

NORTHSIDE CHRUCH

4500 NW POWERS AVENUE
ALBANY, OREGON

DRAWINGS FOR:

NORTHSIDE CHRISTIAN CHURCH
250 BROADALBIN STREET SW SUITE 110
ALBANY, OREGON 97321

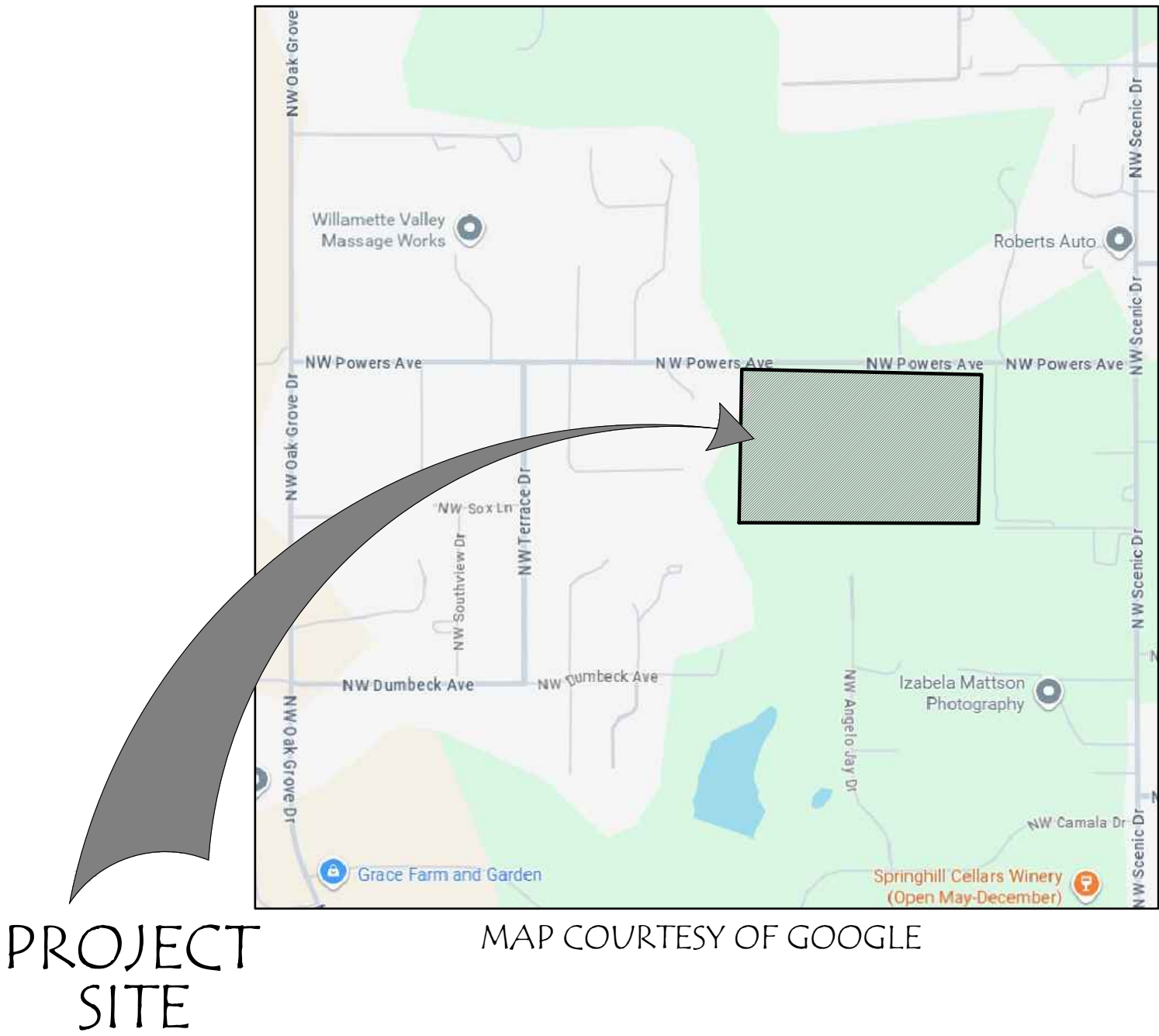
LANDSCAPE ARCHITECT:

LAURUS DESIGNS, LLC
LAURA ANTONSON, RLA, ASLA
1012 PINE STREET
SILVERTON, OREGON 97381
503 . 784 . 6494
LAURA@LAURUSDESIGNS.COM

SHEET INDEX:

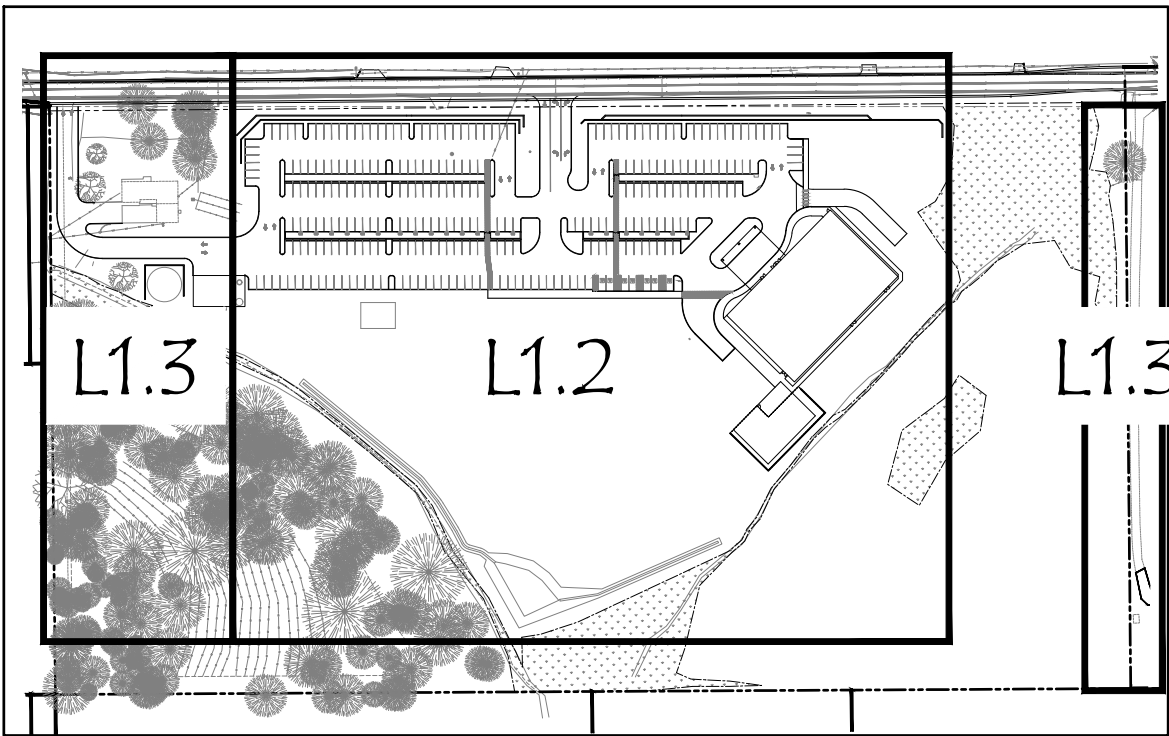
- LO.0 COVER SHEET
- L1.1 OVERALL SITE LAYOUT
- L1.2 PRELIMINARY PLANTING PLAN
- L1.3 PRELIMINARY PLANTING PLAN
AND PLANT SCHEDULE

VICINITY MAP:



MAP COURTESY OF GOOGLE

KEY MAP:



Laurus
Designs, LLC



1012 Pine Street
Silverton, Oregon 97381

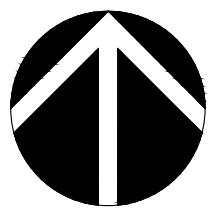
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NORTHSIDE
CHRUCH

4500 NW POWERS AVE.
ALBANY, OREGON



COVER SHEET



AUGUST 10TH, 2026

REVISIONS

#	DATE	NOTES	INITIALS
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LO.0

SHEET 1 OF 4

PROJECT #: 1752C

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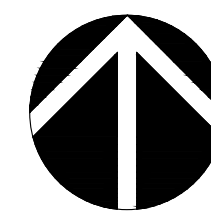


NORTHSIDE CHRUCH

4500 NW POWERS AVE.
ALBANY, OREGON



OVERALL SITE LAYOUT



SCALE: 1" = 50' - 0"

0' 25' 50' 100'
SCALE

AUGUST 10TH, 2026

REVISIONS

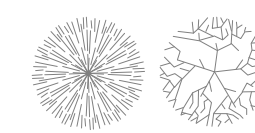
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L1.1

SHEET 2 OF 4

PROJECT #: 1752C

LEGEND:

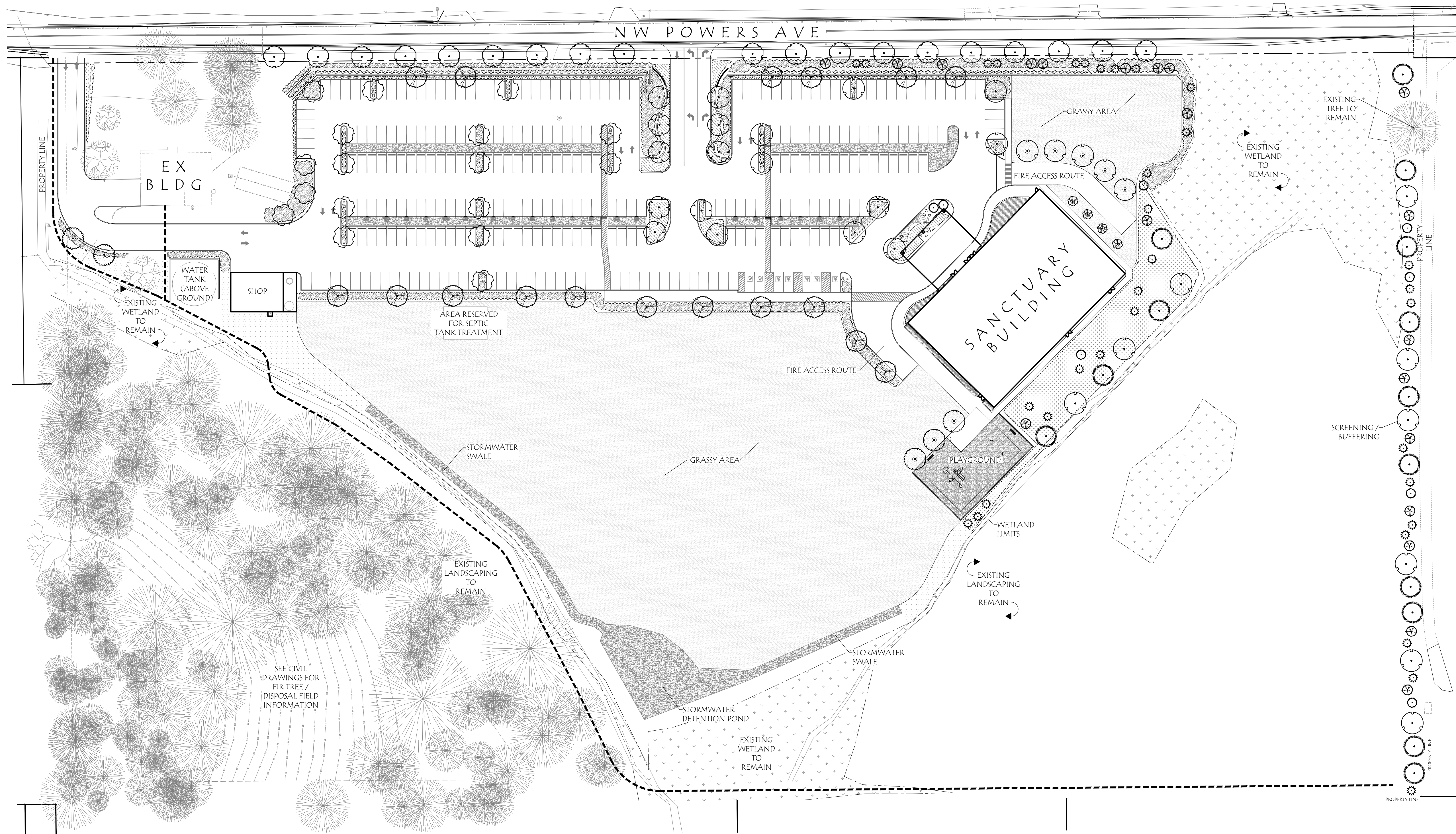


EXISTING TREES TO REMAIN

PRELIMINARY TRAIL ALIGNMENT
WITH BENCHES

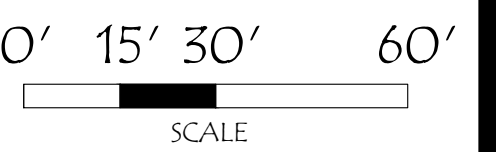
GENERAL NOTES:

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2. SEE ARCHITECTURAL DRAWINGS FOR SITE PLAN AND AREA CALCULATIONS.
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7. LANDSCAPE TO BE IRRIGATED BY AN AUTOMATIC UNDERGROUND SYSTEM.





4500 NW POWERS AVE.
ALBANY, OREGON



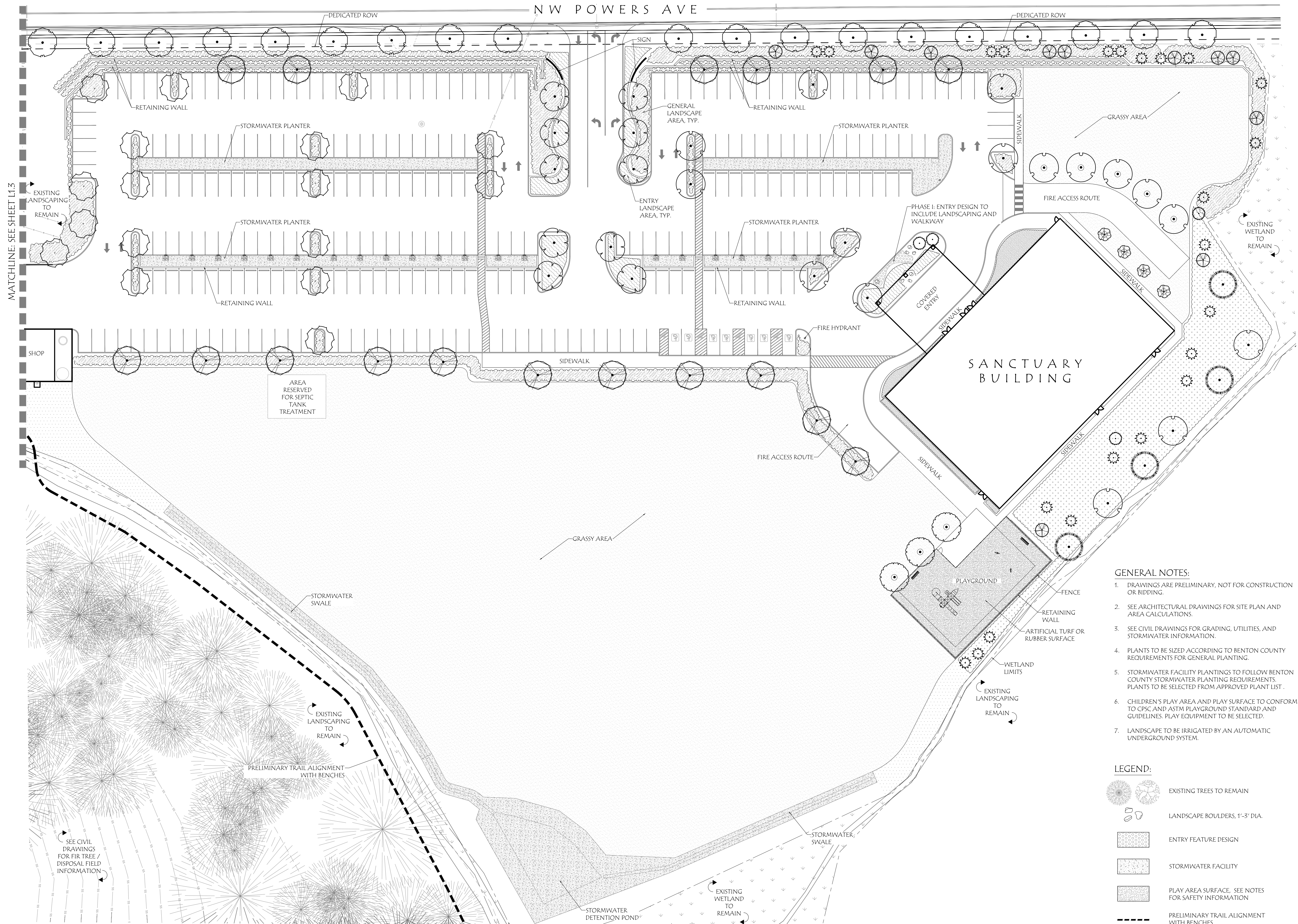
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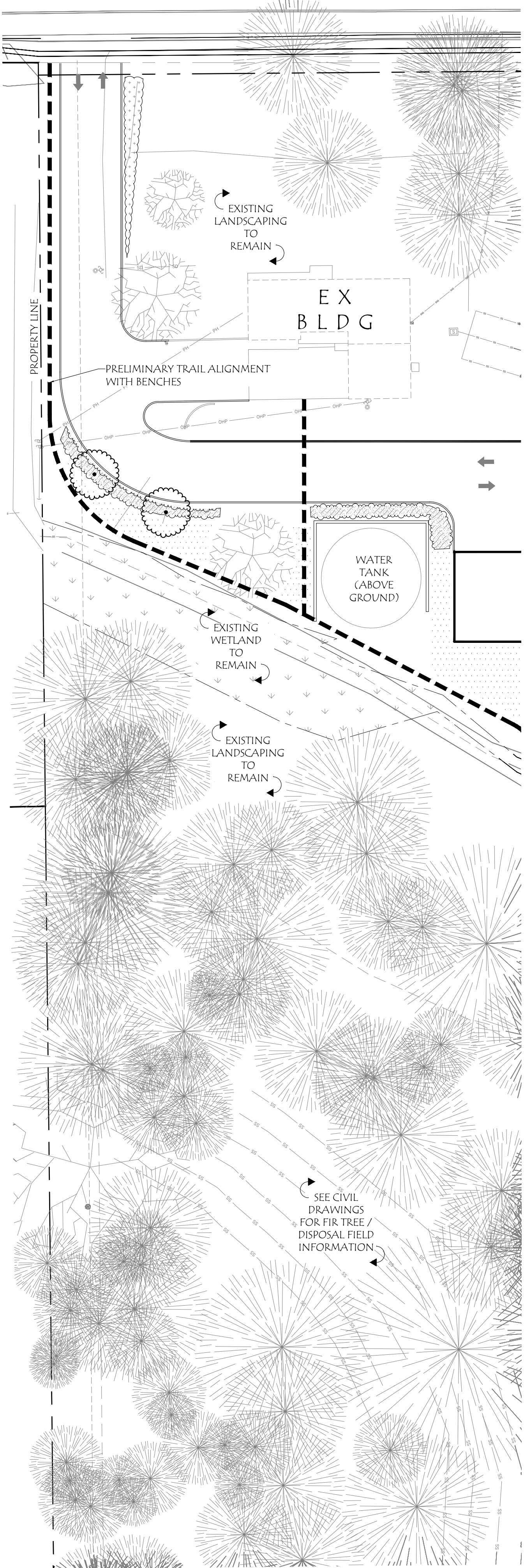
REVISIONS

DATE	NOTES	INITIALS
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SHEET 3 OF 4

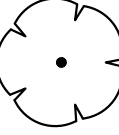
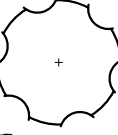
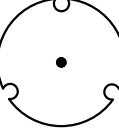
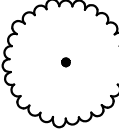
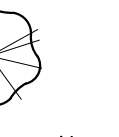
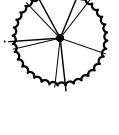
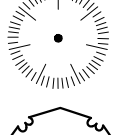
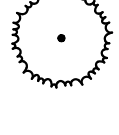
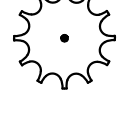
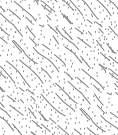
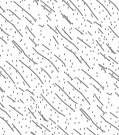
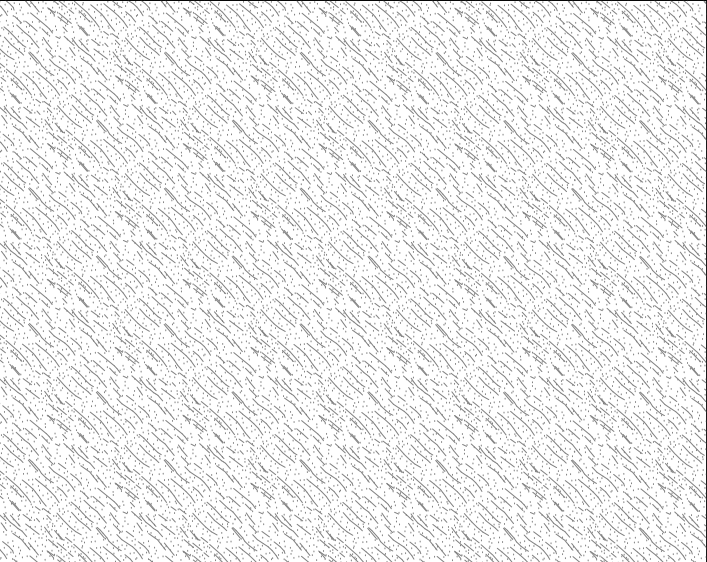
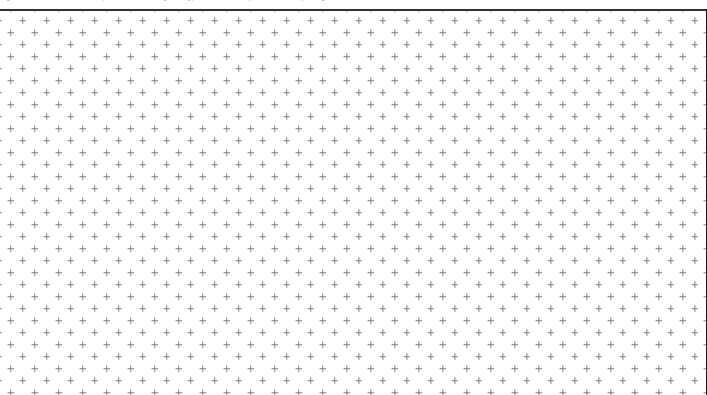
OBJECT #: 1752C

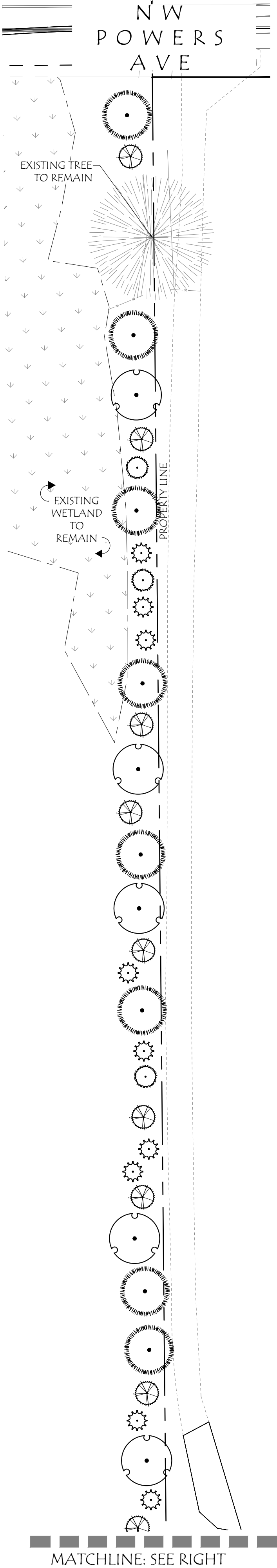




MATCHLINE: SEE SHEET L1.2

PRELIMINARY PLANT SCHEDULE

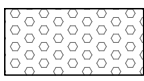
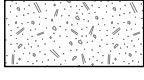
TREES	QTY	TYPE	SIZE
    	68	PARKING LOT TREE	11/2" CAL., B&B
    	7	GENERAL LANDSCAPE SHADE TREE	11/2" CAL., B&B
      	75	GENEREAL LANDSCAPE EVERGREEN / CONIFER	6'-8' HT., B&B
 	19	STREET TREE	11/2" CAL., B&B
GENERL AND ENTRY LANDSCAPE AREAS	QTY	TYPE	SIZE
	1,650	SHRUBS: ABELIA X GRANDIFLORA "KALEIDOSCOPE" / GLOSSY ABELIA ABELIA X GRANDIFLORA "SHERWOODII" / SHERWOOD GLOSSY ABELIA BERBERIS THUNBERGII "NANA" / DWARF REDLEAF JAPANESE BARBERRY CORNUS SERICEA "KEISEYI" / KEISEYI DOGWOOD EUONYMUS ALATUS "COMPACTUS" / COMPACT BURNING BUSH ILEX CRENATA "SOFT TOUCH" / SOFT TOUCH JAPANESE HOLLY LEUCOTHOE FONTANESIANA "ZEBLUD" / SCARLETTA" DROOPING LEUCOTHOE LONICERA PILEATA / PRIVET HONEYSUCKLE MAHONIA AQUIFOLIUM "COMPACTA" / COMPACT OREGON GRAPE NANDINA DOMESTICA "FIRE POWER" / FIREPOWER NANDINA PRUNUS LAUROCERASUS MT VERNON / MT. VERNON LAUREL RHAPHIOLEPIS INDICA "BALLERINA" / BALLERINA INDIAN HAWTHORN RHAPHIOLEPIS UMBELLATA "SNOW WHITE" / YEDDA HAWTHORN ROSA X "KO DOUBLE" / PINK DOUBLE KNOCKOUT ROSE SARCOCOCOA CONFUSA / FRAGRANT SARCOCOCOA WEIGELA FLORIDA "ALEXANDRA" TM / WINE AND ROSE WEIGELA GRASSES AND PERENNIALS: BOUTELLOUA GRACILIS "BLONDE AMBITION" / BLONDE AMBITION BLUE GRAMA CALAMAGROSTIS X ACUTIFLORA "KARL FOERSTER" / FEATHER REED GRASS DESCHAMPSIA CESPITOSA / TUFTED HAIR GRASS HAKONECHLOA MACRA "ALL GOLD" / ALL GOLD JAPANESE FOREST GRASS HELICTOTRICHON SEMPERVIRENS / BLUE OAT GRASS HEMEROCALLIS X "PURPLE DE ORO" / PURPLE DE ORO DAYLILY LIRIOPE MUSCARI "BIG BLUE" / BIG BLUE LILYTURF MISCANTHUS SINENSIS "YAKUSHIMA" / DWARF MAIDEN GRASS PENNISETUM ALOPECUROIDES "HAMELN" / HAMELN FOUNTAIN GRASS GROUND COVER: ARCTOSTAPHYLOS UVA-URSI "MASSACHUSETTS" / MASSACHUSETTS KINNIKINNICK CEANOTHUS GLORIOSUS / POINT REYES CEANOTHUS FRAGARIA VESCA / WOODLAND STRAWBERRY PACHYSANDRA TERMINALIS "GREEN CARPET" / GREEN CARPET PACHYSANDRA ROSA X "NOAMEL" / FLOWER CARPET APPLEBLOSSOM ROSE RUBUS PENTALOBUS "EMERALD CARPET" / EMERALD CARPET CREEPING RASPBERRY	1 GAL. - 5 GAL.
SLOPE LANDSCAPE AREAS	QTY	TYPE	SIZE
	12,700 SF	SHRUBS: COTONEASTER DAMMERI / COTONEASTER MAHONIA REPENS / CREEPING MAHONIA POTENTILLA FRUTICOSA / BUSH CINQUEFOIL ROSA PISOCARPA / CLUSTERED WILD ROSE GROUND COVER: SEED MIX SUITABLE FOR EROSION CONTROL ARCTOSTAPHYLOS UVA-URSI "MASSACHUSETTS" / MASSACHUSETTS KINNIKINNICK CEANOTHUS GLORIOSUS / POINT REYES CEANOTHUS FRAGARIA VESCA / WOODLAND STRAWBERRY	1 GAL.
	7,000 SF	SEED MIX	SEED
	150,000 SF	TURF/LAWN WHERE SLOPES AND GRADE ALLOW	SEED OR SOD

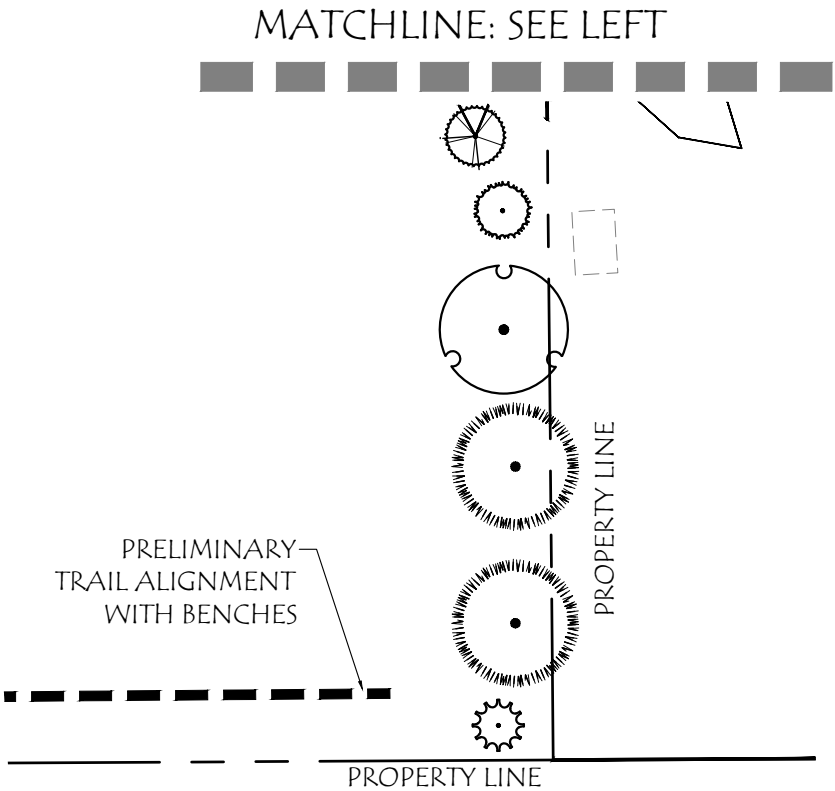


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LEGEND:

-  EXISTING TREES TO REMAIN
-  LANDSCAPE BOULDERS, 1'-3' DIA.
-  ENTRY FEATURE DESIGN
-  STORMWATER FACILITY
-  PLAY AREA SURFACE, SEE NOTES FOR SAFETY INFORMATION
-  PRELIMINARY TRAIL ALIGNMENT WITH BENCHES



Laurus Designs, LLC



1012 Pine Street
Silverton, Oregon 97381

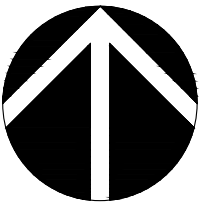
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NORTHSIDE
CHRUCH

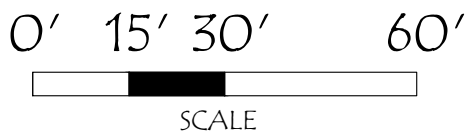
4500 NW POWERS AVE.
ALBANY, OREGON



PRELIMINARY
PLANTING PLAN
AND PLANT
SCHEDULE



SCALE: 1" = 30' - 0"



AUGUST 10TH, 2026

REVISIONS

DATE NOTES INITIALS

L1.3

SHEET 4 OF 4

PROJECT #: 1752C

Udell Engineering & Land Surveying LLC

63 East Ash Street, Lebanon, OR 97355
Ph: 541-451-5125 • Fax: 541-451-1366

DATE: August 11, 2026

Benton County Board of Commissioners
4500 SW Research Way
2nd Floor
Corvallis, Oregon 97333

Re: LU-25-067: CUP-Church, Northside Church Rebuttal to Opposition Testimony

Dear Members of the Board of Commissioners,

My name is Brian Vandetta and I am the Civil Engineer and Land Surveyor representing the Northside Church for their proposed development at 4500 Powers Avenue NW in Albany, Oregon. I am writing this letter to rebut opposition testimony heard at the August 4, 2026 appeal hearing and make engineering related clarifications for NW Powers Avenue.

The following identifies the topic of the opponent testimony and my rebuttal responses.

Projected Daily Sewage Flow:

1. Testimony was given at the hearing that raised a concern regarding my calculations dated May 28, 2026 due to the upper level mezzanine of the building not expressly being included in them.

Rebuttal Response:

The onsite septic system is sized per the Oregon Administrative Rule 340-071 Onsite Wastewater Systems. Projected Daily Sewage flows are typically performed by one of two scenarios.

Scenario 1 is based on the church's anticipated operations and projected attendance, while Scenario 2 is based on the number of seats in the church sanctuary and also applies the building code maximum occupant loads for accessory uses to provide a conservative comparison. Although the upper-level mezzanine was not reflected in the original projected attendance calculations, the revised analysis demonstrates that including the mezzanine does not change the overall conclusions regarding the adequacy of the approved area for a septic disposal system.

Scenario #1: The Projected Daily Flows are based on an engineer's study to determine the projected number of people contributing for a full day or an 8 hour shift and then multiplying that number of people by the appropriate gallons per day in OAR 340-071-0220 Table 2.

Scenario #2: The Projected Daily Flows are based on an engineer's study that determines the number of people contributing for a full day or an 8 hour shift based on number of seats in the church sanctuary and on building code maximum occupant load numbers allowed and then multiplying that number of people by the appropriate gallons per day in OAR 340-071-0220 Table 2.

Due to the Northside Church having a history of operation to create data that support the number of people currently attending their services, children's ministry and youth group meetings, I performed my previous calculations dated May 28, 2026 based on Scenario #1. The calculations performed had no correlation to overall building square footage, but rather on projected numbers of people attending. So the omission of the upper level square footage does not affect the submitted calculations and they are accurate for Scenario #1.

2. The opposition testimony raised a concern that my previously submitted calculations were not based on building code maximum occupant load numbers.

Rebuttal Response:

Below is a calculation based on Scenario #2 for a comparison.

OAR 340-071-0220 establishes wastewater design flows for churches based on the number of seats provided (5 gallons per day per seat). The rule does not increase the design flow based on the number of worship services conducted. Accordingly, the calculation is based on the church's 500-seat capacity, consistent with the Oregon Administrative Rules.

Northside Church is designed currently with 500 seats. OAR 340-071-0220, Table 2 states that for a church use the daily sewage flow is 5 gpd per seat.

$$\text{Church Sewage Flow} = 500 \text{ seats} \times 5 \text{ gpd/seat} = 2,500 \text{ gpd}$$

In addition to the primary church use they will also have children's ministry classes on the ground level during church session and youth group on the upper level potentially the evening of church. Both church associated uses will have calculated daily sewage flows in addition to the daily sewage flow based on the number of church seats. Their daily sewage flow will be added to the church sewage flow since they may occur on the same day.

The maximum occupant loads established by the Oregon Structural Specialty Code were used as a conservative estimate of anticipated daily sewage flows for the additional uses in response to opposition testimony. The children's ministry area has a peak occupancy allowed by the building

code of 90 people. OAR 340-071-0220, Table 2 states that for church uses(children’s ministry) use the daily sewage flow is 5 gpd per person.

$$\begin{aligned}\text{Children’s Ministry Peak Daily Sewage Flow} &= 90 \text{ max occupant load} \times 5 \text{ gpd} \\ &= 450 \text{ gpd}\end{aligned}$$

The youth group area has a peak occupancy allowed by the building code of 313 people. OAR 340-071-0220, Table 2 states that for church uses (youth groups) use the daily sewage flow is 5 gpd per person.

$$\begin{aligned}\text{Youth Group Peak Daily Sewage Flow} &= 313 \text{ max occupant load} \times 5 \text{ gpd} \\ &= 1,565 \text{ gpd}\end{aligned}$$

$$\begin{aligned}\text{Total Peak Daily Sewage Flow} &= 2,500 \text{ gpd} + 450 \text{ gpd} + 1,565 \text{ gpd} \\ \text{Based on Maximum Occupant Load} &= \boxed{4,515 \text{ gpd}}\end{aligned}$$

The approved Onsite Septic Site Evaluation 138-23-000125-EVAL was based on a design flow of 5,175 gpd. Based on the projected operations calculations dated May 28, 2026, the estimated daily sewage flow is 4,200 gpd. Based on the conservative maximum occupant scenario, the estimated peak sewage flow is 4,515 gpd. Both scenarios remain below the approved design capacity per Benton County Environmental Health Division approval for case 138-23-000125-EVAL.

The max occupant load is based on preliminary Oregon Structural Specialty Code analysis performed by our project team architectural firm. This number does not represent anticipated attendance or expected simultaneous occupancy. The maximum occupancy for the building space identified in the Oregon Structural Specialty Code is intended to establish life-safety and egress requirements. They do not represent the expected simultaneous occupancy of every room within the building. They were used solely as a conservative comparison in response to the concerns raised during the appeal hearing.

3. Testimony was given at the hearing that raised a concern with the replacement septic disposal area requiring removal of trees and that it was not illustrated on the “PROPOSED SITE PLAN”.

Rebuttal Response:

The submitted “PROPOSED SITE PLAN” illustrated that the initial disposal field would be installed in an existing clearing that did not contain existing trees. This was strategically done to avoid tree removal. The overall area approved by the Benton County Septic Site Evaluation 138-23-000125-

EVAL as suitable for septic effluent disposal was 2.12 acres ±. The initial installation disposal field layout occupies 0.33 acres±. The remaining area for replacement disposal field installation is 1.79 acres ± or 5.4 times the amount of space needed for the initial disposal field layout.

Although the replacement disposal field was not illustrated on the proposed site plan, it was evaluated and approved as part of the Benton County Septic Site Evaluation. The replacement field may be located anywhere within the approved reserve area, allowing its final location to minimize impacts to existing trees.

The Revised Proposed Site Plan does include a potential layout for the future replacement disposal field. This would likely not be installed for 20 plus years. As you will see on said Revised Proposed Site Plan the illustration includes the removal of (7) fir trees to accommodate the potential layout for the future replacement disposal field.

The installation of the initial disposal field is not planned to remove any trees as shown.

Onsite Parking Required:

4. Testimony was given regarding the discrepancy of building square footage between the proposed Site Plan and the preliminary floor plans. The testimony identified that the omission of the upper level mezzanine created a deficiency in the required number of parking spaces onsite.

Rebuttal Response:

The project team acknowledges that the earlier submitted material did not consistently characterize the building's gross floor area between the architectural drawings, narrative, traffic study and proposed site plan. The lower level of the building is 18,909 sf and the upper level is 9,648 sf for a total gross building size of 28,557 sf.

The Benton County Development Code required parking for a church building is 1 parking space per each 100 sf of gross building size or 1 parking space per 8 seats, whichever is greater. In this case the 28,557 sf size governs and results in the following calculated required vehicle parking spaces.

28,557 sf x 1 vehicle space/100 sf ➔ 286 parking spaces

The Benton County Development Code required parking for a dwelling (parsonage dwelling) is 2 vehicular parking spaces per dwelling. The parsonage contains a 2-car garage and 2 paved vehicular parking spaces in front of the garage.

A Revised Proposed Site Plan has been submitted to illustrate providing 286 vehicular parking stalls for the church use and 4 vehicular parking spaces for the parsonage.

Street Widening to NW Powers Ave.:

5. There was testimony by an opponent suggesting that the entire length of NW Powers Ave. from Oak Grove Dr. to Scenic Dr. should be widened to the 24 feet paved width with 2 feet gravel shoulders.

Rebuttal Response:

The proposed condition of approval P-12 included constructing street widening of NW Powers Ave. from a point approximately 50 feet west of the west property line to Scenic Dr. Street widening as conditioned has been evaluated against the existing constraints such as existing right of way widths, topography, existing structures and existing environmental conditions. The conclusion drawn was that the condition can be met without acquiring additional right of way if County staff allowed for some minor concession of their standards such as shoulder width, ditch fore slope and/or ditch back slope. A preliminary cost budget including design, permitting, wetland mitigation work and construction has been calculated for this portion of roadway widening to be \$500,094.10. Extrapolating this budget to the entire roadway length from Oak Grove Dr. to Scenic Dr. equates to an approximate budget of \$980,184.44. This extrapolated budget does not include necessary right of way acquisitions. The majority of the right of way from the west property line of the subject property to Oak Grove Dr. is 40 feet in width. The County Transportation System Plan requires 50 feet of right of way for the primary local road. The lack of right of way together with the topography, existing structures and existing environmental conditions does not allow the widening of NW Powers Ave. to be achieved going west to Oak Grove Dr.

Conclusions:

The calculated peak Projected Daily Sewage Flow utilizing the most conservative Scenario #2 (argued by opponents) at 4,515 gpd is slightly higher than the previously calculated peak Projected Daily Sewage Flow utilizing Scenario #1 of 4,200 gpd. The most conservative 4,515 gpd is still well below the Benton County Environmental Health approved 5,175 gpd for the site.

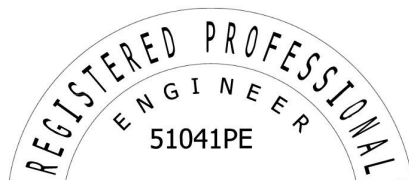
There is ample space approved by the Benton County Septic Evaluation approval for the replacement disposal field to be installed without removing a significant number of existing trees. The Revised Proposed Site Plan has been updated to include the layout of the potential replacement disposal areas which resulted in the removal of (7)-seven fir trees.

The required amount of onsite parking with the addition of the mezzanine space is slightly higher than the 260 vehicular parking spaces originally proposed. The Revised Proposed Site Plan has been updated to include the Benton County Development Code required 286 vehicular parking spaces based on the gross church building size of 28,557 square feet.

Distributing the church use over two services is not expected to change the required number of vehicular parking stalls or the required peak projected daily sewage flow calculated in this memo.

The street widening of NW Powers Ave. as conditioned in proposed condition of approval P-12 includes from a point approximately 50 feet west of the west property line and going east to Scenic Dr. This segment of widening can be accomplished as conditioned. Adding a requirement to construct the widening going west to Oak Grove Dr. is physically not feasible due to the existing right of way widths being insufficient.

Respectfully,



RENEWAL JUNE 30, 2028

Brian Vandetta PE, PLS
Udell Engineering & Land Surveying LLC

DATE: August 11, 2026

TO: Benton County Board of Commissioners

FROM: Kelly Sandow P.E.
Sandow Engineering

RE: LU-25-067 Northside Church- **Updated** Local Trip Study



This memorandum provides an update to the local trip generation study prepared for the proposed Northside Church in Albany, Oregon. This update relies upon the previously completed and submitted trip generation study and Powers Road study (dated August 3, 2026) and provides an update to include the following additional information:

- *Update to the comparison church site's square footage to include all upper levels, lower levels, and outbuildings on each site.*
- *Provides a trip rate for the comparison church sites based on the number of seats in the main gathering/worship area.*
- *Provides a trip estimate for the Northside Church using the updated square footage of all buildings on site.*
- *Provides a trip estimate for the Northside Church using the number of seats in the main gathering/worship area as the independent variable.*

Substantial modifications to the August 3, 2026, report are provided in italics for ease of reference.

1.0 POWERS AVENUE TRAFFIC VOLUMES

The purpose of the data collection on Powers Ave is to respond to Benton County's request to evaluate the existing traffic levels on Powers Ave.

Average Daily Trips

The Average Daily Trips (ADT) is the average of the total daily trips collected over a typical week (7 days). Sandow Engineering collected daily traffic volumes on Powers Avenue for 7 consecutive days from Wednesday, May 27, 2026, through Tuesday, June 2, 2026. The volumes were collected for a 24-hour time period on each day. As requested by Benton County, the data was collected on typical days while school was in session, and there were no

road closures or traffic diversions in the area that would affect traffic patterns. Traffic volumes were collected on the west end of Powers Ave, approximately 115 feet from Oak Grove Drive, and on the east end of Powers Avenue along the Northside Church property frontage near the existing driveway to the site. The count data is included in an attachment and summarized in Table 1 below.

TABLE 1: EXISTING POWERS AVE DAILY TRIPS

Day	West Side Daily Trips	East Side Daily Trips
May 27, 2026- Wednesday	331	549
May 28, 2026- Thursday	352	499
May 29, 2026- Friday	331	491
May 30, 2026- Saturday	259	580
May 31, 2026- Sunday	249	410
June 1, 2026- Monday	311	540
June 2, 2026- Tuesday	314	522
Average Daily Trips	307	513

The existing Average Daily Trips on Powers Ave is 307 on the west end and 513 on the east end near the church property.

Design Hour Volumes

The Design Hour Volume (DHV) for the purposes of this study is the average of the peak one hour that occurs each day. The 7-day counts collected by Sandow Engineering were used to determine the average peak hour/DHV over a 7-day period for Powers Ave. Table 2 summarizes the data.

TABLE 2: EXISTING POWERS AVE DHV

Day	West Side DHV	East Side DHV
May 27, 2026- Wednesday	41	50
May 28, 2026- Thursday	36	50
May 29, 2026- Friday	39	51
May 30, 2026- Saturday	30	63
May 31, 2026- Sunday	28	45
June 1, 2026- Monday	33	49
June 2, 2026- Tuesday	30	53
Average DHV	34	52

The existing average DHV on Powers Ave is 34 on the west end and 52 on the east end near the church property. *During the week, the peak one-hour period generally occurred from 3:30-5:30 PM.*

2.0 LOCAL CHURCH TRIP STUDY

The purpose of the local trip study is to provide a local trip rate as suggested by DKS in their letter dated June 9, 2026. This was suggested by DKS since the ITE data has a small sample size.

Generally, the ITE Trip Generation Manuals are used for estimating trip generation levels. The ITE Trip Generation Manual has a land use for churches (560- Church). The ITE data has a small data set for some of the time periods; for example, there is one data point for Sunday ADT using seats as the independent variable, and the data point is for a church with 1,000 seats, and there is only one data point for weekday ADT using the square footage as the independent variable. As per the ITE Trip Generation Handbook, local trip data can be used in lieu of the ITE data when the sample size for the land use is small, especially when the independent variable for the limited data is not similar in size to the proposed Northside Church. Therefore, the collection of local data will provide more reliable trip estimates. *Additionally, this local trip generation study was prepared to establish a local rate since Sandow Engineering and DKS had provided two different trip generation calculations based on the square footage of the buildings on site and the number of seats. Each independent variable within the ITE Manuals provided similar results for Sunday peak hour estimates but varied considerably for all other time periods. Because a consensus was not reached between the two professional engineers regarding the most appropriate independent variable, the local trip study was prepared to establish a locally derived trip rate based on comparable church sites.*

A local trip generation study was performed for similar church sites that are similar in size, usage, and location. The study was performed per the ITE Trip Generation Handbook, 3rd ed. To develop a local trip generation rate for this specific land use type, three comparable sites were selected. The sites are all of a similar size, contain similar weekday uses such as weekday bible study, preschools, similar Sunday services, meeting spaces, recreational spaces/gymnasiums, enough parking on site to facilitate all attendees (no off-site parking is needed or used), and are similarly located on more rural roadways on the edge of town. The three sites selected to study were the churches recommended by Benton County in their previous staff report: Calvary Corvallis Church in Corvallis, Suburban Christian Church in Corvallis, and North Albany Community Church in Albany. Descriptions of each of the study sites are provided below.

2.1 STUDY LOCATIONS

A. CALVARY CORVALLIS

This site is located at 2125 NW Lester Ave in Corvallis, Oregon. There is one service held on Sundays at 10:30 AM. Weekday and Saturday activities include weekly bible study classes/groups, weekly prayer groups, open chapels, open pastoral counseling, monthly events, and typical administrative office functions. This site has 2 driveways. All parking is contained on site.

- *The total building square footage on site is 31,029 and is comprised of the main building at 18,132 sf of main floor area and 9,337 sf basement area, and two outbuildings at 1,440 sf and 2,120 sf.*
- *The main gathering area accommodates 700 seats.*

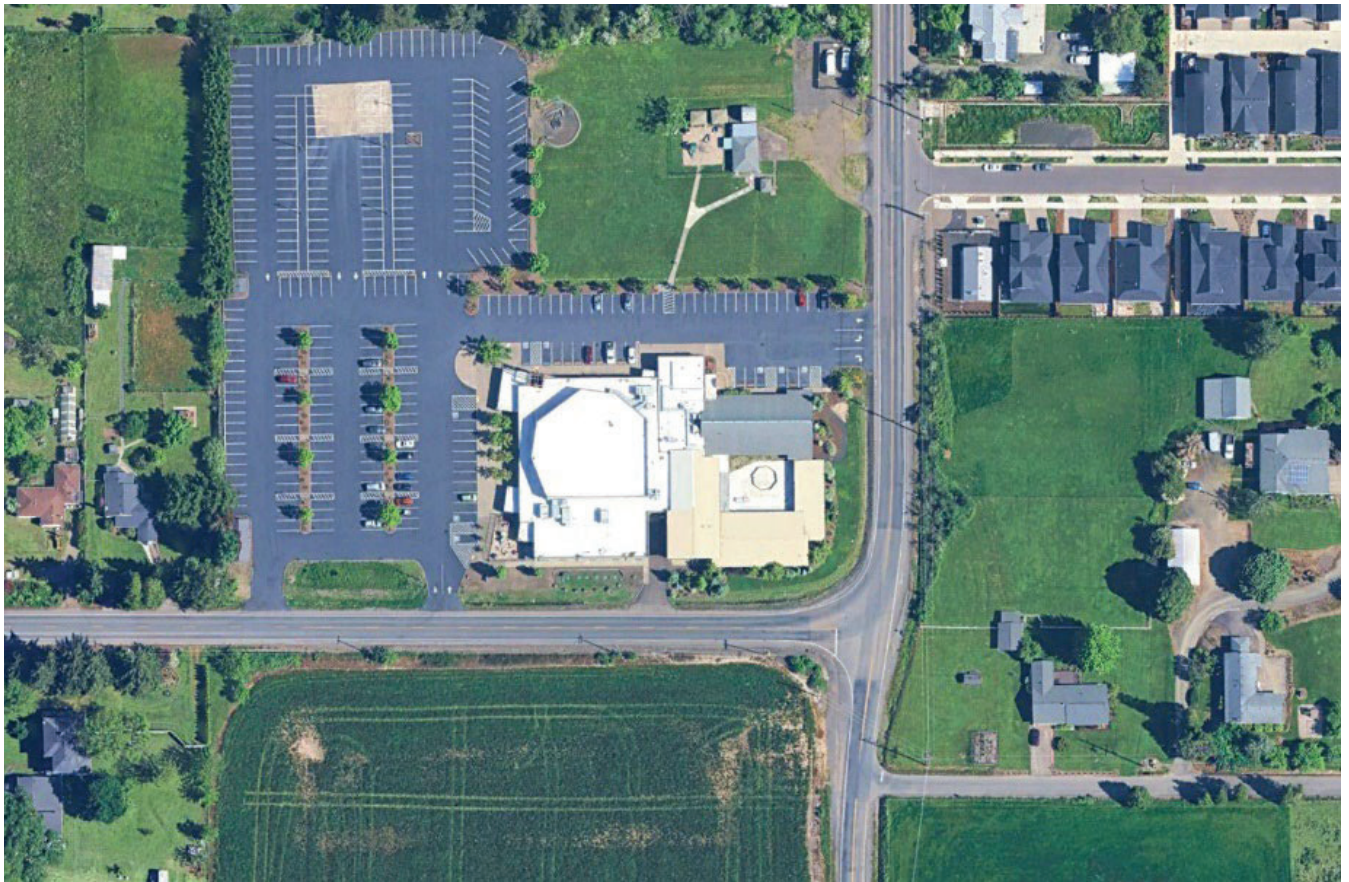


Calvary Corvallis- Corvallis

B. SUBURBAN CHRISTIAN CHURCH

This site is located at 2760 SW 53rd St in Corvallis, Oregon. Services are held on Sundays at 9:00 AM and 10:30 AM. Weekday and Saturday activities include weekly bible study classes/groups, weekly prayer groups, open chapels, open pastoral counseling, monthly events, and typical administrative office functions. Additionally, there is a preschool and daycare on site that operates Monday-Friday from 7:30 AM-5:30 PM. This site has 3 driveways. All parking is contained on site.

- *The total building square footage on site is 40,969 and is comprised of the main building at 37,718 sf main floor, 2,656 sf upper level, and one outbuilding at 595 sf.*
- *The main gathering area accommodates 550 seats.*



Suburban Christian Church- Corvallis

C. NORTH ALBANY COMMUNITY CHURCH

This site is located at 1273 NW Thornton Lake Drive in Albany, Oregon. One service is held on Sundays at 10:00 AM. Weekday and Saturday activities include weekly bible study classes/groups, weekly prayer groups, open chapels, open pastoral counseling, monthly events, and typical administrative office functions. There is a preschool on site that offers services Mondays, Wednesdays, and Fridays. Additionally, a gymnasium is provided for recreations purposes for church members. This site has 2 driveways. All parking is contained on site.

- *The total building square footage on site is 23,315 and is comprised of the main building at 16,308 sf and a gymnasium at 7,007 sf.*
- *The main gathering area accommodates 280 seats.*



North Albany Community Church- Albany

2.2 TRIP GENERATION CALCULATION

This local trip generation study is performed in accordance with the methodology within the ITE Trip Generation Manual. To establish a local trip generation rate, each of the site's vehicle trips entering and exiting were collected to establish the following data:

- Weekday Average Daily Trips
- Weekday Peak Hour/DHV
- Saturday Average Daily Trips
- Saturday Peak Hour/DHV
- Sunday Average Daily Trips
- Sunday Peak Hour/DHV

As per the ITE Manuals, the appropriate days for collecting weekday trips are on Tuesday, Wednesday, or Thursday. For this study, 24-hour driveway counts were collected at each of the church driveways on Tuesday July 21, 2026, Wednesday July 22, 2026, and Thursday July 23, 2026. Each site had a total of 3 weekdays collected. This data is used to determine the weekday Average Daily Trip rate and the weekday peak hour trip rate/DHV.

24-hour counts were also collected on Saturday July 25, 2026, and Sunday July 26, 2026. This data is used to determine the Saturday ADT and peak hour trip rate, and the Sunday ADT and peak hour trip rate.

The counts are provided as an attachment. The trips entering and exiting were evaluated at each site to determine the weighted average rate of trips/thousand square feet (ksf) *and trips/seat in the main gathering area* over all three sites for the ADTs and peak hours.

Average Daily Trips

Table 3 provides a summary of the local church average daily trip results *using trips/ksf*. Table 4 provides a summary of the local church average daily trip results *using trips/seat*.

TABLE 3: LOCAL CHURCH ADT-TRIPS/KSF

Location	Day of Week	Size (ksf)	ADT	Trip Rate (trips/ksf)
Weekday				
Calvary	Tuesday	31.03	372	11.99
	Wednesday	31.03	332	10.70
	Thursday	31.03	72	2.32
Suburban	Tuesday	40.97	212	5.17
	Wednesday	40.97	280	6.83
	Thursday	40.97	220	5.37
North Albany	Tuesday	23.32	56	2.40
	Wednesday	23.32	52	2.23
	Thursday	23.32	68	2.92
Weighted Average Weekday				5.82
Saturday				
Calvary	Saturday	31.03	102	3.29
Suburban	Saturday	40.97	40	0.98
North Albany	Saturday	23.32	92	3.95
Weighted Average Saturday				2.45
Sunday				
Calvary	Sunday	31.03	808	26.04
Suburban	Sunday	40.97	544	13.28
North Albany	Sunday	23.32	266	11.41
Weighted Average Sunday				16.97

ksf=thousand square feet

The weighted average rate for the local churches is found to be 5.82 *trips/ksf* for the weekday ADT, 2.45 *trips/ksf* for the Saturday ADT, and 16.97 *trips/ksf* for the Sunday ADT.

TABLE 4: LOCAL CHURCH ADT-TRIPS/SEAT

<i>Location</i>	<i>Day of Week</i>	<i>Size (seat)</i>	<i>ADT</i>	<i>Trip Rate (trips/seat)</i>
Weekday				
Calvary	<i>Tuesday</i>	700	372	0.53
	<i>Wednesday</i>	700	332	0.47
	<i>Thursday</i>	700	72	0.10
Suburban	<i>Tuesday</i>	550	212	0.39
	<i>Wednesday</i>	550	280	0.51
	<i>Thursday</i>	550	220	0.40
North Albany	<i>Tuesday</i>	280	56	0.20
	<i>Wednesday</i>	280	52	0.19
	<i>Thursday</i>	280	68	0.24
Weighted Average Weekday				0.36
Saturday				
Calvary	<i>Saturday</i>	700	102	0.15
Suburban	<i>Saturday</i>	550	40	0.07
North Albany	<i>Saturday</i>	280	92	0.33
Weighted Average Saturday				0.15
Sunday				
Calvary	<i>Sunday</i>	700	808	1.15
Suburban	<i>Sunday</i>	550	544	0.99
North Albany	<i>Sunday</i>	280	266	0.95
Weighted Average Sunday				1.06

The weighted average rate for the local churches is found to be 0.36 trips/seat for the weekday ADT, 0.15 trips/seat for the Saturday ADT, and 1.06 trips/seat for the Sunday ADT.

Peak Hour

Table 5 below summarizes the peak hour trips collected at each site *using trips/ksf*. Table 6 provides a summary of the peak hour trips using *trips/seat*.

The data represents the highest one-hour traffic volume collected at each church for each study day and is used to establish the local peak-hour trip generation rate.

TABLE 5: LOCAL CHURCH PEAK HOUR/DHV-TRIPS/KSF

Location	Day of Week	Size (ksf)	DHV	Trip Rate (trips/ksf)
Weekday				
Calvary	Tuesday	31.03	112	3.61
	Wednesday	31.03	113	3.64
	Thursday	31.03	13	0.42
Suburban	Tuesday	40.97	32	0.78
	Wednesday	40.97	45	1.10
	Thursday	40.97	37	0.90
North Albany	Tuesday	23.32	12	0.51
	Wednesday	23.32	14	0.60
	Thursday	23.32	11	0.47
Weighted Average Weekday				1.36
Saturday				
Calvary	Saturday	31.03	28	0.90
Suburban	Saturday	40.97	7	0.17
North Albany	Saturday	23.32	14	0.60
Weighted Average Saturday				0.51
Sunday				
Calvary	Sunday	31.03	280	9.02
Suburban	Sunday	40.97	203	4.95
North Albany	Sunday	23.32	106	4.55
Weighted Average Sunday				6.18

ksf=thousand square feet

The weighted average rate for the local churches is found to be *1.36 trips/ksf* for the weekday DHV, *0.51 trips/ksf* for the Saturday DHV, and *6.18 trips/ksf* for the Sunday DHV.

TABLE 6: LOCAL CHURCH PEAK HOUR/DHV-TRIPS/SEAT

Location	Day of Week	Size (seat)	DHV	Trip Rate (trips/seat)
Weekday				
Calvary	<i>Tuesday</i>	700	112	0.16
	<i>Wednesday</i>	700	113	0.16
	<i>Thursday</i>	700	13	0.02
Suburban	<i>Tuesday</i>	550	32	0.06
	<i>Wednesday</i>	550	45	0.08
	<i>Thursday</i>	550	37	0.07
North Albany	<i>Tuesday</i>	280	12	0.04
	<i>Wednesday</i>	280	14	0.05
	<i>Thursday</i>	280	11	0.04
Weighted Average Weekday				0.08
Saturday				
Calvary	<i>Saturday</i>	700	28	0.04
Suburban	<i>Saturday</i>	550	7	0.01
North Albany	<i>Saturday</i>	280	14	0.05
Weighted Average Saturday				0.03
Sunday				
Calvary	<i>Sunday</i>	700	280	0.40
Suburban	<i>Sunday</i>	550	203	0.37
North Albany	<i>Sunday</i>	280	106	0.38
Weighted Average Sunday				0.38

The weighted average rate for this specific land use is found to be 0.08 trips/seat for the weekday DHV, 0.03 trips/seat for the Saturday DHV, and 0.38 trips/seat for the Sunday DHV.

2.3 APPLICATION OF TRIP RATE TO NORTHSIDE CHURCH

The local trip rates as provided in Tables 3 through 6 above are then applied to the proposed Northside Church total square footage to calculate the trips generated by Northside Church. The Northside Church building square footage to be included in the gross floor area for trip calculations is estimated at 32,820, consisting of a 28,557 sf main building containing 18,909 sf on the first floor and 9,648 sf on the second floor, and a 2,103 sf outbuilding used for a parsonage (1,553 sf house and 550 sf garage), and a 2,160 sf outbuilding used as a shop. Additionally, Northside Church will have the capacity to accommodate up to 500 seats in the main assembly area. The trips are provided in Table 7 for the ADT and Table 8 for the DHV.

TABLE 7: NORTHSIDE CHURCH ADT ESTIMATES

Day	Rate Trips/ksf	Total Trips
<i>Weekday</i>	<i>5.82</i>	<i>191</i>
<i>Saturday</i>	<i>2.45</i>	<i>80</i>
<i>Sunday</i>	<i>16.97</i>	<i>557</i>

Day	Rate Trips/seat	Total Trips
<i>Weekday</i>	<i>0.36</i>	<i>180</i>
<i>Saturday</i>	<i>0.15</i>	<i>75</i>
<i>Sunday</i>	<i>1.06</i>	<i>530</i>

TABLE 8: NORTHSIDE CHURCH DHV ESTIMATES

Day	Rate Trips/ksf	Total Trips
<i>Weekday</i>	<i>1.36</i>	<i>45</i>
<i>Saturday</i>	<i>0.51</i>	<i>17</i>
<i>Sunday</i>	<i>6.18</i>	<i>203</i>

Day	Rate Trips/seat	Total Trips
<i>Weekday</i>	<i>0.08</i>	<i>40</i>
<i>Saturday</i>	<i>0.03</i>	<i>15</i>
<i>Sunday</i>	<i>0.38</i>	<i>190</i>

Using the local trip rate based on trips/total square footage, the ADT for the Northside Church is estimated at 191 for the weekday time period, 80 for Saturday, and 557 for Sunday. Using the local trip rate based on trips/seat, the ADT for Northside Church is estimated at 180 for the weekday, 75 for Saturday, and 530 for Sunday. The trips are slightly higher when utilizing the building square footage as the independent variable.

Using the local trip rate based on trips/total square footage, the DHV for the Northside Church is estimated at 45 for the weekday, 17 for Saturday, and 203 for Sunday. Using the local trip rate based on trips/seat, the DHV for Northside Church is estimated at 40 for the weekday time period, 15 for Saturday, and 190 for Sunday. The trips are slightly higher when utilizing the building square footage as the independent variable.

3.0 TOTAL TRIPS POWERS AVENUE

The trips generated by the Northside Church are added to the existing Powers Avenue traffic volumes to determine the total 7-day ADT and DHV that could be expected with the church in full operation. The directional distribution of the church trips is estimated at 25% to/from the west and 75% to/from the east, consistent with regional travel patterns, the roadway network, and the location of the existing church members. Based on these assumptions, the total projected traffic volumes on Powers Avenue are illustrated in Tables 9 and 10 for the ADT and Tables 11 and 12 for the DHV.

TABLE 9: AVERAGE DAILY TRIPS WITH NORTHSIDE CHURCH-TRIPS/KSF

Day	West Side			East Side		
	Existing	Site Trips	Total	Existing	Site Trips	Total
Monday	311	48	359	540	143	683
Tuesday	314	48	362	522	143	665
Wednesday	331	48	379	549	143	692
Thursday	352	48	400	499	143	642
Friday	331	48	379	491	143	634
Saturday	259	20	279	580	60	640
Sunday	249	139	388	410	418	828
Average ADT			364			683

TABLE 10: AVERAGE DAILY TRIPS WITH NORTHSIDE CHURCH-TRIPS/SEAT

Day	West Side			East Side		
	Existing	Site Trips	Total	Existing	Site Trips	Total
Monday	311	45	356	540	135	675
Tuesday	314	45	359	522	135	657
Wednesday	331	45	376	549	135	684
Thursday	352	45	397	499	135	634
Friday	331	45	376	491	135	626
Saturday	259	19	278	580	56	636
Sunday	249	133	382	410	397	807
Average ADT			361			674

The daily totals are averaged over the 7-day time period to determine the ADT consistent with Benton County's TSP methodology. With the construction of Northside Church, the traffic

volumes remain below the 700 ADT threshold identified in the TSP for Primary Local Roads. The roadway will continue to operate within the intended volume range for its functional classification.

TABLE 11: DHV WITH NORTHSIDE CHURCH-TRIPS/KSF

Day	West Side			East Side		
	Existing	Site Trips	Total	Existing	Site Trips	Total
Monday	33	11	44	49	34	83
Tuesday	30	11	41	53	34	87
Wednesday	41	11	52	50	34	84
Thursday	36	11	47	50	34	84
Friday	39	11	50	51	34	85
Saturday	30	4	34	63	13	76
Sunday	28	51	79	45	152	197
Average DHV			50			99

TABLE 12: DHV WITH NORTHSIDE CHURCH-TRIPS/SEAT

Day	West Side			East Side		
	Existing	Site Trips	Total	Existing	Site Trips	Total
Monday	33	10	43	49	30	79
Tuesday	30	10	40	53	30	83
Wednesday	41	10	51	50	30	80
Thursday	36	10	46	50	30	80
Friday	39	10	49	51	30	81
Saturday	30	4	34	63	11	74
Sunday	28	48	76	45	142	187
Average DHV			48			95

The daily totals are averaged over the 7-day time period to determine the ADT consistent with Benton County's TSP methodology. The average DHV for Powers Ave after completion of the church is estimated at 50 DHV for the west side and 99 DHV for the east side. The representative seven-day average DHV for Powers Avenue after completion of the church is estimated at 50 vehicles per hour on the west side and 99 vehicles per hour on the east side, which remain below the 100 DHV value identified in the TSP for a Primary Local Road. The Sunday service period results in a higher concentrated peak, as shown in Tables 11 and 12.

4.0 CONCLUSION

The additional traffic data collected for Powers Avenue demonstrates that the roadway currently operates within the volume range anticipated for a Primary Local Road under the Benton County Transportation System Plan. Existing traffic volumes average approximately 307 vehicles per day with a DHV of 34 on the west segment of Powers Avenue and 513 vehicles per day with a DHV of 52 adjacent to the church property. Based on local rates and anticipated travel patterns, traffic volumes with the proposed Northside Church are projected to average approximately 364 vehicles per day and 50 DHV on the west segment and 683 vehicles per day and 99 DHV adjacent to the site. The seven-day average traffic volumes remain below the 700 ADT and 100 DHV values identified in the TSP for a Primary Local Road. The proposed church results in a higher concentrated traffic volume during the Sunday service period; however, as discussed above, the representative DHV calculated over the seven-day study period remains within the design-hour volume range identified for this roadway classification.

POWERS AVENUE DATA COLLECTION

Powers Road West End

Daily Trips			Church	Total	
W	331	307 Total	32	363	365 Total
Th	352	254 Weekend	32	384	377 Weekend
F	331	328 Weekday	32	363	360 Weekday
St	259		32	291	
Su	249		213	462	
M	311		32	343	
Tu	314		32	346	
			58	365	
DHF			Church	Total	
W	41	34 Total	3	44	49 Total
Th	36	29 Weekend	3	39	75 Weekend
F	39	36 Weekday	3	42	39 Weekday
St	30		3	33	
Su	28		88	116	
M	33		3	36	
Tu	30		3	33	
			15	49	

5/27/2026				5/28/2026			
WB Volumes		EB Volumes		WB Volumes		EB Volumes	
0:00	0	0	1	0:00	0	0	0
0:15	0	0	0	0:15	0	0	0
0:30	2	0	0	0:30	0	1	0
0:45	0	0	3	0:45	0	0	1
1:00	0	0	2	1:00	0	0	1
1:15	0	0	2	1:15	0	0	1
1:30	0	0	0	1:30	0	0	0
1:45	0	0	0	1:45	0	0	0
2:00	0	0	0	2:00	0	0	0
2:15	0	0	0	2:15	0	0	0
2:30	0	0	0	2:30	0	0	0
2:45	0	0	0	2:45	0	0	0
3:00	0	0	0	3:00	1	1	2
3:15	2	0	2	3:15	2	0	4
3:30	0	0	2	3:30	0	0	4
3:45	0	0	2	3:45	0	0	4
4:00	0	0	2	4:00	0	0	2
4:15	0	1	1	4:15	0	1	1
4:30	0	0	1	4:30	0	0	1
4:45	0	0	1	4:45	0	0	1
5:00	0	1	2	5:00	0	0	1
5:15	1	0	2	5:15	0	0	0
5:30	0	1	3	5:30	0	1	1
5:45	2	1	6	5:45	1	1	3
6:00	0	0	5	6:00	0	1	4
6:15	3	0	7	6:15	2	2	8
6:30	5	1	12	6:30	6	4	17
6:45	1	5	15	6:45	4	1	20
7:00	1	0	16	7:00	3	3	25
7:15	7	1	21	7:15	1	4	26
7:30	4	6	25	7:30	14	2	32
7:45	1	3	23	7:45	6	2	35
8:00	0	1	23	8:00	2	3	34
8:15	5	3	23	8:15	2	1	32
8:30	1	2	16	8:30	0	5	21
8:45	2	10	24	8:45	2	3	18
9:00	2	0	25	9:00	2	2	17
9:15	2	0	19	9:15	3	1	18
9:30	2	0	18	9:30	1	4	18
9:45	1	1	8	9:45	2	0	15
10:00	3	1	10	10:00	5	6	22
10:15	2	2	12	10:15	3	4	25
10:30	2	1	13	10:30	6	2	28
10:45	1	0	12	10:45	4	1	31
11:00	2	2	12	11:00	4	3	27
11:15	2	1	11	11:15	1	2	23
11:30	1	1	10	11:30	5	5	25
11:45	0	2	11	11:45	1	3	24
12:00	0	1	8	12:00	2	4	23
12:15	3	4	12	12:15	1	2	23
12:30	1	2	13	12:30	2	2	17
12:45	6	0	17	12:45	2	1	16
13:00	2	4	22	13:00	3	4	17
13:15	3	4	22	13:15	1	3	18
13:30	3	3	25	13:30	1	4	19
13:45	1	2	22	13:45	0	4	20
14:00	1	1	18	14:00	3	3	19
14:15	2	3	16	14:15	1	2	18
14:30	9	5	24	14:30	1	7	21
14:45	0	1	22	14:45	3	3	23
15:00	3	2	25	15:00	5	3	25
15:15	2	3	25	15:15	4	6	32
15:30	9	3	23	15:30	3	7	34
15:45	6	7	35	15:45	2	6	36
16:00	7	2	39	16:00	2	4	34
16:15	3	4	41	16:15	1	4	29
16:30	6	1	36	16:30	4	6	29
16:45	3	1	27	16:45	5	2	28
17:00	3	4	25	17:00	2	4	28
17:15	4	2	24	17:15	3	3	29
17:30	2	3	22	17:30	4	2	25
17:45	2	5	25	17:45	3	5	26
18:00	1	6	25	18:00	0	0	20
18:15	6	1	26	18:15	4	4	22
18:30	3	2	26	18:30	5	4	25
18:45	3	3	25	18:45	3	2	22
19:00	3	4	25	19:00	1	3	26
19:15	0	3	21	19:15	1	1	20
19:30	2	1	19	19:30	0	2	13
19:45	3	4	20	19:45	2	1	11
20:00	0	6	19	20:00	0	2	9
20:15	3	5	24	20:15	1	1	9
20:30	0	3	24	20:30	0	2	9
20:45	1	0	18	20:45	3	0	9
21:00	0	2	14	21:00	0	0	7
21:15	0	2	8	21:15	1	2	8
21:30	3	0	8	21:30	0	1	7
21:45	2	4	13	21:45	0	0	4
22:00	0	0	11	22:00	0	0	4
22:15	0	0	9	22:15	2	1	4
22:30	0	0	6	22:30	0	0	3
22:45	0	2	2	22:45	2	0	5
23:00	0	0	2	23:00	0	0	5
23:15	0	0	2	23:15	0	0	2
23:30	0	0	2	23:30	0	0	2
23:45	0	0	0	23:45	0	0	0
total	168	163		total	166	186	
DHV			41	DHV			36

5/29/2026				5/30/2026			
WB Volumes		EB Volumes		WB Volumes		EB Volumes	
0:00	1	0		0:00	0	0	
0:15	0	0		0:15	0	0	
0:30	0	0		0:30	0	0	
0:45	0	0	1	0:45	0	0	0
1:00	0	0	0	1:00	0	0	0
1:15	0	0	0	1:15	0	0	0
1:30	0	0	0	1:30	0	0	0
1:45	0	0	0	1:45	0	0	0
2:00	0	0	0	2:00	0	0	0
2:15	0	0	0	2:15	0	0	0
2:30	0	0	0	2:30	0	0	0
2:45	0	0	0	2:45	0	0	0
3:00	0	0	0	3:00	1	0	1
3:15	2	0	2	3:15	2	0	3
3:30	0	0	2	3:30	0	0	3
3:45	0	0	2	3:45	0	2	5
4:00	0	0	2	4:00	0	1	5
4:15	0	0	0	4:15	0	0	3
4:30	0	0	0	4:30	0	0	3
4:45	0	1	1	4:45	0	0	1
5:00	0	0	1	5:00	0	0	0
5:15	0	0	1	5:15	0	0	0
5:30	1	3	5	5:30	0	0	0
5:45	1	0	5	5:45	0	0	0
6:00	1	0	6	6:00	1	0	1
6:15	1	0	7	6:15	0	0	1
6:30	3	2	8	6:30	0	0	1
6:45	2	0	9	6:45	0	0	1
7:00	1	4	13	7:00	3	2	5
7:15	2	6	20	7:15	1	5	11
7:30	8	1	24	7:30	1	2	14
7:45	3	4	29	7:45	0	2	16
8:00	1	3	28	8:00	1	0	12
8:15	0	3	23	8:15	1	3	10
8:30	0	2	16	8:30	1	0	8
8:45	1	3	13	8:45	4	1	11
9:00	2	0	11	9:00	1	4	15
9:15	0	0	8	9:15	1	2	14
9:30	2	2	10	9:30	1	1	15
9:45	2	0	8	9:45	1	0	11
10:00	1	1	8	10:00	1	1	8
10:15	1	2	11	10:15	3	3	11
10:30	7	1	15	10:30	0	3	12
10:45	2	5	20	10:45	2	3	16
11:00	0	1	19	11:00	2	8	24
11:15	4	4	24	11:15	2	4	24
11:30	3	3	22	11:30	0	3	24
11:45	2	2	19	11:45	1	1	21
12:00	1	5	24	12:00	1	4	16
12:15	0	0	16	12:15	1	1	12
12:30	2	4	16	12:30	1	1	11
12:45	1	2	15	12:45	4	1	14
13:00	4	5	18	13:00	2	0	11
13:15	6	3	27	13:15	5	1	15
13:30	1	1	23	13:30	4	2	19
13:45	2	1	23	13:45	1	3	18
14:00	1	1	16	14:00	2	2	20
14:15	2	3	12	14:15	0	0	14
14:30	1	3	14	14:30	2	5	15
14:45	1	2	14	14:45	3	2	16
15:00	2	3	17	15:00	2	1	15
15:15	5	3	20	15:15	2	4	21
15:30	3	3	22	15:30	3	0	17
15:45	3	6	28	15:45	3	4	19
16:00	4	8	35	16:00	1	3	20
16:15	0	8	35	16:15	2	1	17
16:30	5	4	38	16:30	2	2	18
16:45	4	6	39	16:45	3	8	22
17:00	0	6	33	17:00	1	7	26
17:15	1	5	31	17:15	3	4	30
17:30	2	5	29	17:30	0	2	28
17:45	1	1	21	17:45	1	3	21
18:00	3	1	19	18:00	1	3	17
18:15	1	2	16	18:15	2	0	12
18:30	4	3	16	18:30	2	1	13
18:45	4	5	23	18:45	1	2	12
19:00	1	1	21	19:00	1	2	11
19:15	0	4	22	19:15	4	2	15
19:30	3	2	20	19:30	0	2	14
19:45	5	1	17	19:45	5	1	17
20:00	2	2	19	20:00	4	1	19
20:15	2	7	24	20:15	1	0	14
20:30	1	4	24	20:30	2	0	14
20:45	0	2	20	20:45	2	1	11
21:00	1	3	20	21:00	1	2	9
21:15	1	0	12	21:15	0	3	11
21:30	0	4	11	21:30	6	1	16
21:45	0	1	10	21:45	0	1	14
22:00	2	3	11	22:00	0	4	15
22:15	0	2	12	22:15	5	1	18
22:30	0	0	8	22:30	1	0	12
22:45	0	0	7	22:45	0	1	12
23:00	1	0	3	23:00	1	0	9
23:15	0	2	3	23:15	0	0	3
23:30	0	1	4	23:30	0	0	2
23:45	0	3	7	23:45	0	0	1
total	137	194		total	119	140	
DHV			39	DHV			30

5/31/2026				6/1/2026			
249				311			
WB Volumes EB Volumes				WB Volumes EB Volumes			
0:00	0	0		0:00	0	0	
0:15	0	0		0:15	0	0	
0:30	0	0		0:30	1	0	
0:45	0	0	0	0:45	0	0	1
1:00	0	0	0	1:00	0	0	1
1:15	0	0	0	1:15	0	0	1
1:30	0	0	0	1:30	0	0	0
1:45	0	0	0	1:45	0	0	0
2:00	1	0	1	2:00	0	0	0
2:15	0	0	1	2:15	0	2	2
2:30	0	0	1	2:30	0	0	2
2:45	0	0	1	2:45	0	0	2
3:00	1	2	3	3:00	0	0	2
3:15	0	0	3	3:15	2	0	2
3:30	0	0	3	3:30	0	0	2
3:45	0	0	3	3:45	0	0	2
4:00	0	0	0	4:00	0	0	2
4:15	0	0	0	4:15	0	0	0
4:30	0	0	0	4:30	0	1	1
4:45	0	0	0	4:45	0	0	1
5:00	0	0	0	5:00	0	0	1
5:15	0	0	0	5:15	0	0	1
5:30	0	0	0	5:30	1	1	2
5:45	0	0	0	5:45	2	0	4
6:00	0	0	0	6:00	3	2	9
6:15	1	0	1	6:15	3	0	12
6:30	0	0	1	6:30	0	2	12
6:45	0	0	1	6:45	4	0	14
7:00	0	1	2	7:00	7	3	19
7:15	1	0	2	7:15	3	3	22
7:30	0	0	2	7:30	5	6	31
7:45	2	1	5	7:45	2	3	32
8:00	6	3	13	8:00	1	4	27
8:15	3	1	16	8:15	0	2	23
8:30	0	0	16	8:30	2	1	15
8:45	2	2	17	8:45	5	3	18
9:00	2	5	15	9:00	3	1	17
9:15	3	5	19	9:15	1	0	16
9:30	3	1	23	9:30	1	1	15
9:45	4	2	25	9:45	1	1	9
10:00	3	6	27	10:00	1	2	8
10:15	3	1	23	10:15	2	1	10
10:30	2	0	21	10:30	0	0	8
10:45	1	8	24	10:45	3	1	10
11:00	2	2	19	11:00	1	2	10
11:15	2	3	20	11:15	3	2	12
11:30	3	0	21	11:30	1	3	16
11:45	1	4	17	11:45	4	1	17
12:00	4	2	19	12:00	1	0	15
12:15	2	4	20	12:15	4	1	15
12:30	2	9	28	12:30	4	2	17
12:45	2	3	28	12:45	5	2	19
13:00	0	4	26	13:00	4	3	25
13:15	2	4	26	13:15	4	2	26
13:30	1	1	17	13:30	3	2	25
13:45	2	2	16	13:45	3	5	26
14:00	1	1	14	14:00	2	5	26
14:15	1	2	11	14:15	3	4	27
14:30	3	3	15	14:30	4	1	27
14:45	0	0	11	14:45	6	4	29
15:00	2	1	12	15:00	3	3	28
15:15	4	2	15	15:15	4	6	31
15:30	0	4	13	15:30	4	3	33
15:45	2	3	18	15:45	2	4	29
16:00	3	3	21	16:00	1	6	30
16:15	9	4	28	16:15	3	6	29
16:30	1	2	27	16:30	2	8	32
16:45	2	3	27	16:45	2	0	28
17:00	2	3	26	17:00	3	4	28
17:15	0	4	17	17:15	2	4	25
17:30	2	1	17	17:30	2	4	21
17:45	1	1	14	17:45	2	2	23
18:00	2	2	13	18:00	3	1	20
18:15	1	3	13	18:15	0	3	17
18:30	0	2	12	18:30	2	1	14
18:45	4	5	19	18:45	0	5	15
19:00	0	2	17	19:00	0	0	11
19:15	2	1	16	19:15	2	1	11
19:30	3	1	18	19:30	0	4	12
19:45	0	4	13	19:45	0	1	8
20:00	2	1	14	20:00	0	3	11
20:15	1	1	13	20:15	1	0	9
20:30	0	1	10	20:30	2	1	8
20:45	0	0	6	20:45	2	6	15
21:00	0	1	4	21:00	0	1	13
21:15	1	2	5	21:15	0	2	14
21:30	0	0	4	21:30	0	0	11
21:45	0	0	4	21:45	0	2	5
22:00	0	0	3	22:00	0	0	4
22:15	0	0	0	22:15	0	2	4
22:30	0	0	0	22:30	0	0	4
22:45	0	0	0	22:45	0	0	2
23:00	0	0	0	23:00	0	0	2
23:15	0	0	0	23:15	0	0	0
23:30	0	0	0	23:30	0	2	2
23:45	0	0	0	23:45	0	0	2
total	110	139		total	147	164	
DHV			28	DHV			33

6/2/2026 314

WB Volume EB Volumes

0:00	2	0	
0:15	0	0	
0:30	0	0	
0:45	0	0	2
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	2	0	2
3:30	0	0	2
3:45	0	0	2
4:00	0	0	2
4:15	0	1	1
4:30	0	0	1
4:45	0	0	1
5:00	0	1	2
5:15	1	1	3
5:30	2	1	6
5:45	1	0	7
6:00	1	0	7
6:15	3	1	9
6:30	2	2	10
6:45	4	1	14
7:00	4	4	21
7:15	1	2	20
7:30	5	1	22
7:45	1	1	19
8:00	0	0	11
8:15	2	2	12
8:30	2	2	10
8:45	4	4	16
9:00	1	8	25
9:15	3	2	26
9:30	2	0	24
9:45	2	2	20
10:00	5	0	16
10:15	4	4	19
10:30	4	3	24
10:45	0	4	24
11:00	4	5	28
11:15	4	2	26
11:30	1	1	21
11:45	2	3	22
12:00	2	4	19
12:15	2	0	15
12:30	2	4	19
12:45	6	5	25
13:00	4	0	23
13:15	2	3	26
13:30	3	3	26
13:45	1	4	20
14:00	0	2	18
14:15	2	1	16
14:30	0	0	10
14:45	4	6	15
15:00	2	2	17
15:15	3	2	19
15:30	4	7	30
15:45	1	5	26
16:00	4	3	29
16:15	2	4	30
16:30	0	2	21
16:45	4	2	21
17:00	1	4	19
17:15	4	4	21
17:30	2	3	24
17:45	3	4	25
18:00	2	3	25
18:15	2	2	21
18:30	2	2	20
18:45	0	3	16
19:00	1	2	14
19:15	2	1	13
19:30	0	1	10
19:45	2	5	14
20:00	4	2	17
20:15	1	2	17
20:30	0	3	19
20:45	1	0	13
21:00	0	2	9
21:15	0	3	9
21:30	0	1	7
21:45	0	0	6
22:00	2	0	6
22:15	2	2	7
22:30	0	0	6
22:45	0	0	6
23:00	0	0	4
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0

total 148 166
DHV 30

Powers Road East End

Daily Trips			Church		Total	
W	549	513 Total	96	645	686 Total	
Th	499	495 Weekend	96	595	862 Weekend	
F	491	520 Weekday	96	587	616 Weekday	
St	580		96	676		
Su	410		638	1048		
M	540		96	636		
Tu	522		96	618		
			173			
DHV			Church		Total	
W	50	52 Total	8	58	96 Total	
Th	50	54 Weekend	8	58	190 Weekend	
F	51	51 Weekday	8	59	59 Weekday	
St	63		8	71		
Su	45		263	308		
M	49		8	57		
Tu	53		8	61		
			44	96		

W	5/27/2026		549	5/28/2026		499
	WB Volumes	EB Volumes		WB Volumes	EB Volumes	
0:00	0	0		0:00	0	0
0:15	0	1		0:15	0	0
0:30	1	0		0:30	1	0
0:45	2	0	4	0:45	2	0
1:00	0	0	4	1:00	0	0
1:15	0	0	3	1:15	0	0
1:30	0	0	2	1:30	0	0
1:45	0	0	0	1:45	0	0
2:00	0	0	0	2:00	0	0
2:15	0	0	0	2:15	0	0
2:30	0	0	0	2:30	0	0
2:45	0	0	0	2:45	0	0
3:00	0	0	0	3:00	0	1
3:15	0	0	0	3:15	0	0
3:30	0	0	0	3:30	0	0
3:45	0	0	0	3:45	0	0
4:00	0	0	0	4:00	0	0
4:15	0	1	1	4:15	0	1
4:30	0	1	2	4:30	0	3
4:45	0	0	2	4:45	0	1
5:00	0	2	4	5:00	0	1
5:15	1	2	6	5:15	0	0
5:30	0	4	9	5:30	0	0
5:45	1	1	11	5:45	0	1
6:00	1	1	11	6:00	0	1
6:15	2	0	10	6:15	1	4
6:30	1	3	10	6:30	2	1
6:45	0	3	11	6:45	2	3
7:00	2	6	17	7:00	1	7
7:15	2	5	22	7:15	1	6
7:30	1	6	25	7:30	6	3
7:45	0	6	28	7:45	5	6
8:00	0	5	25	8:00	3	4
8:15	5	1	24	8:15	3	1
8:30	2	3	22	8:30	1	5
8:45	1	8	25	8:45	2	3
9:00	5	7	32	9:00	2	3
9:15	6	2	34	9:15	4	4
9:30	4	5	38	9:30	5	4
9:45	3	1	33	9:45	3	4
10:00	4	3	28	10:00	0	4
10:15	5	3	28	10:15	6	7
10:30	1	6	26	10:30	3	9
10:45	5	3	30	10:45	4	2
11:00	4	6	33	11:00	4	3
11:15	6	5	36	11:15	6	4
11:30	3	4	36	11:30	5	4
11:45	1	2	31	11:45	2	4
12:00	4	8	33	12:00	1	5
12:15	3	3	28	12:15	4	8
12:30	7	4	32	12:30	5	3
12:45	9	1	39	12:45	6	3
13:00	4	8	39	13:00	8	4
13:15	6	4	43	13:15	6	4
13:30	5	10	47	13:30	4	9
13:45	7	3	47	13:45	1	5
14:00	6	1	42	14:00	4	2
14:15	7	6	45	14:15	1	4
14:30	9	7	46	14:30	5	4
14:45	3	3	42	14:45	5	6
15:00	5	7	47	15:00	5	2
15:15	8	8	50	15:15	6	7
15:30	6	2	42	15:30	3	12
15:45	2	4	42	15:45	3	6
16:00	4	4	38	16:00	7	6
16:15	6	2	30	16:15	7	5
16:30	7	5	34	16:30	6	5
16:45	8	2	38	16:45	5	2
17:00	3	6	39	17:00	7	5
17:15	7	3	41	17:15	9	5
17:30	7	4	40	17:30	5	6
17:45	6	3	39	17:45	2	3
18:00	6	6	42	18:00	0	4
18:15	6	6	44	18:15	7	2
18:30	5	5	43	18:30	4	4
18:45	5	3	42	18:45	5	3
19:00	3	3	36	19:00	1	2
19:15	4	1	29	19:15	2	3
19:30	7	8	34	19:30	4	1
19:45	4	5	35	19:45	4	1
20:00	2	3	34	20:00	2	3
20:15	1	1	31	20:15	4	2
20:30	7	3	26	20:30	3	2
20:45	2	0	19	20:45	7	0
21:00	1	4	19	21:00	0	1
21:15	2	3	22	21:15	1	2
21:30	7	2	21	21:30	0	0
21:45	2	2	23	21:45	0	1
22:00	0	1	19	22:00	0	0
22:15	0	0	14	22:15	4	2
22:30	0	0	5	22:30	0	0
22:45	1	3	5	22:45	1	0
23:00	0	0	4	23:00	1	1
23:15	0	0	4	23:15	0	0
23:30	3	0	7	23:30	0	0
23:45	0	0	3	23:45	1	0
total	276	273		total	240	259
DHV		50		DHV		50

5/29/2026 491

WB Volume EB Volumes

0:00	0	0	
0:15	0	0	
0:30	2	0	
0:45	0	0	2
1:00	0	0	2
1:15	0	0	2
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	1	0	1
3:15	0	0	1
3:30	0	0	1
3:45	0	0	1
4:00	0	0	0
4:15	0	0	0
4:30	0	2	2
4:45	0	1	3
5:00	0	0	3
5:15	0	0	3
5:30	0	1	2
5:45	0	1	2
6:00	0	0	2
6:15	1	1	4
6:30	2	1	6
6:45	1	3	9
7:00	0	8	17
7:15	2	5	22
7:30	4	6	29
7:45	5	6	36
8:00	3	4	35
8:15	0	1	29
8:30	1	1	21
8:45	2	5	17
9:00	2	2	14
9:15	1	2	16
9:30	4	7	25
9:45	3	4	25
10:00	2	2	25
10:15	4	1	27
10:30	8	5	29
10:45	2	6	30
11:00	0	6	32
11:15	6	3	36
11:30	2	6	31
11:45	2	5	30
12:00	0	3	27
12:15	2	1	21
12:30	4	2	19
12:45	3	3	18
13:00	7	7	29
13:15	9	5	40
13:30	5	1	40
13:45	2	1	37
14:00	1	1	25
14:15	1	2	14
14:30	3	5	16
14:45	4	2	19
15:00	5	4	26
15:15	5	2	30
15:30	6	8	36
15:45	7	7	44
16:00	4	6	45
16:15	3	10	51
16:30	8	4	49
16:45	5	3	43
17:00	1	6	40
17:15	3	8	38
17:30	6	6	38
17:45	3	5	38
18:00	7	5	43
18:15	2	4	38
18:30	7	4	37
18:45	5	3	37
19:00	0	1	26
19:15	3	7	30
19:30	3	2	24
19:45	6	2	24
20:00	5	2	30
20:15	5	4	29
20:30	6	4	34
20:45	2	4	32
21:00	1	4	30
21:15	5	3	29
21:30	0	1	20
21:45	0	1	15
22:00	6	4	20
22:15	0	1	13
22:30	0	1	13
22:45	2	3	17
23:00	0	2	9
23:15	1	1	10
23:30	4	2	15
23:45	0	2	12

total	227	264	
DHV			51

5/30/2026 580

WB Volume EB Volumes

0:00	0	0	
0:15	0	0	
0:30	0	0	
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	1	1	2
1:45	0	0	2
2:00	0	0	2
2:15	0	0	2
2:30	0	0	0
2:45	0	0	0
3:00	1	0	1
3:15	0	0	1
3:30	0	0	1
3:45	0	2	3
4:00	0	1	3
4:15	0	0	3
4:30	1	2	6
4:45	0	0	4
5:00	0	0	3
5:15	0	0	3
5:30	0	1	1
5:45	0	1	2
6:00	1	0	3
6:15	0	0	3
6:30	0	0	2
6:45	1	1	3
7:00	1	0	3
7:15	2	4	9
7:30	0	5	14
7:45	2	1	15
8:00	3	4	21
8:15	2	5	22
8:30	1	5	23
8:45	5	6	31
9:00	3	6	33
9:15	5	7	38
9:30	8	7	47
9:45	4	5	45
10:00	3	4	43
10:15	4	4	39
10:30	5	5	34
10:45	5	4	34
11:00	10	9	46
11:15	5	3	46
11:30	1	1	38
11:45	7	7	43
12:00	4	9	37
12:15	7	3	39
12:30	2	8	47
12:45	4	5	42
13:00	2	3	34
13:15	7	4	35
13:30	4	3	32
13:45	2	2	27
14:00	7	6	35
14:15	0	3	27
14:30	5	8	33
14:45	10	8	47
15:00	2	1	37
15:15	3	9	46
15:30	3	3	39
15:45	2	6	29
16:00	4	3	33
16:15	3	2	26
16:30	8	4	32
16:45	8	4	36
17:00	14	12	55
17:15	10	3	63
17:30	6	4	61
17:45	5	6	60
18:00	10	6	50
18:15	5	0	42
18:30	7	4	43
18:45	4	6	42
19:00	4	4	34
19:15	2	8	39
19:30	4	3	35
19:45	7	7	39
20:00	4	3	38
20:15	3	3	34
20:30	2	1	30
20:45	1	8	25
21:00	5	4	27
21:15	2	2	25
21:30	2	2	26
21:45	3	6	26
22:00	2	3	22
22:15	1	3	22
22:30	2	4	24
22:45	0	1	16
23:00	1	1	13
23:15	1	2	12
23:30	3	1	10
23:45	0	0	9

total	278	302	
DHV			63

5/31/2026 410

WB Volume EB Volumes

0:00	0	4	
0:15	0	0	
0:30	0	0	
0:45	2	0	6
1:00	1	2	5
1:15	0	0	5
1:30	0	0	5
1:45	0	0	3
2:00	1	0	1
2:15	0	0	1
2:30	0	1	2
2:45	0	0	2
3:00	1	1	3
3:15	0	0	3
3:30	0	0	2
3:45	0	0	2
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	1	1
6:00	1	0	2
6:15	0	1	3
6:30	0	0	3
6:45	0	0	2
7:00	1	0	2
7:15	1	1	3
7:30	0	2	5
7:45	0	1	6
8:00	1	7	13
8:15	2	4	17
8:30	3	3	21
8:45	1	3	24
9:00	0	5	21
9:15	0	5	20
9:30	7	5	26
9:45	1	2	25
10:00	2	4	26
10:15	2	8	31
10:30	4	5	28
10:45	2	1	28
11:00	3	4	29
11:15	1	3	23
11:30	2	2	18
11:45	6	9	30
12:00	4	3	30
12:15	2	6	34
12:30	5	6	41
12:45	4	5	35
13:00	2	6	36
13:15	5	6	39
13:30	5	6	39
13:45	3	4	37
14:00	5	3	37
14:15	5	5	36
14:30	2	2	29
14:45	4	3	29
15:00	2	3	26
15:15	8	3	27
15:30	1	3	27
15:45	6	8	34
16:00	8	6	43
16:15	6	5	43
16:30	2	4	45
16:45	2	0	33
17:00	6	2	27
17:15	5	4	25
17:30	3	6	28
17:45	1	3	30
18:00	4	3	29
18:15	1	2	23
18:30	2	4	20
18:45	5	2	23
19:00	5	6	27
19:15	3	2	29
19:30	3	2	28
19:45	5	4	30
20:00	4	1	24
20:15	2	4	25
20:30	3	3	26
20:45	1	0	18
21:00	0	3	16
21:15	2	3	15
21:30	2	0	11
21:45	0	0	10
22:00	0	1	8
22:15	1	0	4
22:30	0	0	2
22:45	0	0	2
23:00	0	0	1
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0

total 184 226
DHV 45

6/1/2026 540

WB Volume EB Volumes

0:00	1	0	
0:15	0	0	
0:30	3	0	
0:45	2	0	6
1:00	0	0	5
1:15	0	0	5
1:30	0	0	2
1:45	0	0	0
2:00	0	0	0
2:15	0	2	2
2:30	0	0	2
2:45	0	0	2
3:00	0	1	3
3:15	0	0	1
3:30	0	0	1
3:45	0	0	1
4:00	0	0	0
4:15	1	0	1
4:30	0	1	2
4:45	0	0	2
5:00	2	4	8
5:15	0	0	7
5:30	0	2	8
5:45	2	2	12
6:00	2	2	10
6:15	0	0	10
6:30	0	3	11
6:45	1	3	11
7:00	4	4	15
7:15	5	8	28
7:30	5	7	37
7:45	3	4	40
8:00	0	13	45
8:15	4	4	40
8:30	3	3	34
8:45	5	8	40
9:00	5	4	36
9:15	4	4	36
9:30	3	4	37
9:45	5	6	35
10:00	1	2	29
10:15	5	3	29
10:30	2	4	28
10:45	3	0	20
11:00	3	1	21
11:15	1	6	20
11:30	6	5	25
11:45	4	5	31
12:00	7	12	46
12:15	5	5	49
12:30	2	6	46
12:45	6	6	49
13:00	6	3	39
13:15	9	3	41
13:30	2	8	43
13:45	7	4	42
14:00	5	9	47
14:15	8	3	46
14:30	4	6	46
14:45	4	3	42
15:00	9	6	43
15:15	5	5	42
15:30	7	6	45
15:45	2	3	43
16:00	2	9	39
16:15	8	5	42
16:30	5	5	39
16:45	8	2	44
17:00	9	4	46
17:15	4	4	41
17:30	3	12	46
17:45	4	3	43
18:00	4	2	36
18:15	2	4	34
18:30	3	1	23
18:45	3	6	25
19:00	4	0	23
19:15	3	1	21
19:30	0	1	18
19:45	3	3	15
20:00	3	3	17
20:15	2	3	18
20:30	2	0	19
20:45	0	5	18
21:00	1	1	14
21:15	1	1	11
21:30	0	0	9
21:45	0	1	5
22:00	3	1	7
22:15	0	1	6
22:30	0	1	7
22:45	4	2	12
23:00	0	0	8
23:15	0	0	7
23:30	0	1	7
23:45	0	1	2

total 254 286
DHV 49

6/2/2026

522

WB Volume EB Volumes

0:00	2	0	
0:15	0	0	
0:30	0	0	
0:45	0	0	2
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	2	2
4:30	0	0	2
4:45	0	0	2
5:00	0	2	4
5:15	1	1	4
5:30	1	2	7
5:45	0	0	7
6:00	1	1	7
6:15	1	0	6
6:30	1	2	6
6:45	1	4	11
7:00	2	7	18
7:15	0	5	22
7:30	3	8	30
7:45	6	4	35
8:00	2	2	30
8:15	2	2	29
8:30	5	9	32
8:45	3	4	29
9:00	2	4	31
9:15	5	8	40
9:30	3	5	34
9:45	1	5	33
10:00	5	5	37
10:15	6	7	37
10:30	3	2	34
10:45	1	12	41
11:00	5	4	40
11:15	2	3	32
11:30	1	3	31
11:45	4	3	25
12:00	5	5	26
12:15	5	4	30
12:30	4	5	35
12:45	7	8	43
13:00	4	0	37
13:15	5	6	39
13:30	4	5	39
13:45	3	2	29
14:00	0	6	31
14:15	7	3	30
14:30	4	1	26
14:45	8	7	36
15:00	4	4	38
15:15	6	3	37
15:30	6	11	49
15:45	6	5	45
16:00	7	5	49
16:15	6	7	53
16:30	2	2	40
16:45	9	3	41
17:00	6	3	38
17:15	4	8	37
17:30	6	8	47
17:45	3	5	43
18:00	4	7	45
18:15	3	3	39
18:30	4	3	32
18:45	5	5	34
19:00	6	2	31
19:15	1	4	30
19:30	3	3	29
19:45	9	9	37
20:00	8	1	38
20:15	4	2	39
20:30	0	1	34
20:45	0	1	17
21:00	0	1	9
21:15	0	0	3
21:30	1	1	4
21:45	3	0	6
22:00	0	0	5
22:15	1	1	7
22:30	0	0	5
22:45	2	0	4
23:00	0	2	6
23:15	0	0	4
23:30	0	0	4
23:45	0	0	2

total	244	278	
DHV			53

LOCAL CHURCH DATA COLLECTION

Summary of Local Trip Study Data

USING KSF AS INDEPENDENT VARIABLE

ADT

	North Albany			Calvary			Suburban				
	In	Out	Total	In	Out	Total	In	Out	Total		
Tues	28	28	56	186	186	372	106	106	212		
Wed	26	26	52	166	166	332	140	140	280		
Thurs	34	34	68	36	36	72	110	110	220		
Sat	46	46	92	51	51	102	20	20	40		
Sun	133	133	266	404	404	808	272	272	544		
KSF	23.32			31.03			40.97				
	Size	Trips	Rate		Size	Trips	Rate		Size	Trips	Rate
Weekday	31.03	372	11.99	Sat	31.03	102	3.29	Sun	31.03	808	26.04
	31.03	332	10.70		40.97	40	0.98		40.97	544	13.28
	31.03	72	2.32		23.32	92	3.95		23.32	266	11.41
	40.97	212	5.17	Weighted Average				Weighted Average			
	40.97	280	6.83		95.32	234	2.45		95.32	1618	16.97
	40.97	220	5.37								
	23.32	56	2.40								
	23.32	52	2.23								
	23.32	68	2.92								
Weighted Average											
	285.96	1664	5.82								

Peak Hour

	North Albany			Calvary			Calvary				
	In	Out	Total	In	Out	Total	In	Out	Total		
Tues			12			112			32		
Wed			14			113			45		
Thurs			11			13			37		
Sat			14			28			7		
Sun			106			280			203		
KSF	23.32			31.03			40.97				
	Size	Trips	Rate		Size	Trips	Rate		Size	Trips	Rate
Weekday	31.03	112	3.61	Sat	31.03	28	0.90	Sun	31.03	280	9.02
	31.03	113	3.64		40.97	7	0.17		40.97	203	4.95
	31.03	13	0.42		23.32	14	0.60		23.32	106	4.55
	40.97	32	0.78	Weighted Average				Weighted Average			
	40.97	45	1.10		95.32	49	0.51		95.32	589	6.18
	40.97	37	0.90								
	23.32	12	0.51								
	23.32	14	0.60								
	23.32	11	0.47								
Weighted Average											
	285.96	389	1.36								

Summary of Local Trip Study Data

USING SEATS AS INDEPENDENT VARIABLE

ADT

	North Albany			Calvary			Suburban					
	In	Out	Total	In	Out	Total	In	Out	Total			
Tues	28	28	56	186	186	372	106	106	212			
Wed	26	26	52	166	166	332	140	140	280			
Thurs	34	34	68	36	36	72	110	110	220			
Sat	46	46	92	51	51	102	20	20	40			
Sun	133	133	266	404	404	808	272	272	544			
# Seats	280			700			550					
	Size	Trips	Rate	Size	Trips	Rate	Size	Trips	Rate			
	Weekday	700	372	0.53	Sat	700	102	0.15	Sun	700	808	1.15
		700	332	0.47		550	40	0.07		550	544	0.99
		700	72	0.10		280	92	0.33		280	266	0.95
		550	212	0.39	Weighted Average				Weighted Average			
		550	280	0.51		1530	234	0.15		1530	1618	1.06
		550	220	0.40								
		280	56	0.20								
		280	52	0.19								
		280	68	0.24								
	Weighted Average											
		4590	1664	0.36								

Peak Hour

	North Albany				Calvary				Suburban		
	In	Out	Total		In	Out	Total		In	Out	Total
Tues			12				112				32
Wed			14				113				45
Thurs			11				13				37
Sat			14				28				7
Sun			106				280				203
# Seats	280				700				550		
	Size	Trips	Rate		Size	Trips	Rate		Size	Trips	Rate
Weekday	700	112	0.16	Sat	700	28	0.04	Sun	700	280	0.40
	700	113	0.16		550	7	0.01		550	203	0.37
	700	13	0.02		280	14	0.05		280	106	0.38
	550	32	0.06	Weighted Average				Weighted Average			
	550	45	0.08		1530	49	0.03		1530	589	0.38
	550	37	0.07								
	280	12	0.04								
	280	14	0.05								
	280	11	0.04								
Weighted Average											
	4590	389	0.08								

Total Trips on Powers Road with Northside Church

USING KSF AS INDPENDENT VARIABLE

32.82 KSF

	Trip Rate	Trips	Split	
ADT			0.25	0.75
M	5.82	191	48	143
T	5.82	191	48	143
W	5.82	191	48	143
Th	5.82	191	48	143
F	5.82	191	48	143
S	2.45	80	20	60
S	16.97	557	139	418

191

DHV

	Trip Rate	Trips	Split	
			0.25	0.75
M	1.36	45	11	34
T	1.36	45	11	34
W	1.36	45	11	34
Th	1.36	45	11	34
F	1.36	45	11	34
S	0.51	17	4	13
S	6.18	203	51	152

West

ADT	Exst	New	Total
M	311	48	359
Tu	314	48	362
W	331	48	379
Th	352	48	400
F	331	48	379
Sat	259	20	279
Su	249	139	388
Average	307		364
DHV	Exst	New	Total
M	33	11	44
Tu	30	11	41
W	41	11	52
Th	36	11	47
F	39	11	50
Sat	30	4	34
Su	28	51	79
Average	34		50

East

ADT	Exst	New	Total
M	540	143	683
Tu	522	143	665
W	549	143	692
Th	499	143	642
F	491	143	634
Sat	580	60	640
Su	410	418	828
Average	513		683
DHV	Exst	New	Total
M	49	34	83
Tu	53	34	87
W	50	34	84
Th	50	34	84
F	51	34	85
Sat	63	13	76
Su	45	152	197
Average	52		99

Total Trips on Powers Road with Northside Church					USING SEAT AS INDPENDENT VARIABLE				
500 SEATS									
	Trip Rate	Trips	Split			Trip Rate	Trips	Split	
ADT			0.25	0.75	DHV			0.25	0.75
M	0.36	180	45	135	M	0.08	40	10	30
T	0.36	180	45	135	T	0.08	40	10	30
W	0.36	180	45	135	W	0.08	40	10	30
Th	0.36	180	45	135	Th	0.08	40	10	30
F	0.36	180	45	135	F	0.08	40	10	30
S	0.15	75	19	56	S	0.03	15	4	11
S	1.06	530	133	397	S	0.38	190	48	142
West					East				
ADT	Exst	New		Total	ADT	Exst	New		Total
M	311	45		356	M	540	135		675
Tu	314	45		359	Tu	522	135		657
W	331	45		376	W	549	135		684
Th	352	45		397	Th	499	135		634
F	331	45		376	F	491	135		626
Sat	259	19		278	Sat	580	56		636
Su	249	133		382	Su	410	397		807
Average	307			361	Average	513			674
DHV	Exst	New		Total	DHV	Exst	New		Total
M	33	10		43	M	49	30		79
Tu	30	10		40	Tu	53	30		83
W	41	10		51	W	50	30		80
Th	36	10		46	Th	50	30		80
F	39	10		49	F	51	30		81
Sat	30	4		34	Sat	63	11		74
Su	28	48		76	Su	45	142		187
Average	34			48	Average	52			95

Calvary Church Trip Data

Weekday Average (Tue / Wed / Thu)

Avg IN	Avg OUT	Avg Total
129	129	259

Tuesday, 7/21/2026				Peak Hour
Time	IN	OUT	Total (IN+OUT)	
5:00 AM - 5:15 AM	0	0	0	
5:15 AM - 5:30 AM	0	0	0	
5:30 AM - 5:45 AM	0	0	0	
5:45 AM - 6:00 AM	0	0	0	0
6:00 AM - 6:15 AM	0	0	0	0
6:15 AM - 6:30 AM	0	0	0	0
6:30 AM - 6:45 AM	2	1	3	3
6:45 AM - 7:00 AM	1	0	1	4
7:00 AM - 7:15 AM	0	0	0	4
7:15 AM - 7:30 AM	1	0	1	5
7:30 AM - 7:45 AM	1	2	3	5
7:45 AM - 8:00 AM	2	0	2	6
8:00 AM - 8:15 AM	6	0	6	12
8:15 AM - 8:30 AM	3	2	5	16
8:30 AM - 8:45 AM	4	0	4	17
8:45 AM - 9:00 AM	8	0	8	23
9:00 AM - 9:15 AM	28	2	30	47
9:15 AM - 9:30 AM	28	0	28	70
9:30 AM - 9:45 AM	23	2	25	91
9:45 AM - 10:00 AM	28	1	29	112
10:00 AM - 10:15 AM	4	1	5	87
10:15 AM - 10:30 AM	6	0	6	65
10:30 AM - 10:45 AM	0	1	1	41
10:45 AM - 11:00 AM	0	0	0	12
11:00 AM - 11:15 AM	3	0	3	10
11:15 AM - 11:30 AM	0	2	2	6
11:30 AM - 11:45 AM	1	2	3	8
11:45 AM - 12:00 PM	0	28	28	36
12:00 PM - 12:15 PM	2	28	30	63
12:15 PM - 12:30 PM	0	23	23	84
12:30 PM - 12:45 PM	1	10	11	92
12:45 PM - 1:00 PM	1	10	11	75
1:00 PM - 1:15 PM	0	5	5	50
1:15 PM - 1:30 PM	2	1	3	30
1:30 PM - 1:45 PM	1	3	4	23
1:45 PM - 2:00 PM	2	2	4	16
2:00 PM - 2:15 PM	0	1	1	12
2:15 PM - 2:30 PM	0	0	0	9
2:30 PM - 2:45 PM	1	1	2	7
2:45 PM - 3:00 PM	0	2	2	5
3:00 PM - 3:15 PM	1	2	3	7
3:15 PM - 3:30 PM	1	6	7	14
3:30 PM - 3:45 PM	1	3	4	16
3:45 PM - 4:00 PM	0	2	2	16
4:00 PM - 4:15 PM	0	2	2	15
4:15 PM - 4:30 PM	0	2	2	10
4:30 PM - 4:45 PM	0	1	1	7
4:45 PM - 5:00 PM	1	4	5	10
5:00 PM - 5:15 PM	1	2	3	11
5:15 PM - 5:30 PM	1	0	1	10
5:30 PM - 5:45 PM	1	3	4	13
5:45 PM - 6:00 PM	3	1	4	12
6:00 PM - 6:15 PM	1	2	3	12
6:15 PM - 6:30 PM	1	4	5	16
6:30 PM - 6:45 PM	12	7	19	31
6:45 PM - 7:00 PM	2	2	4	31
7:00 PM - 7:15 PM	0	2	2	30
7:15 PM - 7:30 PM	0	0	0	25
7:30 PM - 7:45 PM	0	1	1	7
7:45 PM - 8:00 PM	1	1	2	5
8:00 PM - 8:15 PM	0	4	4	7
8:15 PM - 8:30 PM	0	4	4	11
8:30 PM - 8:45 PM	0	1	1	11
8:45 PM - 9:00 PM	0	0	0	9
9:00 PM - 9:15 PM	0	0	0	5
9:15 PM - 9:30 PM	0	0	0	1
9:30 PM - 9:45 PM	0	0	0	0
9:45 PM - 10:00 PM	0	0	0	0
TOTAL (ADT)	186	186	372	112

Wednesday, 7/22/2026			
Time	IN	OUT	Total (IN+OUT)
5:00 AM - 5:15 AM	0	0	0
5:15 AM - 5:30 AM	0	0	0
5:30 AM - 5:45 AM	0	0	0
5:45 AM - 6:00 AM	0	0	0
6:00 AM - 6:15 AM	1	0	1
6:15 AM - 6:30 AM	0	0	0
6:30 AM - 6:45 AM	0	0	0
6:45 AM - 7:00 AM	0	0	0
7:00 AM - 7:15 AM	1	2	3
7:15 AM - 7:30 AM	0	0	0
7:30 AM - 7:45 AM	1	2	3
7:45 AM - 8:00 AM	1	0	1
8:00 AM - 8:15 AM	8	0	8
8:15 AM - 8:30 AM	1	0	1
8:30 AM - 8:45 AM	6	1	7
8:45 AM - 9:00 AM	8	2	10
9:00 AM - 9:15 AM	18	0	18
9:15 AM - 9:30 AM	31	0	31
9:30 AM - 9:45 AM	33	1	34
9:45 AM - 10:00 AM	21	1	22
10:00 AM - 10:15 AM	9	2	11
10:15 AM - 10:30 AM	1	0	1
10:30 AM - 10:45 AM	2	1	3
10:45 AM - 11:00 AM	1	2	3
11:00 AM - 11:15 AM	1	0	1
11:15 AM - 11:30 AM	1	3	4
11:30 AM - 11:45 AM	1	2	3
11:45 AM - 12:00 PM	1	34	35
12:00 PM - 12:15 PM	1	34	35
12:15 PM - 12:30 PM	0	29	29
12:30 PM - 12:45 PM	0	14	14
12:45 PM - 1:00 PM	0	4	4
1:00 PM - 1:15 PM	0	2	2
1:15 PM - 1:30 PM	0	1	1
1:30 PM - 1:45 PM	0	0	0
1:45 PM - 2:00 PM	2	1	3
2:00 PM - 2:15 PM	0	1	1
2:15 PM - 2:30 PM	1	4	5
2:30 PM - 2:45 PM	0	1	1
2:45 PM - 3:00 PM	6	0	6
3:00 PM - 3:15 PM	0	4	4
3:15 PM - 3:30 PM	0	2	2
3:30 PM - 3:45 PM	1	5	6
3:45 PM - 4:00 PM	0	1	1
4:00 PM - 4:15 PM	0	0	0
4:15 PM - 4:30 PM	0	0	0
4:30 PM - 4:45 PM	0	0	0
4:45 PM - 5:00 PM	0	0	0
5:00 PM - 5:15 PM	1	1	2
5:15 PM - 5:30 PM	0	5	5
5:30 PM - 5:45 PM	0	0	0
5:45 PM - 6:00 PM	1	0	1
6:00 PM - 6:15 PM	2	0	2
6:15 PM - 6:30 PM	1	2	3
6:30 PM - 6:45 PM	0	0	0
6:45 PM - 7:00 PM	0	0	0
7:00 PM - 7:15 PM	3	1	4
7:15 PM - 7:30 PM	0	1	1
7:30 PM - 7:45 PM	0	0	0
7:45 PM - 8:00 PM	0	0	0
8:00 PM - 8:15 PM	0	0	0
8:15 PM - 8:30 PM	0	0	0
8:30 PM - 8:45 PM	0	0	0
8:45 PM - 9:00 PM	0	0	0
9:00 PM - 9:15 PM	0	0	0
9:15 PM - 9:30 PM	0	0	0
9:30 PM - 9:45 PM	0	0	0
9:45 PM - 10:00 PM	0	0	0
TOTAL (ADT)	166	166	332

Thursday, 7/23/2026			
Time	IN	OUT	Total (IN+OUT)
5:00 AM - 5:15 AM	0	0	0
5:15 AM - 5:30 AM	0	0	0
5:30 AM - 5:45 AM	0	0	0
5:45 AM - 6:00 AM	0	0	0
6:00 AM - 6:15 AM	0	0	0
6:15 AM - 6:30 AM	0	0	0
6:30 AM - 6:45 AM	0	0	0
6:45 AM - 7:00 AM	2	0	2
7:00 AM - 7:15 AM	2	0	2
7:15 AM - 7:30 AM	0	0	0
7:30 AM - 7:45 AM	0	1	1
7:45 AM - 8:00 AM	5	0	5
8:00 AM - 8:15 AM	1	0	1
8:15 AM - 8:30 AM	0	2	2
8:30 AM - 8:45 AM	0	0	0
8:45 AM - 9:00 AM	1	0	1
9:00 AM - 9:15 AM	0	1	1
9:15 AM - 9:30 AM	1	0	1
9:30 AM - 9:45 AM	1	0	1
9:45 AM - 10:00 AM	1	2	3
10:00 AM - 10:15 AM	2	1	3
10:15 AM - 10:30 AM	0	0	0
10:30 AM - 10:45 AM	1	6	7
10:45 AM - 11:00 AM	1	0	1
11:00 AM - 11:15 AM	0	0	0
11:15 AM - 11:30 AM	1	1	2
11:30 AM - 11:45 AM	1	2	3
11:45 AM - 12:00 PM	1	1	2
12:00 PM - 12:15 PM	1	0	1
12:15 PM - 12:30 PM	0	0	0
12:30 PM - 12:45 PM	1	1	2
12:45 PM - 1:00 PM	0	2	2
1:00 PM - 1:15 PM	0	0	0
1:15 PM - 1:30 PM	1	0	1
1:30 PM - 1:45 PM	3	4	7
1:45 PM - 2:00 PM	0	0	0
2:00 PM - 2:15 PM	0	1	1
2:15 PM - 2:30 PM	0	0	0
2:30 PM - 2:45 PM	0	1	1
2:45 PM - 3:00 PM	0	0	0
3:00 PM - 3:15 PM	0	0	0
3:15 PM - 3:30 PM	0	2	2
3:30 PM - 3:45 PM	1	0	1
3:45 PM - 4:00 PM	1	0	1
4:00 PM - 4:15 PM	1	0	1
4:15 PM - 4:30 PM	0	1	1
4:30 PM - 4:45 PM	0	0	0
4:45 PM - 5:00 PM	0	0	0
5:00 PM - 5:15 PM	0	0	0
5:15 PM - 5:30 PM	0	0	0
5:30 PM - 5:45 PM	0	0	0
5:45 PM - 6:00 PM	0	0	0
6:00 PM - 6:15 PM	2	1	3
6:15 PM - 6:30 PM	0	0	0
6:30 PM - 6:45 PM	0	2	2
6:45 PM - 7:00 PM	2	0	2
7:00 PM - 7:15 PM	1	0	1
7:15 PM - 7:30 PM	0	0	0
7:30 PM - 7:45 PM	0	0	0
7:45 PM - 8:00 PM	1	2	3
8:00 PM - 8:15 PM	0	1	1
8:15 PM - 8:30 PM	0	1	1
8:30 PM - 8:45 PM	0	0	0
8:45 PM - 9:00 PM	0	0	0
9:00 PM - 9:15 PM	0	0	0
9:15 PM - 9:30 PM	0	0	0
9:30 PM - 9:45 PM	0	0	0
9:45 PM - 10:00 PM	0	0	0
TOTAL (ADT)	36	36	72

0
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2
1
0
0
0
13

Saturday, 7/25/2026			
Time	IN	OUT	Total (IN+OUT)
5:00 AM - 5:15 AM	0		0
5:15 AM - 5:30 AM	0	0	0
5:30 AM - 5:45 AM	0	0	0
5:45 AM - 6:00 AM	0	0	0
6:00 AM - 6:15 AM	0	0	0
6:15 AM - 6:30 AM	0	0	0
6:30 AM - 6:45 AM	0	0	0
6:45 AM - 7:00 AM	0	0	0
7:00 AM - 7:15 AM	0	0	0
7:15 AM - 7:30 AM	0	0	0
7:30 AM - 7:45 AM	0	0	0
7:45 AM - 8:00 AM	0	0	0
8:00 AM - 8:15 AM	0	1	1
8:15 AM - 8:30 AM	1	2	3
8:30 AM - 8:45 AM	0	1	1
8:45 AM - 9:00 AM	1	0	1
9:00 AM - 9:15 AM	0	0	0
9:15 AM - 9:30 AM	1	4	5
9:30 AM - 9:45 AM	1	0	1
9:45 AM - 10:00 AM	0	1	1
10:00 AM - 10:15 AM	2	1	3
10:15 AM - 10:30 AM	0	1	1
10:30 AM - 10:45 AM	0	0	0
10:45 AM - 11:00 AM	3	0	3
11:00 AM - 11:15 AM	0	1	1
11:15 AM - 11:30 AM	0	0	0
11:30 AM - 11:45 AM	0	0	0
11:45 AM - 12:00 PM	0	0	0
12:00 PM - 12:15 PM	0	0	0
12:15 PM - 12:30 PM	0	0	0
12:30 PM - 12:45 PM	0	0	0
12:45 PM - 1:00 PM	1	0	1
1:00 PM - 1:15 PM	0	0	0
1:15 PM - 1:30 PM	1	1	2
1:30 PM - 1:45 PM	0	0	0
1:45 PM - 2:00 PM	0	0	0
2:00 PM - 2:15 PM	0	0	0
2:15 PM - 2:30 PM	2	0	2
2:30 PM - 2:45 PM	0	0	0
2:45 PM - 3:00 PM	0	0	0
3:00 PM - 3:15 PM	0	0	0
3:15 PM - 3:30 PM	1	0	1
3:30 PM - 3:45 PM	0	0	0
3:45 PM - 4:00 PM	2	3	5
4:00 PM - 4:15 PM	0	2	2
4:15 PM - 4:30 PM	0	0	0
4:30 PM - 4:45 PM	0	0	0
4:45 PM - 5:00 PM	0	2	2
5:00 PM - 5:15 PM	1	0	1
5:15 PM - 5:30 PM	0	1	1
5:30 PM - 5:45 PM	0	4	4
5:45 PM - 6:00 PM	1	12	13
6:00 PM - 6:15 PM	1	1	2
6:15 PM - 6:30 PM	0	1	1
6:30 PM - 6:45 PM	1	0	1
6:45 PM - 7:00 PM	0	9	9
7:00 PM - 7:15 PM	3	2	5
7:15 PM - 7:30 PM	1	0	1
7:30 PM - 7:45 PM	2	0	2
7:45 PM - 8:00 PM	8	1	9
8:00 PM - 8:15 PM	10	0	10
8:15 PM - 8:30 PM	7	0	7
8:30 PM - 8:45 PM	0	0	0
8:45 PM - 9:00 PM	0	0	0
9:00 PM - 9:15 PM	0	0	0
9:15 PM - 9:30 PM	0	0	0
9:30 PM - 9:45 PM	0	0	0
9:45 PM - 10:00 PM	0	0	0
TOTAL (ADT)	51	51	102

Sunday, 7/26/2026				
Time	IN	OUT	Total (IN+OUT)	
5:00 AM - 5:15 AM	0	0	0	
5:15 AM - 5:30 AM	0	0	0	
5:30 AM - 5:45 AM	0	0	0	
5:45 AM - 6:00 AM	0	0	0	0
6:00 AM - 6:15 AM	2	0	2	2
6:15 AM - 6:30 AM	0	0	0	2
6:30 AM - 6:45 AM	0	0	0	2
6:45 AM - 7:00 AM	3	0	3	5
7:00 AM - 7:15 AM	3	0	3	6
7:15 AM - 7:30 AM	3	1	4	10
7:30 AM - 7:45 AM	4	0	4	14
7:45 AM - 8:00 AM	6	0	6	17
8:00 AM - 8:15 AM	6	2	8	22
8:15 AM - 8:30 AM	4	0	4	22
8:30 AM - 8:45 AM	6	2	8	26
8:45 AM - 9:00 AM	16	0	16	36
9:00 AM - 9:15 AM	10	0	10	38
9:15 AM - 9:30 AM	14	3	17	51
9:30 AM - 9:45 AM	20	1	21	64
9:45 AM - 10:00 AM	31	3	34	82
10:00 AM - 10:15 AM	68	2	70	142
10:15 AM - 10:30 AM	118	1	119	244
10:30 AM - 10:45 AM	54	3	57	280
10:45 AM - 11:00 AM	12	1	13	259
11:00 AM - 11:15 AM	4	0	4	193
11:15 AM - 11:30 AM	2	1	3	77
11:30 AM - 11:45 AM	3	5	8	28
11:45 AM - 12:00 PM	1	8	9	24
12:00 PM - 12:15 PM	2	50	52	72
12:15 PM - 12:30 PM	1	41	42	111
12:30 PM - 12:45 PM	1	46	47	150
12:45 PM - 1:00 PM	1	49	50	191
1:00 PM - 1:15 PM	2	51	53	192
1:15 PM - 1:30 PM	1	33	34	184
1:30 PM - 1:45 PM	0	25	25	162
1:45 PM - 2:00 PM	0	19	19	131
2:00 PM - 2:15 PM	1	22	23	101
2:15 PM - 2:30 PM	0	14	14	81
2:30 PM - 2:45 PM	0	2	2	58
2:45 PM - 3:00 PM	0	4	4	43
3:00 PM - 3:15 PM	0	1	1	21
3:15 PM - 3:30 PM	1	2	3	10
3:30 PM - 3:45 PM	0	2	2	10
3:45 PM - 4:00 PM	0	0	0	6
4:00 PM - 4:15 PM	0	0	0	5
4:15 PM - 4:30 PM	0	0	0	2
4:30 PM - 4:45 PM	1	0	1	1
4:45 PM - 5:00 PM	0	0	0	1
5:00 PM - 5:15 PM	1	0	1	2
5:15 PM - 5:30 PM	0	0	0	2
5:30 PM - 5:45 PM	0	0	0	1
5:45 PM - 6:00 PM	0	0	0	1
6:00 PM - 6:15 PM	0	0	0	0
6:15 PM - 6:30 PM	0	4	4	4
6:30 PM - 6:45 PM	1	4	5	9
6:45 PM - 7:00 PM	0	1	1	10
7:00 PM - 7:15 PM	0	0	0	10
7:15 PM - 7:30 PM	1	1	2	8
7:30 PM - 7:45 PM	0	0	0	3
7:45 PM - 8:00 PM	0	0	0	2
8:00 PM - 8:15 PM	0	0	0	2
8:15 PM - 8:30 PM	0	0	0	0
8:30 PM - 8:45 PM	0	0	0	0
8:45 PM - 9:00 PM	0	0	0	0
9:00 PM - 9:15 PM	0	0	0	0
9:15 PM - 9:30 PM	0	0	0	0
9:30 PM - 9:45 PM	0	0	0	0
9:45 PM - 10:00 PM	0	0	0	0
TOTAL (ADT)	404	404	808	280

Suburban Church Trip Data

Weekday Average (Tue / Wed / Thu)

Avg IN	Avg OUT	Avg Total
119	119	237

Tuesday, 7/21/2026				Peak Hour
Time	IN	OUT	Total (IN+OUT)	
5:00 AM - 5:15 AM	0	0	0	
5:15 AM - 5:30 AM	0	0	0	
5:30 AM - 5:45 AM	0	0	0	
5:45 AM - 6:00 AM	0	0	0	0
6:00 AM - 6:15 AM	0	0	0	0
6:15 AM - 6:30 AM	0	0	0	0
6:30 AM - 6:45 AM	0	0	0	0
6:45 AM - 7:00 AM	2	0	2	2
7:00 AM - 7:15 AM	3	1	4	6
7:15 AM - 7:30 AM	3	0	3	9
7:30 AM - 7:45 AM	3	3	6	15
7:45 AM - 8:00 AM	8	4	12	25
8:00 AM - 8:15 AM	1	3	4	25
8:15 AM - 8:30 AM	4	1	5	27
8:30 AM - 8:45 AM	5	3	8	29
8:45 AM - 9:00 AM	3	3	6	23
9:00 AM - 9:15 AM	4	2	6	25
9:15 AM - 9:30 AM	4	1	5	25
9:30 AM - 9:45 AM	3	1	4	21
9:45 AM - 10:00 AM	4	5	9	24
10:00 AM - 10:15 AM	4	1	5	23
10:15 AM - 10:30 AM	0	1	1	19
10:30 AM - 10:45 AM	0	0	0	15
10:45 AM - 11:00 AM	1	2	3	9
11:00 AM - 11:15 AM	1	0	1	5
11:15 AM - 11:30 AM	3	4	7	11
11:30 AM - 11:45 AM	2	3	5	16
11:45 AM - 12:00 PM	1	6	7	20
12:00 PM - 12:15 PM	4	4	8	27
12:15 PM - 12:30 PM	2	3	5	25
12:30 PM - 12:45 PM	1	2	3	23
12:45 PM - 1:00 PM	4	1	5	21
1:00 PM - 1:15 PM	0	1	1	14
1:15 PM - 1:30 PM	5	1	6	15
1:30 PM - 1:45 PM	2	3	5	17
1:45 PM - 2:00 PM	2	1	3	15
2:00 PM - 2:15 PM	1	1	2	16
2:15 PM - 2:30 PM	0	4	4	14
2:30 PM - 2:45 PM	2	2	4	13
2:45 PM - 3:00 PM	2	2	4	14
3:00 PM - 3:15 PM	0	1	1	13
3:15 PM - 3:30 PM	3	4	7	16
3:30 PM - 3:45 PM	4	4	8	20
3:45 PM - 4:00 PM	3	5	8	24
4:00 PM - 4:15 PM	2	7	9	32
4:15 PM - 4:30 PM	1	2	3	28
4:30 PM - 4:45 PM	1	1	2	22
4:45 PM - 5:00 PM	3	2	5	19
5:00 PM - 5:15 PM	2	3	5	15
5:15 PM - 5:30 PM	2	4	6	18
5:30 PM - 5:45 PM	0	3	3	19
5:45 PM - 6:00 PM	1	1	2	16
6:00 PM - 6:15 PM	0	0	0	11
6:15 PM - 6:30 PM	0	0	0	5
6:30 PM - 6:45 PM	0	0	0	2
6:45 PM - 7:00 PM	0	0	0	0
7:00 PM - 7:15 PM	0	0	0	0
7:15 PM - 7:30 PM	0	0	0	0
7:30 PM - 7:45 PM	0	0	0	0
7:45 PM - 8:00 PM	0	0	0	0
8:00 PM - 8:15 PM	0	0	0	0
8:15 PM - 8:30 PM	0	0	0	0
8:30 PM - 8:45 PM	0	0	0	0
8:45 PM - 9:00 PM	0	0	0	0
9:00 PM - 9:15 PM	0	0	0	0
9:15 PM - 9:30 PM	0	0	0	0
9:30 PM - 9:45 PM	0	0	0	0
9:45 PM - 10:00 PM	0	0	0	0
TOTAL (ADT)	106	106	212	32

Thursday, 7/23/2026			
Time	IN	OUT	Total (IN+OUT)
5:00 AM - 5:15 AM	0	0	0
5:15 AM - 5:30 AM	0	0	0
5:30 AM - 5:45 AM	0	0	0
5:45 AM - 6:00 AM	0	0	0
6:00 AM - 6:15 AM	0	0	0
6:15 AM - 6:30 AM	0	0	0
6:30 AM - 6:45 AM	1	0	1
6:45 AM - 7:00 AM	2	0	2
7:00 AM - 7:15 AM	1	0	1
7:15 AM - 7:30 AM	3	0	3
7:30 AM - 7:45 AM	2	2	4
7:45 AM - 8:00 AM	7	4	11
8:00 AM - 8:15 AM	2	4	6
8:15 AM - 8:30 AM	9	3	12
8:30 AM - 8:45 AM	6	2	8
8:45 AM - 9:00 AM	5	3	8
9:00 AM - 9:15 AM	3	4	7
9:15 AM - 9:30 AM	2	2	4
9:30 AM - 9:45 AM	4	2	6
9:45 AM - 10:00 AM	5	3	8
10:00 AM - 10:15 AM	3	3	6
10:15 AM - 10:30 AM	0	1	1
10:30 AM - 10:45 AM	0	0	0
10:45 AM - 11:00 AM	1	2	3
11:00 AM - 11:15 AM	2	4	6
11:15 AM - 11:30 AM	2	4	6
11:30 AM - 11:45 AM	2	1	3
11:45 AM - 12:00 PM	1	4	5
12:00 PM - 12:15 PM	1	1	2
12:15 PM - 12:30 PM	6	2	8
12:30 PM - 12:45 PM	4	3	7
12:45 PM - 1:00 PM	1	2	3
1:00 PM - 1:15 PM	1	0	1
1:15 PM - 1:30 PM	1	1	2
1:30 PM - 1:45 PM	3	1	4
1:45 PM - 2:00 PM	0	2	2
2:00 PM - 2:15 PM	0	2	2
2:15 PM - 2:30 PM	0	2	2
2:30 PM - 2:45 PM	0	2	2
2:45 PM - 3:00 PM	0	0	0
3:00 PM - 3:15 PM	0	0	0
3:15 PM - 3:30 PM	5	2	7
3:30 PM - 3:45 PM	2	6	8
3:45 PM - 4:00 PM	4	4	8
4:00 PM - 4:15 PM	1	3	4
4:15 PM - 4:30 PM	2	5	7
4:30 PM - 4:45 PM	3	1	4
4:45 PM - 5:00 PM	3	5	8
5:00 PM - 5:15 PM	1	5	6
5:15 PM - 5:30 PM	5	4	9
5:30 PM - 5:45 PM	2	5	7
5:45 PM - 6:00 PM	0	2	2
6:00 PM - 6:15 PM	0	0	0
6:15 PM - 6:30 PM	0	0	0
6:30 PM - 6:45 PM	1	1	2
6:45 PM - 7:00 PM	1	1	2
7:00 PM - 7:15 PM	0	0	0
7:15 PM - 7:30 PM	0	0	0
7:30 PM - 7:45 PM	0	0	0
7:45 PM - 8:00 PM	0	0	0
8:00 PM - 8:15 PM	0	0	0
8:15 PM - 8:30 PM	0	0	0
8:30 PM - 8:45 PM	0	0	0
8:45 PM - 9:00 PM	0	0	0
9:00 PM - 9:15 PM	0	0	0
9:15 PM - 9:30 PM	0	0	0
9:30 PM - 9:45 PM	0	0	0
9:45 PM - 10:00 PM	0	0	0
TOTAL (ADT)	110	110	220

Sunday, 7/26/2026			
Time	IN	OUT	Total (IN-OUT)
5:00 AM - 5:15 AM	0	0	0
5:15 AM - 5:30 AM	0	0	0
5:30 AM - 5:45 AM	0	0	0
5:45 AM - 6:00 AM	0	0	0
6:00 AM - 6:15 AM	0	0	0
6:15 AM - 6:30 AM	0	0	0
6:30 AM - 6:45 AM	0	0	0
6:45 AM - 7:00 AM	1	0	1
7:00 AM - 7:15 AM	1	0	1
7:15 AM - 7:30 AM	6	0	6
7:30 AM - 7:45 AM	4	0	4
7:45 AM - 8:00 AM	1	0	1
8:00 AM - 8:15 AM	1	0	1
8:15 AM - 8:30 AM	6	0	6
8:30 AM - 8:45 AM	12	0	12
8:45 AM - 9:00 AM	52	1	53
9:00 AM - 9:15 AM	14	1	15
9:15 AM - 9:30 AM	4	1	5
9:30 AM - 9:45 AM	0	1	1
9:45 AM - 10:00 AM	6	0	6
10:00 AM - 10:15 AM	13	4	17
10:15 AM - 10:30 AM	69	43	112
10:30 AM - 10:45 AM	35	29	64
10:45 AM - 11:00 AM	7	3	10
11:00 AM - 11:15 AM	2	6	8
11:15 AM - 11:30 AM	2	2	4
11:30 AM - 11:45 AM	3	4	7
11:45 AM - 12:00 PM	1	65	66
12:00 PM - 12:15 PM	2	52	54
12:15 PM - 12:30 PM	3	10	13
12:30 PM - 12:45 PM	4	9	13
12:45 PM - 1:00 PM	3	3	6
1:00 PM - 1:15 PM	0	0	0
1:15 PM - 1:30 PM	1	1	2
1:30 PM - 1:45 PM	1	4	5
1:45 PM - 2:00 PM	3	8	11
2:00 PM - 2:15 PM	0	4	4
2:15 PM - 2:30 PM	2	6	8
2:30 PM - 2:45 PM	0	0	0
2:45 PM - 3:00 PM	0	1	1
3:00 PM - 3:15 PM	2	2	4
3:15 PM - 3:30 PM	3	3	6
3:30 PM - 3:45 PM	1	0	1
3:45 PM - 4:00 PM	2	4	6
4:00 PM - 4:15 PM	0	0	0
4:15 PM - 4:30 PM	0	2	2
4:30 PM - 4:45 PM	0	0	0
4:45 PM - 5:00 PM	1	1	2
5:00 PM - 5:15 PM	1	1	2
5:15 PM - 5:30 PM	0	0	0
5:30 PM - 5:45 PM	0	0	0
5:45 PM - 6:00 PM	0	0	0
6:00 PM - 6:15 PM	2	0	2
6:15 PM - 6:30 PM	1	1	2
6:30 PM - 6:45 PM	0	0	0
6:45 PM - 7:00 PM	0	0	0
7:00 PM - 7:15 PM	0	0	0
7:15 PM - 7:30 PM	0	0	0
7:30 PM - 7:45 PM	0	0	0
7:45 PM - 8:00 PM	0	0	0
8:00 PM - 8:15 PM	0	0	0
8:15 PM - 8:30 PM	0	0	0
8:30 PM - 8:45 PM	0	0	0
8:45 PM - 9:00 PM	0	0	0
9:00 PM - 9:15 PM	0	0	0
9:15 PM - 9:30 PM	0	0	0
9:30 PM - 9:45 PM	0	0	0
9:45 PM - 10:00 PM	0	0	0
TOTAL (ADT)	272	272	544

North Albany Trip Data

Weekday Average (Tue / Wed / Thu)

Avg IN	Avg OUT	Avg Total
29	29	59

Tuesday, 7/21/2026

Time	IN	OUT	Total (IN+OUT)	Peak Hour
5:00 AM - 5:15 AM	0	0	0	
5:15 AM - 5:30 AM	0	0	0	
5:30 AM - 5:45 AM	0	0	0	
5:45 AM - 6:00 AM	0	0	0	0
6:00 AM - 6:15 AM	0	0	0	0
6:15 AM - 6:30 AM	0	0	0	0
6:30 AM - 6:45 AM	0	0	0	0
6:45 AM - 7:00 AM	0	3	3	3
7:00 AM - 7:15 AM	0	0	0	3
7:15 AM - 7:30 AM	0	0	0	3
7:30 AM - 7:45 AM	0	0	0	3
7:45 AM - 8:00 AM	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0
8:15 AM - 8:30 AM	1	0	1	1
8:30 AM - 8:45 AM	1	0	1	2
8:45 AM - 9:00 AM	0	0	0	2
9:00 AM - 9:15 AM	1	0	1	3
9:15 AM - 9:30 AM	0	0	0	2
9:30 AM - 9:45 AM	0	0	0	1
9:45 AM - 10:00 AM	1	1	2	3
10:00 AM - 10:15 AM	1	0	1	3
10:15 AM - 10:30 AM	2	2	4	7
10:30 AM - 10:45 AM	1	0	1	8
10:45 AM - 11:00 AM	0	1	1	7
11:00 AM - 11:15 AM	2	0	2	8
11:15 AM - 11:30 AM	0	1	1	5
11:30 AM - 11:45 AM	1	1	2	6
11:45 AM - 12:00 PM	0	0	0	5
12:00 PM - 12:15 PM	1	0	1	4
12:15 PM - 12:30 PM	0	1	1	4
12:30 PM - 12:45 PM	0	0	0	2
12:45 PM - 1:00 PM	1	0	1	3
1:00 PM - 1:15 PM	0	0	0	2
1:15 PM - 1:30 PM	2	1	3	4
1:30 PM - 1:45 PM	2	0	2	6
1:45 PM - 2:00 PM	0	4	4	9
2:00 PM - 2:15 PM	1	2	3	12
2:15 PM - 2:30 PM	0	1	1	10
2:30 PM - 2:45 PM	0	1	1	9
2:45 PM - 3:00 PM	0	0	0	5
3:00 PM - 3:15 PM	1	1	2	4
3:15 PM - 3:30 PM	1	2	3	6
3:30 PM - 3:45 PM	0	0	0	5
3:45 PM - 4:00 PM	0	1	1	6
4:00 PM - 4:15 PM	0	0	0	4
4:15 PM - 4:30 PM	0	0	0	1
4:30 PM - 4:45 PM	1	0	1	2
4:45 PM - 5:00 PM	1	1	2	3
5:00 PM - 5:15 PM	0	0	0	3
5:15 PM - 5:30 PM	1	1	2	5
5:30 PM - 5:45 PM	1	0	1	5
5:45 PM - 6:00 PM	1	0	1	4
6:00 PM - 6:15 PM	0	0	0	4
6:15 PM - 6:30 PM	2	2	4	6
6:30 PM - 6:45 PM	1	1	2	7
6:45 PM - 7:00 PM	0	0	0	6
7:00 PM - 7:15 PM	0	0	0	6
7:15 PM - 7:30 PM	0	0	0	2
7:30 PM - 7:45 PM	0	0	0	0
7:45 PM - 8:00 PM	0	0	0	0
8:00 PM - 8:15 PM	0	0	0	0
8:15 PM - 8:30 PM	0	0	0	0
8:30 PM - 8:45 PM	0	0	0	0
8:45 PM - 9:00 PM	0	0	0	0
9:00 PM - 9:15 PM	0	0	0	0
9:15 PM - 9:30 PM	0	0	0	0
9:30 PM - 9:45 PM	0	0	0	0
9:45 PM - 10:00 PM	0	0	0	0
TOTAL (ADT)	28	28	56	12

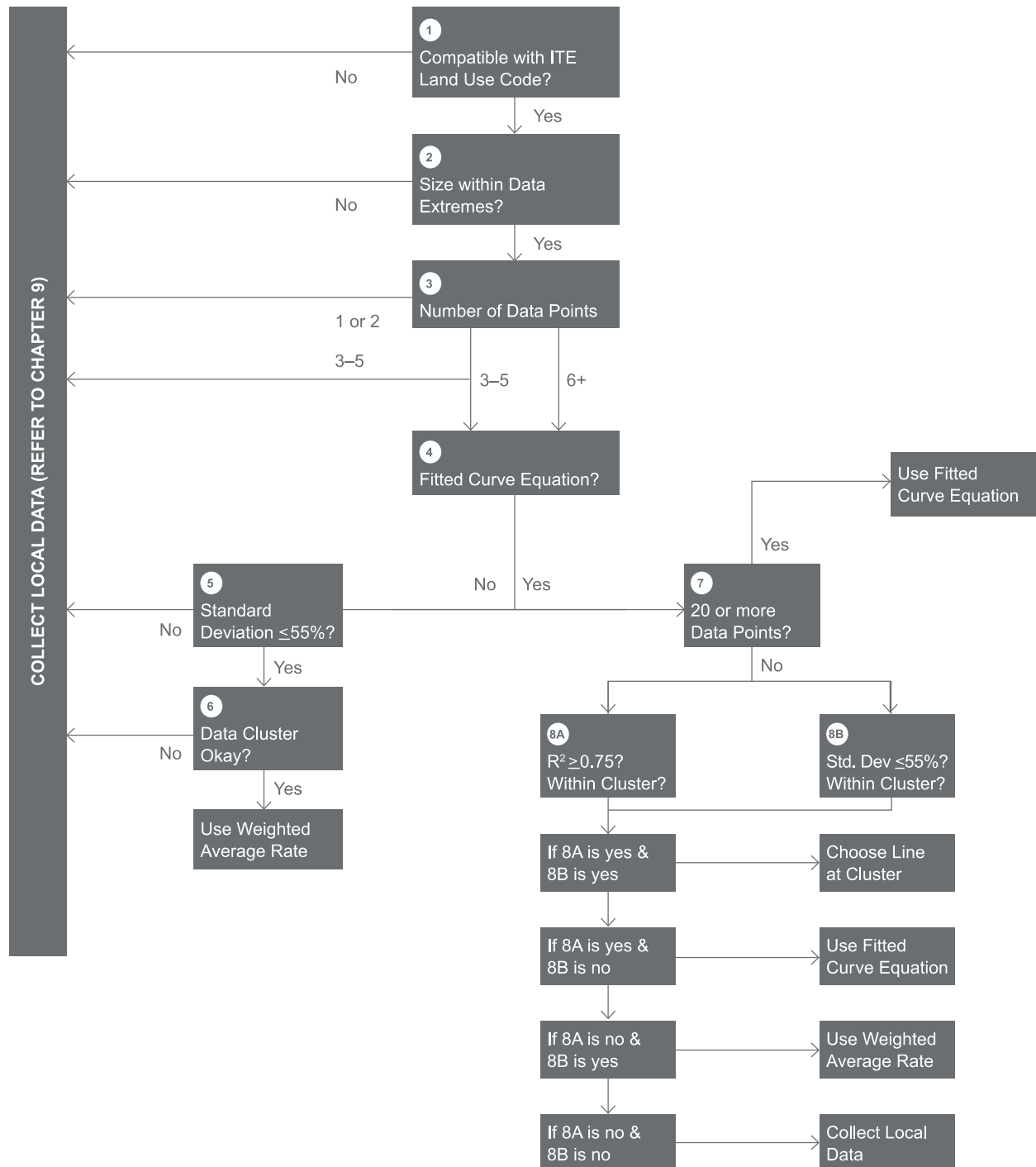
Wednesday, 7/22/2026			
Time	IN	OUT	Total (IN+OUT)
5:00 AM - 5:15 AM	0	0	0
5:15 AM - 5:30 AM	0	0	0
5:30 AM - 5:45 AM	0	0	0
5:45 AM - 6:00 AM	0	0	0
6:00 AM - 6:15 AM	0	0	0
6:15 AM - 6:30 AM	0	0	0
6:30 AM - 6:45 AM	0	0	0
6:45 AM - 7:00 AM	0	0	0
7:00 AM - 7:15 AM	0	0	0
7:15 AM - 7:30 AM	0	0	0
7:30 AM - 7:45 AM	0	0	0
7:45 AM - 8:00 AM	0	0	0
8:00 AM - 8:15 AM	0	0	0
8:15 AM - 8:30 AM	1	0	1
8:30 AM - 8:45 AM	0	0	0
8:45 AM - 9:00 AM	1	1	2
9:00 AM - 9:15 AM	0	0	0
9:15 AM - 9:30 AM	1	0	1
9:30 AM - 9:45 AM	0	0	0
9:45 AM - 10:00 AM	0	0	0
10:00 AM - 10:15 AM	0	1	1
10:15 AM - 10:30 AM	1	0	1
10:30 AM - 10:45 AM	0	1	1
10:45 AM - 11:00 AM	0	0	0
11:00 AM - 11:15 AM	0	0	0
11:15 AM - 11:30 AM	2	2	4
11:30 AM - 11:45 AM	1	1	2
11:45 AM - 12:00 PM	1	0	1
12:00 PM - 12:15 PM	0	0	0
12:15 PM - 12:30 PM	0	0	0
12:30 PM - 12:45 PM	0	0	0
12:45 PM - 1:00 PM	0	0	0
1:00 PM - 1:15 PM	2	0	2
1:15 PM - 1:30 PM	0	1	1
1:30 PM - 1:45 PM	0	0	0
1:45 PM - 2:00 PM	0	0	0
2:00 PM - 2:15 PM	1	1	2
2:15 PM - 2:30 PM	0	1	1
2:30 PM - 2:45 PM	1	0	1
2:45 PM - 3:00 PM	3	2	5
3:00 PM - 3:15 PM	0	1	1
3:15 PM - 3:30 PM	0	1	1
3:30 PM - 3:45 PM	1	3	4
3:45 PM - 4:00 PM	0	0	0
4:00 PM - 4:15 PM	0	1	1
4:15 PM - 4:30 PM	0	0	0
4:30 PM - 4:45 PM	0	0	0
4:45 PM - 5:00 PM	0	0	0
5:00 PM - 5:15 PM	1	1	2
5:15 PM - 5:30 PM	0	0	0
5:30 PM - 5:45 PM	1	0	1
5:45 PM - 6:00 PM	0	0	0
6:00 PM - 6:15 PM	2	0	2
6:15 PM - 6:30 PM	4	1	5
6:30 PM - 6:45 PM	0	4	4
6:45 PM - 7:00 PM	1	2	3
7:00 PM - 7:15 PM	0	0	0
7:15 PM - 7:30 PM	0	0	0
7:30 PM - 7:45 PM	0	0	0
7:45 PM - 8:00 PM	1	0	1
8:00 PM - 8:15 PM	0	1	1
8:15 PM - 8:30 PM	0	0	0
8:30 PM - 8:45 PM	0	0	0
8:45 PM - 9:00 PM	0	0	0
9:00 PM - 9:15 PM	0	0	0
9:15 PM - 9:30 PM	0	0	0
9:30 PM - 9:45 PM	0	0	0
9:45 PM - 10:00 PM	0	0	0
TOTAL (ADT)	26	26	52

Thursday, 7/23/2026			
Time	IN	OUT	Total (IN+OUT)
5:00 AM - 5:15 AM	0	0	0
5:15 AM - 5:30 AM	0	0	0
5:30 AM - 5:45 AM	0	0	0
5:45 AM - 6:00 AM	0	0	0
6:00 AM - 6:15 AM	0	0	0
6:15 AM - 6:30 AM	0	0	0
6:30 AM - 6:45 AM	0	0	0
6:45 AM - 7:00 AM	0	0	0
7:00 AM - 7:15 AM	0	0	0
7:15 AM - 7:30 AM	0	0	0
7:30 AM - 7:45 AM	0	0	0
7:45 AM - 8:00 AM	0	0	0
8:00 AM - 8:15 AM	0	0	0
8:15 AM - 8:30 AM	0	0	0
8:30 AM - 8:45 AM	1	0	1
8:45 AM - 9:00 AM	1	0	1
9:00 AM - 9:15 AM	2	0	2
9:15 AM - 9:30 AM	0	0	0
9:30 AM - 9:45 AM	0	0	0
9:45 AM - 10:00 AM	0	0	0
10:00 AM - 10:15 AM	0	0	0
10:15 AM - 10:30 AM	0	0	0
10:30 AM - 10:45 AM	1	0	1
10:45 AM - 11:00 AM	2	2	4
11:00 AM - 11:15 AM	0	2	2
11:15 AM - 11:30 AM	1	0	1
11:30 AM - 11:45 AM	1	2	3
11:45 AM - 12:00 PM	1	2	3
12:00 PM - 12:15 PM	2	2	4
12:15 PM - 12:30 PM	0	0	0
12:30 PM - 12:45 PM	2	1	3
12:45 PM - 1:00 PM	1	2	3
1:00 PM - 1:15 PM	1	1	2
1:15 PM - 1:30 PM	1	0	1
1:30 PM - 1:45 PM	1	0	1
1:45 PM - 2:00 PM	1	0	1
2:00 PM - 2:15 PM	0	2	2
2:15 PM - 2:30 PM	1	1	2
2:30 PM - 2:45 PM	0	1	1
2:45 PM - 3:00 PM	2	1	3
3:00 PM - 3:15 PM	1	1	2
3:15 PM - 3:30 PM	0	0	0
3:30 PM - 3:45 PM	0	1	1
3:45 PM - 4:00 PM	0	1	1
4:00 PM - 4:15 PM	0	2	2
4:15 PM - 4:30 PM	1	1	2
4:30 PM - 4:45 PM	0	0	0
4:45 PM - 5:00 PM	1	0	1
5:00 PM - 5:15 PM	1	0	1
5:15 PM - 5:30 PM	1	0	1
5:30 PM - 5:45 PM	1	0	1
5:45 PM - 6:00 PM	0	0	0
6:00 PM - 6:15 PM	1	0	1
6:15 PM - 6:30 PM	1	5	6
6:30 PM - 6:45 PM	1	0	1
6:45 PM - 7:00 PM	0	0	0
7:00 PM - 7:15 PM	2	0	2
7:15 PM - 7:30 PM	0	2	2
7:30 PM - 7:45 PM	1	2	3
7:45 PM - 8:00 PM	0	0	0
8:00 PM - 8:15 PM	0	0	0
8:15 PM - 8:30 PM	0	0	0
8:30 PM - 8:45 PM	0	0	0
8:45 PM - 9:00 PM	0	0	0
9:00 PM - 9:15 PM	0	0	0
9:15 PM - 9:30 PM	0	0	0
9:30 PM - 9:45 PM	0	0	0
9:45 PM - 10:00 PM	0	0	0
TOTAL (ADT)	34	34	68

Saturday, 7/25/2026			
Time	IN	OUT	Total (IN+OUT)
5:00 AM - 5:15 AM	0	0	0
5:15 AM - 5:30 AM	0	0	0
5:30 AM - 5:45 AM	0	0	0
5:45 AM - 6:00 AM	0	0	0
6:00 AM - 6:15 AM	0	0	0
6:15 AM - 6:30 AM	0	0	0
6:30 AM - 6:45 AM	0	0	0
6:45 AM - 7:00 AM	2	0	2
7:00 AM - 7:15 AM	1	2	3
7:15 AM - 7:30 AM	0	0	0
7:30 AM - 7:45 AM	0	0	0
7:45 AM - 8:00 AM	0	0	0
8:00 AM - 8:15 AM	1	1	2
8:15 AM - 8:30 AM	0	0	0
8:30 AM - 8:45 AM	1	1	2
8:45 AM - 9:00 AM	2	0	2
9:00 AM - 9:15 AM	3	0	3
9:15 AM - 9:30 AM	2	1	3
9:30 AM - 9:45 AM	0	0	0
9:45 AM - 10:00 AM	2	0	2
10:00 AM - 10:15 AM	2	2	4
10:15 AM - 10:30 AM	3	2	5
10:30 AM - 10:45 AM	1	1	2
10:45 AM - 11:00 AM	0	1	1
11:00 AM - 11:15 AM	0	1	1
11:15 AM - 11:30 AM	0	2	2
11:30 AM - 11:45 AM	1	0	1
11:45 AM - 12:00 PM	1	0	1
12:00 PM - 12:15 PM	1	0	1
12:15 PM - 12:30 PM	1	1	2
12:30 PM - 12:45 PM	0	0	0
12:45 PM - 1:00 PM	1	2	3
1:00 PM - 1:15 PM	1	0	1
1:15 PM - 1:30 PM	0	0	0
1:30 PM - 1:45 PM	0	0	0
1:45 PM - 2:00 PM	1	1	2
2:00 PM - 2:15 PM	0	1	1
2:15 PM - 2:30 PM	1	0	1
2:30 PM - 2:45 PM	0	0	0
2:45 PM - 3:00 PM	0	1	1
3:00 PM - 3:15 PM	1	0	1
3:15 PM - 3:30 PM	0	1	1
3:30 PM - 3:45 PM	0	0	0
3:45 PM - 4:00 PM	3	3	6
4:00 PM - 4:15 PM	5	1	6
4:15 PM - 4:30 PM	2	0	2
4:30 PM - 4:45 PM	0	0	0
4:45 PM - 5:00 PM	1	5	6
5:00 PM - 5:15 PM	1	5	6
5:15 PM - 5:30 PM	1	1	2
5:30 PM - 5:45 PM	0	0	0
5:45 PM - 6:00 PM	0	0	0
6:00 PM - 6:15 PM	0	0	0
6:15 PM - 6:30 PM	1	2	3
6:30 PM - 6:45 PM	1	1	2
6:45 PM - 7:00 PM	1	2	3
7:00 PM - 7:15 PM	0	1	1
7:15 PM - 7:30 PM	1	1	2
7:30 PM - 7:45 PM	0	2	2
7:45 PM - 8:00 PM	0	1	1
8:00 PM - 8:15 PM	0	0	0
8:15 PM - 8:30 PM	0	0	0
8:30 PM - 8:45 PM	0	0	0
8:45 PM - 9:00 PM	0	0	0
9:00 PM - 9:15 PM	0	0	0
9:15 PM - 9:30 PM	0	0	0
9:30 PM - 9:45 PM	0	0	0
9:45 PM - 10:00 PM	0	0	0
TOTAL (ADT)	46	46	92

0
0
0
0
0
2
5
5
5
3
2
2
4
6
7
10
8
8
9
11
13
12
9
6
5
5
6
4
6
6
4
4
3
3
4
4
3
3
3
3
8
13
14
14
14
14
14
14
8
2
3
5
8
8
6
5
3
1
0
0
0
0
0
0

**Figure 4.2 Process for Selecting Average Rate or Equation
in *Trip Generation Manual* Data**



Land Use: 560 Church

Description

A church is a building in which public worship services are held. A church houses an assembly hall or sanctuary. It may also house meeting rooms, classrooms, and, occasionally, dining, catering, or event facilities.

Additional Data

Worship services are typically held on Sundays. Some of the surveyed churches offered day care or extended care programs during the week.

The sites were surveyed in the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Florida, New Jersey, New York, Oregon, Pennsylvania, and Texas.

Source Numbers

428, 436, 554, 571, 583, 629, 631, 704, 903, 904, 957, 971, 1080, 1219

Church (560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 13

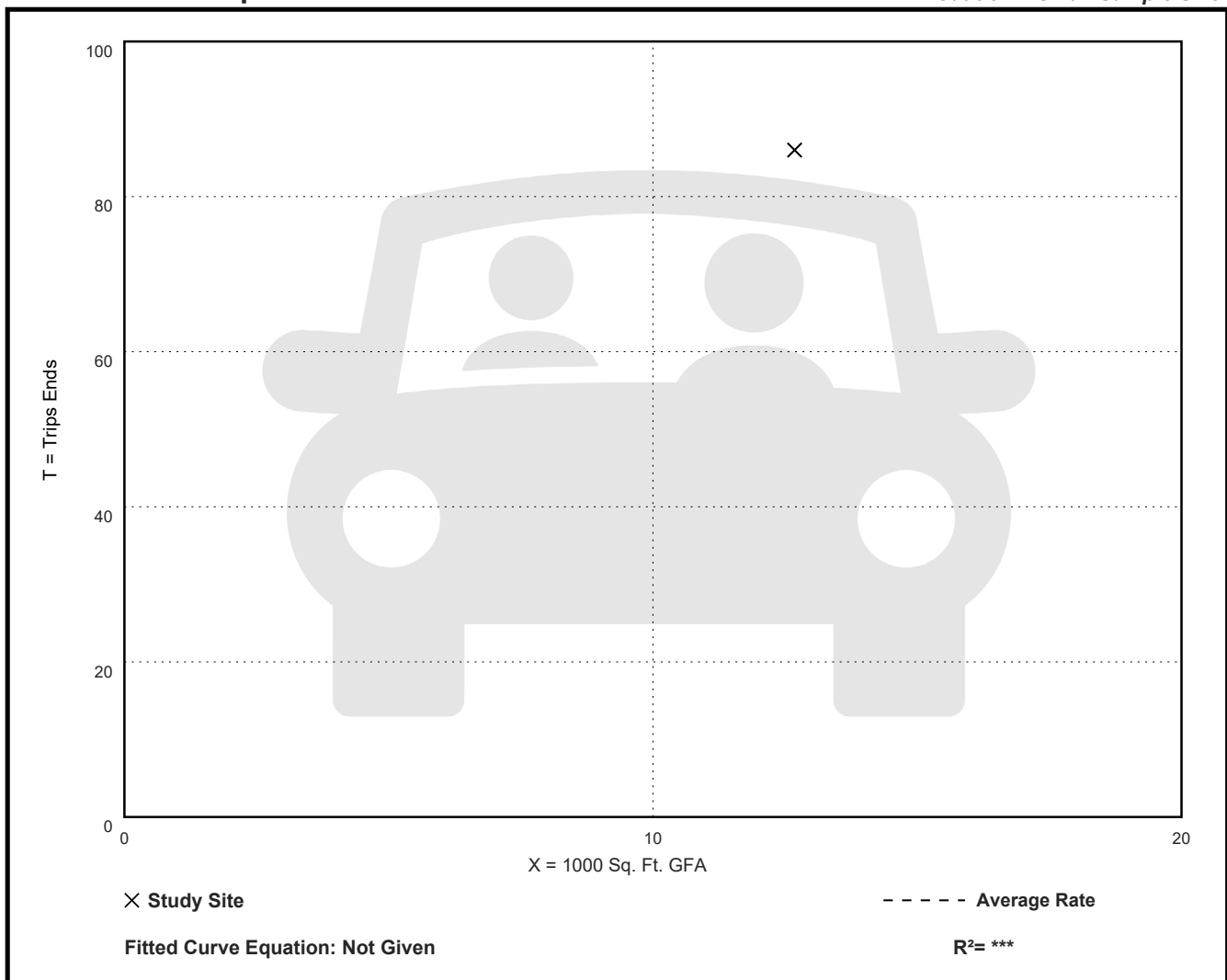
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
6.78	6.78 - 6.78	***

Data Plot and Equation

Caution – Small Sample Size



Church (560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. 1000 Sq. Ft. GFA: 70

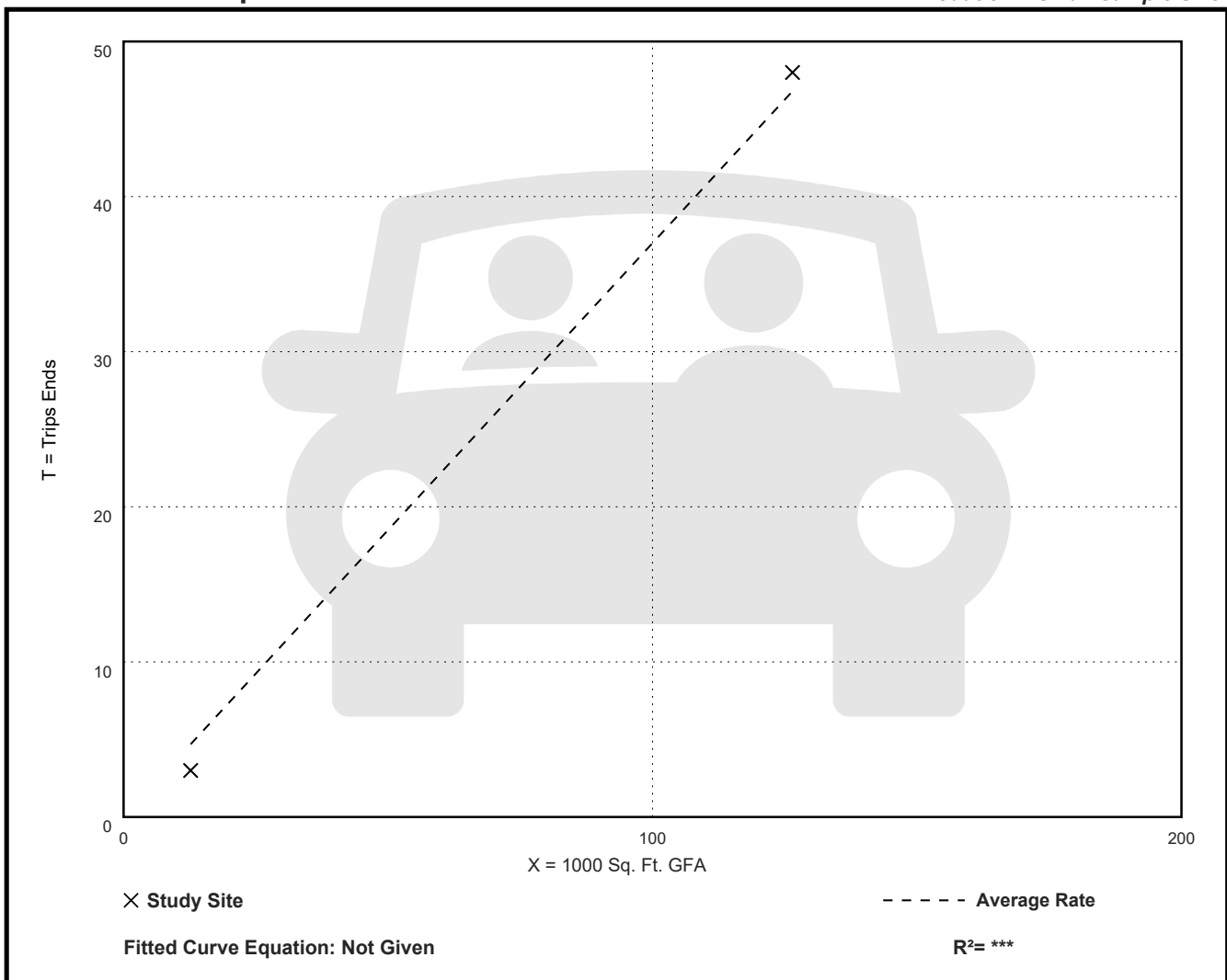
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.37	0.24 - 0.38	***

Data Plot and Equation

Caution – Small Sample Size



Church (560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 6

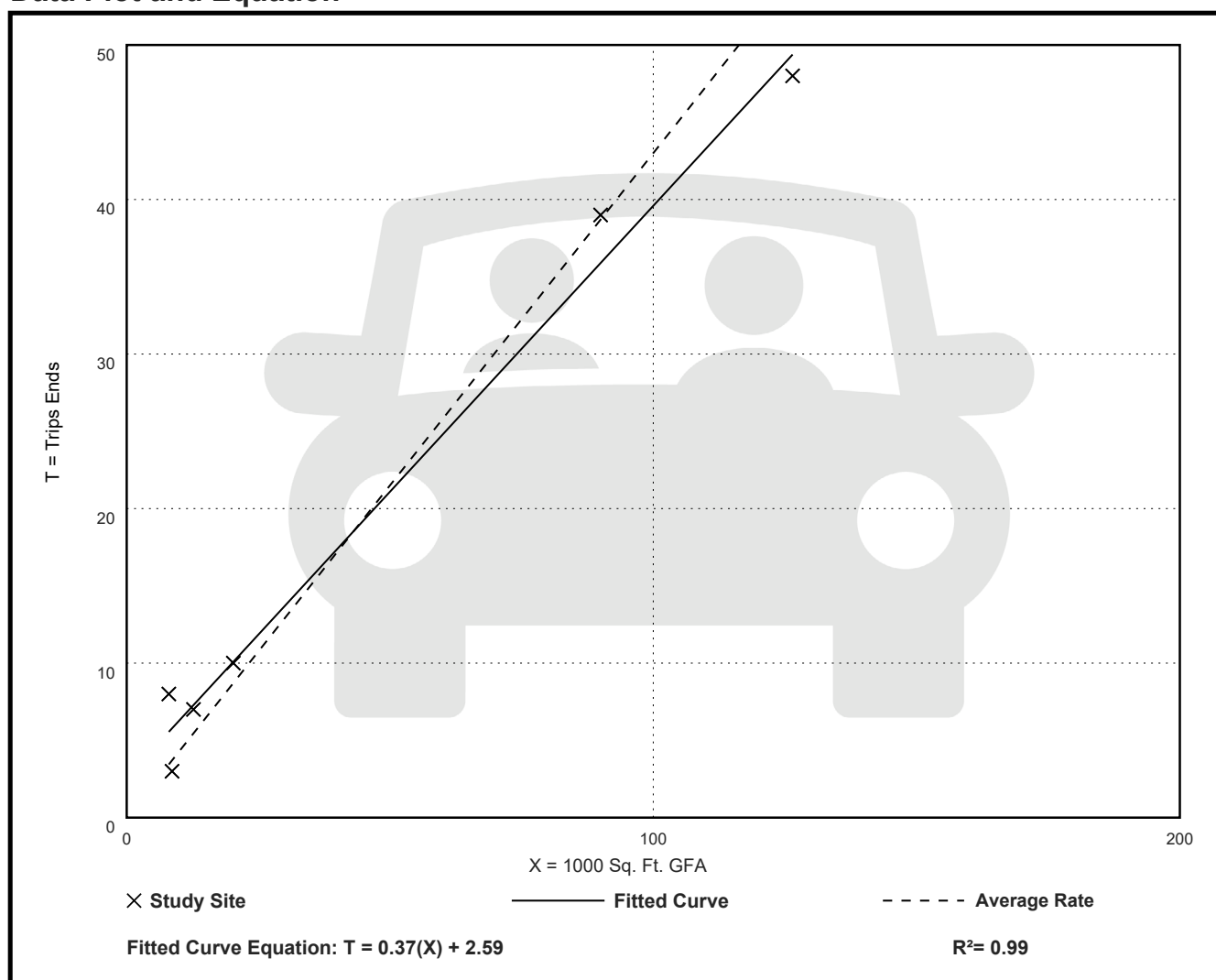
Avg. 1000 Sq. Ft. GFA: 44

Directional Distribution: 41% entering, 59% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.43	0.35 - 1.00	0.12

Data Plot and Equation



Church (560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3

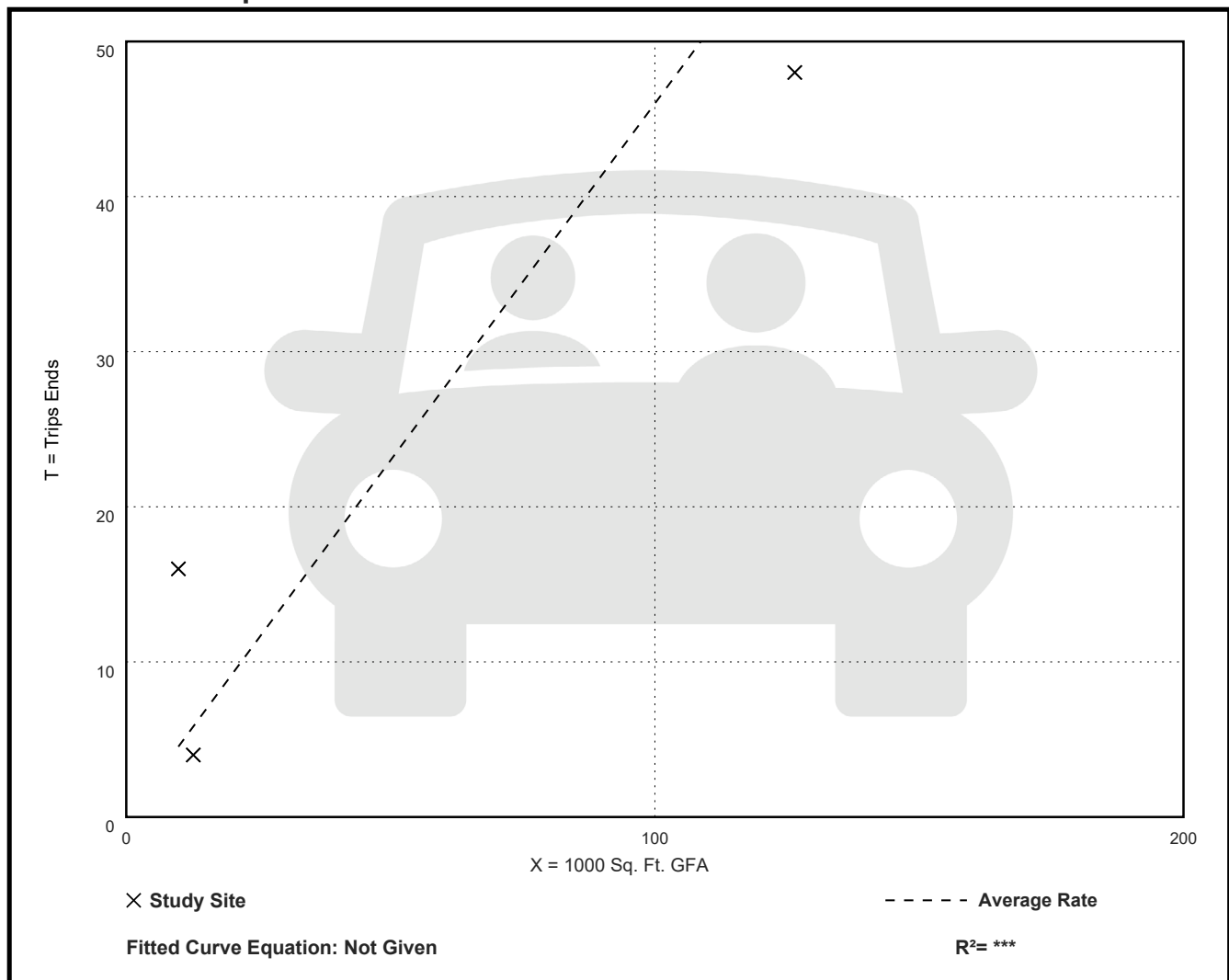
Avg. 1000 Sq. Ft. GFA: 50

Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.46	0.32 - 1.62	0.38

Data Plot and Equation



Church (560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3

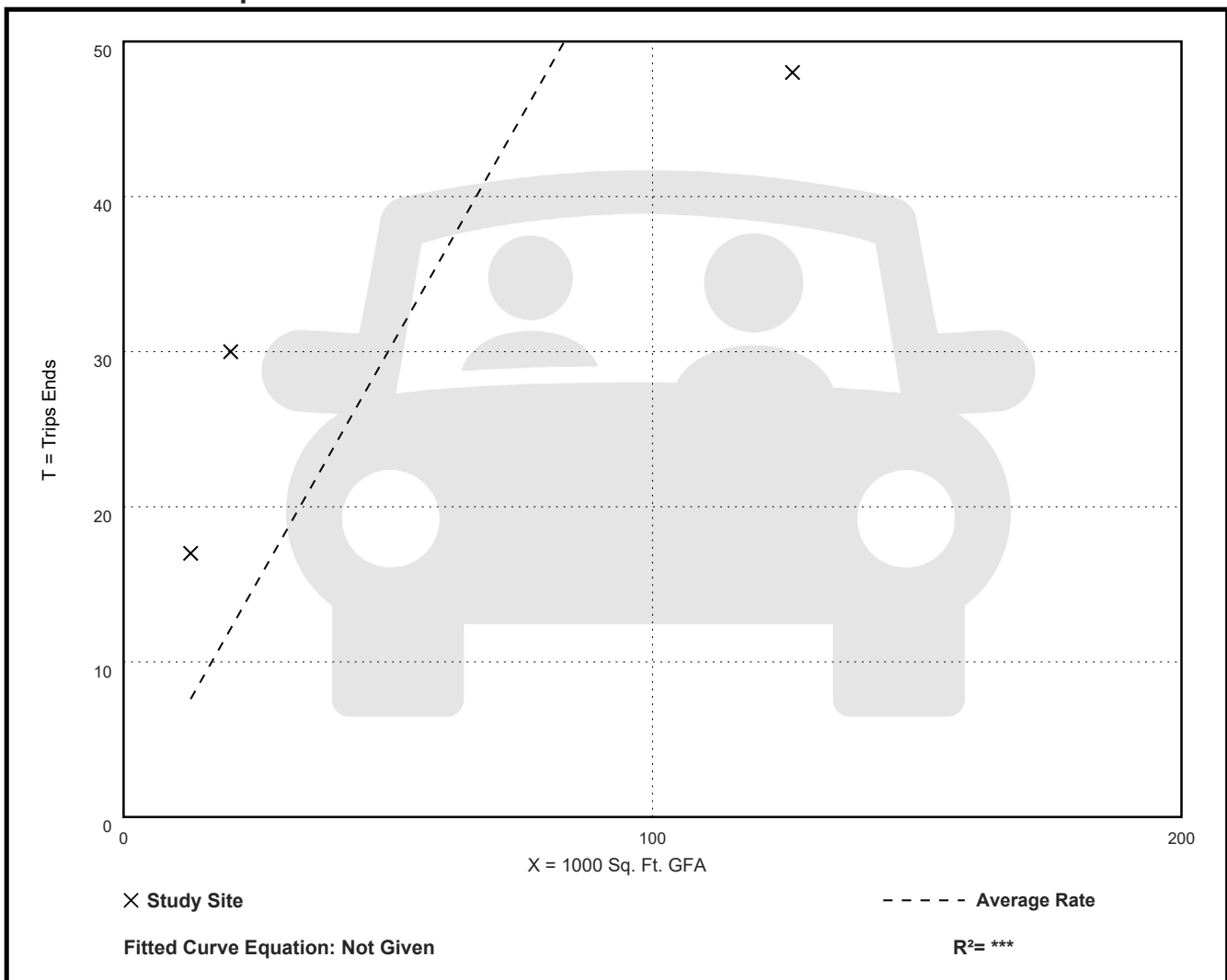
Avg. 1000 Sq. Ft. GFA: 53

Directional Distribution: 65% entering, 35% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.60	0.38 - 1.48	0.52

Data Plot and Equation



Church (560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 10

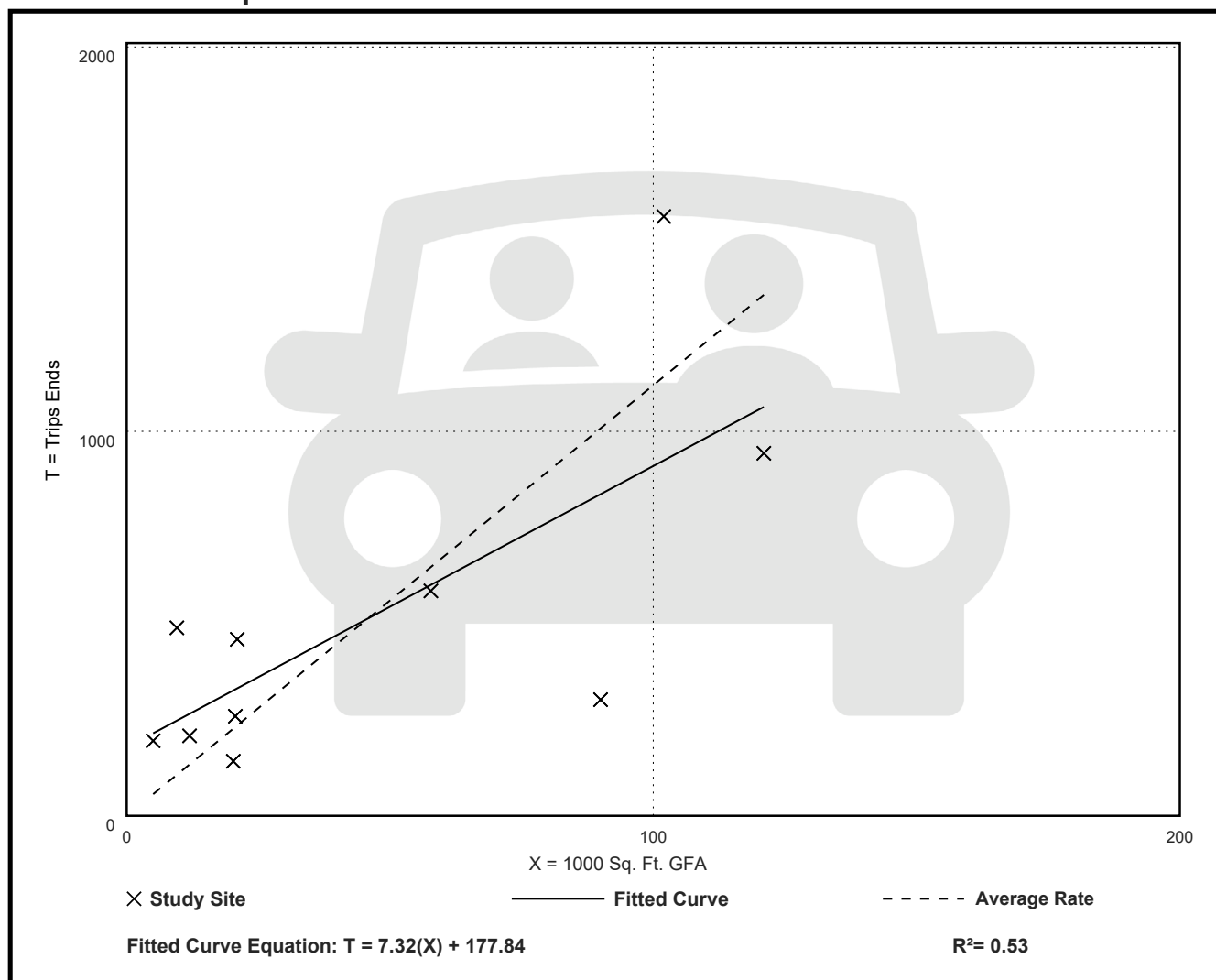
Avg. 1000 Sq. Ft. GFA: 46

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.20	3.36 - 51.31	8.68

Data Plot and Equation



Church (560)

Vehicle Trip Ends vs: **Seats**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**

Number of Studies: 4

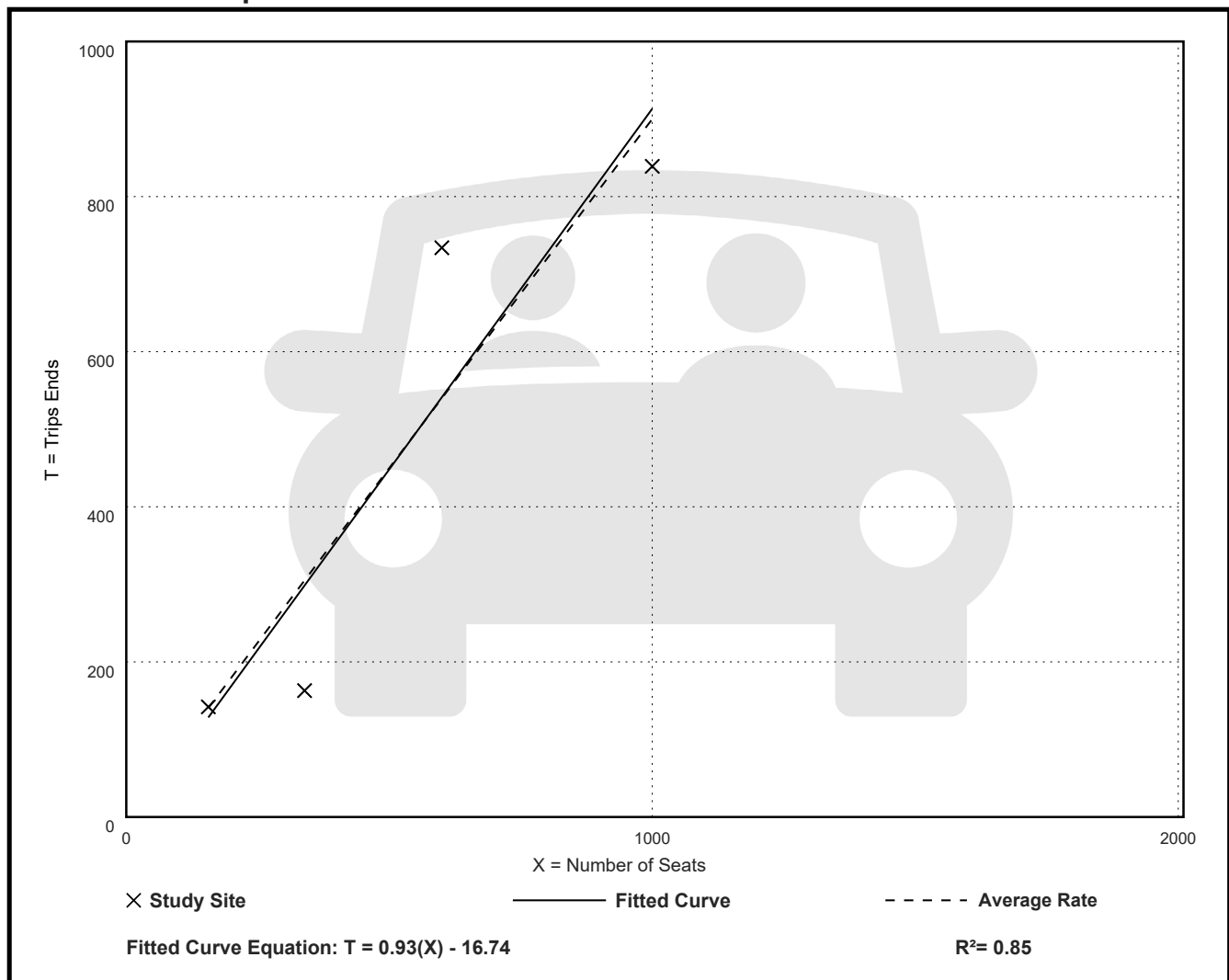
Avg. Num. of Seats: 524

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.90	0.48 - 1.22	0.28

Data Plot and Equation



Church (560)

Vehicle Trip Ends vs: Seats

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Seats: 378

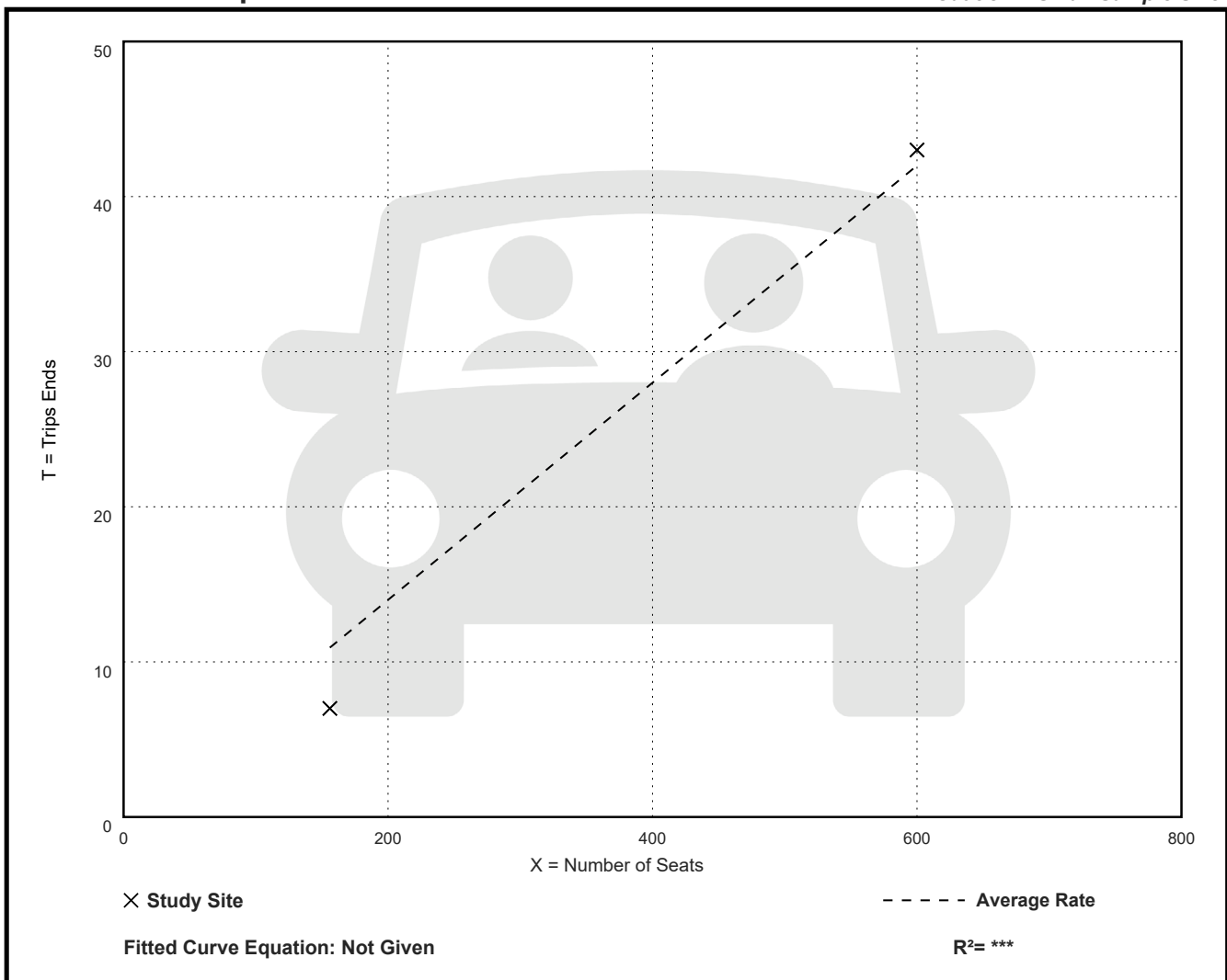
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.07	0.04 - 0.07	***

Data Plot and Equation

Caution – Small Sample Size



Church (560)

Vehicle Trip Ends vs: Seats

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 4

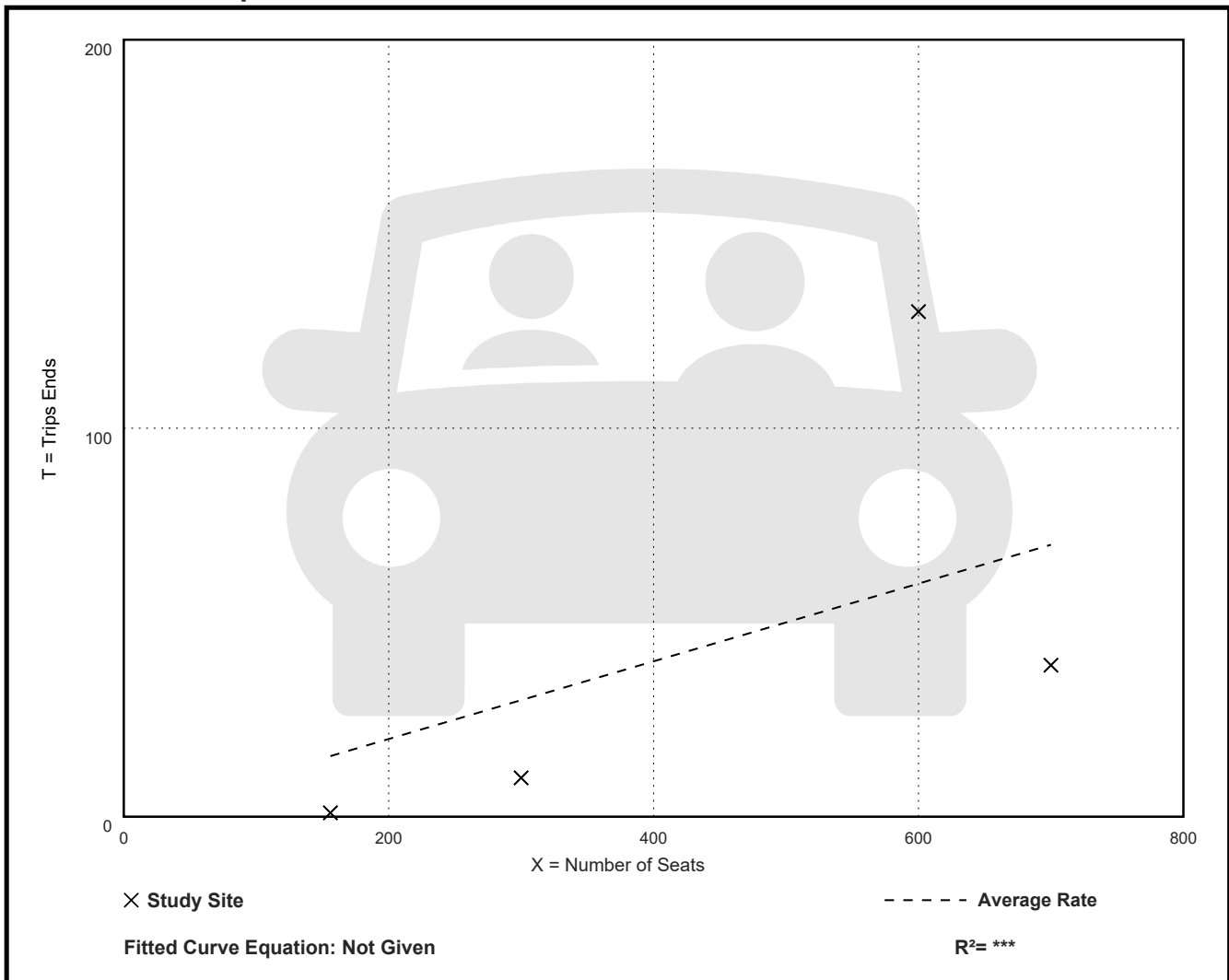
Avg. Num. of Seats: 439

Directional Distribution: 45% entering, 55% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.10	0.01 - 0.22	0.10

Data Plot and Equation



Church (560)

Vehicle Trip Ends vs: **Seats**

On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**

Number of Studies: 3

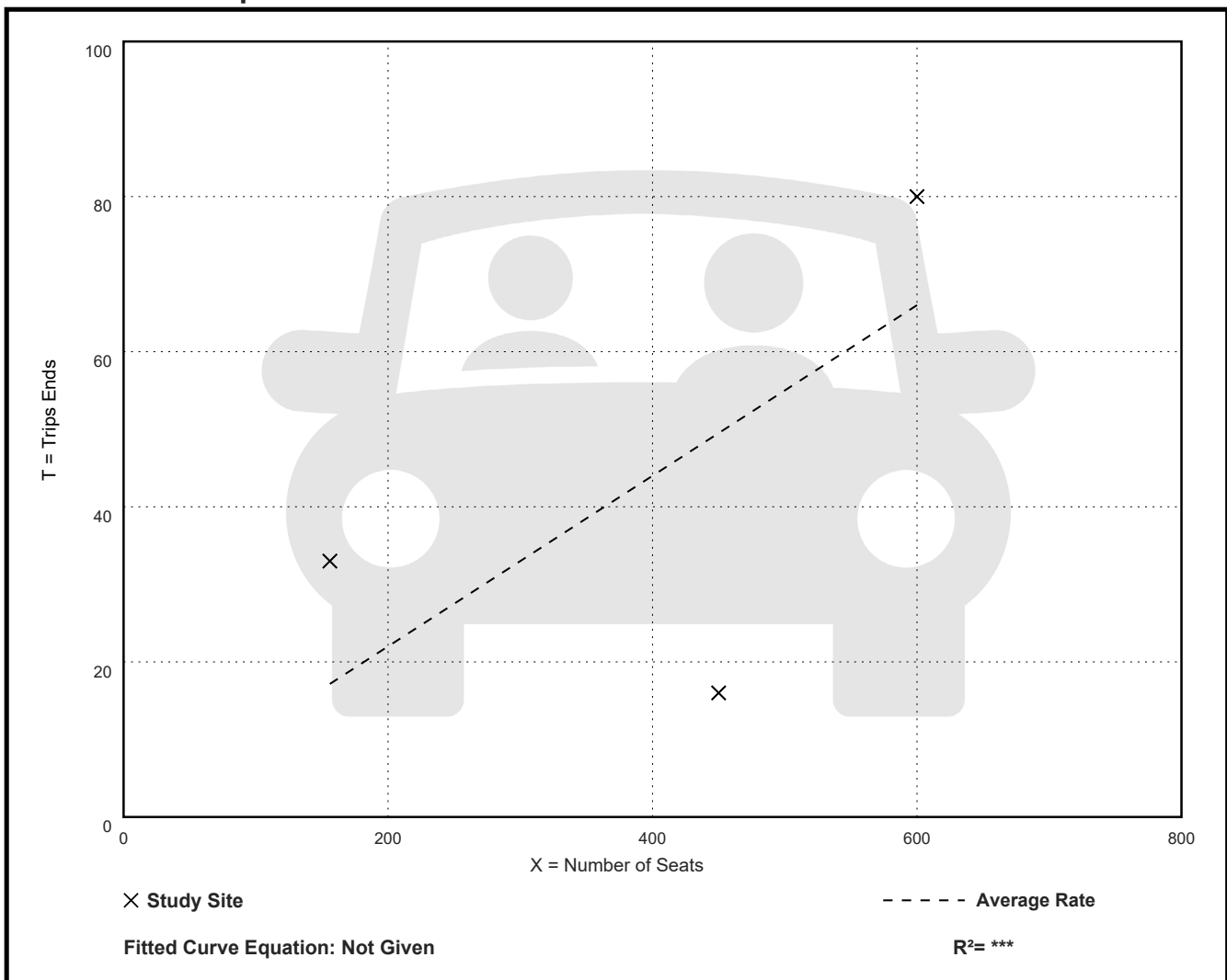
Avg. Num. of Seats: 402

Directional Distribution: 40% entering, 60% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.11	0.04 - 0.21	0.07

Data Plot and Equation



Church (560)

Vehicle Trip Ends vs: Seats

On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3

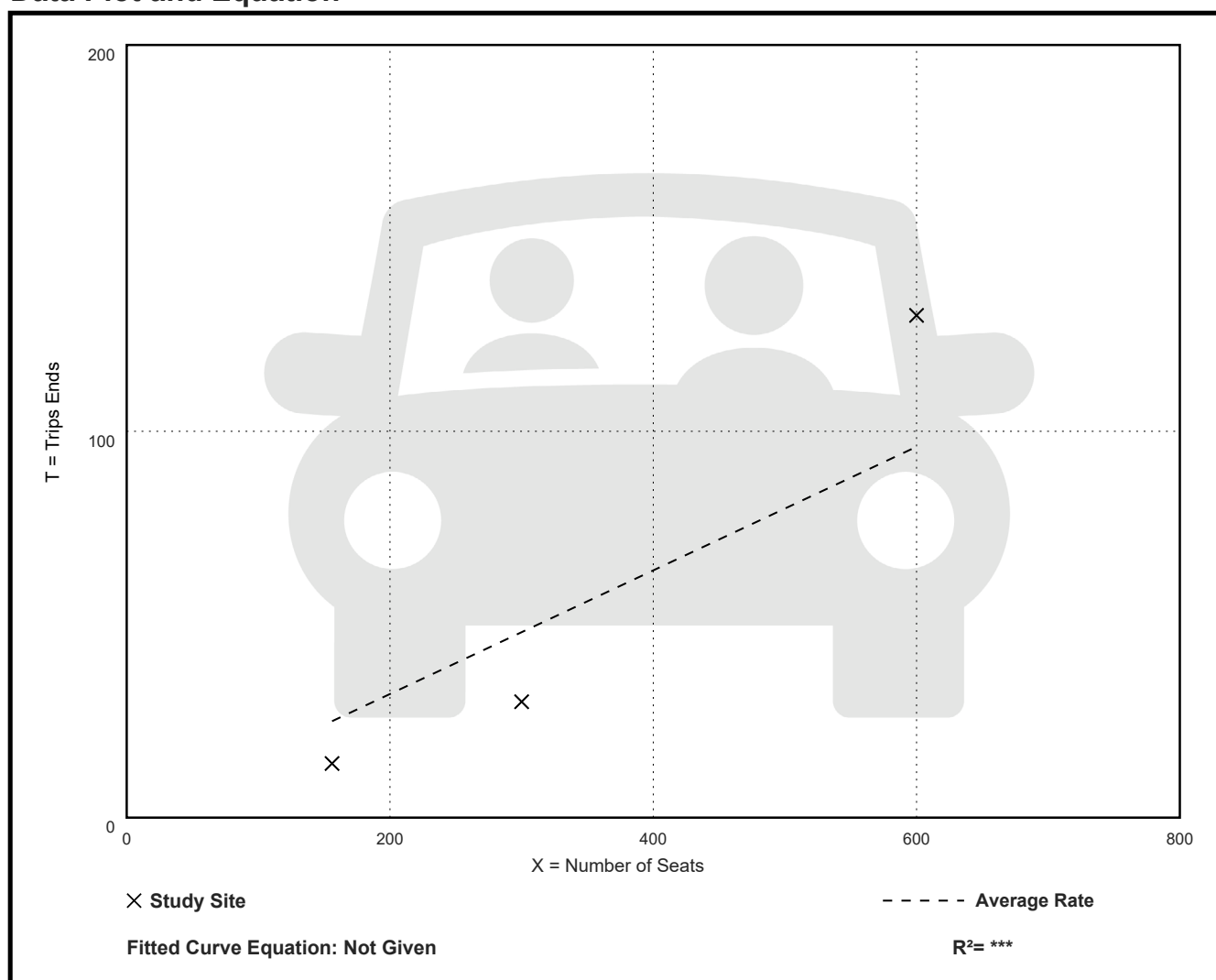
Avg. Num. of Seats: 352

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.16	0.09 - 0.22	0.07

Data Plot and Equation



Church (560)

Vehicle Trip Ends vs: **Seats**

On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**

Number of Studies: **1**

Avg. Num. of Seats: **149**

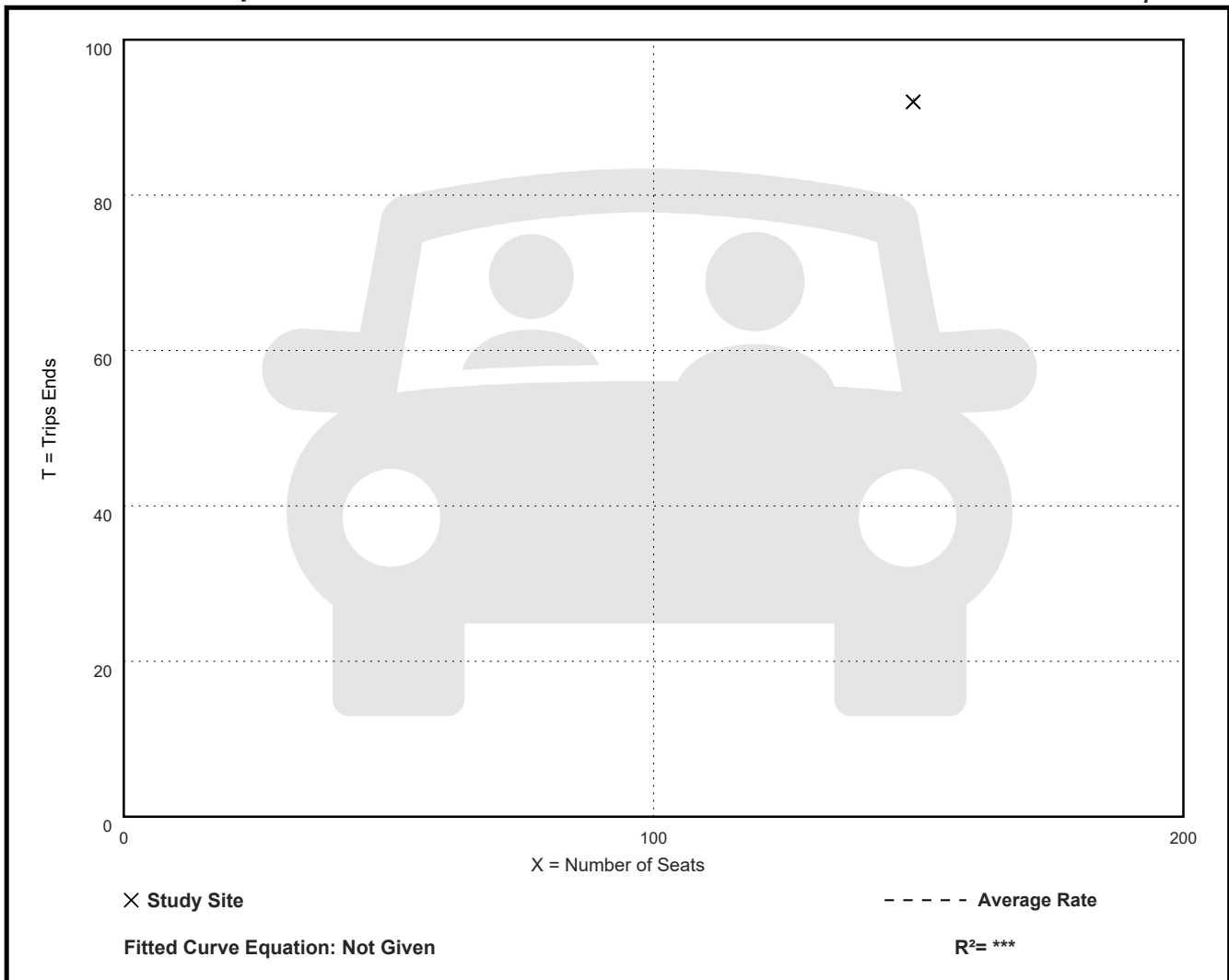
Directional Distribution: **50% entering, 50% exiting**

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.62	0.62 - 0.62	***

Data Plot and Equation

Caution – Small Sample Size



Church (560)

Vehicle Trip Ends vs: **Seats**
On a: **Sunday**

Setting/Location: **General Urban/Suburban**

Number of Studies: 1

Avg. Num. of Seats: 1000

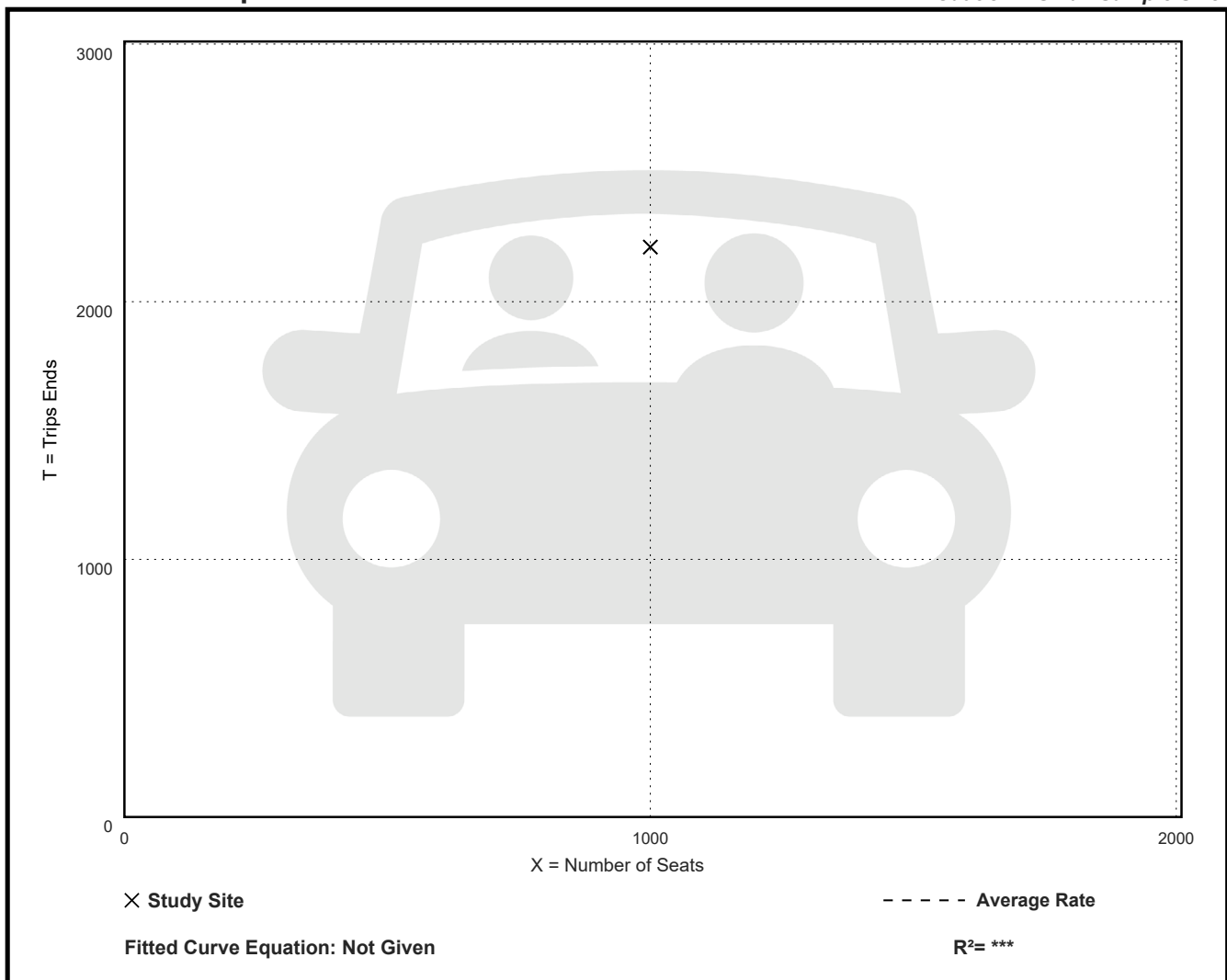
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
2.21	2.21 - 2.21	***

Data Plot and Equation

Caution – Small Sample Size



Church (560)

Vehicle Trip Ends vs: **Seats**

On a: **Sunday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**

Number of Studies: 12

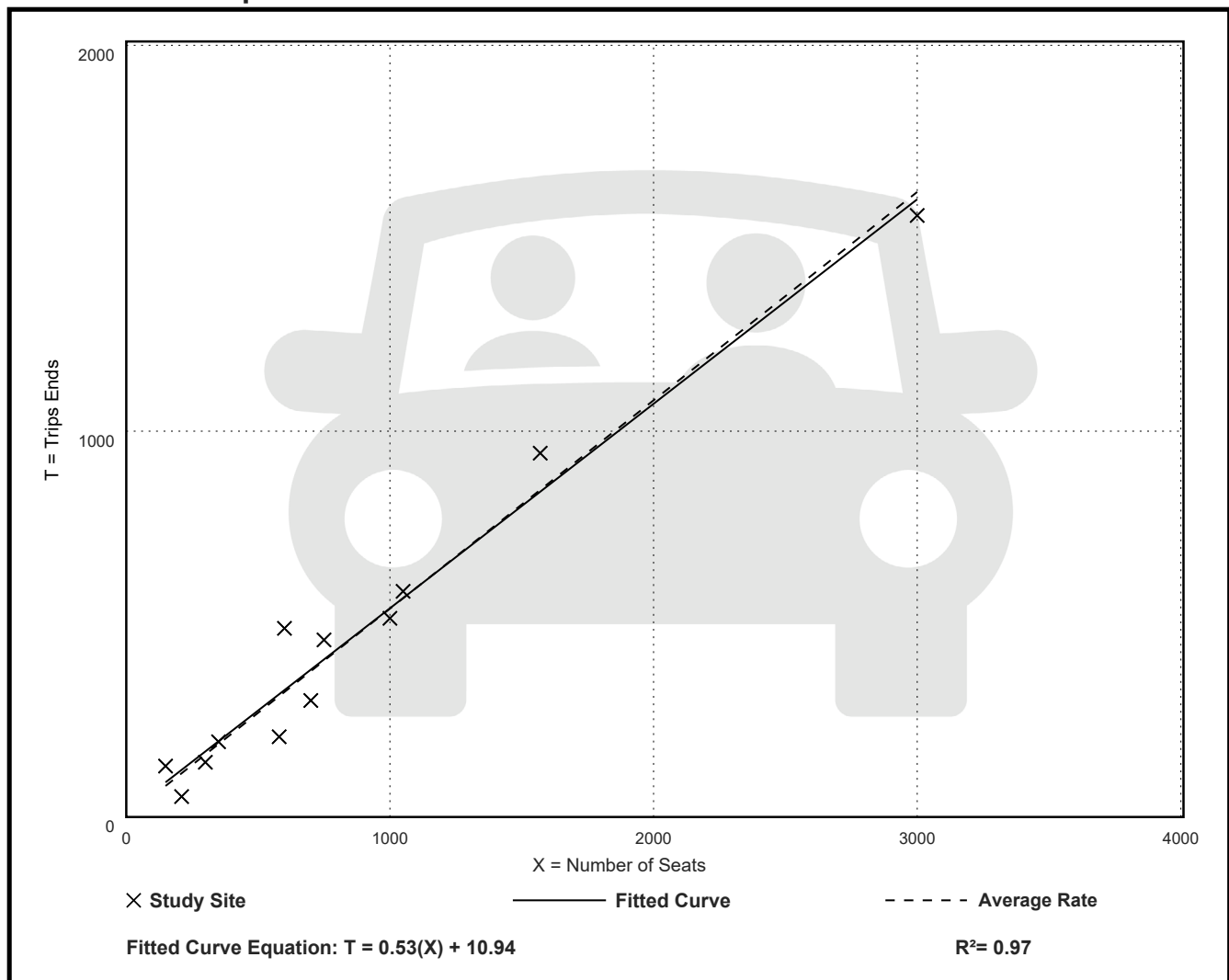
Avg. Num. of Seats: 855

Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.54	0.25 - 0.89	0.11

Data Plot and Equation



Church (560)

Vehicle Trip Ends vs: Attendees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Attendees: 195

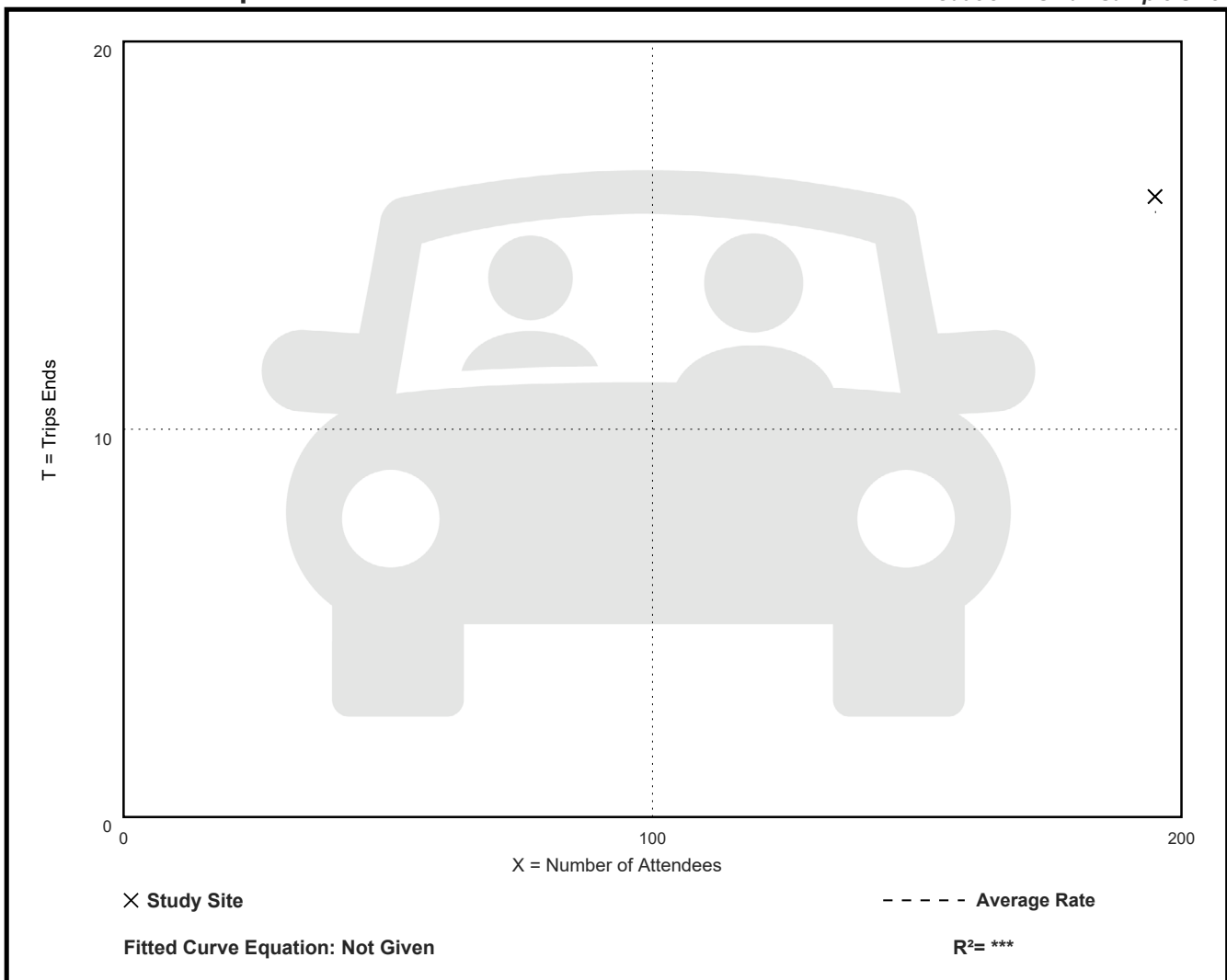
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Attendee

Average Rate	Range of Rates	Standard Deviation
0.08	0.08 - 0.08	***

Data Plot and Equation

Caution – Small Sample Size



MEMORANDUM

To: Benton County Board of Commissioners
From: Northside Christian Church, Applicant
Date: August 11, 2026
Re: LU-25-067 – Northside Christian Church

Subject: Supplemental Operational Overview, Gross Floor Area Clarification, Transportation Demand Management, and Proposed Conditions of Approval

I. PURPOSE AND SCOPE

Northside Christian Church submits this supplemental memorandum to clarify the scope and anticipated operation of the current proposal, address the gross floor area information reflected in the updated transportation analysis, clarify the relationship of the current proposal to the original Transportation Demand Management Plan, and identify the previously offered conditions that remain applicable together with the limited condition revisions proposed through this supplemental memorandum.

The application before the Board remains limited to the revised Conditional Use Permit request under LU-25-067, which was previously referred to in the application materials as “Phase I.” Previously contemplated additional development, which was referred to in earlier application materials as “Phase II,” is not part of the current approval request, and LU-25-066, the parking variance, was withdrawn. The June 17 appeal memorandum likewise identifies the reduced scope of the Conditional Use Permit request now before the Board.

This memorandum supplements the existing record and clarifies the applicant’s current description of the proposed development and anticipated operations. To the extent earlier applicant materials contain inconsistent descriptions of the development or operations that are inconsistent with the current proposal, the descriptions in this memorandum are intended to control.

II. PROPOSED DEVELOPMENT AND GROSS FLOOR AREA CLARIFICATION

A. PROPOSED DEVELOPMENT

The proposed development consists of the 28,557-square-foot worship and multi-purpose building; 286 on-site parking spaces serving the church use; internal vehicle circulation, and fire-access improvements; a 2,160-square-foot shop/storage building; an additional 432-square-foot area for water-system components; the existing 1,553-square-foot dwelling, as identified in Benton County Assessor records, retained as a parsonage, with four parking spaces consisting of a two-car garage and two parking spaces in the driveway in front of the garage; a 3,700-square-foot playground; an above-ground fire-water storage tank; stormwater detention, treatment, and conveyance facilities; landscaping and retaining walls; on-site septic treatment and drainfield facilities; right-of-way dedication and roadway/access improvements along NW Powers Avenue; and associated utility and site improvements.

The current proposal was previously referred to in the application materials as “Phase I.” The revised site plan identifies the 3,700-square-foot playground as part of the current proposal. Earlier site plans identified a larger community playground, pickleball courts, the future main church building, and other improvements as Phase II. Those previously contemplated additional improvements are not part of the current approval request and would require separate land use review if pursued in the future.

B. GROSS FLOOR AREA

The architectural floor plans submitted with the original application submittal and included in the record depict both levels of the proposed worship and multi-purpose building: Sheet A2.00, Floor Plan – Level 1, and Sheet A2.01, Floor Plan – Level 2. The plans are identified as a design-development (“DD”) set and reflect the preliminary architectural design of the building rather than final construction documents. Sheet A2.00 depicts the primary worship and gathering area, stage, fellowship and multi-purpose areas, classrooms, nursery and children’s areas, offices, storage, restrooms, kitchen and pantry areas, and other supporting spaces. Sheet A2.01 depicts the second-floor flex, classroom/meeting, office, restroom, circulation, and related spaces.

The total floor area shown on Sheets A2.00 and A2.01 is 28,557 square feet, consisting of approximately 18,909 square feet on Level 1 and 9,648 square feet on Level 2. The approximately 18,902-square-foot figure previously identified on the site plan and in earlier application materials corresponds to the approximate first-floor building footprint and did not account for the second-floor area when the building was described by gross floor area.

Accordingly, the 28,557-square-foot gross floor area does not represent an expansion, enlargement, or change to the worship and multi-purpose building previously submitted for review. Rather, it reflects the total floor area of the same two-story building already depicted on Sheets A2.00 and A2.01 and corrects the earlier characterization of the approximately 18,902-square-foot building footprint as the building's total gross floor area.

The architectural plans include preliminary room labels, furnishings, equipment, and other design-development details illustrating how particular portions of the building may function. These details do not establish separate land uses or fixed operational capacities for each individual room. The primary use of the building is for worship, with secondary accessory or related uses and activities associated with the church, including religious education, administrative functions, fellowship, recreation, and other community activities. Evidence as to public and private infrastructure needs were prepared in accordance with best engineering practices and county standards. Final construction plans may include refinements to interior room configurations, furnishings, equipment, fixtures, and other construction-level details as necessary to satisfy applicable Building and Fire Code requirements, without expanding the scope of the development or establishing a separate land use.

The Udell Rebuttal Memorandum confirms the corrected 28,557-square-foot gross floor area and resulting requirement of 286 parking spaces under BCC 91.605(5). Both staff's previous parking analysis and the applicant's earlier parking-related materials relied on the approximately 18,902-square-foot characterization of the building. Because that figure represents the approximate building footprint or first-floor area rather than the total gross floor area depicted on Sheets A2.00 and A2.01, those earlier parking calculations should not be carried forward. Using the clarified 28,557-square-foot gross floor area, application of BCC 91.605(5) to the entire worship and multi-purpose building results in a requirement of 286 parking spaces.

To address the corrected parking requirement, the applicant is submitting a revised site plan depicting 286 parking spaces serving the church use. The four parking spaces serving the existing parsonage, consisting of two spaces within the garage and two spaces in front of the garage, are separate from the 286 church parking spaces. The revised site plan therefore reflects the parking calculation based on the clarified gross floor area and supersedes the earlier parking layout and prior 189-space minimum parking calculation. The

revised site plan depicting 286 parking spaces and the corrected parking calculation based on the 28,557-square-foot gross floor area are also addressed in the Udell Rebuttal Memorandum. A revised landscaping plan coordinated with the updated 286-space parking layout is also being submitted as part of the supplemental materials.

The additional square footage related to the mezzanine does not significantly alter the proposal. The building footprint remains the same, so applicable setback standards are not affected. The clarification does not alter the proposed water or stormwater facilities, and the updated wastewater analysis confirms that projected sewage flows remain within the capacity approved through the County septic site evaluation. Transportation estimated trip impacts are only moderately affected and remain within the County's trip standards for Powers Avenue.

III. OPERATIONAL OVERVIEW

The worship and multi-purpose building contains approximately 28,557 square feet, consisting of 18,909 square feet on Level 1 and 9,648 square feet on Level 2. The primary use of the building is for worship, with secondary accessory or related uses and activities associated with the church, including religious education, administrative functions, fellowship, child care, recreation, and community activities.

The primary worship area is presently designed to accommodate approximately 500 seats. Earlier references in the application materials to “500 attendees” or a “500-person capacity” are clarified as referring to the approximately 500 seats within the primary worship area and not to the maximum occupancy of the entire building.

Preliminary Building Code occupancy-load calculations identify a calculated occupant load of 1,419 persons for the building, consisting of 1,106 occupants on Level 1 and 313 occupants on Level 2. These calculations apply Building Code occupant-load factors to the various spaces for purposes of evaluating life-safety, egress, plumbing, and other Building Code requirements. At this stage of land use review, the calculations are preliminary; final construction plans and Building Code occupancy determinations will be subject to review and approval through the applicable building-permit process. The preliminary calculations may therefore be refined based on final room configurations, uses, and applicable occupant-load factors. The calculated occupant load is a Building Code design calculation and should not be construed as the anticipated attendance, operational capacity, or expected simultaneous occupancy of the building during ordinary church operations.

In addition to the primary worship area, the building includes children’s areas, classrooms, offices, fellowship and meeting areas, flex and multi-purpose spaces, and other areas supporting the church use and its associated activities. The configuration and occupancy of individual spaces shown on the preliminary architectural plans may be refined through final construction plans and will remain subject to applicable Building and Fire Code requirements.

The church anticipates two Sunday morning worship services, currently scheduled at approximately 8:30 a.m. and 10:15 a.m., with Sunday morning traffic generally distributed between approximately 7:00 a.m. and 11:40 a.m. The two-service schedule distributes church arrivals and departures over the Sunday morning period rather than concentrating all worship-related traffic within a single service period. The updated transportation analysis addresses trip generation for the proposed church use using the ITE Trip Generation methodology and local church data. See Sandow Engineering, LU-25-067 Northside Church – Updated Local Trip Study, dated August 11, 2026 (“Sandow Supplemental Transportation Memorandum”). Sandow Engineering and DKS both selected ITE Land Use Code 560 – Church; the difference between their analyses concerns the selection of the appropriate independent variable rather than the underlying ITE methodology.

Secondary church activities are generally anticipated to occur at lower intensities than Sunday worship. Current operating information identifies children's ministry occurring in conjunction with Sunday worship services, Sunday evening youth activities, weekday office use, occasional evening classes and meetings, leadership meetings, men's and women's activities, classes and seminars, weddings, memorials, fellowship activities, and a potential weekday child care program. Current-use information indicates that evening classes or meetings generally occur two to three times per week with approximately 6 to 20 participants. A separate weekday child-care program serving approximately 30 to 35 children during normal business hours may also be pursued.

The Udell Rebuttal Memorandum also evaluates projected wastewater demand using both anticipated operating information and a conservative comparison based on preliminary Building Code occupant loads. Under both approaches evaluated in that memorandum, projected sewage flow remains below the 5,175-gallon-per-day design flow approved through Benton County Septic Site Evaluation 138-23-000125-EVAL. Udell identifies approximately 1.79 acres of remaining approved replacement area and notes that the potential layout shown on the revised site plan would require removal of approximately seven fir trees. The initial disposal field remains located within an existing clearing and is not anticipated to require tree removal.

These descriptions provide context for the anticipated operation of the church use. Except where expressly incorporated into the conditions of approval, the identified frequencies, attendance levels, schedules, and operating patterns are descriptive of anticipated operations and are not proposed as separate limitations on ordinary indoor activities associated with a church use.

IV. OUTDOOR WORSHIP SERVICES AND SPECIAL EVENTS

The church's current-use information identifies approximately 10 outdoor worship services per year, generally lasting approximately 1.5 hours each, and approximately two other special events per year, which may or may not occur on the subject property. These figures describe the church's current operating pattern and are provided to demonstrate the anticipated frequency and duration of outdoor activities associated with the proposed church use.

Outdoor worship services are generally anticipated to occur within the grassy area west of the proposed worship and multi-purpose building. Other outdoor special events may occur in association with the church use. Such activities may include worship, fellowship, holiday, religious, and community-oriented events conducted by or in association with the church.

Outdoor amplified sound associated with outdoor worship services and special events will be subject to the limitations previously offered by the applicant regarding location, direction, and hours of operation.

V. PARKING AND TRANSPORTATION DEMAND MANAGEMENT

The revised site plan depicts 286 parking spaces serving the proposed use, satisfying the minimum parking requirement under BCC 91.605 based on the corrected 28,557-square-foot gross floor area. The corrected building-area and parking calculations are addressed in the Udell Rebuttal Memorandum, which confirms the 28,557-square-foot gross floor area and resulting in 286-space parking requirement. The revised site plan and corresponding landscaping plan have been updated to reflect the 286-space parking layout.

Parking serving the existing parsonage is provided separately through the two-car garage and two parking spaces located in front of the garage.

Parking associated with the church use will be accommodated on the subject property, and ordinary church operations will not rely on NW Powers Avenue or neighboring properties for overflow parking.

The church will continue to employ applicable transportation-demand-management practices previously identified by the applicant, including volunteer parking coordination during peak services and special events, carpool and rideshare encouragement, directional and event signage, designation of a parking coordinator, and monitoring of on-site parking conditions. Trip generation, Design Hour Volume (DHV), and the scope of transportation analysis applicable to the proposed development are further addressed in the Sandow Supplemental Transportation Memorandum.

VI. RELATIONSHIP TO ORIGINAL TRANSPORTATION DEMAND MANAGEMENT PLAN

The original TDM was prepared for an earlier, larger development concept and therefore included development, staffing, child care, traffic, parking, and outdoor-use assumptions that do not correspond in all respects with the current proposal.

Because the application before the Board is now limited to the revised Conditional Use Permit request under LU-25-067, this memorandum clarifies the development scope and anticipated operation of the current proposal and supersedes descriptions in the original TDM to the extent they are inconsistent with the current proposal described herein. Transportation-demand-management practices that remain applicable to include volunteer parking coordination, carpool and rideshare encouragement, directional and event signage, designation of a parking coordinator, and monitoring of on-site parking conditions.

The updated transportation analysis separately addresses traffic generation for the current proposal using updated building information and local church data. The analysis identifies the worship and multi-purpose building as 28,557 square feet, consistent with the gross floor area clarification provided above. The updated analysis also evaluates trip generation based on the number of seats in the primary gathering/worship area, providing a separate comparison to the building-area-based trip estimate.

The Sandow Supplemental Transportation Memorandum provides additional explanation regarding the applicable ITE Trip Generation methodology. Sandow Engineering and DKS both identified ITE Land Use Code 560 – Church as the appropriate land-use category. The ITE methodology provides several potential independent variables for church trip generation, including attendees, building square footage, and the number of seats within the primary gathering area. Sandow Engineering selected building square footage based on the available dataset and its professional engineering judgment regarding the variable most representative of the proposed development.

To further evaluate the reasonableness of the trip-generation estimate, Sandow Engineering also completed a local trip-generation study using three comparable churches identified by Benton County staff. That analysis found that estimated trip generation for the proposed church is nearly identical whether building square footage or sanctuary seating is used as the independent variable. Sandow therefore concludes that the selection of the independent variable does not materially affect the estimated traffic generation or the conclusions of the transportation analysis.

The Sandow Supplemental Transportation Memorandum also addresses Design Hour Volume (DHV) and the scope of transportation analysis requested for the application. It explains that Benton County required seven days of traffic-volume data on NW Powers Avenue during the school year and that the requested data were collected during that period. The memorandum further notes that County staff determined that the traffic generated by the proposed use did not warrant preparation of a full Traffic Impact Analysis.

VII. STAFF-RECOMMENDED CONDITIONS AND CONDITIONS PREVIOUSLY OFFERED BY APPLICANT

County staff concluded that the revised proposal could satisfy the applicable Conditional Use Permit criteria with conditions and stated that the recommended conditions, or similar conditions, were necessary to ensure compliance with the applicable review criteria.

The applicant previously indicated its general acceptance of staff's approval approach and the majority of staff's recommended conditions, subject principally to modifications to transportation-related requirements. The existing record reflects staff-recommended or applicant-offered conditions addressing conformance with approved plans, deed consolidation, parking, landscaping, lighting, fire protection, wastewater and septic permitting, stormwater, right-of-way dedication, road approaches, water service, taxes, western access, and child care requirements.

The applicant previously offered the following operational conditions to further define the operation of the church use and associated activities:

1. Western Access. Western access shall be restricted from church-related activity. A Knox-Box gate shall be placed in the throat of the connecting road between the existing residence and the main parking lot to prevent cut-through traffic for ingress and egress. This restriction shall not prohibit normal residential ingress and egress associated with the existing dwelling used as a parsonage.
2. Associated Religious Activities and Child Care. Activities customarily associated with the approved church use, including worship services, religious classes, weddings, funerals, meal programs, and child care, may occur in connection with the approved use, subject to these conditions of approval. The applicant shall comply with applicable Oregon Department of Early Learning and Care (DELIC) requirements for the operation of a daycare.
3. Outdoor Amplified Sound and Outdoor Activities. a. Outdoor amplified sound shall be limited to the areas immediately adjacent to the approved worship and multi-purpose building and shall not be directed toward adjacent residential properties; b. Outdoor amplified sound activities shall occur only between 7:00 a.m. and 9:00 p.m., except for arrival, departure, parking lot circulation, emergency access, maintenance, or activities necessary for safe site operation.
4. Lighting Hours. Parking lot and exterior site lighting shall be turned off or reduced to security-level lighting no later than 10:30 p.m., or within 30 minutes after the conclusion of an evening activity, whichever is later. Security lighting, emergency lighting, and lighting necessary for safe building access and egress may remain in operation, provided such lighting is shielded and downward directed.

These previously offered operational conditions remain part of the applicant's proposed approval, except as expressly modified or supplemented below.

VIII. NEW OR REVISED CONDITIONS OFFERED THROUGH THIS SUPPLEMENTAL SUBMITTAL

The applicant offers the following revisions to the staff-recommended transportation conditions to address the roadway and pedestrian improvements associated with the proposal.

1. Revised P-12 – Road Improvements

(Note: Bold text identifies the applicant's proposed revisions to the staff-recommended conditions. Text not shown in bold is retained from the staff-recommended condition language.)

P-12. Road Improvements: The applicant shall survey, design, and construct roadway and pedestrian improvements to **NW Powers Avenue** between a point **approximately 50 feet west** of the westerly **boundary** of the subject property and Scenic Drive. **The final design shall be reviewed and approved by the Benton County Public Works Department and may consist of one or more of the following approaches:**

- a) **Construction of a hybrid street section within the existing public right-of-way and the additional right-of-way dedicated by the applicant pursuant to Condition P-14.** The improvements shall generally consist of a 24-foot-wide Hot-Mix Asphalt Concrete (HMAC) paved section with two-foot crushed aggregate shoulders. **The County Engineer may approve minor design modifications or dimensional adjustments where necessary to accommodate right-of-way, topographic, drainage, utility, environmental, or other physical constraints. Such adjustments may include localized reductions in shoulder width, minor roadway alignment modifications, adjustments to ditch slopes, or other minor dimensional changes;**
- b) **Construction of a separate eight-foot-wide shared-use path behind the roadside ditch, if the applicant voluntarily obtains the easement or additional right-of-way necessary for its construction; or**
- c) **A combination of these approaches, consisting of roadway improvements where they can be accommodated within the available public right-of-way and an eight-foot-wide shared-use path for the remaining segment, if the applicant voluntarily obtains any easement or additional right-of-way necessary for the shared-use path.**

Compliance with this condition shall not require the applicant to obtain an easement or additional right-of-way from a neighboring property owner. If the applicant is unable to obtain property rights necessary for a shared-use path, the applicant shall satisfy this condition through roadway improvements within the available public right-of-way, subject to the minor design modifications authorized above. All improvements shall substantially achieve the intended roadway and pedestrian safety objectives and comply with applicable engineering standards to the greatest extent practicable.

- d) The asphalt and crushed aggregate base (CAB) thickness for roadway widening shall comply with the Primary Local Road Standards and consist of three inches of HMAC over ten inches of CAB.
- e) The applicant shall design and construct NW Powers Avenue drainage ditches, stormwater conveyances, detention or treatment facilities, and connections to off-right-of-way conveyances necessary to accommodate runoff in accordance with Benton County Development Code Chapter 99 and applicable ODOT standards, details, and methodologies.
- f) The applicant shall provide calculations, designs, and specifications for all proposed public infrastructure to Benton County Public Works for review and approval.
- g) Construction and post-construction stormwater discharge shall conform to Oregon Drainage Law and all applicable Oregon Department of Environmental Quality and Benton County stormwater requirements, erosion and sediment control details, and best management practices.

2. Revised P-13 – Road Improvements or Security

P-13. Road Improvements or Security: Prior to issuance of operating approval, the applicant shall fulfill one of the following two options **for the improvements required by Condition P-12:**

- 1. Construct the required improvements; or
- 2. Enter into an Agreement for Improvements (AFI) with **Benton** County. The AFI shall require security for the full **estimated** cost of the work plus a 20 percent contingency. Security may take the form

of a bond, conditional irrevocable line of credit, or cash deposit and shall ensure completion of the required improvements within 18 months after execution of the AFI.

IX. EFFECT OF SUPPLEMENTAL CONDITIONS

This supplemental memorandum does not expand the scope of the proposal. Rather, it clarifies the development and anticipated operating characteristics, including the gross floor area of the worship and multi-purpose building, the approximately 500 seats within the primary worship area, the relationship between that seating figure and the Building Code occupant load, the applicable parking requirement, and the relationship of the current proposal to the original Transportation Demand Management Plan.

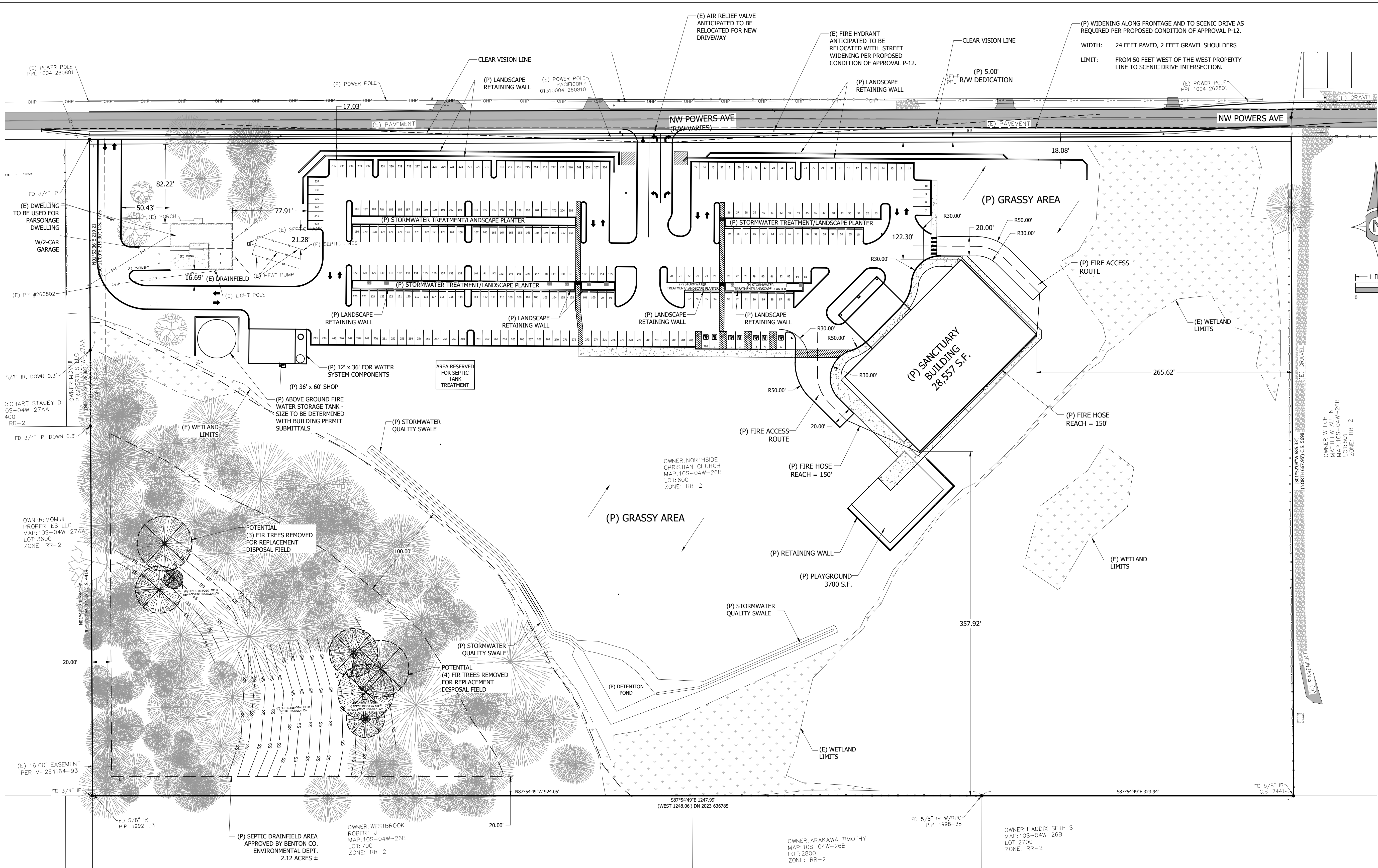
The supplemental technical materials submitted in conjunction with this memorandum, including the Udell Rebuttal Memorandum, the Sandow Supplemental Transportation Memorandum, and the revised site and landscaping plans, provide additional engineering and transportation support for the building area, parking requirement, wastewater capacity, site configuration, trip generation, and transportation impacts described herein.

The memorandum also identifies the operational conditions previously offered by the applicant addressing western access, child care, outdoor amplified sound, and lighting hours. Those conditions remain applicable to the proposal. The applicant additionally proposes revisions to Conditions P-12 and P-13 addressing the design, construction, and timing of roadway and pedestrian improvements along NW Powers Avenue.

Together with the applicable staff-recommended conditions, the supplemental information and proposed condition revisions provide additional specificity regarding the proposal and address issues raised in the record concerning traffic and parking, access, noise and outdoor activity, lighting, wastewater and septic capacity, and public infrastructure.

X. CONCLUSION

The limited scope of the current proposal, centrally located development, clarified building and operational characteristics, updated transportation and parking information, septic feasibility and projected design-flow information, conditions addressing outdoor amplified sound, lighting and access, applicable transportation-demand-management practices, and public-facility requirements together provide a basis for the Board to find that the proposal, as conditioned, satisfies BCC 53.215.



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 (541) 451-1366 FAX

REVISED PROPOSED SITE PLAN
NORTHSIDE CHURCH
CONDITIONAL USE APPLICATION
BENTON COUNTY, OREGON

DATE: AUGUST 14, 2026
 PROJECT: NORTHSIDE CHURCH
 DRAWN BY: MUM
 CHECKED BY: RSV

**THIS MAP WAS
 PREPARED FOR
 PLANNING
 PURPOSES ONLY**

PLAN REVISIONS	DATE
ADDED PARKING	AUG. 10, 2026
ADDED REPLACEMENT SEPTIC DISPOSAL AND POTENTIAL ASSOCIATED TREE REMOVAL	AUG. 10, 2026
MODIFIED NW POWERS AVE. FRONTAGE IMPROVEMENT NOTES TO MATCH COUNTY PROPOSED CONDITION OF APPROVAL P-12.	AUG. 11, 2026

Sheet **C1.2**
 SCALE: SEE BARS SCALE

DATE: August 11, 2026

TO: Benton County Board of Commissioners

FROM: Kelly Sandow P.E.
Sandow Engineering

RE: LU-25-067 Northside Church- Response to August 4, 2026, Testimony



Sandow Engineering would like to provide the following additional information and response to questions and comments raised at the Benton County Board of Commissioners meeting held on August 4, 2026.

Item #1: Clarification of why different methods for estimating the Northside Church trip levels have been provided.

Response:

Sandow Engineering provided a Sunday trip generation and parking demand estimate for the previously contemplated Phase 1 and Phase 2 for Northside Church (Sandow Engineering Transportation Analysis Northside Church dated May 30, 2025). As stated in the May 2025 report, a "Local Trip Generation Study" was prepared consistent with the standards and methodologies found within the ITE Trip Generation Handbook. The cluster of data points found within ITE Land Use 560-Church are for church sites with sizes between 5,000 sf and 21,000 sf, with limited data points above 21,000 sf. The previously proposed Phase 1 and Phase 2 Northside Church would have had approximately 73,611 square feet. Additionally, the description of Land Use 560-Church is a facility that houses "...an assembly hall or sanctuary. It may also house meeting rooms, classrooms... dining, catering, or event facilities". The ITE data description is not explicit on the inclusion of sites that contain all the previously proposed uses on site. The ITE data is not representative of larger church sites that contain ancillary buildings/areas, larger gathering spaces outside of the main worship area, a larger number of separate classrooms, etc. Using a trip rate based on smaller churches will provide an overestimation of trips when considering the ancillary areas not used for regular services. Therefore, a local study was prepared using churches with similar types of uses and sizes (50,000 sf-197,000 sf). Preparing a local trip study is completely acceptable and recommended by ITE when professional judgment determines that the data within the ITE Manuals may not be representative of the actual proposed use. The local trip study was focused on data collection, evaluation, and estimates for the Sunday peak hour of service, as that is the highest demand for the proposed use.

Subsequent to that local study, Northside Church reduced its footprint from 73,611 sf over two phases to a 28,557 sf building with two ancillary buildings (total 32,820 sf on site) to be completed in one phase. Additionally, Benton County had requested trip generation data for hours outside of the Sunday peak hour of service. The reduction of building square footage and removal of some of

the ancillary uses placed the proposed Northside Church in line with the range of data within the cluster and better aligned with the description of the churches studied for the ITE Trip Generation Manual rates. Therefore, it was determined to be appropriate to use the ITE Trip Generation rates for the revision to the site.

As described in the following detailed response, a second local trip generation study was prepared for churches that more aligned with the updated building size and site use, to respond to Benton County's requirements to use churches in the Albany and Corvallis area that are more rural in location to account for the limited trips that will occur from biking or walking due to not being within walking distance to more urban areas, and to address the difference in professional judgement by DKS and Sandow Engineering on which is the more appropriate independent variable to use for this site.

Item #2: The trip generation estimate provided by DKS vs the trip estimates provided by Sandow Engineering.

Response:

Both DKS and Sandow Engineering used the ITE Trip Generation Manual and selected the same land use (Land Use Code 560 – Church). The difference between the two analyses is not the methodology, but the engineering judgment used in selecting the most appropriate independent variable from those provided by ITE. The ITE methodology specifically requires engineers to evaluate the available data and determine which variable most appropriately represents the proposed development.

The original trip generation estimates by Sandow Engineering followed the ITE Trip Generation methodology. This methodology requires the engineer to review the data provided, make a decision on the appropriate data set to use, then determine if the trip data is reasonable and accurately represents the trips reasonably assumed to be generated by the site. This process requires professional engineering judgment in evaluating the available data and determining which dataset most appropriately represents the proposed development. This process is as follows:

1. Select the appropriate ITE land use code. This is done by reading the land use description. Sandow Engineering and DKS both selected Land Use "560- Church". This land use is described as a facility where public worship services are held, and may contain assembly areas, meeting rooms, classrooms, event facilities, daycare, and extended programs during the week. This land use fits the description of the proposed Northside Church.
2. Select the appropriate "independent variable". The independent variable is the unit of measure for determining trips. Three independent variables are provided using attendees, building square footage, or the number of seats provided in the assembly area.
 - **Attendees:** Trip rate is provided based on the number of attendees for only the AM weekday and AM peak hour, and there is only one data point. There is no

data provided for any other time period. There is a very small sample size and limited time frames. This variable is not appropriate to use. Sandow Engineering and DKS are in agreement on this decision.

- **Seats:** Trip rate is provided based on the number of seats provided in the main gathering area for weekday ADT, weekday AM peak hour, weekday PM peak hour, and Saturday peak hour, and Sunday peak hour for most of the data time frames. The seat-based datasets contain limited observations for several time periods, including only a single study site for Sunday ADT and weekday ADT. In addition, those study sites are substantially larger than the proposed Northside Church.
- **Building square footage:** Trip rate is provided based on the building's square footage for the weekday ADT, weekday AM peak hour, weekday PM peak hour, and Saturday peak hour, and Sunday peak hour for most of the data time frames. The data points are from churches close in size to the Northside Church (5 ksf-20 ksf). There are 6 data points for weekday peak hour and 10 for the Sunday peak hours. The number of data points and the data points being from churches similar in size make this data viable to use. The square footage includes the entire building area, which may be used simultaneously as the main gathering area.

3. Determine if the data is reasonable for the proposed use.

DKS's estimate used the number of seats as the independent variable. Sandow Engineering chose to use the building square footage based on the following rationale:

- a) The building will contain the larger sanctuary/gathering area for the main services as well as other classroom and small gathering spaces. The smaller gathering areas will have adults who have driven to the site but spend the service time outside the main sanctuary (i.e., youth group leaders). Since the main sanctuary/gathering space as well as the smaller classroom areas will be occupied at the same time, the entire space is used.
- b) There is only 1 data point for Sunday ADT based on 1,000 seats. This data point has a rate of 2.21 trips per seat. Applied to the 500 Northside seats, this results in an ADT of 1,105 vehicle trips. This does not pass the reasonability test. At the 2.21 trips per seat rate, it would require that each seat is occupied by a person who drove alone. When in reality, church attendees commonly arrive in carpools and family groups; therefore, one occupied seat does not equate to one vehicle trip. To test the reasonability, assume 500 seats are full, the vehicle occupancy is between 1.5-2.5 people/vehicle, resulting in 200-330 vehicles per service; each vehicle makes 2 trips (1 in, 1 out), resulting in an ADT of 400-660. The ITE rate is substantially higher than the expected range of all-day trips on Sunday.

Additionally, the weekday ADT using a per-seat calculation is estimated at more than 400 trips. This trip generation level would require full service of the entirety of the 500 seats being filled during the weekday. The proposed Northside Church operations do not include large services during the weekday. Typical weekday services will consist of smaller bible study groups.

The fact that two engineers reach different conclusions when applying the ITE Trip Generation methodology does not indicate that either analysis is incorrect. The ITE methodology expressly requires professional judgment when selecting the most appropriate independent variable.

Additionally, regardless of what ITE independent variable is selected, the ITE data for this land use is limited as there are no rates/data provided for all the time periods needed to establish the ADT and DHV according to Benton County's request. To fill in the gaps from the ITE manual and to further remedy the issue of what independent variable to use, Sandow Engineering completed a local trip generation study using three comparable churches identified by Benton County staff. That study found that the estimated trip generation for Northside Church is nearly identical whether building square footage or sanctuary seating is used as the independent variable. Accordingly, the selection of the independent variable does not materially affect the estimated traffic generation or the conclusions of the traffic analysis.

Item #3: What is DHV and how it is applicable to this application

Response:

Design Hour Volume (DHV) is a planning traffic volume used to evaluate roadway operations during a representative high-demand traffic period. The objective of DHV is to represent traffic conditions that occur with sufficient frequency to support sound transportation planning and engineering decisions without designing facilities based on infrequent or exceptional traffic conditions. The DHV is not intended to represent the single highest hourly traffic volume experienced on the roadway, as designing to the highest hour would overbuild the transportation system for normal operating conditions. Therefore, the appropriate DHV is typically established jurisdictionally on the specific traffic characteristic and system planning objectives.

The opposition testimony (including Greenlight Engineering's letter) correctly cites ODOT's use of the 30th highest traffic hour in establishing DHV, but incorrectly implies that Benton County follows ODOT's DHV methodology. As per the Benton County Transportation System Plan (TSP), Benton County does not specifically define what they consider the DHV time period.

For this application, Benton County specifically required ADT and DHV measurements on Powers Avenue to be based on traffic data collected over a seven-day period during the school year. Sandow Engineering collected the Powers Avenue traffic data consistent with that direction. The resulting data capture weekday and weekend traffic conditions and provide the representative peak-hour traffic information necessary to determine the existing DHV for Powers Avenue.

Accordingly, the DHV analysis provided for this application was developed using the data collection period specifically required by Benton County for Powers Avenue.

Item #4: Northside Church trips will require Powers Avenue to be reclassified to a higher functional classification

Response: The opposition testimony implies that the projected traffic volumes associated with the proposed church require Powers Avenue to be reclassified from a Primary Local Road to a higher functional classification. This interpretation treats the projected ADT and DHV values identified in Table 7 of the Benton County Transportation System Plan (TSP) as mandatory thresholds that automatically determine roadway functional classification. That is not how the TSP establishes functional classification.

The TSP identifies both projected Average Daily Traffic (ADT) and projected Design Hour Volume (DHV) as traffic volume characteristics associated with the typical roadway cross-section standards. Table 7 identifies a projected ADT of less than 700 vehicles per day and a projected DHV of less than 100 vehicles per hour for a Primary Local Road. However, these traffic volume values are not identified in the TSP as automatic triggers requiring a change in functional classification. Rather, Table 7 is specifically titled "Typical Roadway Cross-Section Standards," and the TSP states that application of these standards is subject to the judgment of the County Engineer.

The relationship between traffic volumes and functional classification is also demonstrated by the ADT and DHV criteria themselves. A Primary Local Road has a projected ADT of less than 700 vehicles per day and DHV of less than 100 vehicles per hour. A Minor Collector has a higher projected ADT of less than 1,000 vehicles per day but has the same projected DHV of less than 100 vehicles per hour. Therefore, exceeding 100 vehicles during a peak hour does not automatically result in a roadway becoming a Minor Collector, since the Minor Collector standard has the same DHV criteria.

The TSP establishes functional classification based on how a roadway functions within the transportation system. The TSP states that roadways are classified based on the type of vehicular travel they are intended to serve and that the functional classification system balances local access and regional connectivity. Local Roads are intended to provide access to adjacent properties and discourage through traffic. Minor Collectors serve internal traffic within an area and minor traffic generators, while Major Collectors carry traffic between neighborhoods or between neighborhoods and arterials.

The proposed church does not change the function of Powers Avenue. Powers Avenue will continue to provide access to the properties located along the roadway and will not become a through route or provide a new connection between neighborhoods or other roadways. The proposed church does create a higher traffic volume during the Sunday service period, but that concentrated peak does not change the overall function of Powers Avenue within the transportation system.

Additionally, the standards provided in Table 7 are typical roadway cross-section standards and do not limit the County to only those improvements identified in the table. The TSP specifically states

that application of the roadway cross-section standards is subject to the judgment of the County Engineer. Therefore, maintaining Powers Avenue as a Local Road does not preclude Benton County from requiring additional traffic or safety improvements where appropriate to accommodate the proposed development. The roadway classification establishes the applicable roadway design framework; it does not establish the maximum level of improvement that can be required.

This is consistent with the approach taken by Benton County for this application. Powers Avenue remains functionally classified as a Local Road, while Conditions of Approval P-12 and P-13 require additional roadway improvements to address the traffic generated by the proposed church. The need for improvements beyond the minimum Primary Local Road cross-section does not, by itself, require Powers Avenue to be reclassified to a higher functional classification.

Accordingly, the projected ADT and DHV are appropriately considered in determining the roadway design and improvements necessary to accommodate the additional traffic generated by the proposed church. They are not, however, independent thresholds that automatically require Powers Avenue to be reclassified. The proposed development does not change the function of Powers Avenue, and Powers Avenue will continue to function as a Local Road.

Item #5: From Sean Malone's letter dated August 4, 2026, "this record omits the transportation documentation typically associated with the applicant's conclusions" and implies a more comprehensive traffic evaluation is required.

Response:

Sean Malone's testimony and the Greenlight Engineering report identify analyses that are commonly included in a full Traffic Impact Analysis, including intersection level of service, queueing, crash history, and other operational evaluations. However, the scope of a transportation analysis is not determined by a standard list of analyses that must be completed for every development. The appropriate level of analysis is based on the characteristics and magnitude of the proposed development, the surrounding transportation system, the applicable approval criteria, and the scope established by the reviewing jurisdiction.

Benton County staff did not require a full Traffic Impact Analysis for this application. Rather, through its review of the application, County staff identified the specific transportation information necessary to evaluate the proposed development. Sandow Engineering was requested to provide a sight distance evaluation at the proposed site driveway, roadway traffic volume data to determine the appropriate street classification and roadway cross-section elements, and parking information to determine parking demand associated with the previously requested parking variance. Sandow Engineering provided the requested transportation information, as well as supplemental analyses in response to subsequent questions raised during review of the application.

The roadway traffic analysis was specifically focused on the functional classification and roadway design requirements for Powers Avenue. The Benton County TSP establishes roadway classifications based upon the function of the roadway and the traffic volumes anticipated for each

classification, including ADT and DHV. Therefore, the analysis of existing and projected traffic volumes directly addresses the criteria used to determine whether the roadway continues to function within its adopted classification and what roadway cross-section is appropriate for the projected traffic volumes.

Detailed intersection operational analyses such as level of service and queueing serve a different purpose. Those analyses are used to evaluate the operational performance of specific intersections and movements. Similarly, crash analyses are used to identify and evaluate existing crash patterns or specific safety concerns. Benton County did not identify these analyses as necessary to determine the roadway classification or roadway improvement requirements applicable to this development and were therefore not included within the scope of the transportation analysis.

BCC 52.125(2) requires a finding that the proposed use does not impose an undue burden on public improvements, facilities, utilities, or services available to the area. The transportation analysis provides evidence directly responsive to that criterion by quantifying the traffic generated by the proposed development, evaluating the resulting traffic volumes on Powers Avenue, identifying the roadway design requirements associated with those volumes, and evaluating sight distance at the proposed access. The scope of the transportation analysis was therefore proportional to both the applicable approval criterion and the transportation issues identified by Benton County through its review of the application.

The applicant has agreed to the conditions of approval from Benton County to address the impact of the added vehicle trips on Powers Avenue between the site driveway and Scenic Road, mitigating impacts and improving safety proportional to the associated impacts. Applicant's acceptance of condition of approval P-12 (road improvements to Powers Ave NW) and P-13 (security of road improvement) meet or exceed the Applicant's proportionate share of the impacts on Powers Ave NW.