY 11, 1966 AT RECEPTION No. 77585 IN THE SUMMIT COUNTY AND RECORDER'S OFFICE. CLERK
- LOTS 13-21 IS SUBJECT TO THE NOTES, DEDICATIONS, AND EASEMENTS AS SET FORTH ON THE PLAT OF FRISCO TOWN SUBDIVISION.
- BASIS OF BEARINGS: THE FOUND MONUMENTS AT THE NORTHEAST CORNER LOT 21 AND SOUTHWEST CORNER OF LOT 13, BEING N 47°01'26" E.



LEGEND

- FOUND #4 REBAR
- FOUND MONUMENT -PLS No. 38266
- FOUND REBAR & PLASTIC CAP -PLS No. 37047
- (P): PLATTED BEARING AND DISTANCE
- (M): MEASURED BEARING AND DISTANCE
- (C): COMPUTED BEARING AND DISTANCE
- LIGHT POLE
- WATER VALVE
- SEWER MANHOLE
- UTILITY PEDESTAL
- STREET SIGN - NO OUTLET
- ASPEN TREE WITH TRUNK DIAMETER
- PINE TREE WITH TRUNK DIAMETER
- WATER LINE
- UNDER FIBER OPTIC
- UNDERGROUND ELECTRIC
- UNDERGROUND TELEPHONE
- UNDERGROUND GAS
- SANITARY SEWER
- STORM SEWER

SURVEYOR'S CERTIFICATE


I, THE UNDERSIGNED BEING A REGISTERED LAND SURVEYOR OF THE STATE OF COLORADO, CERTIFIES TO (i) LAND TITLE GUARANTEE COMPANY OF SUMMIT COUNTY (ii) COLORADO DEPARTMENT OF HIGHWAYS AND (iii) TOWN OF FRISCO AS FOLLOWS:

THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS AND INCLUDES ITEMS 1,2,3,4,5,7a,7b,8,11a AND 11b OF TABLE A THEREOF.

DATED THIS 22nd DAY OF AUGUST, 2022.

SIGNATURE: *Elizabeth K. Schmidt*
ELIZABETH K. SCHMIDT
COLORADO REGISTRATION NUMBER 37047



Drawn EKS/BNT	Dwg 2655 ALTA.DWG	Project 2655
Date 7/26/23	Scale 1" = 20'	Sheet 1 of 1
 SCHMIDT LAND SURVEYING, INC. P.O. Box 5761 FRISCO, CO 80443 970-409-9963		

PROJECT SITE
LOTS 13 - 21, BLOCK 3 FRISCO TOWN
SUBVISION, TOWN OF FRISCO,
COLORADO



Draft Parking Management Plan - 602 Galena

This document proposes a draft framework to guide the creation of a Parking Management Plan for on-street parking stalls that will serve the proposed development at 602 Galena Street, Frisco, CO 80443. Any Parking Management Plan or regulations must be approved by the Town of Frisco.

A total of twenty (29) new on-street parking stalls are proposed to be constructed as part of the development of the 602 Galena project. These parking stalls are proposed to be constructed in the Galena Street and 6th Avenue right-of-ways.

The 602 Galena project proposes to use nine (9) of the on-street parking stalls for users of the Development, while the other twenty (20) on-street parking stalls shall be constructed as a community benefit providing new vehicular parking for the public.

The 602 Galena site is constrained and unable to accommodate all required parking on-site. This configuration will allow the 602 Galena project to meet the number of parking spaces required by code while also providing additional parking for the community at large.

Construction

The Owner/Developer will construct twenty-nine (29) parking spaces within the Town of Frisco's right-of-way along Galena Street and 6th Avenue as part of the off-site infrastructure improvements for the 602 Galena project. Construction shall include all demolition, grading, drainage, pavement, signage, stripping, and other work required to construct twenty-nine parking spaces per the plans.

Operation and Maintenance

Signage: Signage will be installed as part of the construction of the 602 Galena project’s off-site improvements. The signage will display designated hours for parking and which parking stalls require parking permits. Signage shall state “Permit Parking Only. No Parking Monday and Thursday 7 am – 10 am. November 1st through May 1st” Signage will also display towing information for any vehicles improperly parked reference Exhibit C, page 17. Any replacement, upgrade, or maintenance of the signage after initial installation will be the exclusive right and responsibility of the Town of Frisco.

Permit parking and towing : To park in the 9 spaces dedicated to the users of 602 Galena, a vehicle must display a valid parking permit at all times. Parking permits will be issued by property management and may be subject to per-unit limits. Property management will also oversee the towing of vehicles that are improperly parked or parked without a permit. The Town of Frisco may tow or ticket improperly parked vehicles in those spaces as well.

Visitors to 602 Galena who choose to park in permitting spaces will also be required to obtain a parking permit from property management if they choose to park overnight. Vehicles improperly parked are subject to towing.

Parking procedures and requirements, including permit requirements, will be included in all lease agreements. Repeated parking violations will be considered lease violations subject to standard remedies including fines and/or eviction.

Lease agreements will stipulate what vehicles are allowed to be parked in the parking spaces. Only registered and operational passenger vehicles are allowed in the parking spaces. Recreational vehicles, trailers, boats, oversized vehicles or vehicles longer than 18 feet, or other equipment are not allowed. Car washing and car repair are not allowed in the parking spaces. Motorcycles must be parked in regular parking spaces. Abandoned or inoperable vehicles are not allowed to be parked in the parking spaces. Vehicles shall not overhang onto the sidewalk.

Overnight parking: Overnight parking will be allowed in the 9 spaces dedicated to the users of 602 Galena. However, vehicles that do not display the proper parking permits may be towed (see above). Overnight parking will not be allowed in the 20 on-street parking stalls open to the public, except at the discretion of the Town of Frisco.

Snow Removal: The removal of snow from the public right-of-way will continue to be the sole duty and responsibility of the Town of Frisco. Parking restrictions to allow for the removal of snow are required.

The Town may restrict parking in the right-of-way at any time to allow for regular maintenance of the right-of-way, including snow removal. The Town shall sign parking restrictions times. On-street overnight parking spaces for permit spaces shall be signed for no parking 7 am to 10 am on Mondays and Thursdays November 1st through May 1st. Property management shall tow any vehicles not removed from the permit parking spaces during these times. To allow for snow removal, all vehicles must be moved from the on-street parking spaces during posted times.

Maintenance : Maintenance of the right-of-way, including parking stalls constructed in association with the 602 Galena Development, shall be the sole right and responsibility of the Town of Frisco. Maintenance may include, but is not limited to resurfacing, snow removal, and signage maintenance.

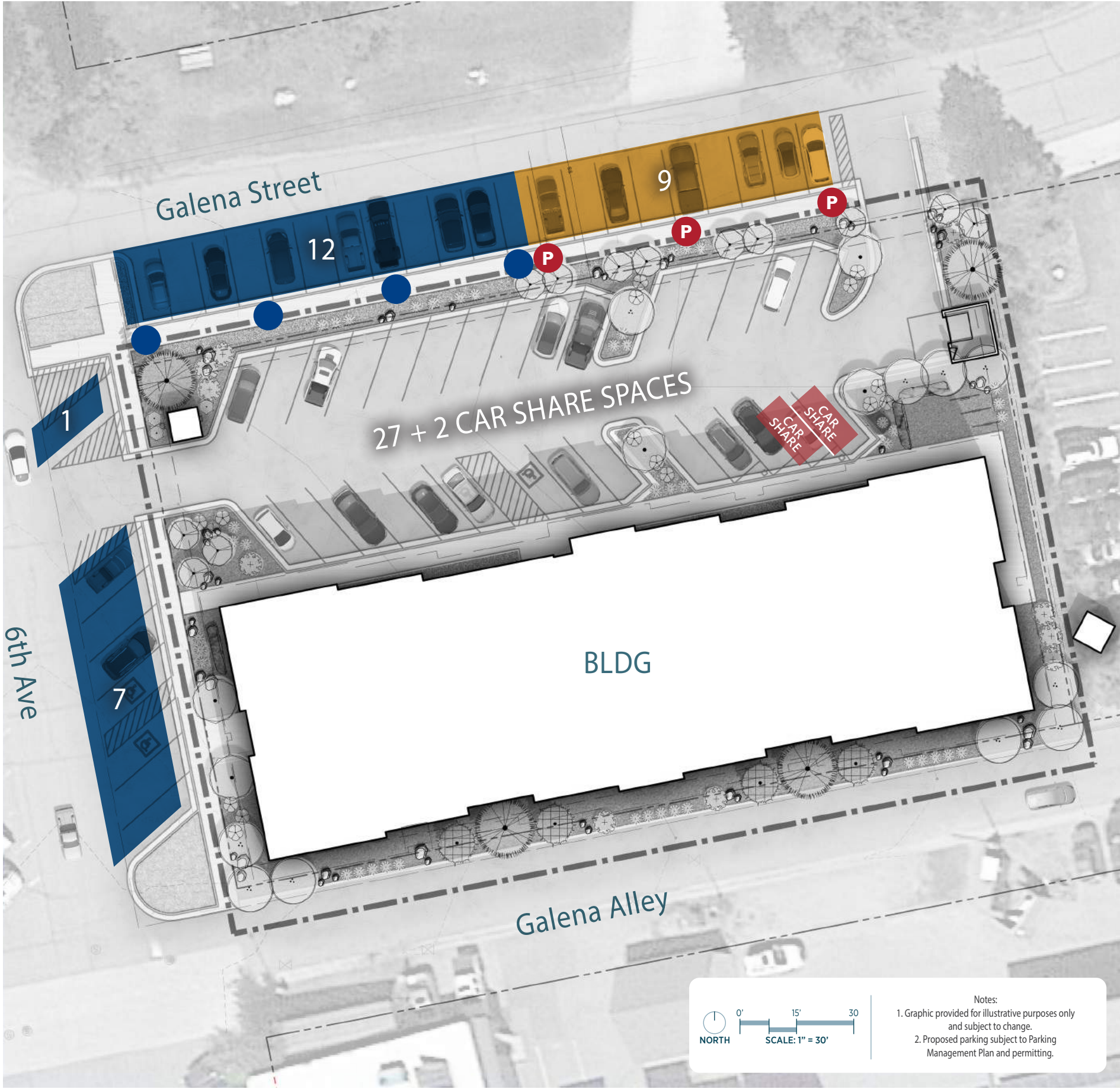
The Town of Frisco may enforce parking regulations for all the on-street spaces constructed through the 602 Galena project through any appropriate legal means, including the ticketing of vehicles, the towing of vehicles, and the disabling of vehicles pursuant to Colorado state law.

- LEGEND
- RESIDENTIAL
 - PUBLIC

- PERMIT SIGNAGE (SEE PG 17)
- TOWN SIGNAGE

SITE PARKING

602 Galena Parking Calcs (workforce overlay with Transit & Rental Incentives)		
Unit Type	Number of Units	Required per UDC
Residential Parking		
Studios	21	10.5
1BR	21	10.5
2BR	12	12.0
Total	54	33.0
Visitor		
Visitor	1/5 # of units	10.8
Residential Parking		43.8
Total		43.8 (round to 44)
Provided Parking		
On-site (Residential)		27.0
On-site (Car Share)	4x per actual space	8.0
Provided On-Site Parking		35.0
Off-site (Residential)	max 20% of requirement	9.0
Provided Residential Parking		44.0
Off-site (Community Benefit)		20.0
Total		64.0



SITE PARKING

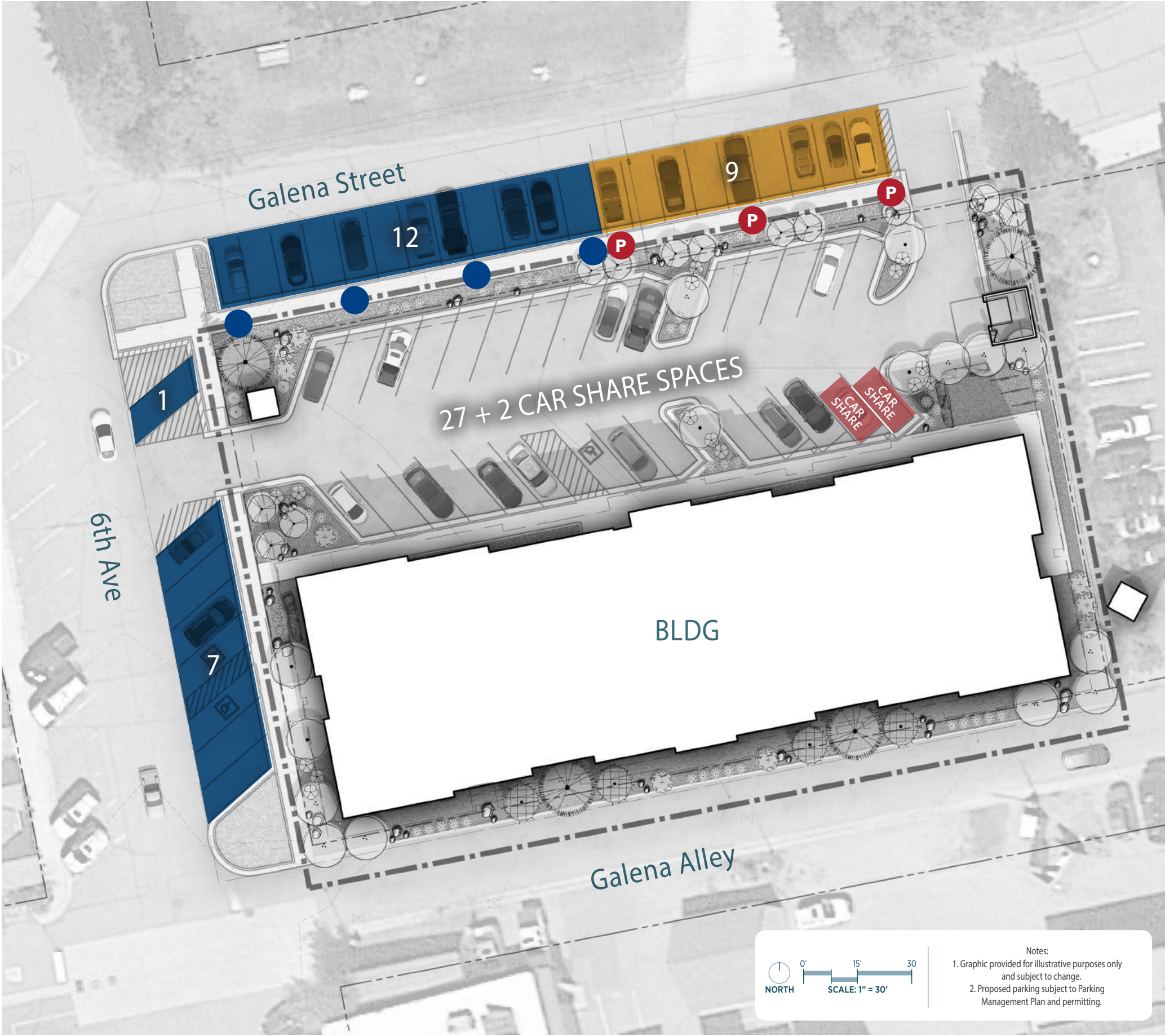
ON-SITE PARKING	35
ADA SPACES	2
CAR SHARE ALLOWANCE	8 (2 SPACES)
PARKING SPACES	25
EXISTING ON-STREET PARKING	0
PROPOSED ON-STREET PARKING	29
TOTAL PARKING	64
TOTAL REQUIRED PARKING	44
NET PARKING	+20

NET PUBLIC BENEFIT

0	EXISTING PUBLIC SPACES
29	PROPOSED SPACES
-9	RESIDENTIAL PERMIT
20	REMAINING PUBLIC SPACES

LEGEND

- RESIDENTIAL
- PUBLIC
- PERMIT SIGNAGE (SEE PG 17)
- TOWN SIGNAGE



EXAMPLES OF PERMITTED AND
UNPERMITTED PARKING SIGNAGE

PROPOSED SIGNAGE

PROPOSED SIGNAGE TO HAVE WARNINGS DENOTING TOWING, FINES, AND TIME WHEN PARKING IS NOT ALLOWED.

ADDITIONAL SIGNAGE IN THIS LOCATION WILL BE USED TO DENOTE PERMIT REQUIREMENTS FOR RESERVED RESIDENTIAL SPACES.

SIGNAGE SHOULD MAINTAIN CONSISTENCY WITH TOWN SIGNAGE THROUGHOUT THE TOWN. SIGNAGE SHOULD BE UPDATED AS NEEDED TO MATCH CURRENT TOWN STANDARDS.



PERMIT SIGNAGE
(SEE PG 4)
RESIDENTIAL
OVERNIGHT
PARKING FOR
DEVELOPMENT



TOWN SIGNAGE
(SEE PG 4)
PUBLIC PARKING,
NO OVERNIGHT
PARKING ALLOWED

Draft Car Sharing Proposal for 602 Galena Housing Planned Unit Development

This document proposes a draft framework to guide the establishment of a car-sharing program that will serve the proposed development at 602 Galena Street, Frisco, CO 80443. Any parking reductions based on a car-sharing program or regulations governing parking management must be approved by the Town of Frisco.

The development at 602 Galena proposes to allocate two (2) on-site parking spaces for car-sharing services for residents of the development. Under Section 180-5.5 of the Town of Frisco Unified Development Code, provision of a parking space dedicated to a car-sharing service shall count as 4 parking spaces when calculating the required minimum parking spaces for a development qualifying for the Town's Affordable Housing Development Incentive Program.

602 Galena will be a deed-restricted rental development under single ownership and operated by a professional property management company. The property owner will enter into an agreement with a car-sharing company such as ZipCar and Car2Go; the agreement will be enforced by the property management company. If at any time following lease-up of the development, the 602 Galena project fails to provide onsite car-sharing as required in the approved Major Site Plan, the property owner shall have 60 days to cure the issue. If a car-sharing service is not offered as required at the end of 60 days, the property shall be in violation of the Town code and shall be subject to penalties as described in Section 1-14 of the Code of Ordinances of the Town of Frisco.

