



2828 Colby Avenue  
Suite 200  
Everett, WA 98201  
425.708.8275

# **Mercy Angle Lake Family Housing Traffic Impact Analysis**

**Jurisdiction: City of SeaTac**

**August 2022**



KH #090222028

## TABLE OF CONTENTS

1. EXECUTIVE SUMMARY .....	1
2. INTRODUCTION .....	1
3. METHODOLOGY & ANALYSIS SCOPING .....	1
4. EXISTING CONDITIONS .....	4
4.1 Existing Volumes and Level of Service .....	4
4.2 Collision Data .....	4
5. FUTURE CONDITIONS .....	7
5.1 Trip Generation .....	7
5.2 Trip Distribution .....	7
5.3 2025 Baseline Volumes and Level of Service .....	9
5.4 2025 Future with Development Volumes and Level of Service .....	9
6. ACCESS ANALYSIS .....	12
7. PARKING DEMAND .....	12
8. MITIGATION FEES .....	14

## LIST OF FIGURES

Figure 1: Site Vicinity Map .....	3
Figure 2: Existing Turning Movements – PM Peak-Hour .....	6
Figure 3: Development Trip Distribution – PM Peak-Hour .....	8
Figure 4: 2025 Baseline Turning Movements – PM Peak-Hour .....	10
Figure 5: 2025 Future with Development Turning Movements – PM Peak-Hour .....	11

## LIST OF TABLES

Table 1: Level of Service Criteria for Intersections .....	2
Table 2: Existing Level of Service Summary – PM Peak-Hour .....	4
Table 3: 5 1/2-Year Collision Frequency – January 1, 2016 to Available 2021 .....	4
Table 4: 5 1/2-Year Collision Rate Calculation .....	5
Table 5: Trip Generation Summary .....	7
Table 6: 2025 Future Level of Service Summary .....	9

## ATTACHMENTS

Collision Data .....	A
Trip Generation Calculations .....	B
Counts and Turning Movement Calculations .....	C
Level of Service Calculations .....	D
Parking Information .....	E
Site Plan .....	F

## 1. EXECUTIVE SUMMARY

The Mercy Angle Lake Family Housing mid-rise development with 130 residential units and 11,000 Square Feet (SF) of non-profit office space is expected to generate 54 new PM peak-hour trips. With the addition of development traffic, the off-site study intersections will continue to operate at acceptable LOS D or better during the PM peak-hour and the site accesses will operate at acceptable LOS A. The site is proposing 103 parking spaces (78 residential spaces and 25 commercial spaces) and will meet the anticipated parking demand for the site. The City of SeaTac has a mitigation fee for the residential and commercial components that will equate to a total traffic impact fee of \$187,957.10.

## 2. INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained to provide a traffic impact study for the proposed Mercy Angle Lake Family Housing mixed-use development comprised of one building which will include 130 mid-rise residential units and 11,000 SF of office space. The site is currently vacant. The development site is located north of S 200<sup>th</sup> Street, east of 26<sup>th</sup> Avenue S on the northeast corner. The site is proposing one access onto 26<sup>th</sup> Avenue S approximately 190 feet north of S 200<sup>th</sup> Street and two garage accesses to the alley on the east side of the site one approximately 70 feet south of 26<sup>th</sup> Avenue S and one approximately 75 feet north of S 200<sup>th</sup> Street. The proposed future build-out is anticipated to be completed and occupied by end of 2024/early 2025; therefore, 2025 was used for future analysis to satisfy SEPA requirements. A site vicinity map is included in Figure 1.

Matthew Palmer, responsible for this report, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of ITE.

## 3. METHODOLOGY & ANALYSIS SCOPING

The trip generation calculations for the site are based on the latest edition of the Institute of Transportation Engineers' (ITE) *Trip Generation, 11<sup>th</sup> Edition* (2021). The average trip generation rates for ITE Land Use Code 221, Multifamily (Mid-Rise) Near Rail, and LUC 710, General Office, were used for the trip generation calculations for the proposed uses. The trip distribution is based on peak-hour turning movement counts and local draw areas.

Based on discussions with City Staff, a 2.0-percent annual compounding growth rate is used to account for background traffic growth in the site vicinity. The following intersections were analyzed as a part of this report as well as they type of control at the intersection:

1. International Boulevard at S 200<sup>th</sup> Street – Signalized
2. 28<sup>th</sup> Avenue S at S 200<sup>th</sup> Street – Signalized
3. 26<sup>th</sup> Avenue S at S 200<sup>th</sup> Street – Signalized
4. 28<sup>th</sup> Avenue S at 26<sup>th</sup> Avenue S – Two-Way Stop-Controlled
5. Site Access at 26<sup>th</sup> Avenue S – Two-Way Stop-Controlled

The site access has been analyzed during the 2025 future with development conditions.

Traffic congestion is generally measured in terms of level-of-service (LOS). Peak-hour level-of-service was conducted and was determined using the methodology described in the Highway Capacity Manual (HCM), 6<sup>th</sup> Edition. In accordance with the Manual, road facilities or intersections are rated between LOS A and F, with LOS A being free flow and LOS F being forced flow or over-capacity conditions. A summary of the level-of-service criteria has been included in Table 1. The level-of-service at intersections is measured in terms of average delay per vehicle in seconds. For unsignalized intersections, the level-of-service is determined by the worst case of all the calculated lane groups at the intersection. For signalized intersections, the level-of-service is determined as an average delay for all the entering vehicles. The latest version of *Synchro* software is used to analyze the study intersections.

**Table 1: Level of Service Criteria for Intersections**

Level of <sup>1</sup> Service	Expected Delay	Intersection Control Delay (Seconds per Vehicle)	
		Unsignalized Intersections	Signalized Intersections
A	Little/No Delay	≤10	≤10
B	Short Delays	>10 and ≤15	>10 and ≤20
C	Average Delays	>15 and ≤25	>20 and ≤35
D	Long Delays	>25 and ≤35	>35 and ≤55
E	Very Long Delays	>35 and ≤50	>55 and ≤80
F	Extreme Delays <sup>2</sup>	>50	>80

The acceptable level of service at principal and minor arterial intersections within the City of SeaTac is level of service E, LOS D for all other roads.

<sup>1</sup> **Source:** *Highway Capacity Manual 6<sup>th</sup> Edition*.

LOS A: Free-flow traffic conditions, with minimal delay to stopped vehicles (no vehicle is delayed longer than one cycle at signalized intersection).

LOS B: Generally stable traffic flow conditions.

LOS C: Occasional back-ups may develop, but delay to vehicles is short term and still tolerable.

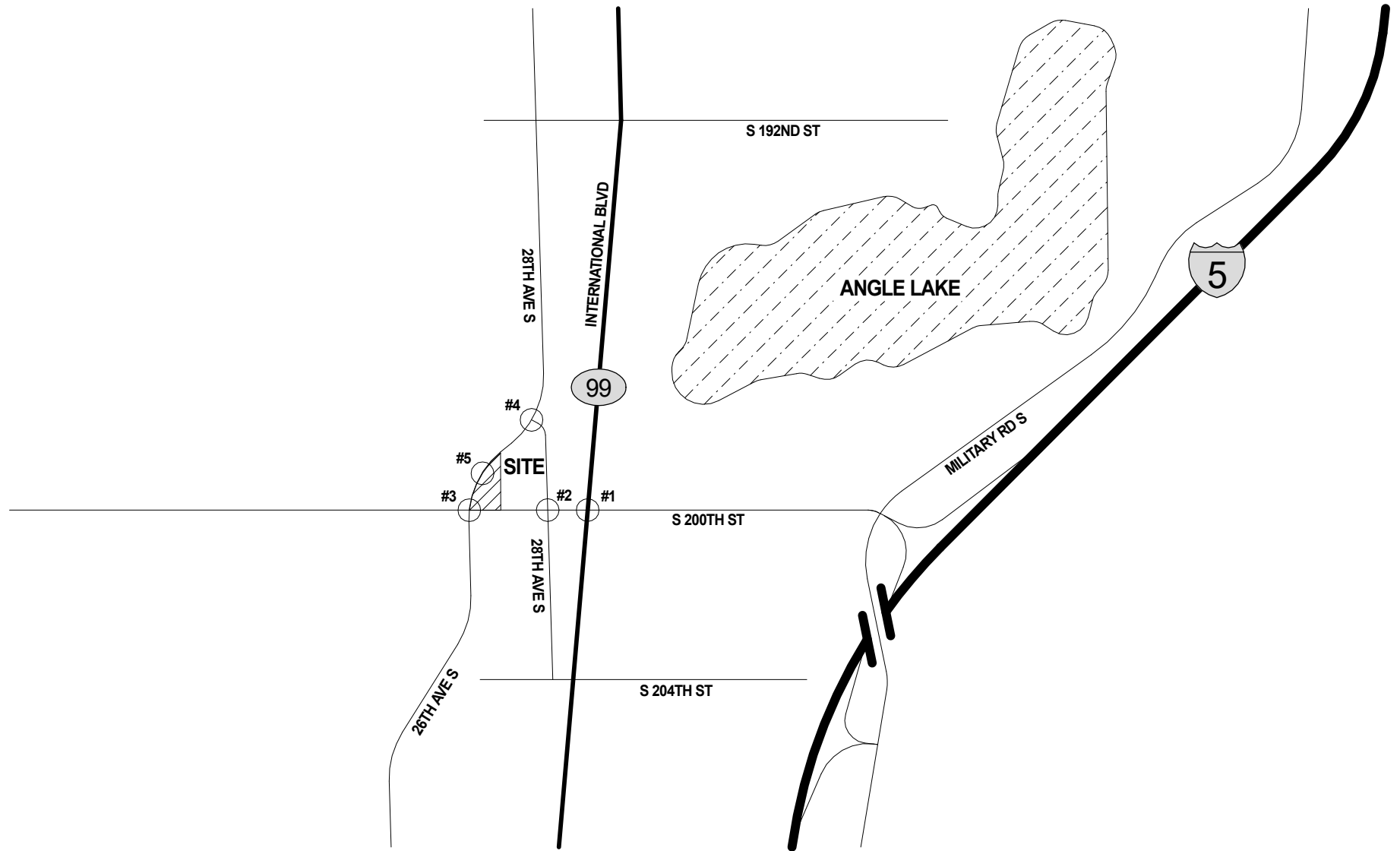
LOS D: During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand (i.e. vehicles delayed one cycle or less at signal).

LOS E: Intersections operate at or near capacity, with long queues developing on all approaches and long delays.

LOS F: Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times.

<sup>2</sup> When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection.





**Kimley»Horn**

**MERCY ANGLE LAKE  
FAMILY HOUSING  
130 MID-RISE APARTMENTS  
11,000 SF OFFICE**

**CITY OF SEATAC**

**LEGEND**



DEVELOPMENT SITE

STUDY INTERSECTION

**TRAFFIC IMPACT STUDY  
KH #090222028**

**FIGURE 1  
SITE VICINITY  
MAP**

## 4. EXISTING CONDITIONS

### 4.1 Existing Volumes and Level of Service

Existing turning movement counts at the study intersections were obtained by the independent count firm, Traffic Data Gathering (TDG) in May 2022. The existing peak-hour turning movement volumes are shown at the study intersections during the PM peak-hour in Figure 2. Based on the existing counts, channelization, and intersection control; the study intersections will operate at acceptable LOS D or better during the PM peak-hour. The existing level of service for the PM peak-hour is summarized in Table 2. The existing level of service calculations are included in the attachments.

**Table 2: Existing Level of Service Summary – PM Peak-Hour**

Intersections	Existing Conditions	
	LOS	Delay
1. International Boulevard at S 200 <sup>th</sup> Street	D	39.3 sec
2. 28 <sup>th</sup> Avenue S at S 200 <sup>th</sup> Street	C	25.8 sec
3. 26 <sup>th</sup> Avenue S at S 200 <sup>th</sup> Street	B	18.6 sec
4. 28 <sup>th</sup> Avenue S at 26 <sup>th</sup> Avenue S	C	22.5 sec

### 4.2 Collision Data

The latest 5 1/2-year collision history from January 1, 2016 through June 2021 data was obtained from WSDOT. The data is summarized in Table 3 below.

**Table 3: 5 1/2-Year Collision Frequency – January 1, 2016 to Available 2021**

Intersection	Collision Type							Total	Frequency
	Rear-End	At Angle	Opp. Dir.	Sideswipe	Same Dir.	Ped/Cyclist	Fixed Object/Other		
International Blvd at S 200 <sup>th</sup> St	28	14	2	15	3	7	0	69	12.55
28 <sup>th</sup> Avenue S at S 200 <sup>th</sup> St	0	5	6	1	0	3	1	16	2.91
26 <sup>th</sup> Avenue S at S 200 <sup>th</sup> St	2	5	14	0	2	0	1	24	4.36
26 <sup>th</sup> Avenue S at 28 <sup>th</sup> Avenue S	0	0	0	0	0	1	0	1	0.18

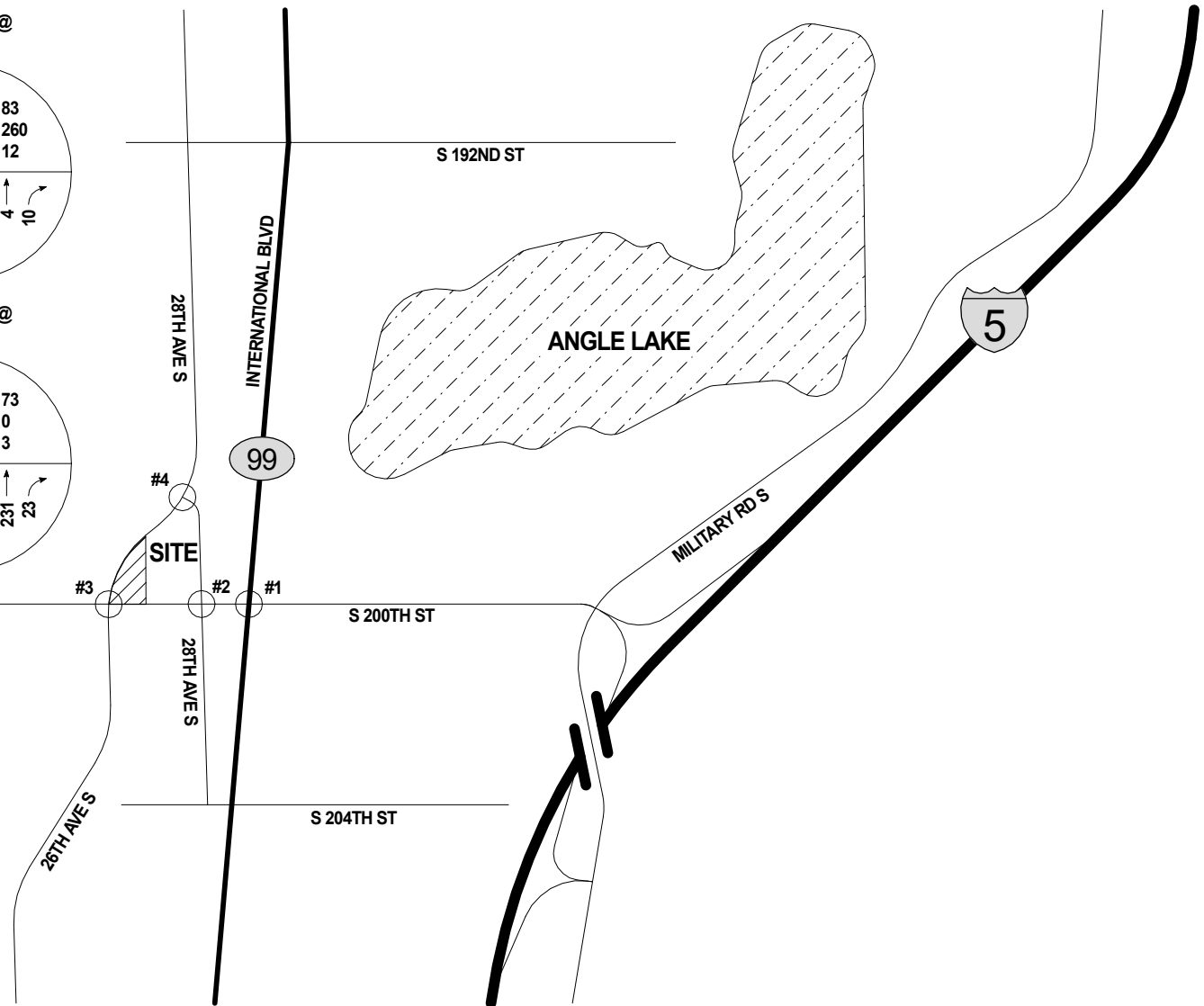
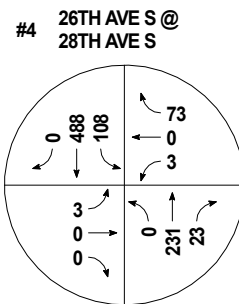
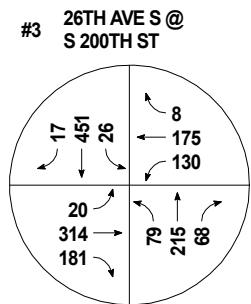
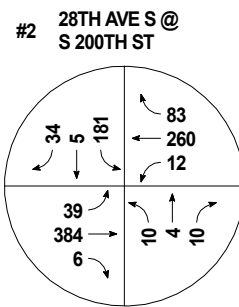
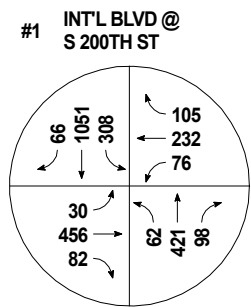
The 5 1/2-year collision rate has been calculated using PM peak-hour volumes and a K-factor of 10 for conversion to average daily traffic. The 5 1/2-year collision rates for the intersections are summarized in Table 4.

**Table 4: 5 1/2-Year Collision Rate Calculation**

Intersection	PM Peak-Hour Intersection Vol.	K-Factor	Total Collisions	Collision Rate <sup>3</sup>
International Blvd at S 200 <sup>th</sup> St	2,987	10	69	1.15
28 <sup>th</sup> Avenue S at S 200 <sup>th</sup> St	1,028	10	16	0.78
26 <sup>th</sup> Avenue S at S 200 <sup>th</sup> St	1,684	10	24	0.71
26 <sup>th</sup> Avenue S at 28 <sup>th</sup> Avenue S	929	10	1	0.05

Further safety analysis could be considered when collision frequencies at intersections reach 5.0 collisions per year for unsignalized intersections or 10.0 collisions per year for signalized intersections. Further safety analysis could also be considered when an intersection's collision rate is higher than 1.0 collisions per million entering vehicles. There were no fatality collisions at either of the intersections. The intersection of International Blvd at S 200<sup>th</sup> Street had the highest collision rate of the study area; this is caused by the high number of rear-end collisions at the intersection.

<sup>3</sup> The collision rate is based on Million Entering Vehicles.



**Kimley»Horn**

**MERCY ANGLE LAKE  
FAMILY HOUSING  
130 MID-RISE APARTMENTS  
11,000 SF OFFICE**

**CITY OF SEATAC**

**LEGEND**

XXX → PM PEAK HOUR  
TURNING MOVEMENT VOLUMES

**TRAFFIC IMPACT STUDY  
KH #090222028**

**FIGURE 2  
2022 EXISTING  
TURNING MOVEMENTS  
PM PEAK-HOUR**

## 5. FUTURE CONDITIONS

### 5.1 Trip Generation

Trip generation calculations for the Mercy Angle Lake Family Housing commercial development are based on national statistics contained in ITE's *Trip Generation, 11<sup>th</sup> Edition* (2021). The average trip generation rates for ITE Land Use Code Land Use Code 221, Multifamily (Mid-Rise) Near Rail, and LUC 710, General Office. The Mercy Angle Lake Family Housing development will generate 737 Average Daily Trips (ADT) and 54 PM peak-hour trips (19 inbound/35 outbound). These trips are predominantly personal vehicle trips. A Trip Generation summary has been included in Table 5.

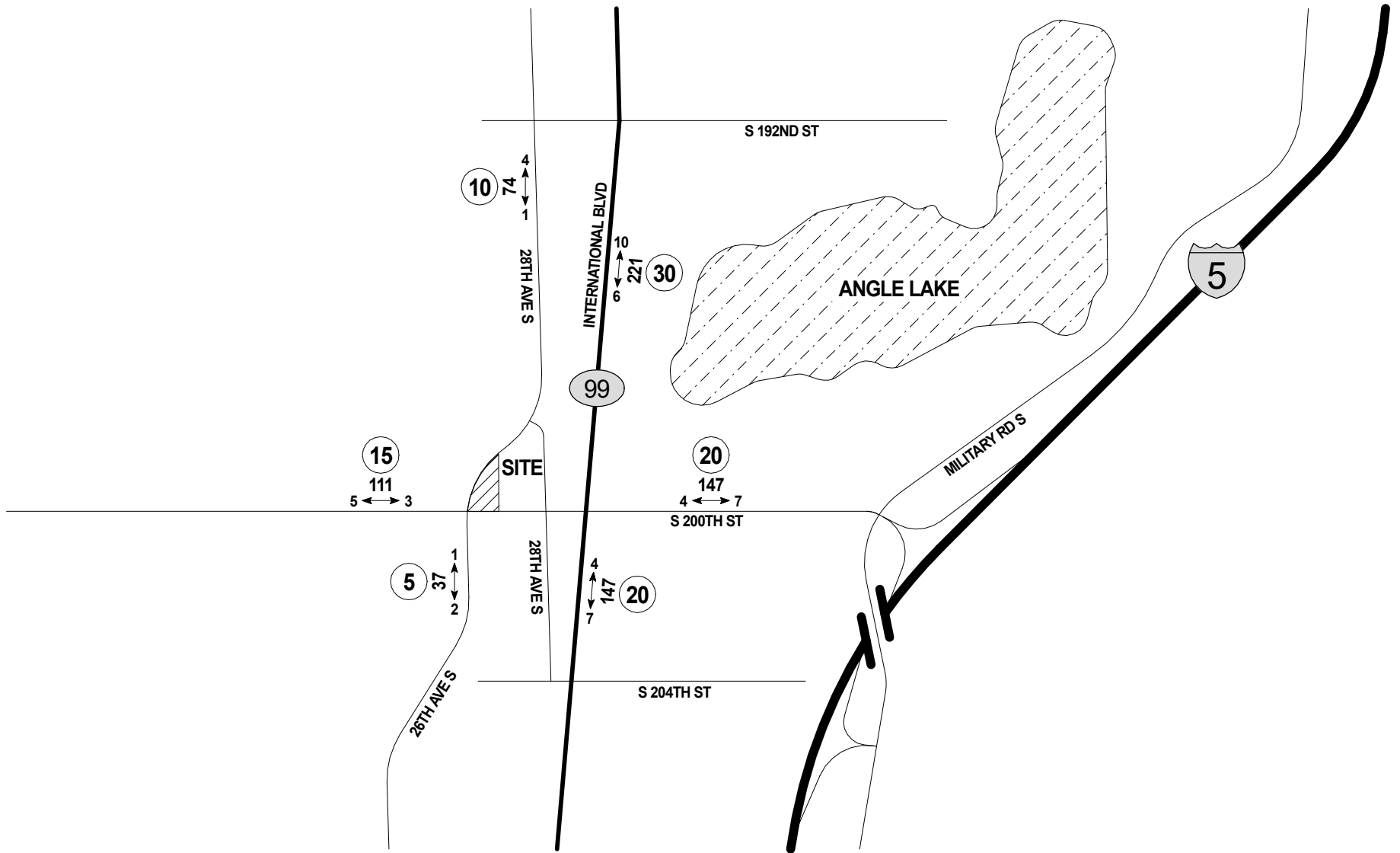
**Table 5: Trip Generation Summary**

Land Uses		Average Daily Trips			AM Peak-Hour Trips			PM Peak-Hour Trips		
		Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
LUC 221, MF Mid-Rise Near Rail 130 Units	Generation Rate	4.75 Trips per Unit			0.32 Trips per Unit			0.29 Trips per Unit		
	Splits	50%	50%	100%	56%	44%	100%	43%	57%	100%
	Trips	309	309	618	24	18	42	16	22	38
LUC 710, General Office, 11,000 SF	Generation Rate	10.84 Trips per Unit			1.52 Trips per Unit			1.44 Trips per Unit		
	Splits	50%	50%	100%	88%	12%	100%	17%	83%	100%
	Trips	60	59	119	15	2	17	3	13	16
<b>TOTAL</b>		<b>369</b>	<b>368</b>	<b>737</b>	<b>39</b>	<b>20</b>	<b>59</b>	<b>19</b>	<b>35</b>	<b>54</b>

The trip generation calculations have been included in the attachments.

### 5.2 Trip Distribution

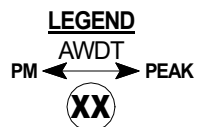
The development's trip distribution is based on counts performed in the site vicinity and local residential and commercial draw areas. It is anticipated that 30% of the site traffic will travel to and from the north along International Boulevard and another 20% will travel to and from the south on International Boulevard. Another 15% will travel to/from the west along S 200<sup>th</sup> Street and 20% to/from the east. The remaining 10% will travel to/from the north along 28<sup>th</sup> Avenue S and 5% to/from the south on 26<sup>th</sup> Avenue S. The PM peak-hour trip distribution is included in Figure 3.



**Kimley»Horn**

**MERCY ANGLE LAKE  
FAMILY HOUSING  
130 MID-RISE APARTMENTS  
11,000 SF OFFICE**

**CITY OF SEATAC**



NEW SITE TRAFFIC  
(DAILY/PEAK HOUR)  
TWO-WAY TRIP DISTRIBUTION %

**TRAFFIC IMPACT STUDY  
KH #090222028**

**FIGURE 3  
DEVELOPMENT  
TRIP DISTRIBUTION  
PM PEAK-HOUR**

### 5.3 2025 Baseline Volumes and Level of Service

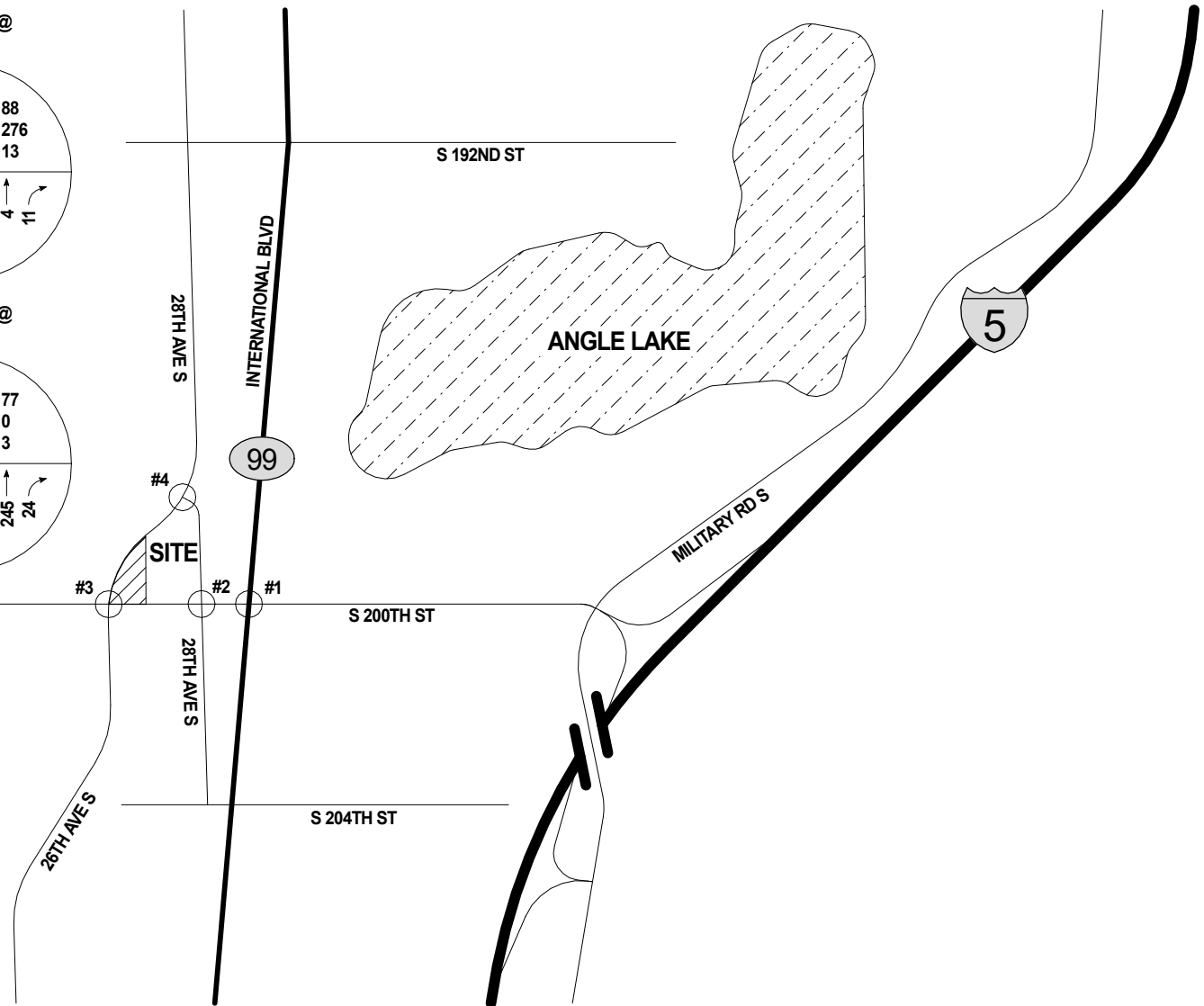
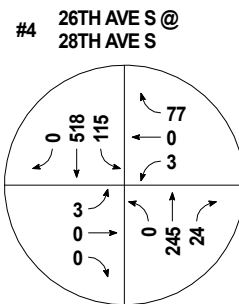
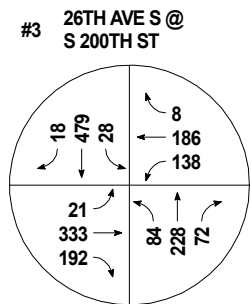
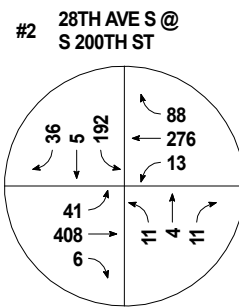
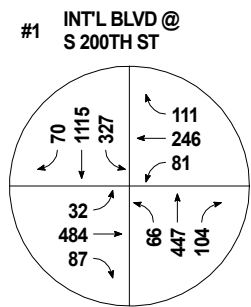
The 2025 baseline (future without development) turning movement volumes are estimated by applying a 2.0% annual compounding growth rate to the existing turning movement volumes. With the addition of baseline growth, the study intersections will continue to operate at acceptable LOS D or better during the PM peak-hour. The 2025 baseline turning movement volumes are shown in Figure 4. The 2025 baseline level of service results for the PM peak-hour are summarized in Table 6.

### 5.4 2025 Future with Development Volumes and Level of Service

The 2025 future with development turning movement volumes are calculated by adding all the development traffic based on the trip distribution to the 2025 baseline turning movement volumes. The 2025 future with development turning movement volumes for the PM peak-hour are shown in Figure 5. With the addition of development traffic, the off-site study intersections will continue to operate at acceptable LOS D or better during the PM peak-hour. For some of the intersections the amount of delay is reduced; this is caused by the addition of right-turn volume that has reduced delay and brings down the average delay of the intersection. The 2025 future with development level of service results for the PM peak-hour are summarized in Table 6. The 2025 future with development level of service calculations are included in the attachments.

**Table 6: 2025 Future Level of Service Summary**

Intersections	Existing Conditions		2025 Future Conditions			
			Without Development		With Development	
	LOS	Delay	LOS	Delay	LOS	Delay
1. International Boulevard at S 200 <sup>th</sup> Street	D	39.3 sec	D	41.9 sec	D	42.9 sec
2. 28 <sup>th</sup> Avenue S at S 200 <sup>th</sup> Street	C	25.8 sec	C	26.1 sec	C	26.0 sec
3. 26 <sup>th</sup> Avenue S at S 200 <sup>th</sup> Street	B	18.6 sec	B	20.0 sec	B	19.9 sec
4. 28 <sup>th</sup> Avenue S at 26 <sup>th</sup> Avenue S	C	22.5 sec	C	24.4 sec	D	25.4 sec
5. Site Access at 26 <sup>th</sup> Avenue S	---	---	---	---	B	10.1 sec



**Kimley»Horn**

**MERCY ANGLE LAKE  
FAMILY HOUSING  
130 MID-RISE APARTMENTS  
11,000 SF OFFICE**

**CITY OF SEATAC**

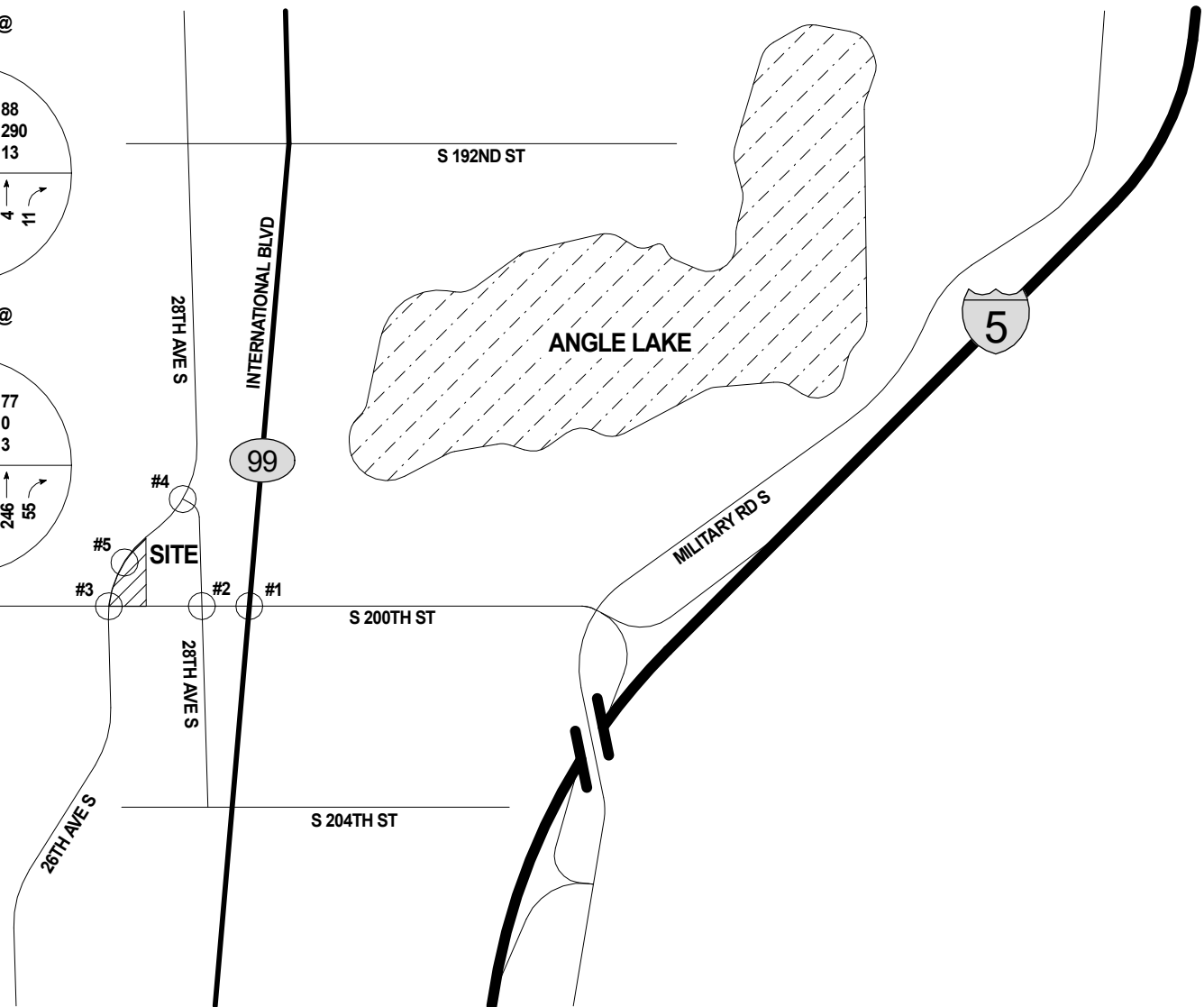
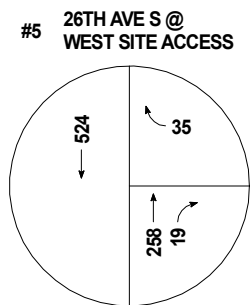
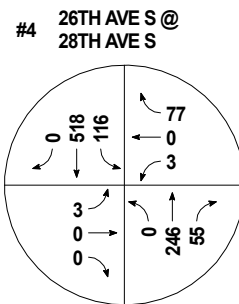
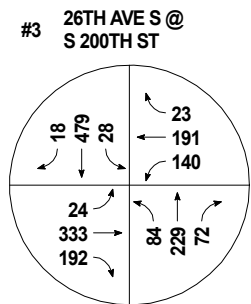
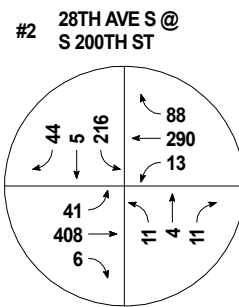
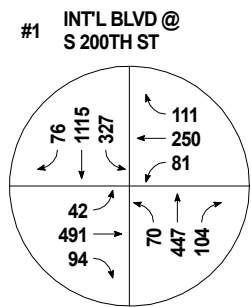
**LEGEND**

XXX → PM PEAK HOUR  
TURNING MOVEMENT VOLUMES

**TRAFFIC IMPACT STUDY  
KH #090222028**

**FIGURE 4  
2025 BASELINE  
TURNING MOVEMENTS  
PM PEAK-HOUR**





**Kimley»Horn**

**MERCY ANGLE LAKE  
FAMILY HOUSING  
130 MID-RISE APARTMENTS  
11,000 SF OFFICE**

**CITY OF SEATAC**

**LEGEND**

XXX → PM PEAK HOUR  
TURNING MOVEMENT VOLUMES

**TRAFFIC IMPACT STUDY  
KH #090222028**

**FIGURE 5  
2025 FUTURE  
WITH DEVELOPMENT  
TURNING MOVEMENTS  
PM PEAK-HOUR**

## **6. ACCESS ANALYSIS**

26<sup>th</sup> Avenue S has a posted speed limit of 35 mph. The City of SeaTac utilizes the King County Road standards to evaluate sight distance. King County Road standards have a stopping sight distance of 250 feet and entering sight distance of 390 feet for a 35-mph speed. The access onto 26<sup>th</sup> Avenue S is located approximately 190 feet north of S 200<sup>th</sup> Street. As there is a median that prevents the southbound entering left-turn and exiting left-turn from the site; only the sight distance to the south will need to be met. The garage access to 26<sup>th</sup> Avenue S is anticipated to meet the stopping sight distance with approximately 250 feet through the intersection of S 200<sup>th</sup> Street. The entering sight distance is not met due to the curvature of the roadway. The safe stopping sight distance for the access is met, and the access would operate safely without causing collisions.

## **7. PARKING DEMAND**

The development is proposing to construct 36 studio units, 40 one-bedroom units, 27 two-bedroom units, and 27 three-bedroom units for a total of 130 multifamily units with 78 parking spaces (0.60 space per unit) for the residential use.

Per SeaTac Municipal Code (SMC), multifamily units require 1 parking space per studio, 1.5 per one-bedroom unit and 2 parking spaces per two or three-bedroom unit and professional office uses require 1 parking space per 300 SF. This would equate to a SeaTac Municipal Code parking requirement of 204 parking spaces for the residential use and 37 parking spaces for the office use for a total of 241 parking spaces. Additionally, per SMC 15.310.410, a maximum reduction of up to 35% can be taken for residential uses and 40% can be taken for business services based on being located adjacent to the Angle Lake Light Rail station. This would therefore reduce the residential parking requirement down to 133 parking spaces for the residential use and 22 spaces for the professional office.

ITE has three urban setting/location classifications (center city core, dense multi-use urban, general urban/suburban) that are used to describe the area around a development. The following definitions are from the ITE Trip Generation Manual Desk Reference.

Center City Core is the downtown area for a major metropolitan region at the focal point of a region light- or heavy-rail transit system. This area type is typified by multi-storied buildings, a wide range of land uses, an extensive pedestrian sidewalk network, and shared and priced parking both on-street and in structured garages or surface lots. The area typically has more jobs than residents and therefore is typically an employment destination. The area also includes the immediate vicinity of the commercial core.

General Urban/Suburban is an area associated with almost homogeneous vehicle-centered access. Nearly all person trips that enter or exit a development site are by personal passenger or commercial vehicle. The area can be fully developed (or nearly so) at low-medium density with a mix of residential and commercial uses. The commercial land uses are typically concentrated at intersection or spread along commercial corridors, often surrounded by low-density, almost entirely residential development. Most commercial buildings are located behind the parking area or surrounded by parking. The mixing of land uses is only in terms of their proximity, not in terms of function. A retail land use may focus on serving a regional clientele whereas a service land use may target motorists or pass-by vehicle trips for its customers. Even if the land uses are complementary a lack of pedestrian, bicycling, and transit facilities or services limit non-vehicle travel.

Mercy Angle Lake Family Housing is located in a Regional Business Mix (RBX) zoning area of SeaTac with the adjacent zoning being Community Business in Urban Center. Per ITE an area designated as Dense Multi-Use Urban is a fully developed area (or nearly so), with diverse and complementary land uses, good pedestrian connectivity, and convenient and frequent transit. This area type can be a well-developed urban area outside a major metropolitan downtown or a moderate size urban area downtown. The land use mix typically includes office, retail, residential, and often entertainment, hotel, and other commercial uses. The residential uses are typically multifamily or single-family on lots no larger than one-fourth acre. The commercial uses often have little or no setback from the sidewalk. Because the motor vehicle still represents the primary mode of travel to and from the area, there typically is on-street parking and often public off-street parking. The complementary land uses provide the opportunity for short trips within the Dense Multi-Use Urban area, made conveniently by walking, biking, or transit. The area is served by significant transit (either rail or bus) that enables a high level of transit usage to and from area development.

Per King County's Right Size Parking calculator, based on the anticipated square footages and the cost per parking space of \$100/month, the site would have a residential parking demand of 0.56 parking spaces per unit. This would equate to a parking demand of 73 parking spaces with a range of between 64-80 parked vehicles.

Per ITE *Parking Generation, 5<sup>th</sup> Edition* the Affordable Housing with Income Limits located in Dense Multi-Use Urban areas has a parking demand of 0.53 vehicles per unit for a weekday. With 130 units the residential parking demand is anticipated to be 69 parked vehicles. This falls inline with the Right Size Parking estimates as well. The site is proposing 78 residential and 25 office parking spaces which will meet the anticipated parking demand for the site.

Based on the Walk Score website; the development has a walk score of 60 while the average walk score in the City of SeaTac is 38. Areas that are dense multi-use urban zones generally have significantly less parking as car ownership is lower and shared parking resources are available.

## 8. MITIGATION FEES

The City of SeaTac bases their mitigation fees on the number of new PM peak-hour trips generated and has a fee of \$3,733 per PM peak-hour trip for the multifamily (mid-rise) near rail with a fee for general office of \$4,293 per 1,000 SF. The 130 residential units will generate 37.70 PM peak-hour trips for a residential mitigation fee of \$140,734.10 and the 11,000 SF of general office will have a City of SeaTac transportation impact fee of \$47,223.00. This will equate to a total traffic impact fee of \$187,957.10.

# Collision Data





PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY/ REFERENCE POINT NAME	DIST FROM REF POINT FT	COMP DIR FROM REF POINT	MILEPOST	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# J	# T	# I	# F	# V	# E	# K	# B	FIRST COLLISION TYPE / OBJECT STRUCK
26TH AVE S	S 200TH ST	0			E801951	2018-05-26	5:45	Possible Injury	1	0	2	0	0	0	0	0	Entering at angle
26TH AVE S	S 200TH ST	0			E654680	2020-01-07	20:15	No Apparent Injury	0	0	1	0	0	0	0	0	Fence
26TH AVE S	S 200TH ST	0			0E812987	2021-03-10	15:55	No Apparent Injury	0	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST	0			0E82844	2021-05-06	16:20	Suspected Minor Injury	1	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST	0			0E840103	2021-06-16	13:17	Possible Injury	2	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST	0			E840452	2020-01-15	18:08	No Apparent Injury	0	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST	0			E959058	2019-09-05	15:40	No Apparent Injury	0	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST	0			E919569	2019-05-12	11:25	No Apparent Injury	0	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST	0			E773582	2018-02-26	16:05	No Apparent Injury	0	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST	0			E785972	2018-04-04	17:05	Possible Injury	1	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST	0			E757420	2018-01-11	17:59	Possible Injury	1	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST	0			E857970	2018-11-07	2:07	Suspected Minor Injury	3	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST	0			E755510	2018-01-04	18:10	No Apparent Injury	0	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST	0			E725302	2017-10-19	19:03	No Apparent Injury	0	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST	44F	S		E780628	2018-03-13	7:25	No Apparent Injury	0	0	2	0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
26TH AVE S	S 200TH ST	0			0E829873	2021-05-13	14:53	Suspected Minor Injury	3	0	2	0	0	0	0	0	Entering at angle
26TH AVE S	S 200TH ST	0			0E843018	2021-06-23	18:00	Possible Injury	3	0	2	0	0	0	0	0	Entering at angle
26TH AVE S	S 200TH ST	0			E784250	2018-03-09	12:25	No Apparent Injury	0	0	2	0	0	0	0	0	Entering at angle
26TH AVE S	S 200TH ST	0			E851043	2018-10-18	16:15	Suspected Minor Injury	2	0	2	0	0	0	0	0	Entering at angle
26TH AVE S	S 200TH ST	0			E806285	2020-01-21	17:15	Possible Injury	3	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST	0			E725304	2017-10-19	20:50	No Apparent Injury	0	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST	54F	E		E868822	2018-11-26	18:18	No Apparent Injury	0	0	2	0	0	0	0	0	From same direction - all others
26TH AVE S	S 200TH ST	0			E535856	2016-04-19	07:45	Possible Injury	1	0	2	0	0	0	0	0	From same direction - both going straight - one stopped - rear-end
26TH AVE S	S 200TH ST	0			E739801	2017-11-26	15:42	Possible Injury	1	0	2	0	0	0	0	0	From same direction - one right turn - one straight
26TH AVE S	S 200TH ST	0			E813046	2018-06-21	19:20	No Apparent Injury	0	0	2	0	0	0	0	0	Entering at angle
26TH AVE S	S 200TH ST	0			E659446	2017-04-04	20:33	No Apparent Injury	0	0	2	0	0	0	0	0	Entering at angle
26TH AVE S	S 200TH ST	0			E704977	2017-08-24	19:01	No Apparent Injury	0	0	2	0	0	0	0	0	Entering at angle
26TH AVE S	S 200TH ST	0			E710868	2017-09-11	16:07	No Apparent Injury	0	0	2	0	0	0	0	0	From opposite direction - one left turn - one right turn
26TH AVE S	S 200TH ST	0			E878482	2020-11-06	16:50	No Apparent Injury	0	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST	0			E981314	2019-11-12	8:26	No Apparent Injury	0	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST	0			E869588	2018-10-29	8:18	No Apparent Injury	0	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST	0			E634573	2017-01-12	08:31	Suspected Minor Injury	1	0	1	0	0	0	0	0	Vehicle turning left hits pedestrian
26TH AVE S	S 200TH ST	0			E688850	2017-06-30	10:59	Suspected Minor Injury	1	0	1	0	0	0	0	0	Vehicle turning left hits pedestrian
26TH AVE S	S 200TH ST	0			E824979	2018-07-30	20:33	No Apparent Injury	0	0	2	0	0	0	0	0	Entering at angle
26TH AVE S	S 200TH ST	0			E673181	2017-05-19	23:41	Possible Injury	1	0	2	0	0	0	0	0	Entering at angle
26TH AVE S	S 200TH ST	0			E914607	2019-04-22	4:46	Possible Injury	1	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST	0			E884652	2019-01-13	12:06	No Apparent Injury	0	0	2	0	0	0	0	0	From opposite direction - one left turn - one straight
26TH AVE S	S 200TH ST	0			E640529	2017-02-03	17:38	No Apparent Injury	0	0	2	0	0	0	0	0	From same direction - both going straight - both moving - sideswipe
26TH AVE S	S 200TH ST	69F	E		E790549	2018-04-12	16:20	No Apparent Injury	0	0	2	0	0	0	0	0	Linear Curb
26TH AVE S	S 200TH ST	0			E538801	2016-04-29	19:07	Possible Injury	1	0	1	0	0	0	0	0	Vehicle going straight hits pedestrian
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0			E603993	2016-11-03	11:00	No Apparent Injury	0	0	2	0	0	0	0	0	Entering at angle
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0			E622420	2016-12-11	17:15	No Apparent Injury	0	0	2	0	0	0	0	0	Entering at angle
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0			E601985	2016-10-09	19:47	No Apparent Injury	0	0	3	0	0	0	0	0	Entering at angle
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0			E809046	2020-01-28	12:53	No Apparent Injury	0	0	2	0	0	0	0	0	Entering at angle
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0			E821823	2020-03-08	1:50	No Apparent Injury	0	0	2	0	0	0	0	0	Entering at angle
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0			E864903	2020-09-20	15:40	No Apparent Injury	0	0	2	0	0	0	0	0	Entering at angle
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0			E84199	2020-11-15	17:59	No Apparent Injury	0	0	2	0	0	0	0	0	Entering at angle
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0			E923008	2019-06-21	9:00	No Apparent Injury	0	0	2	0	0	0	0	0	Entering at angle
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0			E896079	2019-02-22	23:54	No Apparent Injury	0	0	2	0	0	0	0	0	Entering at angle
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0			E868815	2018-11-30	17:08	No Apparent Injury	0	0	3	0	0	0	0	0	Entering at angle
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0			E603569	2016-11-02	07:30	No Apparent Injury	0	0	2	0	0	0	0	0	Entering at angle
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0			E632144	2017-01-13	04:24	No Apparent Injury	0	0	2	0	0	0	0	0	Entering at angle
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0			E750693	2017-12-23	05:52	Suspected Minor Injury	3	0	2	0	0	0	0	0	Entering at angle
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0			E727520	2017-10-24	17:14	Possible Injury	1	0	3	0	0	0	0	0	Entering at angle

PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY/ REFERENCE POINT NAME	DIST FROM REF POINT	COMP DIR FROM REF POINT	MILEPOST	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# J T H S	# A E D E	# I F V E K	# P B I	FIRST COLLISION TYPE / OBJECT STRUCK
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E744796	2017-12-04	14:08	No Apparent Injury	0	0	2	0	From opposite direction - both going straight - one stopped - sideswipe
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E693440	2017-07-20	11:19	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one right turn
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E787832	2018-04-05	5:14	No Apparent Injury	0	0	2	0	From opposite direction - one left turn - one straight
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.48	E718639	2017-09-30	18:55	Possible Injury	1	0	2	0	From same direction - both going straight - both moving - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E814988	2018-07-02	15:19	Possible Injury	1	0	2	0	From same direction - both going straight - both moving - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E813072	2018-06-22	9:56	No Apparent Injury	0	0	2	0	From same direction - both going straight - both moving - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E609741	2016-11-17	21:57	Possible Injury	2	0	2	0	From same direction - both going straight - both moving - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E675114	2017-05-25	14:18	Possible Injury	2	0	2	0	From same direction - both going straight - both moving - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.54	E951069	2019-08-16	16:25	No Apparent Injury	2	0	2	0	From same direction - both going straight - both moving - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.56	E853199	2018-10-24	16:45	Possible Injury	1	0	3	0	From same direction - both going straight - both moving - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.56	E698208	2017-07-25	18:37	Possible Injury	1	0	4	0	From same direction - both going straight - both moving - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.48	E952199	2019-08-15	15:09	No Apparent Injury	0	0	2	0	From same direction - both going straight - both moving - sideswipe
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E409410	2020-01-04	20:25	No Apparent Injury	0	0	2	0	From same direction - both going straight - both moving - sideswipe
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E553135	2016-06-11	01:27	No Apparent Injury	0	0	2	0	From same direction - both going straight - both moving - sideswipe
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E554037	2016-06-14	16:04	No Apparent Injury	0	0	2	0	From same direction - both going straight - both moving - sideswipe
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E690723	2017-07-12	18:57	No Apparent Injury	0	0	2	0	From same direction - both going straight - both moving - sideswipe
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E679890	2017-06-09	20:14	No Apparent Injury	0	0	2	0	From same direction - both going straight - both moving - sideswipe
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E889928	2019-02-02	18:00	No Apparent Injury	0	0	2	0	From same direction - both going straight - both moving - sideswipe
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E981894	2019-11-12	16:37	No Apparent Injury	0	0	2	0	From same direction - both going straight - both moving - sideswipe
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E506623	2016-06-03	08:37	No Apparent Injury	0	0	2	0	From same direction - both going straight - both moving - sideswipe
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E648049	2017-03-03	20:35	No Apparent Injury	0	0	2	0	From same direction - both going straight - both moving - sideswipe
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.56	E492194	2020-12-23	15:46	No Apparent Injury	0	0	2	0	From same direction - both going straight - both moving - sideswipe
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.56	E663843	2018-11-21	15:11	Possible Injury	1	0	3	0	From same direction - both going straight - both moving - sideswipe
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.5	E802670	2020-11-26	9:51	Possible Injury	2	0	3	0	From same direction - both going straight - one stopped - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.50	E678431	2017-06-06	11:14	No Apparent Injury	0	0	3	0	From same direction - both going straight - one stopped - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E540650	2016-05-04	22:00	No Apparent Injury	0	0	2	0	From same direction - both going straight - one stopped - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E593151	2016-10-06	14:00	Possible Injury	1	0	2	0	From same direction - both going straight - one stopped - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E843575	2018-09-04	22:18	Possible Injury	1	0	2	0	From same direction - both going straight - one stopped - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E509720	2016-01-26	08:15	Possible Injury	1	0	3	0	From same direction - both going straight - one stopped - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E615226	2016-12-02	19:14	No Apparent Injury	0	0	2	0	From same direction - both going straight - one stopped - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E517816	2016-02-21	18:00	Possible Injury	1	0	2	0	From same direction - both going straight - one stopped - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E598805	2016-10-16	13:00	Possible Injury	1	0	2	0	From same direction - both going straight - one stopped - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E568499	2016-07-31	12:08	No Apparent Injury	0	0	2	0	From same direction - both going straight - one stopped - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E686848	2017-04-18	10:42	Suspected Minor Injury	1	0	2	0	From same direction - both going straight - one stopped - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E648688	2017-02-19	09:57	No Apparent Injury	0	0	2	0	From same direction - both going straight - one stopped - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E686510	2017-06-29	14:10	No Apparent Injury	0	0	2	0	From same direction - both going straight - one stopped - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E752651	2017-12-25	00:01	Suspected Minor Injury	1	0	2	0	From same direction - both going straight - one stopped - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.53	E836907	2018-09-06	11:53	No Apparent Injury	0	0	2	0	From same direction - both going straight - one stopped - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.53	E950707	2019-08-15	21:36	Possible Injury	2	0	3	0	From same direction - both going straight - one stopped - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.53	E990319	2019-12-01	0:49	Possible Injury	1	0	3	0	From same direction - both going straight - one stopped - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.53	E817474	2018-07-13	15:00	Possible Injury	1	0	2	0	From same direction - both going straight - one stopped - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.54	E996063	2019-12-19	5:48	No Apparent Injury	0	0	2	0	From same direction - both going straight - one stopped - rear-end
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E733855	2016-04-18	18:55	No Apparent Injury	0	0	2	0	From same direction - one right turn - one straight
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E473724	2020-10-17	17:32	No Apparent Injury	0	0	2	0	From same direction - one right turn - one straight
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E772729	2018-02-21	4:50	No Apparent Injury	0	0	2	0	From same direction - one right turn - one straight
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E575953	2016-08-19	16:40	No Apparent Injury	0	0	2	0	From same direction - both turning left -- both moving -- sideswipe
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E498865	2021-01-16	18:30	No Apparent Injury	0	0	2	0	From same direction -- both turning right -- both moving -- sideswipe
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E604750	2016-11-05	05:52	Suspected Serious Injury	1	0	1	0	Vehicle going straight hits pedestrian
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E540017	2016-04-25	23:21	Suspected Serious Injury	1	0	1	0	Vehicle going straight hits pedestrian
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E772738	2018-02-23	4:45	Possible Injury	1	0	1	0	Vehicle turning right hits pedestrian
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E780638	2018-03-20	8:18	Possible Injury	1	0	1	0	Vehicle turning right hits pedestrian
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E642040	2017-02-13	21:34	Possible Injury	1	0	1	0	Vehicle turning right hits pedestrian
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E670004	2017-05-11	08:35	Suspected Minor Injury	1	0	1	0	Vehicle turning right hits pedestrian
INTERNATIONAL BLVD (SR-99)	S 200TH ST	0		17.52	E826213	2021-04-29	18:53	Suspected Minor Injury	1	0	1	0	Vehicle turning right hits pedestrian



PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY/ REFERENCE POINT NAME	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	MILEPOST	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# I F A E J T	# V E H I C L E S	# P E D E S T R I A N S	FIRST COLLISION TYPE / OBJECT STRUCK
S 200TH ST	INTERNATIONAL BLVD (SR-99)	30	F	W		E703890	2017-08-14	15:38	No Apparent Injury	0	2	0	From same direction - both going straight - one stopped - rear-end
26TH AVE S	28TH AVE S		0			E874000	2018-12-18	6:29	Suspected Minor Injury	1	0	1	Vehicle turning right hits pedestrian

# **Trip Generation Calculations**

Trip Generation for: Weekday  
(a.k.a.): Average Weekday Daily Trips (AWDT)

NET EXTERNAL TRIPS BY TYPE																				
IN BOTH DIRECTIONS																				
DIRECTIONAL ASSIGNMENTS																				
LAND USES	VARIABLE	ITE LU code	Gross Trips				Transit Reduction		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
			Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)		% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)		% of Ext. Trips	In+Out (Total)	In	Out	In	Out
Multifamily (Mid-Rise) Near Rail	130 units	221	4.75	50%	50%	618	0%	0.00	618	0%	0	0	0	618	0	0	0	0	309	309
General Office	11,000 K SF	710	10.84	50%	50%	119	0%	0.00	119	0%	0	0	0	119	0	0	0	0	60	59
Total						737		0.00	737		0		0	737	0	0	0	0	369	368

Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 AM  
(a.k.a.): Weekday AM Peak Hour

NET EXTERNAL TRIPS BY TYPE														
					IN BOTH DIRECTIONS					DIRECTIONAL ASSIGNMENTS				
					TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	% of Trips In+Out (Total)	% of Gross Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In	Out
Multifamily (Mid-Rise) Near Rail	130 units	221	0.32	56%	44%	42	0%	0%	0%	0	0%	0	0	0
General Office	11,000 K SF	710	1.52	88%	12%	17	0%	0%	0%	17	0%	0	0	0
<b>Total</b>						59		0		59		0	0	0
													39	20

**Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 PM**  
**(a.k.a.): Weekday PM Peak Hour**

NET EXTERNAL TRIPS BY TYPE														
LAND USES					IN BOTH DIRECTIONS					DIRECTIONAL ASSIGNMENTS				
					TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK	
					In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out
					In+Out (Total)	% of Gross Trips	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	In	Out	In	Out
					In+Out (Total)	% IN	% OUT							
					ITE LU code	Trip Rate								
Multifamily (Mid-Rise) Near Rail					221	0.29	57%	37.70	0%	0.00	0	0	0	0
General Office					710	1.44	83%	15.84	0%	0.00	0	0	0	0
<b>Total</b>								53.54		0.00	0	0	0	0

Mercy Angle Lake Family Housing  
KH #090222028

**AM Peak-Hour**

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	737	39	20	59.00
1%	7.37	0.39	0.20	0.59
2%	14.74	0.78	0.40	1.18
3%	22.11	1.17	0.60	1.77
4%	29.48	1.56	0.80	2.36
5%	36.85	1.95	1.00	2.95
6%	44.22	2.34	1.20	3.54
7%	51.59	2.73	1.40	4.13
8%	58.96	3.12	1.60	4.72
9%	66.33	3.51	1.80	5.31
10%	73.70	3.90	2.00	5.90
11%	81.07	4.29	2.20	6.49
12%	88.44	4.68	2.40	7.08
13%	95.81	5.07	2.60	7.67
14%	103.18	5.46	2.80	8.26
15%	110.55	5.85	3.00	8.85
16%	117.92	6.24	3.20	9.44
17%	125.29	6.63	3.40	10.03
18%	132.66	7.02	3.60	10.62
19%	140.03	7.41	3.80	11.21
20%	147.40	7.80	4.00	11.80
21%	154.77	8.19	4.20	12.39
22%	162.14	8.58	4.40	12.98
23%	169.51	8.97	4.60	13.57
24%	176.88	9.36	4.80	14.16
25%	184.25	9.75	5.00	14.75
26%	191.62	10.14	5.20	15.34
27%	198.99	10.53	5.40	15.93
28%	206.36	10.92	5.60	16.52
29%	213.73	11.31	5.80	17.11
30%	221.10	11.70	6.00	17.70
31%	228.47	12.09	6.20	18.29
32%	235.84	12.48	6.40	18.88
33%	243.21	12.87	6.60	19.47
34%	250.58	13.26	6.80	20.06
35%	257.95	13.65	7.00	20.65
36%	265.32	14.04	7.20	21.24
37%	272.69	14.43	7.40	21.83
38%	280.06	14.82	7.60	22.42
39%	287.43	15.21	7.80	23.01
40%	294.80	15.60	8.00	23.60
41%	302.17	15.99	8.20	24.19
42%	309.54	16.38	8.40	24.78
43%	316.91	16.77	8.60	25.37
44%	324.28	17.16	8.80	25.96
45%	331.65	17.55	9.00	26.55
46%	339.02	17.94	9.20	27.14
47%	346.39	18.33	9.40	27.73
48%	353.76	18.72	9.60	28.32
49%	361.13	19.11	9.80	28.91
50%	368.50	19.50	10.00	29.50
51%	375.87	19.89	10.20	30.09
52%	383.24	20.28	10.40	30.68
53%	390.61	20.67	10.60	31.27
54%	397.98	21.06	10.80	31.86
55%	405.35	21.45	11.00	32.45
56%	412.72	21.84	11.20	33.04
57%	420.09	22.23	11.40	33.63
58%	427.46	22.62	11.60	34.22
59%	434.83	23.01	11.80	34.81
60%	442.20	23.40	12.00	35.40
61%	449.57	23.79	12.20	35.99
62%	456.94	24.18	12.40	36.58
63%	464.31	24.57	12.60	37.17
64%	471.68	24.96	12.80	37.76
65%	479.05	25.35	13.00	38.35
66%	486.42	25.74	13.20	38.94
67%	493.79	26.13	13.40	39.53
68%	501.16	26.52	13.60	40.12
69%	508.53	26.91	13.80	40.71
70%	515.90	27.30	14.00	41.30
71%	523.27	27.69	14.20	41.89
72%	530.64	28.08	14.40	42.48
73%	538.01	28.47	14.60	43.07
74%	545.38	28.86	14.80	43.66
75%	552.75	29.25	15.00	44.25
76%	560.12	29.64	15.20	44.84
77%	567.49	30.03	15.40	45.43
78%	574.86	30.42	15.60	46.02
79%	582.23	30.81	15.80	46.61
80%	589.60	31.20	16.00	47.20
81%	596.97	31.59	16.20	47.79
82%	604.34	31.98	16.40	48.38
83%	611.71	32.37	16.60	48.97
84%	619.08	32.76	16.80	49.56
85%	626.45	33.15	17.00	50.15
86%	633.82	33.54	17.20	50.74
87%	641.19	33.93	17.40	51.33
88%	648.56	34.32	17.60	51.92
89%	655.93	34.71	17.80	52.51
90%	663.30	35.10	18.00	53.10
91%	670.67	35.49	18.20	53.69
92%	678.04	35.88	18.40	54.28
93%	685.41	36.27	18.60	54.87
94%	692.78	36.66	18.80	55.46
95%	700.15	37.05	19.00	56.05
96%	707.52	37.44	19.20	56.64
97%	714.89	37.83	19.40	57.23
98%	722.26	38.22	19.60	57.82
99%	729.63	38.61	19.80	58.41
100%	737.00	39.00	20.00	59.00

Mercy Angle Lake Family Housing  
KH #090222028

PM Peak-Hour

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	737	19	35	53.54
1%	7.37	0.19	0.35	0.54
2%	14.74	0.38	0.69	1.07
3%	22.11	0.57	1.04	1.61
4%	29.48	0.76	1.39	2.14
5%	36.85	0.95	1.73	2.68
6%	44.22	1.13	2.08	3.21
7%	51.59	1.32	2.42	3.75
8%	58.96	1.51	2.77	4.28
9%	66.33	1.70	3.12	4.82
10%	73.70	1.89	3.46	5.35
11%	81.07	2.08	3.81	5.89
12%	88.44	2.27	4.16	6.42
13%	95.81	2.46	4.50	6.96
14%	103.18	2.65	4.85	7.50
15%	110.55	2.84	5.20	8.03
16%	117.92	3.02	5.54	8.57
17%	125.29	3.21	5.89	9.10
18%	132.66	3.40	6.24	9.64
19%	140.03	3.59	6.58	10.17
20%	147.40	3.78	6.93	10.71
21%	154.77	3.97	7.27	11.24
22%	162.14	4.16	7.62	11.78
23%	169.51	4.35	7.97	12.31
24%	176.88	4.54	8.31	12.85
25%	184.25	4.73	8.66	13.39
26%	191.62	4.91	9.01	13.92
27%	198.99	5.10	9.35	14.46
28%	206.36	5.29	9.70	14.99
29%	213.73	5.48	10.05	15.53
30%	221.10	5.67	10.39	16.06
31%	228.47	5.86	10.74	16.60
32%	235.84	6.05	11.08	17.13
33%	243.21	6.24	11.43	17.67
34%	250.58	6.43	11.78	18.20
35%	257.95	6.62	12.12	18.74
36%	265.32	6.80	12.47	19.27
37%	272.69	6.99	12.82	19.81
38%	280.06	7.18	13.16	20.35
39%	287.43	7.37	13.51	20.88
40%	294.80	7.56	13.86	21.42
41%	302.17	7.75	14.20	21.95
42%	309.54	7.94	14.55	22.49
43%	316.91	8.13	14.90	23.02
44%	324.28	8.32	15.24	23.56
45%	331.65	8.51	15.59	24.09
46%	339.02	8.69	15.93	24.63
47%	346.39	8.88	16.28	25.16
48%	353.76	9.07	16.63	25.70
49%	361.13	9.26	16.97	26.23
50%	368.50	9.45	17.32	26.77
51%	375.87	9.64	17.67	27.31
52%	383.24	9.83	18.01	27.84
53%	390.61	10.02	18.36	28.38
54%	397.98	10.21	18.71	28.91
55%	405.35	10.40	19.05	29.45
56%	412.72	10.58	19.40	29.98
57%	420.09	10.77	19.74	30.52
58%	427.46	10.96	20.09	31.05
59%	434.83	11.15	20.44	31.59
60%	442.20	11.34	20.78	32.12
61%	449.57	11.53	21.13	32.66
62%	456.94	11.72	21.48	33.19
63%	464.31	11.91	21.82	33.73
64%	471.68	12.10	22.17	34.27
65%	479.05	12.29	22.52	34.80
66%	486.42	12.47	22.86	35.34
67%	493.79	12.66	23.21	35.87
68%	501.16	12.85	23.56	36.41
69%	508.53	13.04	23.90	36.94
70%	515.90	13.23	24.25	37.48
71%	523.27	13.42	24.59	38.01
72%	530.64	13.61	24.94	38.55
73%	538.01	13.80	25.29	39.08
74%	545.38	13.99	25.63	39.62
75%	552.75	14.18	25.98	40.16
76%	560.12	14.36	26.33	40.69
77%	567.49	14.55	26.67	41.23
78%	574.86	14.74	27.02	41.76
79%	582.23	14.93	27.37	42.30
80%	589.60	15.12	27.71	42.83
81%	596.97	15.31	28.06	43.37
82%	604.34	15.50	28.40	43.90
83%	611.71	15.69	28.75	44.44
84%	619.08	15.88	29.10	44.97
85%	626.45	16.07	29.44	45.51
86%	633.82	16.25	29.79	46.04
87%	641.19	16.44	30.14	46.58
88%	648.56	16.63	30.48	47.12
89%	655.93	16.82	30.83	47.65
90%	663.30	17.01	31.18	48.19
91%	670.67	17.20	31.52	48.72
92%	678.04	17.39	31.87	49.26
93%	685.41	17.58	32.22	49.79
94%	692.78	17.77	32.56	50.33
95%	700.15	17.96	32.91	50.86
96%	707.52	18.14	33.25	51.40
97%	714.89	18.33	33.60	51.93
98%	722.26	18.52	33.95	52.47
99%	729.63	18.71	34.29	53.00
100%	737.00	18.90	34.64	53.54

# **Counts and Turning Movement Calculations**



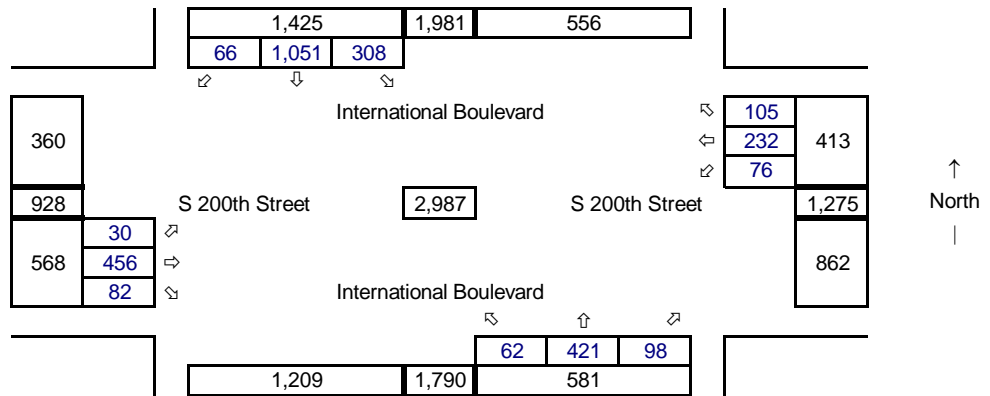
Synchro ID: 1

**Existing**  
Average Weekday  
PM Peak Hour

Year: 5/5/22

Data Source: TDG

18 of the SB lefts are U-turns and  
14 of the NB lefts are U-Turns.

**Future without Project**

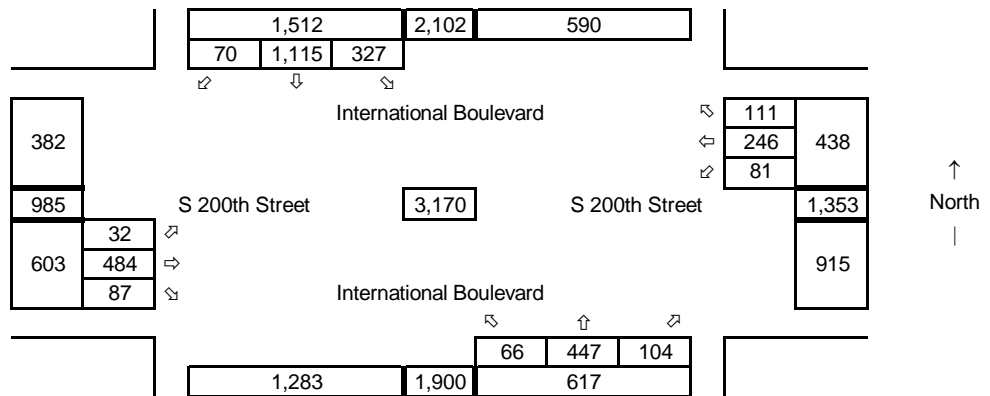
Average Weekday  
PM Peak Hour

Year: 2025

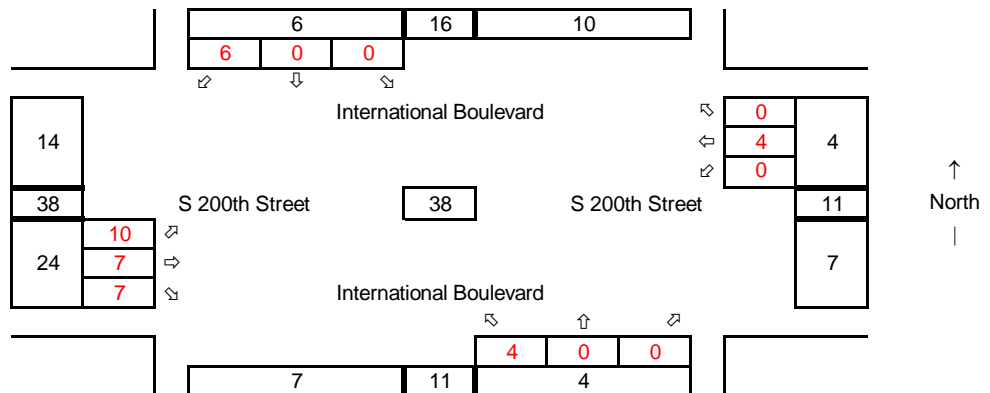
Growth Rate = 2.0%

Years of Growth = 3

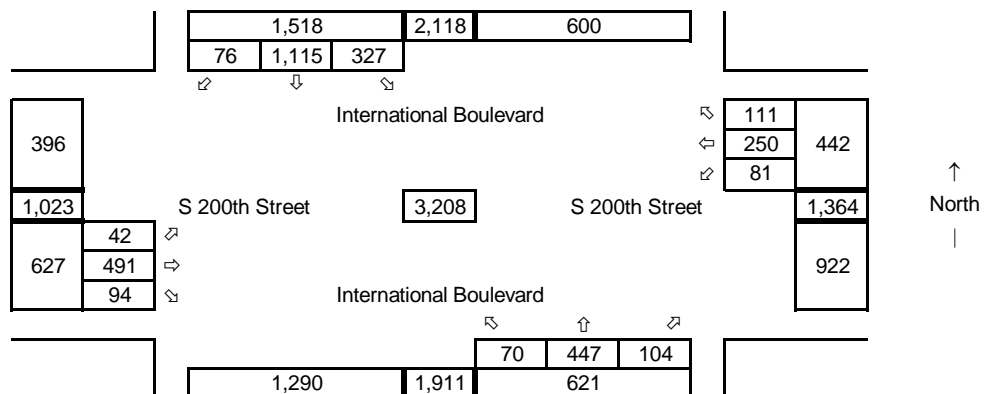
Total Growth = 1.0612

**Total Project Trips**

Average Weekday  
PM Peak Hour

**Future with Project**

Average Weekday  
PM Peak Hour

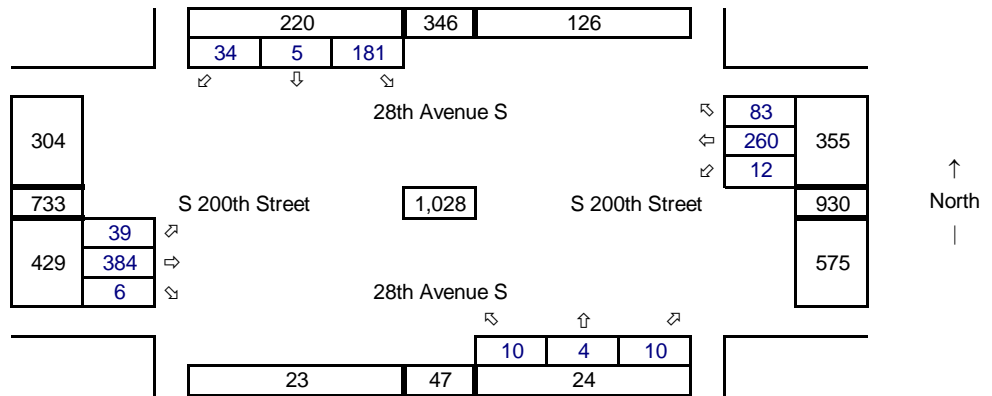


Synchro ID: 2

**Existing**  
Average Weekday  
PM Peak Hour

Year: 5/5/22

Data Source: TDG

**Future without Project**

Average Weekday  
PM Peak Hour

Year: 2025

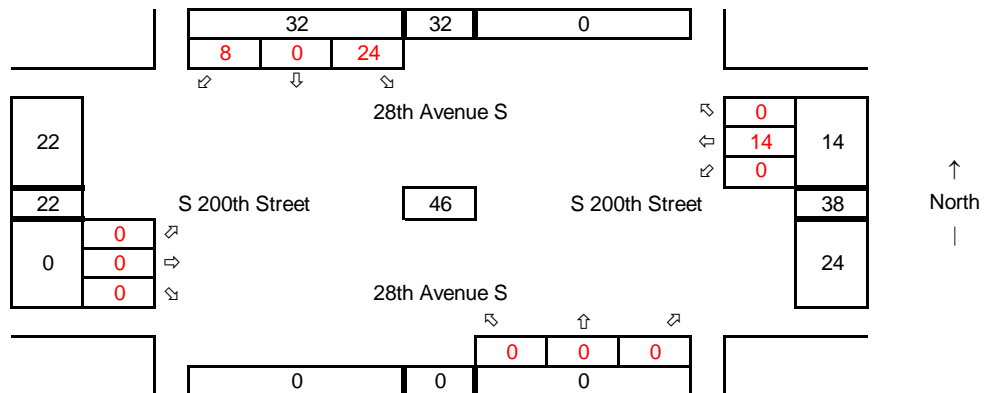
Growth Rate = 2.0%

Years of Growth = 3

Total Growth = 1.0612

**Total Project Trips**

Average Weekday  
PM Peak Hour

**Future with Project**

Average Weekday  
PM Peak Hour

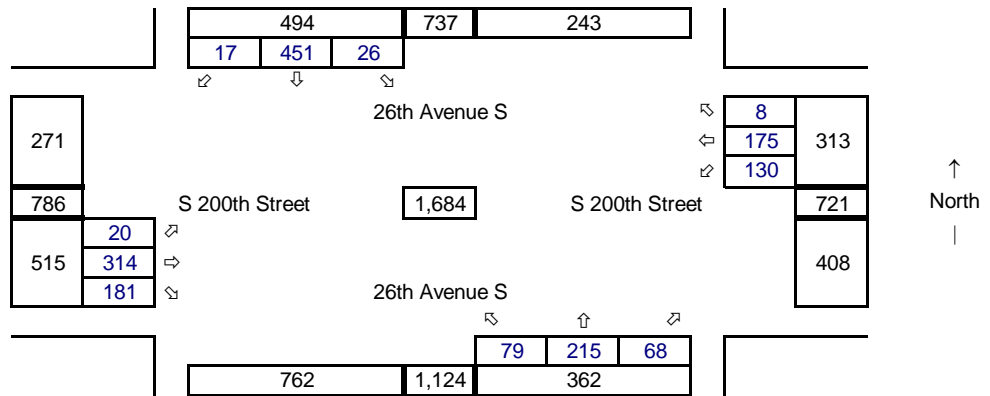


Synchro ID: 3

**Existing**  
Average Weekday  
PM Peak Hour

Year: 5/5/22

Data Source: TDG

**Future without Project**

Average Weekday  
PM Peak Hour

Year: 2025

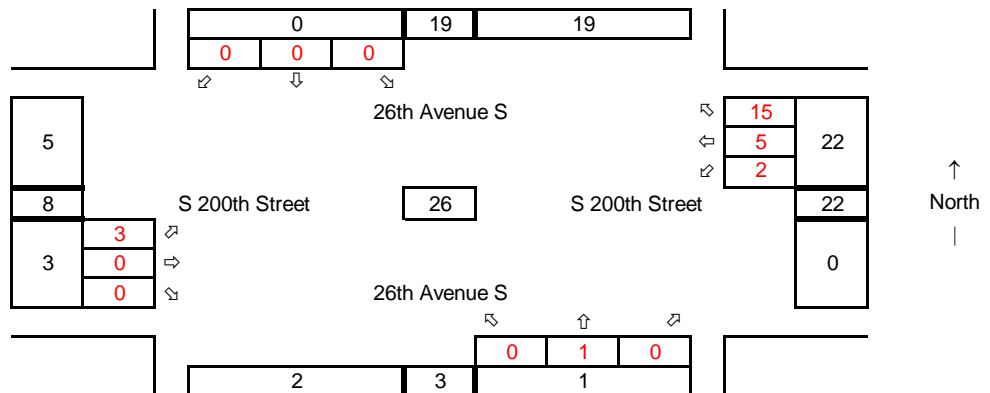
Growth Rate = 2.0%

Years of Growth = 3

Total Growth = 1.0612

**Total Project Trips**

Average Weekday  
PM Peak Hour

**Future with Project**

Average Weekday  
PM Peak Hour

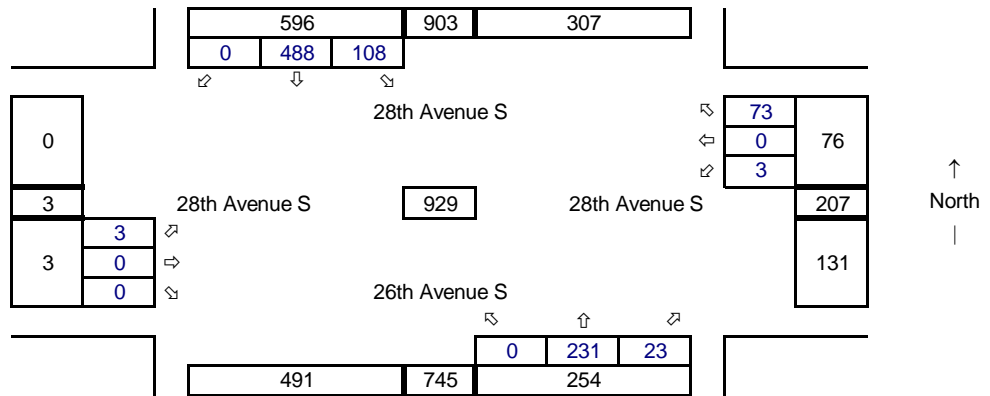


Synchro ID: 4

**Existing**  
Average Weekday  
PM Peak Hour

Year: 5/5/22

Data Source: TDG

**Future without Project**

Average Weekday  
PM Peak Hour

Year: 2025

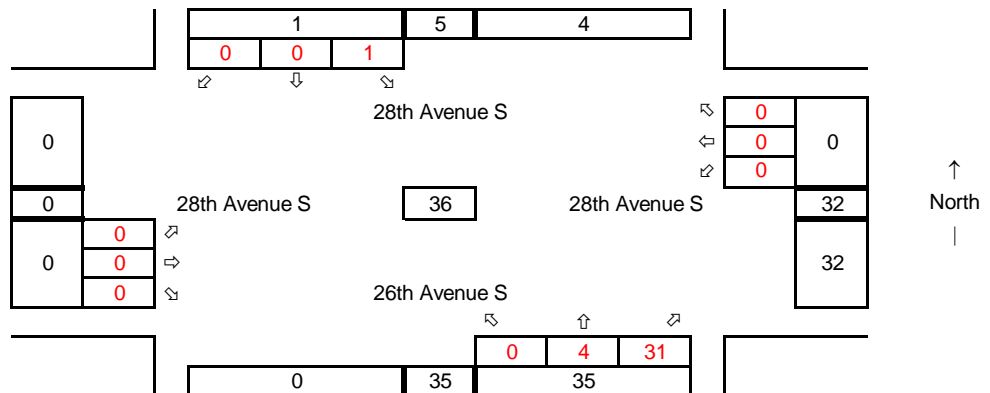
Growth Rate = 2.0%

Years of Growth = 3

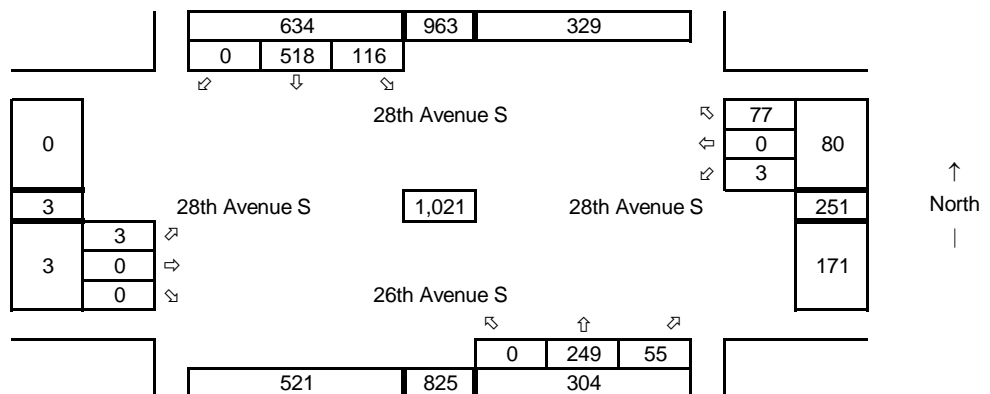
Total Growth = 1.0612

**Total Project Trips**

Average Weekday  
PM Peak Hour

**Future with Project**

Average Weekday  
PM Peak Hour



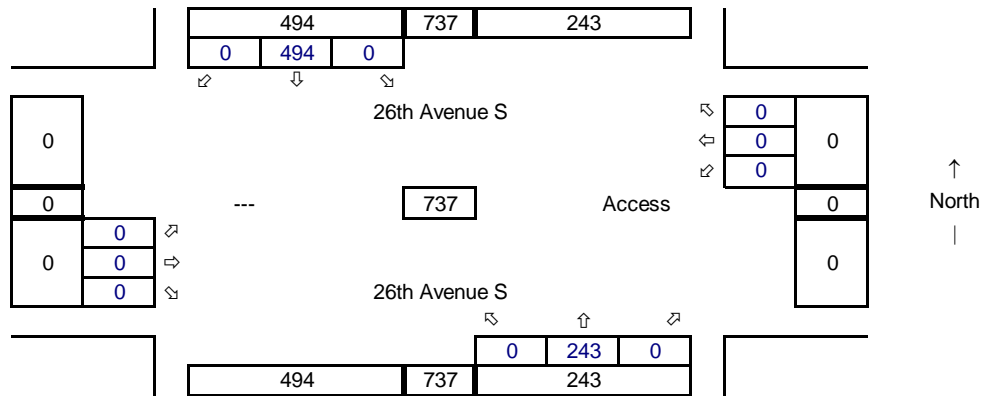
Synchro ID: 5

**Existing**  
Average Weekday  
PM Peak Hour

Year: 5/5/22

Data Source: TDG

-From 26th Ave S at  
S 200th St

**Future without Project**

Average Weekday  
PM Peak Hour

Year: 2025

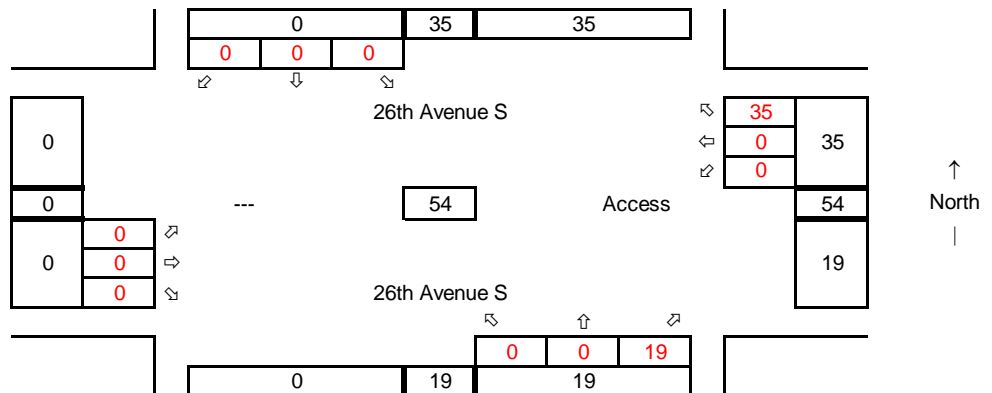
Growth Rate = 2.0%

Years of Growth = 3

Total Growth = 1.0612

**Total Project Trips**

Average Weekday  
PM Peak Hour

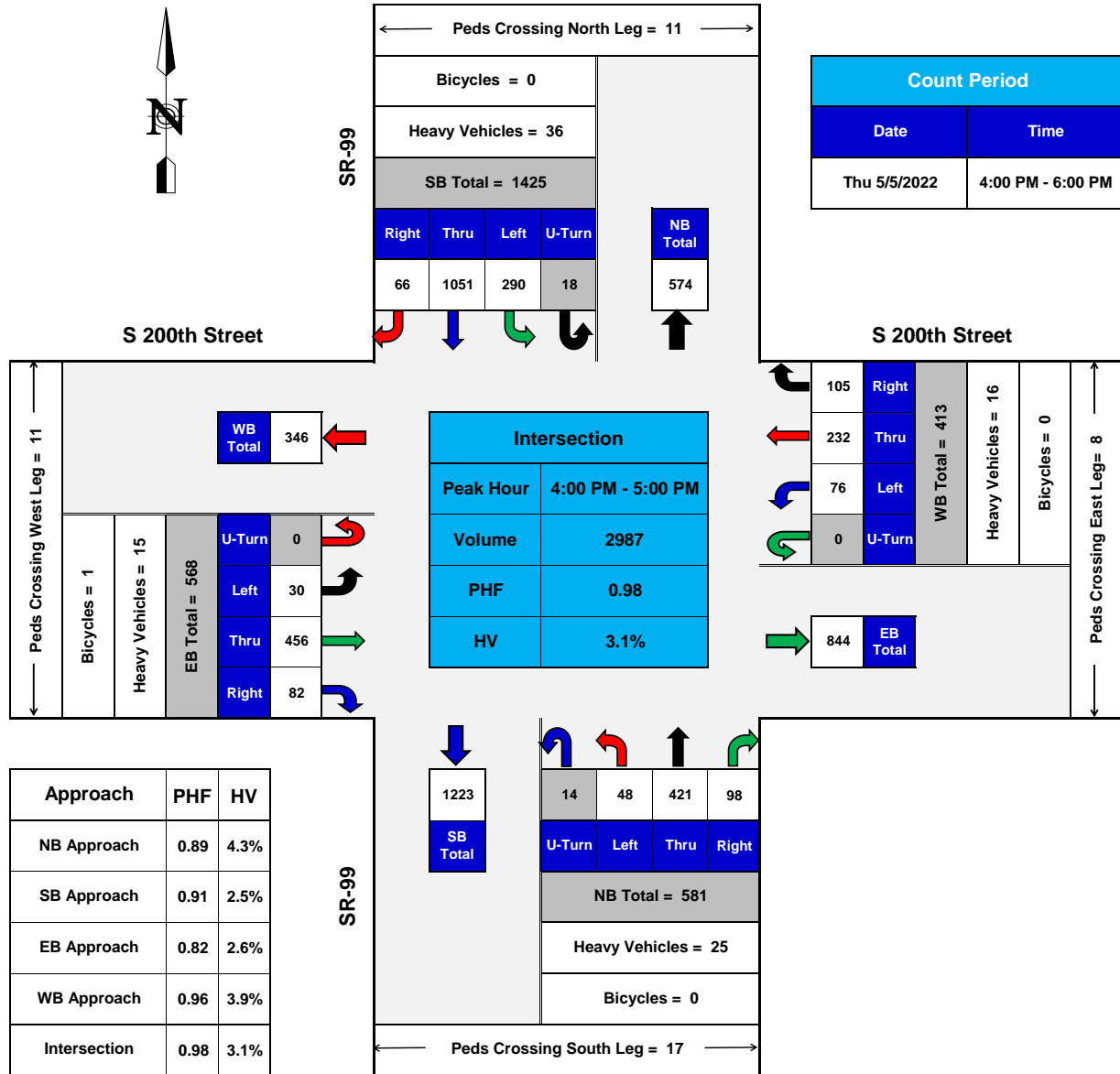
**Future with Project**

Average Weekday  
PM Peak Hour



# SR-99 @ S 200th Street

Seatac, WA



PHF = Peak Hour Factor  
HV = Heavy Vehicles

## TURNING MOVEMENTS DIAGRAM

### PEAK HOUR SUMMARY



# **TRAFFIC DATA GATHERING**

## **INTERSECTION TURNING MOVEMENTS REDUCTION SHEET**

LOCATION: SR-99 @ S 200th Street Seatac, WA      DATE OF COUNT: Thu. 5/5/2022      COUNTED BY: TDG  
 START OF COUNT: 4:00 PM      DATE OF REDUCTION: 5/7/2022  
 TIME OF COUNT: 4:00 PM - 6:00 PM      DURATION OF COUNT (Hrs): 2

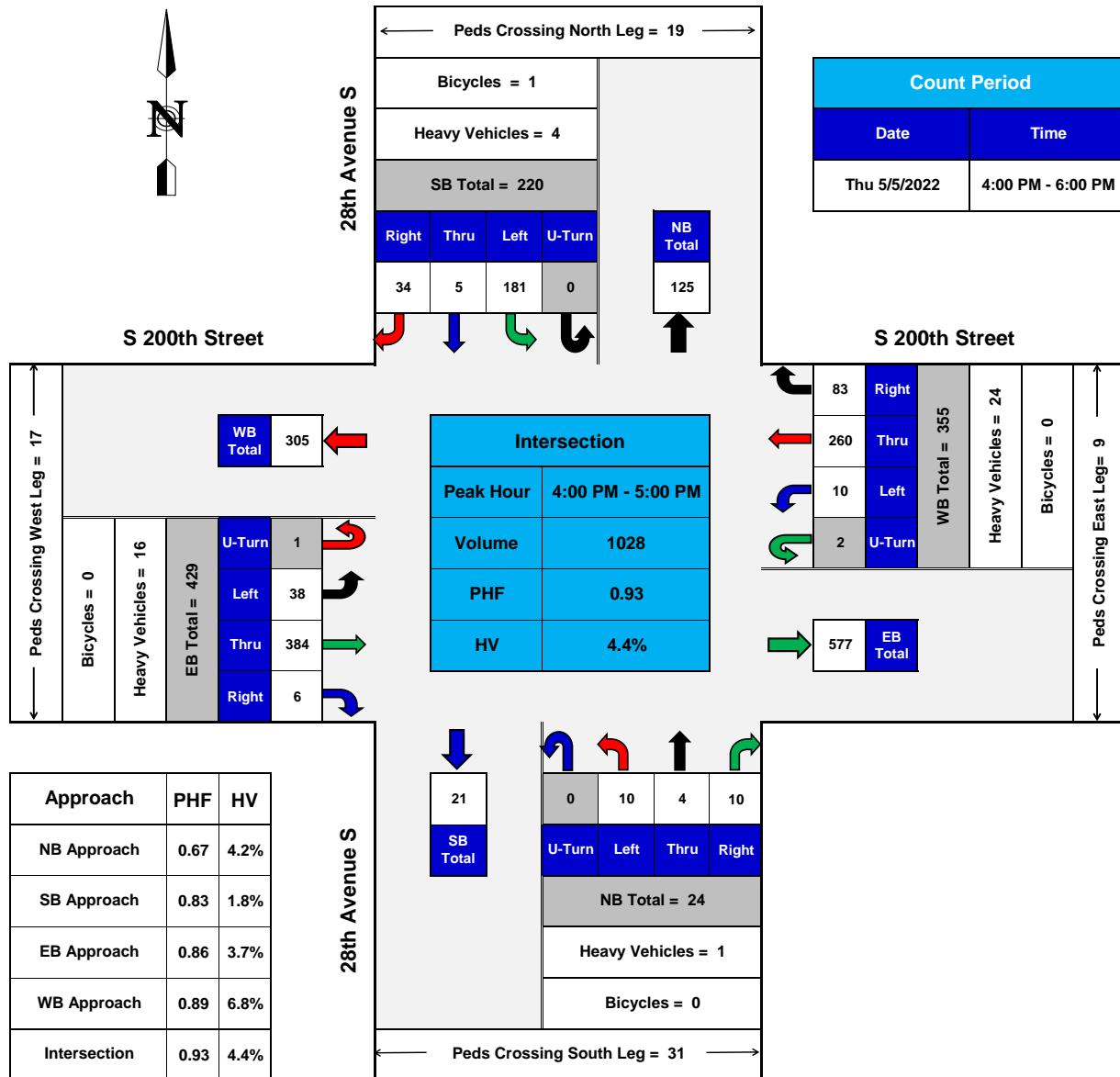
TIME INTERVAL ENDING AT	FROM NORTH ON SR-99							FROM SOUTH ON SR-99							FROM EAST ON S 200th Street							FROM WEST ON S 200th Street							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
04:15 PM	2	0	13	4	91	269	18	1	0	7	5	10	89	21	3	0	3	0	18	57	24	1	0	3	0	9	121	26	762
04:30 PM	2	0	14	5	51	275	15	4	0	11	4	12	120	28	3	0	7	0	13	60	27	0	0	5	0	9	90	17	726
04:45 PM	6	0	9	5	55	234	13	6	0	5	4	12	114	23	0	0	2	0	23	52	31	1	1	4	0	5	149	20	740
05:00 PM	1	0	0	4	93	273	20	6	0	2	1	14	98	26	2	0	4	0	22	63	23	9	0	3	0	7	96	19	759
05:15 PM	8	0	6	5	78	246	17	8	0	9	2	13	104	29	1	0	4	0	27	65	25	6	0	4	0	13	112	24	760
05:30 PM	7	0	9	8	71	225	19	2	1	5	3	15	98	18	3	0	4	0	17	62	28	0	0	2	0	13	68	17	662
05:45 PM	7	0	7	4	69	229	10	1	0	5	5	14	118	28	2	0	3	0	18	57	32	1	0	4	0	9	91	22	706
06:00 PM	3	0	5	5	87	238	19	3	0	5	6	13	119	15	1	0	7	0	17	63	30	0	0	3	0	5	89	25	731
PEAK HOUR TOTALS	11	0	36	18	290	1051	66	17	0	25	14	48	421	98	8	0	16	0	76	232	105	11	1	15	0	30	456	82	INTERSECTION
ALL MOVEMENTS	1425							581							413							568							2987
% HV	2.5%							4.3%							3.9%							2.6%							3.1%
PEAK HOUR FACTOR	0.91							0.89							0.96							0.82							0.98

HV = Heavy Vehicle  
 PHF = Peak Hour Factor  
 4:00 PM - 6:00 PM PEAK HOUR: 4:00 PM - 5:00 PM

## **ROLLING HOUR COUNT**

TIME INTERVAL	FROM NORTH ON SR-99							FROM SOUTH ON SR-99							FROM EAST ON S 200th Street							FROM WEST ON S 200th Street							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
4:00 PM - 5:00 PM	11	0	36	18	290	1051	66	17	0	25	14	48	421	98	8	0	16	0	76	232	105	11	1	15	0	30	456	82	2987
4:15 PM - 5:15 PM	17	0	29	19	277	1028	65	24	0	27	11	51	436	106	6	0	17	0	85	240	106	16	1	16	0	34	447	80	2985
4:30 PM - 5:30 PM	22	0	24	22	297	978	69	22	1	21	10	54	414	96	6	0	14	0	89	242	107	16	1	13	0	38	425	80	2921
4:45 PM - 5:45 PM	23	0	22	21	311	973	66	17	1	21	11	56	418	101	8	0	15	0	84	247	108	16	0	13	0	42	367	82	2887
5:00 PM - 6:00 PM	25	0	27	22	305	938	65	14	1	24	16	55	439	90	7	0	18	0	79	247	115	7	0	13	0	40	360	88	2859
4:00 PM - 6:00 PM Total:	36	0	63	40	595	1989	131	31	1	49	30	103	860	188	15	0	34	0	155	479	220	18	1	28	0	70	816	170	5846

Seatac, WA



## TURNING MOVEMENTS DIAGRAM

## PEAK HOUR SUMMARY





INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: 28th Avenue S @ S 200th Street      DATE OF COUNT: Thu. 5/5/2022      COUNTED BY: TDG  
Seatac, WA      START OF COUNT: 4:00 PM      DATE OF REDUCTION: 5/7/2022  
TIME OF COUNT: 4:00 PM - 6:00 PM      DURATION OF COUNT (Hrs): 2

TIME INTERVAL ENDING AT	FROM NORTH ON 28th Avenue S							FROM SOUTH ON 28th Avenue S							FROM EAST ON S 200th Street							FROM WEST ON S 200th Street							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
04:15 PM	4	0	1	0	50	1	7	12	0	1	0	4	1	4	2	0	7	1	4	64	18	7	0	2	0	6	103	4	267
04:30 PM	3	0	0	0	35	1	8	6	0	0	0	1	1	3	0	0	6	0	1	65	23	1	0	8	0	13	82	1	234
04:45 PM	7	1	3	0	53	2	11	2	0	0	0	1	1	3	5	0	4	0	4	57	18	2	0	2	0	7	117	1	275
05:00 PM	5	0	0	0	43	1	8	11	0	0	0	4	1	0	2	0	7	1	1	74	24	7	0	4	1	12	82	0	252
05:15 PM	7	0	0	0	43	1	11	11	0	0	0	2	2	1	3	0	6	2	7	67	21	8	0	6	1	11	97	1	267
05:30 PM	4	0	0	0	35	1	4	10	0	0	0	2	0	3	3	0	5	0	2	67	25	7	0	3	1	3	71	2	216
05:45 PM	4	0	2	0	42	3	11	4	0	0	0	2	3	4	1	0	4	1	3	67	12	6	0	2	0	2	79	2	231
06:00 PM	3	0	2	0	53	1	9	19	0	0	0	2	4	3	1	0	5	1	6	72	16	5	0	1	0	5	72	2	246
PEAK HOUR TOTALS	19	1	4	0	181	5	34	31	0	1	0	10	4	10	9	0	24	2	10	260	83	17	0	16	1	38	384	6	INTERSECTION
ALL MOVEMENTS	220							24							355							429							1028
% HV	1.8%							4.2%							6.8%							3.7%							4.4%
PEAK HOUR FACTOR	0.83							0.67							0.89							0.86							0.93

HV = Heavy Vehicle

PHF = Peak Hour Factor

4:00 PM - 6:00 PM PEAK HOUR:

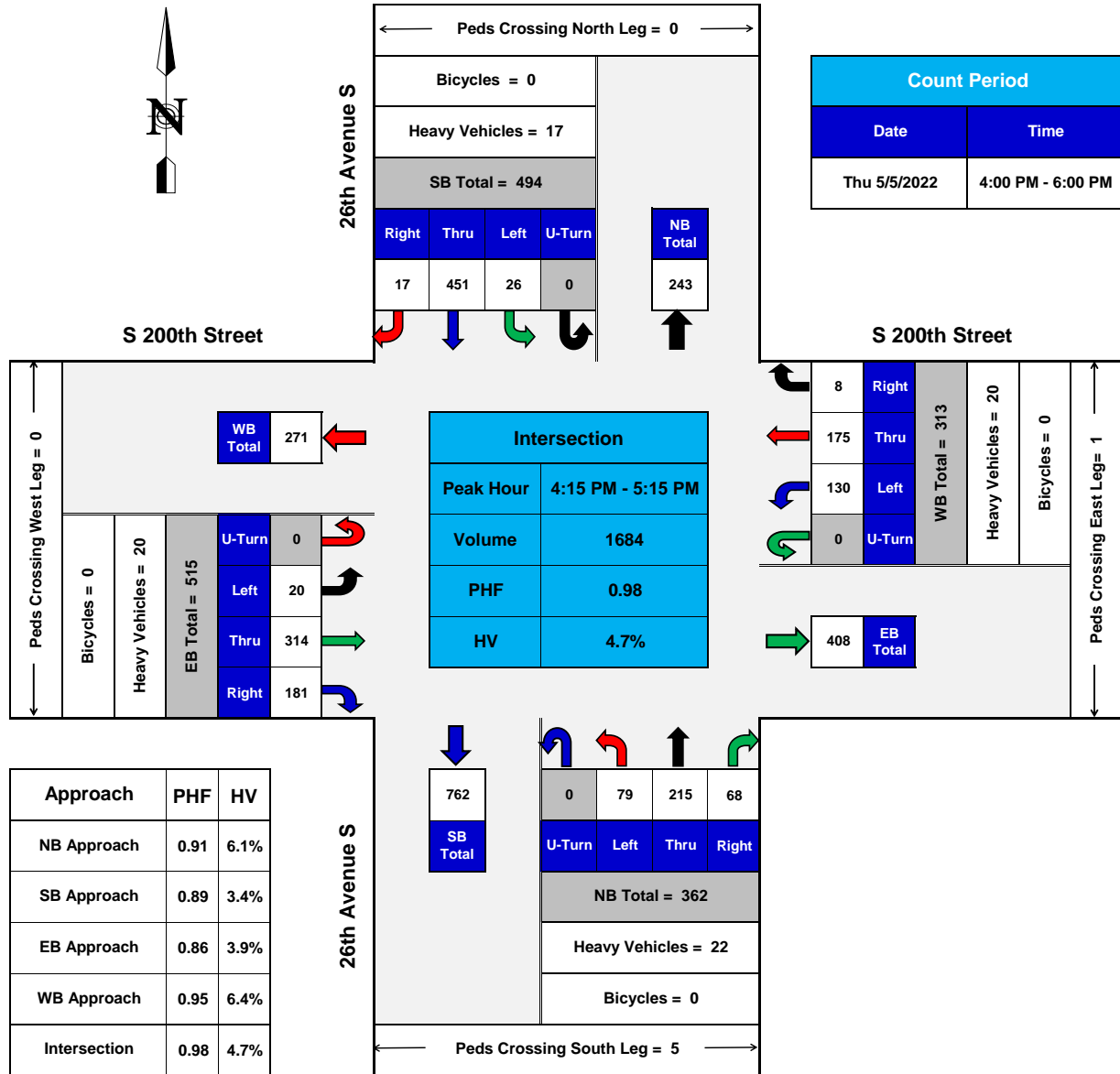
4:00 PM - 5:00 PM

ROLLING HOUR COUNT

TIME INTERVAL	FROM NORTH ON 28th Avenue S							FROM SOUTH ON 28th Avenue S							FROM EAST ON S 200th Street							FROM WEST ON S 200th Street							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
4:00 PM - 5:00 PM	19	1	4	0	181	5	34	31	0	1	0	10	4	10	9	0	24	2	10	260	83	17	0	16	1	38	384	6	1028
4:15 PM - 5:15 PM	22	1	3	0	174	5	38	30	0	0	0	8	5	7	10	0	23	3	13	263	86	18	0	20	2	43	378	3	1028
4:30 PM - 5:30 PM	23	1	3	0	174	5	34	34	0	0	0	9	4	7	13	0	22	3	14	265	88	24	0	15	3	33	367	4	1010
4:45 PM - 5:45 PM	20	0	2	0	163	6	34	36	0	0	0	10	6	8	9	0	22	4	13	275	82	28	0	15	3	28	329	5	966
5:00 PM - 6:00 PM	18	0	4	0	173	6	35	44	0	0	0	8	9	11	8	0	20	4	18	273	74	26	0	12	2	21	319	7	960
4:00 PM - 6:00 PM Total:	37	1	8	0	354	11	69	75	0	1	0	18	13	21	17	0	44	6	28	533	157	43	0	28	3	59	703	13	1988

# 26th Avenue S @ S 200th Street

Seatac, WA



PHF = Peak Hour Factor  
HV = Heavy Vehicles

## TURNING MOVEMENTS DIAGRAM PEAK HOUR SUMMARY



# **TRAFFIC DATA GATHERING**

## INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: 26th Avenue S @ S 200th Street Seatac, WA
 DATE OF COUNT: Thu. 5/5/2022
 COUNTED BY: TDG  
 START OF COUNT: 4:00 PM
 DATE OF REDUCTION: 5/7/2022  
 TIME OF COUNT: 4:00 PM - 6:00 PM
 DURATION OF COUNT (Hrs): 2

TIME INTERVAL ENDING AT	FROM NORTH ON 26th Avenue S										FROM SOUTH ON 26th Avenue S										FROM EAST ON S 200th Street										FROM WEST ON S 200th Street										INTERVAL TOTALS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
	Peds		Bicycle		HV		U-Turn		Left		Thru		Right		Peds		Bicycle		HV		U-Turn		Left		Thru		Right		Peds		Bicycle		HV		U-Turn		Left		Thru				Right																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
04:15 PM	0	0	5	0	9	98	6	0	0	10	0	26	46	12	2	0	5	0	33	34	5	1	0	5	0	8	92	37																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											</

HV = Heavy Vehicle

PHF = Peak Hour Factor

4:00 PM - 6:00 PM PEAK HOUR:

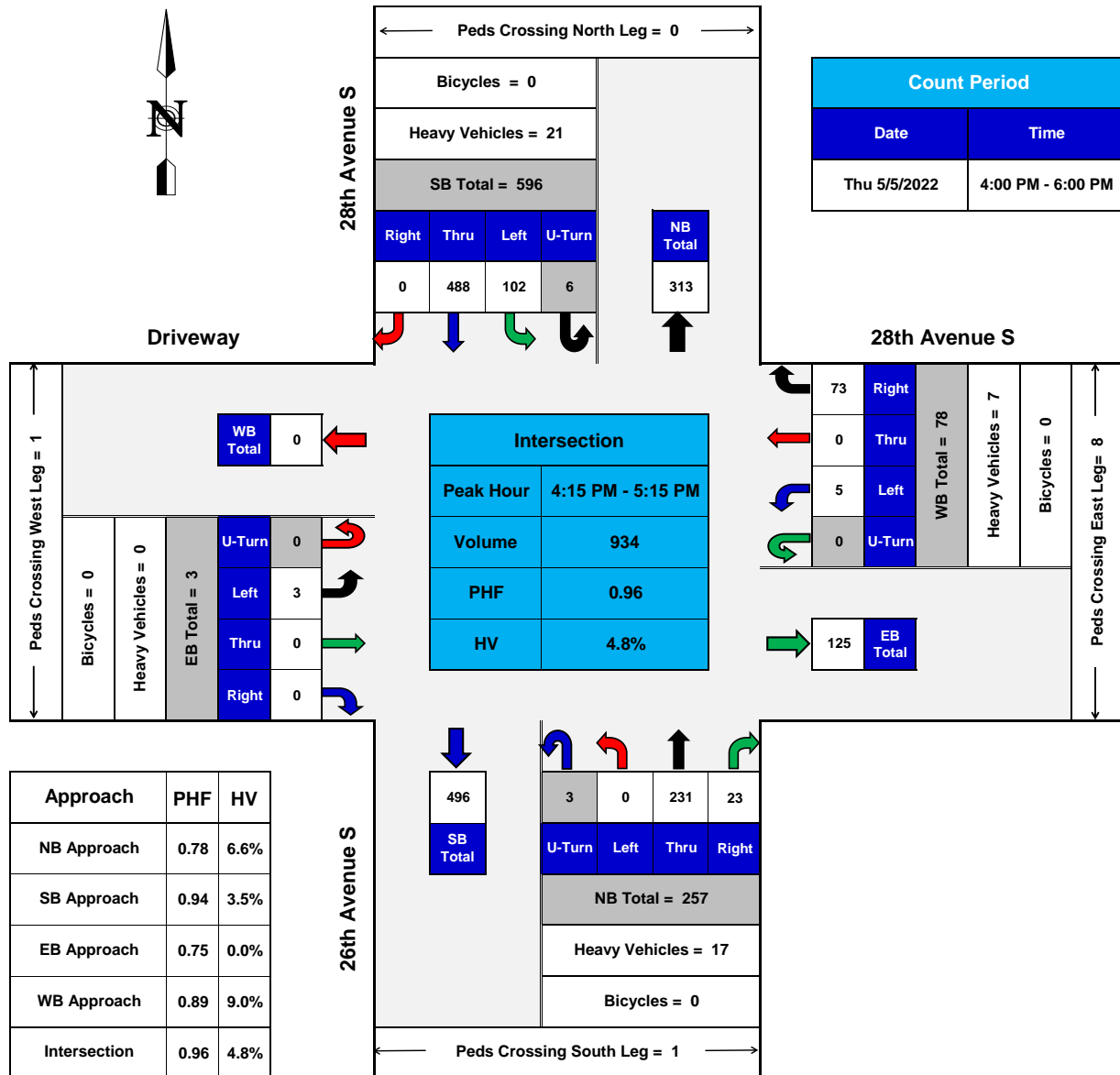
4:15 PM - 5:15 PM

## ROLLING HOUR COUNT

TIME INTERVAL	FROM NORTH ON 26th Avenue S							FROM SOUTH ON 26th Avenue S							FROM EAST ON S 200th Street							FROM WEST ON S 200th Street							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
4:00 PM - 5:00 PM	0	0	19	0	32	439	15	3	0	24	0	87	195	64	3	0	21	0	133	160	12	1	0	19	0	25	319	178	1659
4:15 PM - 5:15 PM	0	0	17	0	26	451	17	5	0	22	0	79	215	68	1	0	20	0	130	175	8	0	0	20	0	20	314	181	1684
4:30 PM - 5:30 PM	0	0	15	0	22	469	21	4	0	21	0	81	213	69	1	0	18	0	124	176	7	0	0	15	0	21	289	169	1661
4:45 PM - 5:45 PM	0	0	16	0	20	464	23	4	1	17	0	82	202	72	0	0	19	0	127	175	8	0	0	15	0	19	260	148	1600
5:00 PM - 6:00 PM	0	0	14	1	19	412	25	3	1	13	0	83	192	62	0	0	17	0	131	182	7	0	0	11	0	21	264	137	1536
4:00 PM - 6:00 PM Total:	0	0	33	1	51	851	40	6	1	37	0	170	387	126	3	0	38	0	264	342	19	1	0	30	0	46	583	315	3195

# 26th Avenue S @ 28th Avenue S

Seatac, WA



PHF = Peak Hour Factor  
HV = Heavy Vehicles

## TURNING MOVEMENTS DIAGRAM

### PEAK HOUR SUMMARY



# **TRAFFIC DATA GATHERING**

## INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: 26th Avenue S @ 28th Avenue S Seatac, WA
 DATE OF COUNT: Thu. 5/5/2022
 COUNTED BY: TDG  
 START OF COUNT: 4:00 PM
 DATE OF REDUCTION: 5/7/2022  
 TIME OF COUNT: 4:00 PM - 6:00 PM
 DURATION OF COUNT (Hrs): 2

TIME INTERVAL ENDING AT	FROM NORTH ON 28th Avenue S							FROM SOUTH ON 26th Avenue S							FROM EAST ON 28th Avenue S							FROM WEST ON Driveway							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
04:15 PM	0	0	6	6	31	111	0	0	0	7	0	0	53	3	6	0	0	0	0	0	0	9	1	0	0	0	0	2	215
04:30 PM	0	0	6	1	31	123	0	1	0	2	0	0	49	4	0	0	2	0	2	0	18	1	0	0	0	1	0	0	229
04:45 PM	0	0	7	4	31	110	0	0	0	4	1	0	55	5	1	0	1	0	1	0	18	0	0	0	0	0	0	0	225
05:00 PM	0	0	5	0	22	137	0	0	0	3	1	0	56	4	5	0	1	0	1	0	16	0	0	0	0	1	0	0	238
05:15 PM	0	0	3	1	18	118	0	0	0	8	1	0	71	10	2	0	3	0	1	0	21	0	0	0	0	1	0	0	242
05:30 PM	0	0	3	1	15	129	0	0	0	2	1	0	49	4	1	0	1	0	1	0	17	0	0	0	0	0	0	0	217
05:45 PM	1	0	7	3	29	111	0	0	0	0	3	1	40	5	1	0	1	0	0	0	20	0	0	0	0	0	0	0	212
06:00 PM	0	0	7	5	19	90	0	0	0	1	3	0	46	6	6	0	3	0	1	0	26	0	0	0	0	0	0	0	196
PEAK HOUR TOTALS	0	0	21	6	102	488	0	1	0	17	3	0	231	23	8	0	7	0	5	0	73	1	0	0	0	3	0	0	INTERSECTION
ALL MOVEMENTS	596							257							78							3							934
% HV	3.5%							6.6%							9.0%							0.0%							4.8%
PEAK HOUR FACTOR	0.94							0.78							0.89							0.75							0.96

HV = Heavy Vehicle

PHF = Peak Hour Factor

4:00 PM - 6:00 PM PEAK HOUR:

4:15 PM - 5:15 PM

## ROLLING HOUR COUNT























TIME INTERVAL	FROM NORTH ON 28th Avenue S							FROM SOUTH ON 26th Avenue S							FROM EAST ON 28th Avenue S							FROM WEST ON Driveway							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
4:00 PM - 5:00 PM	0	0	24	11	115	481	0	1	0	16	2	0	213	16	12	0	4	0	4	0	61	2	0	0	0	2	0	2	907
4:15 PM - 5:15 PM	0	0	21	6	102	488	0	1	0	17	3	0	231	23	8	0	7	0	5	0	73	1	0	0	0	3	0	0	934
4:30 PM - 5:30 PM	0	0	18	6	86	494	0	0	0	17	4	0	231	23	9	0	6	0	4	0	72	0	0	0	0	2	0	0	922
4:45 PM - 5:45 PM	1	0	18	5	84	495	0	0	0	13	6	1	216	23	9	0	6	0	3	0	74	0	0	0	0	2	0	0	909
5:00 PM - 6:00 PM	1	0	20	10	81	448	0	0	0	11	8	1	206	25	10	0	8	0	3	0	84	0	0	0	0	1	0	0	867
4:00 PM - 6:00 PM Total:	1	0	44	21	196	929	0	1	0	27	10	1	419	41	22	0	12	0	7	0	145	2	0	0	0	3	0	2	1774

# **Level of Service Calculations**

## Existing Conditions.syn

## 1: International Boulevard &amp; S 200th Street

Mercy Angle Lake Family Housing (KH #090222028)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	456	82	76	232	105	62	421	98	308	1051	66
Future Volume (vph)	30	456	82	76	232	105	62	421	98	308	1051	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	65		0	100		0	425		100	400		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.99	1.00		0.99	0.99		1.00		0.97	0.99		0.97
Frt		0.977			0.953				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3407	0	1752	3313	0	1752	3505	1568	1752	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1737	3407	0	1736	3313	0	1745	3505	1527	1739	3505	1519
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			51				147			108
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		293			415			1308			3018	
Travel Time (s)		6.7			9.4			29.7			68.6	
Confl. Peds. (#/hr)	11		17	17		11	11		8	8		11
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	31	465	84	78	237	107	63	430	100	314	1072	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	549	0	78	344	0	63	430	100	314	1072	67
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	41.0		11.5	39.5		10.0	29.0	29.0	15.0	29.0	29.0
Total Split (s)	14.0	41.0		17.0	44.0		15.0	38.0	38.0	45.0	68.0	68.0
Total Split (%)	9.9%	29.1%		12.1%	31.2%		10.6%	27.0%	27.0%	31.9%	48.2%	48.2%
Maximum Green (s)	8.0	35.0		11.0	38.0		10.0	33.0	33.0	40.0	63.0	63.0
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Walk Time (s)		10.0			9.0			8.0	8.0		8.0	8.0
Flash Dont Walk (s)		25.0			24.0			16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effect Green (s)	5.8	21.8		8.0	26.2		7.2	44.7	44.7	24.4	64.5	64.5
Actuated g/C Ratio	0.05	0.18		0.07	0.22		0.06	0.38	0.38	0.21	0.54	0.54













KH (MJP)

Existing Conditions  
Page 1

## Existing Conditions.syn

## 1: International Boulevard &amp; S 200th Street

Mercy Angle Lake Family Housing (KH #090222028)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.36	0.86		0.66	0.45		0.59	0.33	0.15	0.87	0.56	0.08
Control Delay	71.8	60.8		83.9	36.3		81.2	31.0	1.9	70.5	22.3	1.0
Queue Delay	0.0	0.5		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.8	61.3		83.9	36.3		81.2	31.0	1.9	70.5	22.3	1.0
LOS	E	E		F	D		F	C	A	E	C	A
Approach Delay		61.8			45.1			31.4			31.7	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	24	219		61	107		50	127	0	244	301	0
Queue Length 95th (ft)	62	299		124	162		105	219	13	360	456	7
Internal Link Dist (ft)		213			335			1228			2938	
Turn Bay Length (ft)	65			100			425		100	400		
Base Capacity (vph)	121	1041		166	1123		151	1322	667	606	1910	877
Starvation Cap Reductn	0	169		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.63		0.47	0.31		0.42	0.33	0.15	0.52	0.56	0.08

## Intersection Summary

Area Type: Other

Cycle Length: 141

Actuated Cycle Length: 118.4

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 39.3









Intersection Capacity Utilization 81.0%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service D

## Splits and Phases: 1: International Boulevard &amp; S 200th Street





















 Ø1	 Ø2	 Ø3	 Ø4
45 s	38 s	17 s	41 s
 Ø5	 Ø6	 Ø7	 Ø8
15 s	68 s	14 s	44 s



## Existing Conditions.syn













## 2: 28th Avenue S &amp; S 200th Street

Mercy Angle Lake Family Housing (KH #090222028)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	384	6	12	260	83	10	4	10	181	5	34
Future Volume (vph)	39	384	6	12	260	83	10	4	10	181	5	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	35		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.96	1.00		0.94	0.98		0.97	0.98		0.98	0.96	
Frt		0.998			0.964			0.890			0.868	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3456	0	1736	3264	0	1736	1592	0	1736	1528	0
Flt Permitted	0.363			0.444			0.730			0.748		
Satd. Flow (perm)	636	3456	0	762	3264	0	1296	1592	0	1345	1528	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			36			11			37	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		602			293			1088			726	
Travel Time (s)		13.7			6.7			24.7			16.5	
Confl. Peds. (#/hr)	19		31	31		19	17		9	9		17
Confl. Bikes (#/hr)						1			1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	42	413	6	13	280	89	11	4	11	195	5	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	419	0	13	369	0	11	15	0	195	42	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.0		10.0	23.0		27.0	27.0		27.0	27.0	
Total Split (s)	30.0	50.0		30.0	50.0		50.0	50.0		50.0	50.0	
Total Split (%)	23.1%	38.5%		23.1%	38.5%		38.5%	38.5%		38.5%	38.5%	
Maximum Green (s)	25.0	45.0		25.0	45.0		45.0	45.0		45.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		7.0			8.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	15.7	14.7		13.5	10.7		45.5	45.5		45.5	45.5	
Actuated g/C Ratio	0.22	0.20		0.19	0.15		0.63	0.63		0.63	0.63	

KH (MJP)

Existing Conditions  
Page 3

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.19	0.60		0.06	0.71		0.01	0.01		0.23	0.04	
Control Delay	22.5	29.8		20.3	35.2		7.4	4.9		8.2	3.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.5	29.8		20.3	35.2		7.4	4.9		8.2	3.3	
LOS	C	C		C	D		A	A		A	A	
Approach Delay		29.2			34.7			5.9			7.3	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	15	85		5	80		2	1		39	1	
Queue Length 95th (ft)	37	150		17	125		9	9		84	14	
Internal Link Dist (ft)		522			213			1008			646	
Turn Bay Length (ft)	90			35			100			100		
Base Capacity (vph)	609	2182		610	2073		818	1009		849	978	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.19		0.02	0.18		0.01	0.01		0.23	0.04	

## Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 72

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 25.8







Intersection Capacity Utilization 46.4%






















Analysis Period (min) 15













Intersection LOS: C

ICU Level of Service A

## Splits and Phases: 2: 28th Avenue S &amp; S 200th Street

 Ø2	 Ø3	 Ø4
50 s	30 s	50 s
 Ø6	 Ø7	 Ø8
50 s	30 s	50 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	314	181	130	175	8	79	215	68	26	451	17
Future Volume (vph)	20	314	181	130	175	8	79	215	68	26	451	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	90		0	55		0	70		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99		1.00				1.00		1.00		
Frt		0.945				0.850		0.964			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3226	0	1719	1810	1538	1719	3304	0	1719	3421	0
Flt Permitted	0.950			0.950			0.451			0.575		
Satd. Flow (perm)	1719	3226	0	1713	1810	1538	816	3304	0	1039	3421	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		127				73		52			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		423			602			424			876	
Travel Time (s)		9.6			13.7			9.6			19.9	
Confl. Peds. (#/hr)			5	5					1	1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	20	320	185	133	179	8	81	219	69	27	460	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	505	0	133	179	8	81	288	0	27	477	0
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	7	4		3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	12.0	30.0		23.0	41.0	41.0	37.0	37.0		37.0	37.0	
Total Split (%)	13.3%	33.3%		25.6%	45.6%	45.6%	41.1%	41.1%		41.1%	41.1%	
Maximum Green (s)	7.5	25.5		18.5	36.5	36.5	32.5	32.5		32.5	32.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effect Green (s)	6.4	14.7		10.9	25.1	25.1	33.5	33.5		33.5	33.5	
Actuated g/C Ratio	0.09	0.21		0.16	0.36	0.36	0.48	0.48		0.48	0.48	
v/c Ratio	0.13	0.65		0.50	0.28	0.01	0.21	0.18		0.05	0.29	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	35.1	23.5		35.7	16.9	0.0	16.5	11.2		14.5	14.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	35.1	23.5		35.7	16.9	0.0	16.5	11.2		14.5	14.0	
LOS	D	C		D	B	A	B	B		B	B	
Approach Delay		23.9			24.3			12.4			14.0	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	8	80		55	49	0	21	30		6	66	
Queue Length 95th (ft)	31	137		115	114	0	63	69		26	130	
Internal Link Dist (ft)		343			522			344			796	
Turn Bay Length (ft)	130			90			55			70		
Base Capacity (vph)	190	1292		469	974	861	391	1610		497	1642	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.11	0.39		0.28	0.18	0.01	0.21	0.18		0.05	0.29	

## Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 69.8

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 18.6

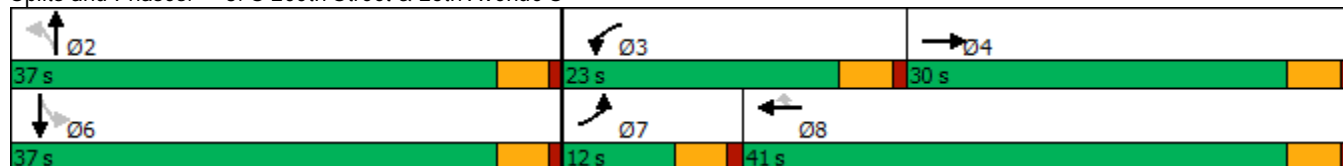
Intersection Capacity Utilization 56.1%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service B

## Splits and Phases: 3: S 200th Street &amp; 26th Avenue S









Existing Conditions.syn  
4: 26th Avenue S & 28th Avenue S

Mercy Angle Lake Family Housing (KH #090222028)

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	0	3	0	73	0	231	23	108	488	0
Future Vol, veh/h	3	0	0	3	0	73	0	231	23	108	488	0
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	8	8	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	3	0	0	3	0	76	0	241	24	113	508	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	856	1008	256	742	996	141	509	0	0	273	0	0
Stage 1	735	735	-	261	261	-	-	-	-	-	-	-
Stage 2	121	273	-	481	735	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.6	6.6	7	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.55	4.05	3.35	2.25	-	-	2.25	-	-
Pot Cap-1 Maneuver	246	234	734	299	238	872	1032	-	-	1266	-	-
Stage 1	370	416	-	713	683	-	-	-	-	-	-	-
Stage 2	862	675	-	527	416	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	209	211	733	276	215	865	1031	-	-	1256	-	-
Mov Cap-2 Maneuver	209	211	-	276	215	-	-	-	-	-	-	-
Stage 1	370	378	-	707	678	-	-	-	-	-	-	-
Stage 2	786	670	-	479	378	-	-	-	-	-	-	-



























Approach	EB	WB	NB	SB
HCM Control Delay, s	22.5	10	0	1.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1031	-	-	209 798	1256	-	-
HCM Lane V/C Ratio	-	-	-	0.015 0.099	0.09	-	-
HCM Control Delay (s)	0	-	-	22.5 10	8.1	-	-
HCM Lane LOS	A	-	-	C B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0.3	0.3	-	-

# 2025 Baseline Conditions.syn

## 1: International Boulevard & S 200th Street

Mercy Angle Lake Family Housing (KH #090222028)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	32	484	87	81	246	111	66	447	104	327	1115	70
Future Volume (vph)	32	484	87	81	246	111	66	447	104	327	1115	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	65		0	100		0	425		100	400		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.99	1.00		0.99	0.99		1.00		0.97	0.99		0.97
Frt		0.977			0.953				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3407	0	1752	3313	0	1752	3505	1568	1752	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1737	3407	0	1736	3313	0	1745	3505	1527	1739	3505	1519
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			50				147			108
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		293			415			1308			3018	
Travel Time (s)		6.7			9.4			29.7			68.6	
Confl. Peds. (#/hr)	11		17	17		11	11		8	8		11
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	33	494	89	83	251	113	67	456	106	334	1138	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	583	0	83	364	0	67	456	106	334	1138	71
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	41.0		11.5	39.5		10.0	29.0	29.0	15.0	29.0	29.0
Total Split (s)	14.0	41.0		17.0	44.0		15.0	38.0	38.0	45.0	68.0	68.0
Total Split (%)	9.9%	29.1%		12.1%	31.2%		10.6%	27.0%	27.0%	31.9%	48.2%	48.2%
Maximum Green (s)	8.0	35.0		11.0	38.0		10.0	33.0	33.0	40.0	63.0	63.0
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Walk Time (s)		10.0			9.0			8.0	8.0		8.0	8.0
Flash Dont Walk (s)		25.0			24.0			16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effect Green (s)	5.8	23.3		8.3	30.8		7.4	42.6	42.6	26.2	63.8	63.8
Actuated g/C Ratio	0.05	0.19		0.07	0.25		0.06	0.35	0.35	0.21	0.52	0.52

KH (MJP)













2024 Baseline Conditions

Page 1

# 2025 Baseline Conditions.syn

## 1: International Boulevard & S 200th Street

Mercy Angle Lake Family Housing (KH #090222028)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.40	0.88		0.70	0.42		0.64	0.38	0.17	0.90	0.62	0.08
Control Delay	75.0	63.8		88.6	35.9		86.0	34.4	2.6	73.6	25.1	1.3
Queue Delay	0.0	1.1		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.0	64.8		88.6	35.9		86.0	34.4	2.6	73.6	25.1	1.3
LOS	E	E		F	D		F	C	A	E	C	A
Approach Delay		65.4			45.7			34.5			34.5	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	27	238		67	116		54	144	0	264	345	0
Queue Length 95th (ft)	66	319		#138	173		111	242	18	381	508	10
Internal Link Dist (ft)		213			335			1228			2938	
Turn Bay Length (ft)	65			100			425		100	400		
Base Capacity (vph)	115	994		159	1073		144	1216	625	578	1822	841
Starvation Cap Reductn	0	201		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.74		0.52	0.34		0.47	0.38	0.17	0.58	0.62	0.08

### Intersection Summary

Area Type: Other

Cycle Length: 141

Actuated Cycle Length: 122.7

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 41.9

Intersection LOS: D

Intersection Capacity Utilization 82.9%

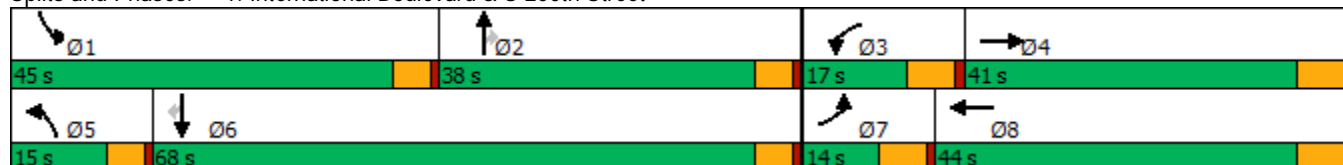
ICU Level of Service E

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.





















Queue shown is maximum after two cycles.

### Splits and Phases: 1: International Boulevard & S 200th Street



2025 Baseline Conditions.syn  
2: 28th Avenue S & S 200th Street

Mercy Angle Lake Family Housing (KH #090222028)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	408	6	13	276	88	11	4	11	192	5	36
Future Volume (vph)	41	408	6	13	276	88	11	4	11	192	5	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	35		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.96	1.00		0.94	0.98		0.97	0.98		0.98	0.96	
Frt		0.998			0.964			0.887			0.867	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3457	0	1736	3264	0	1736	1586	0	1736	1526	0
Flt Permitted	0.339			0.416			0.728			0.747		
Satd. Flow (perm)	595	3457	0	717	3264	0	1292	1586	0	1343	1526	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			36			12			39	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		602			293			1088			726	
Travel Time (s)		13.7			6.7			24.7			16.5	
Confl. Peds. (#/hr)	19		31	31		19	17		9	9		17
Confl. Bikes (#/hr)						1			1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	44	439	6	14	297	95	12	4	12	206	5	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	445	0	14	392	0	12	16	0	206	44	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.0		10.0	23.0		27.0	27.0		27.0	27.0	
Total Split (s)	30.0	50.0		30.0	50.0		50.0	50.0		50.0	50.0	
Total Split (%)	23.1%	38.5%		23.1%	38.5%		38.5%	38.5%		38.5%	38.5%	
Maximum Green (s)	25.0	45.0		25.0	45.0		45.0	45.0		45.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		7.0			8.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	16.3	15.3		14.1	11.3		45.4	45.4		45.4	45.4	
Actuated g/C Ratio	0.22	0.21		0.19	0.16		0.63	0.63		0.63	0.63	













KH (MJP)

2024 Baseline Conditions  
Page 3



2025 Baseline Conditions.syn  
2: 28th Avenue S & S 200th Street

Mercy Angle Lake Family Housing (KH #090222028)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.20	0.61		0.07	0.73		0.01	0.02		0.25	0.05	
Control Delay	22.5	30.0		20.2	35.5		7.7	4.9		8.6	3.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.5	30.0		20.2	35.5		7.7	4.9		8.6	3.4	
LOS	C	C		C	D		A	A		A	A	
Approach Delay		29.3			35.0			6.1			7.7	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	15	91		5	86		2	1		42	1	
Queue Length 95th (ft)	38	158		18	133		10	9		91	15	
Internal Link Dist (ft)		522			213			1008			646	
Turn Bay Length (ft)	90			35			100			100		
Base Capacity (vph)	605	2164		606	2056		808	997		840	969	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.21		0.02	0.19		0.01	0.02		0.25	0.05	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 72.6

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 26.1







Intersection Capacity Utilization 46.6%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service A






















Splits and Phases: 2: 28th Avenue S & S 200th Street

 Ø2	 Ø3	 Ø4
50 s	30 s	50 s
 Ø6	 Ø7	 Ø8
50 s	30 s	50 s

## 2025 Baseline Conditions.syn

## 3: S 200th Street &amp; 26th Avenue S

Mercy Angle Lake Family Housing (KH #090222028)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	333	192	138	186	8	84	228	72	28	479	18
Future Volume (vph)	21	333	192	138	186	8	84	228	72	28	479	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	90		0	55		0	70		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99		1.00				1.00		1.00		
Frt		0.945				0.850		0.964			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3226	0	1719	1810	1538	1719	3304	0	1719	3421	0
Flt Permitted	0.950			0.950			0.423			0.565		
Satd. Flow (perm)	1719	3226	0	1713	1810	1538	765	3304	0	1021	3421	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		127				73		52			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		423			602			424			876	
Travel Time (s)		9.6			13.7			9.6			19.9	
Confl. Peds. (#/hr)			5	5					1	1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	21	340	196	141	190	8	86	233	73	29	489	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	536	0	141	190	8	86	306	0	29	507	0
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	7	4		3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	12.0	30.0		23.0	41.0	41.0	37.0	37.0		37.0	37.0	
Total Split (%)	13.3%	33.3%		25.6%	45.6%	45.6%	41.1%	41.1%		41.1%	41.1%	
Maximum Green (s)	7.5	25.5		18.5	36.5	36.5	32.5	32.5		32.5	32.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effect Green (s)	6.4	15.5		11.3	27.2	27.2	32.9	32.9		32.9	32.9	
Actuated g/C Ratio	0.09	0.21		0.15	0.37	0.37	0.45	0.45		0.45	0.45	
v/c Ratio	0.14	0.69		0.53	0.28	0.01	0.25	0.20		0.06	0.33	













KH (MJP)

2024 Baseline Conditions

Page 5

2025 Baseline Conditions.syn  
3: S 200th Street & 26th Avenue S

Mercy Angle Lake Family Housing (KH #090222028)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	36.4	25.1		37.2	18.6	0.0	18.2	12.1		15.3	15.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	36.4	25.1		37.2	18.6	0.0	18.2	12.1		15.3	15.3	
LOS	D	C		D	B	A	B	B		B	B	
Approach Delay		25.5			25.9			13.4			15.3	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	9	88		60	52	0	23	34		7	74	
Queue Length 95th (ft)	33	150		122	120	0	71	77		28	144	
Internal Link Dist (ft)		343			522			344			796	
Turn Bay Length (ft)	130			90			55			70		
Base Capacity (vph)	177	1215		438	910	809	342	1508		457	1535	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.12	0.44		0.32	0.21	0.01	0.25	0.20		0.06	0.33	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 73.4

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 20.0

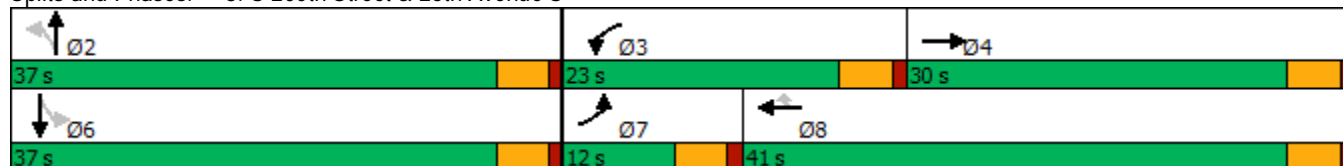
Intersection Capacity Utilization 57.4%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 3: S 200th Street & 26th Avenue S



2025 Baseline Conditions.syn  
4: 26th Avenue S & 28th Avenue S

Mercy Angle Lake Family Housing (KH #090222028)

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	3	0	0	3	0	77	0	245	24	115	518	0
Future Vol, veh/h	3	0	0	3	0	77	0	245	24	115	518	0
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	8	8	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	3	0	0	3	0	80	0	255	25	120	540	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	909	1069	272	787	1057	148	541	0	0	288	0	0
Stage 1	781	781	-	276	276	-	-	-	-	-	-	-
Stage 2	128	288	-	511	781	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.6	6.6	7	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.55	4.05	3.35	2.25	-	-	2.25	-	-
Pot Cap-1 Maneuver	225	215	717	277	219	863	1003	-	-	1249	-	-
Stage 1	347	396	-	698	673	-	-	-	-	-	-	-
Stage 2	854	665	-	506	396	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	189	192	716	254	196	856	1002	-	-	1239	-	-
Mov Cap-2 Maneuver	189	192	-	254	196	-	-	-	-	-	-	-
Stage 1	347	357	-	692	668	-	-	-	-	-	-	-
Stage 2	774	660	-	457	357	-	-	-	-	-	-	-



























Approach	EB	WB	NB	SB
HCM Control Delay, s	24.4	10.1	0	1.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1002	-	-	189	786	1239	-
HCM Lane V/C Ratio	-	-	-	0.017	0.106	0.097	-
HCM Control Delay (s)	0	-	-	24.4	10.1	8.2	-
HCM Lane LOS	A	-	-	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.3	-

# 2025 Future With Conditions.syn

## 1: International Boulevard & S 200th Street

Mercy Angle Lake Family Housing (KH #090222028)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	42	491	94	81	250	111	70	447	104	327	1115	76
Future Volume (vph)	42	491	94	81	250	111	70	447	104	327	1115	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	65		0	100		0	425		100	400		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	0.99	0.99		0.99	0.99		1.00		0.97	0.99		0.97
Frt		0.976			0.954				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3403	0	1752	3317	0	1752	3505	1568	1752	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1737	3403	0	1737	3317	0	1745	3505	1527	1739	3505	1519
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			49				147			108
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		293			415			1308			3018	
Travel Time (s)		6.7			9.4			29.7			68.6	
Confl. Peds. (#/hr)	11		17	17		11	11		8	8		11
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	43	501	96	83	255	113	71	456	106	334	1138	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	597	0	83	368	0	71	456	106	334	1138	78
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	41.0		11.5	39.5		10.0	29.0	29.0	15.0	29.0	29.0
Total Split (s)	14.0	41.0		17.0	44.0		15.0	38.0	38.0	45.0	68.0	68.0
Total Split (%)	9.9%	29.1%		12.1%	31.2%		10.6%	27.0%	27.0%	31.9%	48.2%	48.2%
Maximum Green (s)	8.0	35.0		11.0	38.0		10.0	33.0	33.0	40.0	63.0	63.0
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Walk Time (s)		10.0			9.0			8.0	8.0		8.0	8.0
Flash Dont Walk (s)		25.0			24.0			16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effect Green (s)	6.2	24.0		8.4	28.9		7.6	42.6	42.6	26.4	63.8	63.8
Actuated g/C Ratio	0.05	0.19		0.07	0.23		0.06	0.34	0.34	0.21	0.52	0.52

KH (MJP)













2025 Future With Conditions

Page 1

# 2025 Future With Conditions.syn

## 1: International Boulevard & S 200th Street

Mercy Angle Lake Family Housing (KH #090222028)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.49	0.89		0.70	0.45		0.66	0.38	0.17	0.89	0.63	0.09
Control Delay	80.6	63.9		89.2	37.9		88.0	34.9	2.6	73.8	25.7	1.8
Queue Delay	0.0	1.5		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.6	65.3		89.2	37.9		88.0	34.9	2.6	73.8	25.7	1.8
LOS	F	E		F	D		F	C	A	E	C	A
Approach Delay		66.4			47.4			35.5			34.9	
Approach LOS		E			D			D			C	
Queue Length 50th (ft)	35	246		67	120		58	146	0	267	351	0
Queue Length 95th (ft)	81	327		#138	175		#120	245	18	384	515	14
Internal Link Dist (ft)		213			335			1228			2938	
Turn Bay Length (ft)	65			100			425		100	400		
Base Capacity (vph)	114	987		157	1066		143	1207	622	574	1809	836
Starvation Cap Reductn	0	214		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.77		0.53	0.35		0.50	0.38	0.17	0.58	0.63	0.09

### Intersection Summary

Area Type: Other

Cycle Length: 141

Actuated Cycle Length: 123.6

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 42.9

Intersection LOS: D

Intersection Capacity Utilization 83.1%

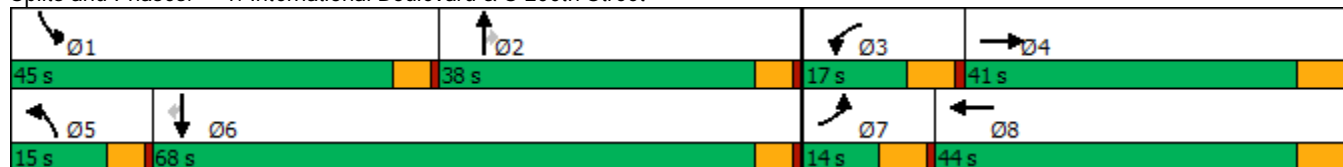
ICU Level of Service E

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.























Queue shown is maximum after two cycles.

### Splits and Phases: 1: International Boulevard & S 200th Street



2025 Future With Conditions.syn  
2: 28th Avenue S & S 200th Street

Mercy Angle Lake Family Housing (KH #090222028)













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	41	408	6	13	290	88	11	4	11	216	5	44
Future Volume (vph)	41	408	6	13	290	88	11	4	11	216	5	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	35		0	100		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.96	1.00		0.94	0.98		0.97	0.98		0.98	0.96	
Frt		0.998			0.965			0.887			0.864	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3457	0	1736	3270	0	1736	1586	0	1736	1519	0
Flt Permitted	0.325			0.417			0.723			0.747		
Satd. Flow (perm)	571	3457	0	719	3270	0	1284	1586	0	1343	1519	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			34			12			47	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		602			293			1088			726	
Travel Time (s)		13.7			6.7			24.7			16.5	
Confl. Peds. (#/hr)	19		31	31		19	17		9	9		17
Confl. Bikes (#/hr)						1			1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	44	439	6	14	312	95	12	4	12	232	5	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	445	0	14	407	0	12	16	0	232	52	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.0		10.0	23.0		27.0	27.0		27.0	27.0	
Total Split (s)	30.0	50.0		30.0	50.0		50.0	50.0		50.0	50.0	
Total Split (%)	23.1%	38.5%		23.1%	38.5%		38.5%	38.5%		38.5%	38.5%	
Maximum Green (s)	25.0	45.0		25.0	45.0		45.0	45.0		45.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		7.0			8.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	16.5	15.5		14.3	11.5		45.5	45.5		45.5	45.5	
Actuated g/C Ratio	0.23	0.21		0.20	0.16		0.62	0.62		0.62	0.62	

KH (MJP)

2025 Future With Conditions  
Page 3

2025 Future With Conditions.syn  
2: 28th Avenue S & S 200th Street

Mercy Angle Lake Family Housing (KH #090222028)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.21	0.61		0.07	0.75		0.01	0.02		0.28	0.05	
Control Delay	22.5	29.8		20.2	36.5		7.7	4.9		8.9	3.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.5	29.8		20.2	36.5		7.7	4.9		8.9	3.2	
LOS	C	C		C	D		A	A		A	A	
Approach Delay		29.1			36.0			6.1			7.9	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	15	91		5	91		2	1		50	1	
Queue Length 95th (ft)	38	158		18	139		10	9		104	16	
Internal Link Dist (ft)		522			213			1008			646	
Turn Bay Length (ft)	90			35			100			100		
Base Capacity (vph)	603	2158		604	2054		801	994		838	966	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.21		0.02	0.20		0.01	0.02		0.28	0.05	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 72.8

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 26.0







Intersection Capacity Utilization 47.1%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service A

Splits and Phases: 2: 28th Avenue S & S 200th Street






















 Ø2	 Ø3	 Ø4
50 s	30 s	50 s
 Ø6	 Ø7	 Ø8
50 s	30 s	50 s



## 2025 Future With Conditions.syn

## 3: S 200th Street &amp; 26th Avenue S

Mercy Angle Lake Family Housing (KH #090222028)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	333	192	140	191	23	84	229	72	28	479	18
Future Volume (vph)	24	333	192	140	191	23	84	229	72	28	479	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	90		0	55		0	70		0
Storage Lanes	1		0	1		1	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99		1.00				1.00		1.00		
Frt		0.945				0.850		0.964			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3226	0	1719	1810	1538	1719	3304	0	1719	3421	0
Flt Permitted	0.950			0.950			0.422			0.565		
Satd. Flow (perm)	1719	3226	0	1713	1810	1538	764	3304	0	1021	3421	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		127				73		51			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		423			602			424			372	
Travel Time (s)		9.6			13.7			9.6			8.5	
Confl. Peds. (#/hr)			5	5					1	1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	24	340	196	143	195	23	86	234	73	29	489	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	536	0	143	195	23	86	307	0	29	507	0
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	7	4		3	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	12.0	30.0		23.0	41.0	41.0	37.0	37.0		37.0	37.0	
Total Split (%)	13.3%	33.3%		25.6%	45.6%	45.6%	41.1%	41.1%		41.1%	41.1%	
Maximum Green (s)	7.5	25.5		18.5	36.5	36.5	32.5	32.5		32.5	32.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effect Green (s)	6.5	15.6		11.5	27.3	27.3	32.9	32.9		32.9	32.9	
Actuated g/C Ratio	0.09	0.21		0.16	0.37	0.37	0.45	0.45		0.45	0.45	
v/c Ratio	0.16	0.69		0.53	0.29	0.04	0.25	0.20		0.06	0.33	













KH (MJP)

2025 Future With Conditions

Page 5

2025 Future With Conditions.syn  
3: S 200th Street & 26th Avenue S

Mercy Angle Lake Family Housing (KH #090222028)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	36.7	25.1		37.2	18.7	0.1	18.3	12.2		15.4	15.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	36.7	25.1		37.2	18.7	0.1	18.3	12.2		15.4	15.4	
LOS	D	C		D	B	A	B	B		B	B	
Approach Delay		25.6			24.8			13.5			15.4	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	10	88		60	54	0	23	35		7	74	
Queue Length 95th (ft)	36	150		124	123	0	71	77		28	144	
Internal Link Dist (ft)		343			522			344			292	
Turn Bay Length (ft)	130			90			55			70		
Base Capacity (vph)	177	1214		437	908	808	341	1505		456	1532	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.14	0.44		0.33	0.21	0.03	0.25	0.20		0.06	0.33	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 73.6

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 19.9

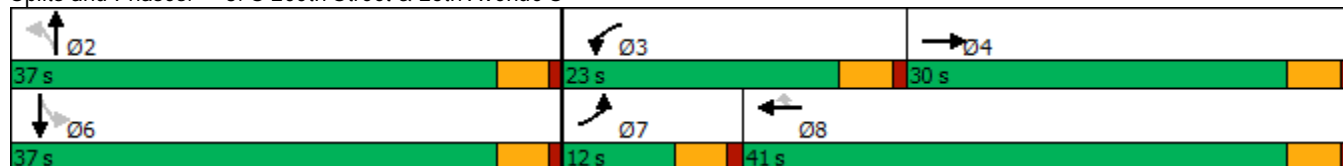
Intersection Capacity Utilization 57.5%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 3: S 200th Street & 26th Avenue S









2025 Future With Conditions.syn  
4: 28th Avenue S & 26th Avenue S

Mercy Angle Lake Family Housing (KH #090222028)

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	0	3	0	77	0	249	55	116	518	0
Future Vol, veh/h	3	0	0	3	0	77	0	249	55	116	518	0
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	8	8	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	50	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	3	0	0	3	0	80	0	259	57	121	540	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	914	1107	271	779	1050	139	541	0	0	324	0	0
Stage 1	783	783	-	267	267	-	-	-	-	-	-	-
Stage 2	131	324	-	512	783	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.6	6.6	7	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.55	4.05	3.35	2.25	-	-	2.25	-	-
Pot Cap-1 Maneuver	223	204	718	281	221	874	1003	-	-	1211	-	-
Stage 1	346	396	-	707	679	-	-	-	-	-	-	-
Stage 2	850	641	-	505	396	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	180	173	717	248	187	867	1002	-	-	1202	-	-
Mov Cap-2 Maneuver	180	173	-	248	187	-	-	-	-	-	-	-
Stage 1	346	339	-	701	674	-	-	-	-	-	-	-
Stage 2	771	636	-	432	339	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.4	10.1	0	1.9
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1002	-	-	180 793	1202	-	-
HCM Lane V/C Ratio	-	-	-	0.017 0.105 0.101	-	-	-
HCM Control Delay (s)	0	-	-	25.4 10.1 8.3	0.4	-	-
HCM Lane LOS	A	-	-	D B A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.4 0.3	-	-	-

## Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
----------	-----	-----	-----	-----	-----	-----

Lane Configurations

Traffic Vol, veh/h 0 35 258 19 0 524

Future Vol, veh/h 0 35 258 19 0 524

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length - 0 - - - -

Veh in Median Storage, # 0 - 0 - - 0

Grade, % 0 - 0 - - 0

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 0 38 280 21 0 570

Major/Minor	Minor1	Major1	Major2
-------------	--------	--------	--------

Conflicting Flow All - 291 0 0 - -

Stage 1 - - - - - -

Stage 2 - - - - - -

Critical Hdwy - 6.22 - - - -

Critical Hdwy Stg 1 - - - - - -

Critical Hdwy Stg 2 - - - - - -

Follow-up Hdwy - 3.318 - - - -

Pot Cap-1 Maneuver 0 748 - - 0 -

Stage 1 0 - - - 0 -

Stage 2 0 - - - 0 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - 748 - - - -

Mov Cap-2 Maneuver - - - - - -

Stage 1 - - - - - -

Stage 2 - - - - - -

Approach	WB	NB	SB
----------	----	----	----

HCM Control Delay, s 10.1 0 0

HCM LOS B

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
-----------------------	-----	----------	-----

Capacity (veh/h) - - 748 -

HCM Lane V/C Ratio - - 0.051 -

HCM Control Delay (s) - - 10.1 -

HCM Lane LOS - - B -

HCM 95th %tile Q(veh) - - 0.2 -

# **Parking Information**



# King County Multi-Family Residential Parking Calculator V2.0

TOOLS TO BALANCE SUPPLY

CALCULATOR

ABOUT THIS SITE

Enter a location...



Parking/Unit Ratio (Number of Stalls/Unit)  
>0.50  
≤1.22



1 Parcel Selected

Building & Parking Specifications

Location Characteristics

Parking Impacts

Parking/Unit Ratio: 0.56

The preset values below represent subregional (CBD, Urban and Suburban) average/median values (from field work) for building (with no affordable units) and parking specifications. These represent the default values, as a starting point, for which parking use ratios are estimated. Scroll down to view parking optimization estimates and guidance on unbundled and affordable housing options.

	NUMBER OF UNITS	AVERAGE RENT (\$)	RESIDENTIAL AREA (SQ FT)
STUDIOS:	36	\$1,016	495
1 BEDROOMS:	40	\$1,172	623
2 BEDROOMS:	27	\$1,415	824
3+ BEDROOMS:	27	\$1,711	1046
TOTAL:	130	\$1,291	93,230
AFFORDABLE UNITS:	130		

## PARKING

PARKING STALLS:

PRICE PER STALL (\$/MO):

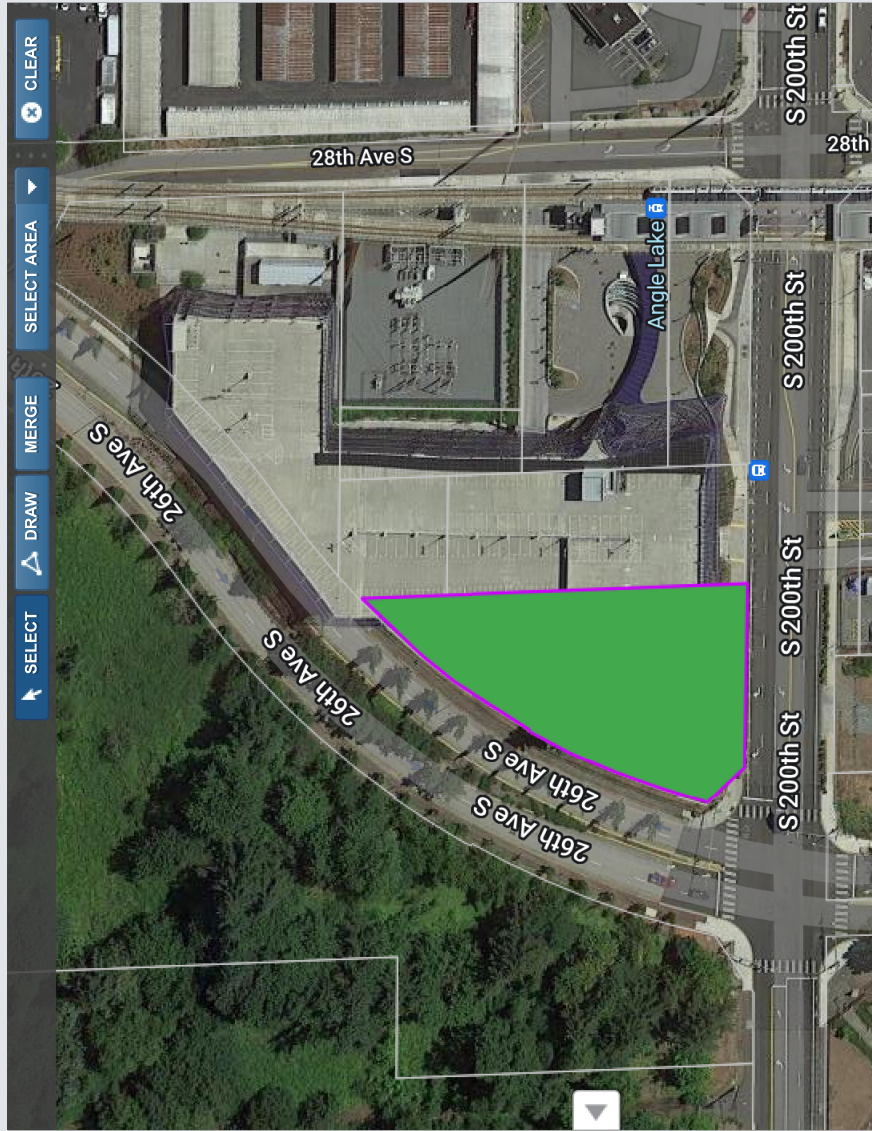
↑ Parking Oversupplied for this price.

UPDATE

RESET

## Optimized Parking Supply and Market Price

Modeled parking utilization per building is **72 parked cars** and this estimate has a range of **64 - 80 cars per building**.



Google

Map data ©2022 Imagery ©2022, CNES / Airbus, Maxar Technologies, U.S. Geological Survey Report a map error

Selection Info

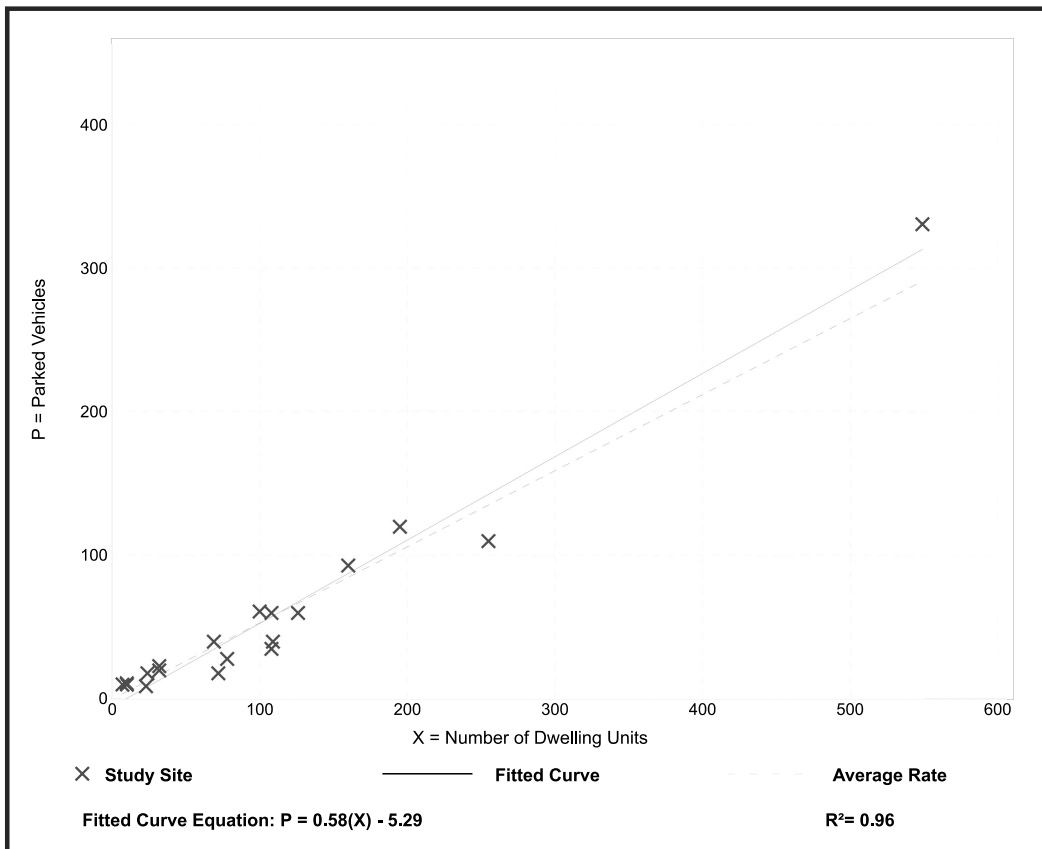
# Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Dwelling Units  
 On a: Weekday (Monday - Friday)  
 Setting/Location: Dense Multi-Use Urban  
 Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.  
 Number of Studies: 19  
 Avg. Num. of Dwelling Units: 109

## Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.53	0.25 - 1.43	0.46 / 1.00	***	0.14 (26%)

## Data Plot and Equation



Parking Generation Manual, 5th Edition • Institute of Transportation Engineers

# Land Use: 223 Affordable Housing

## Description

Affordable housing includes all multifamily housing that is rented at below market rate to households that include at least one employed member. Eligibility to live in affordable housing can be a function of limited household income and resident age. Multifamily housing (low-rise) (Land Use 220), multifamily housing (mid-rise) (Land Use 221), and multifamily housing (high-rise) (Land Use 222) are related land uses.

## Additional Data

For the majority of study sites in this land use code, 100 percent of the dwelling units are considered affordable. For residential study sites that provide a mix of market value and affordable units, the study sites with at least 75 percent of the dwelling units designated as affordable are also included in this land use database.

Separate data plots and statistics are presented for subsets of the affordable housing database: sites with income limitations for its tenants, sites with minimum age thresholds for its tenants (i.e., senior housing), and sites comprised entirely of single-room-only units.

The average parking supply ratios for the study sites with parking supply information are as follows:

- In a general urban/suburban setting, 1.3 spaces per dwelling unit (28 sites) and 0.7 spaces per bedroom (9 sites)
- In a dense multi-use urban setting, 0.6 spaces per dwelling unit (28 sites) and 0.3 spaces per bedroom (26 sites)
- In a center city core setting, 0.3 spaces per dwelling unit (6 sites) and 0.3 spaces per bedroom (6 sites)

The sites were surveyed in the 1990s and the 2010s in California, Connecticut, District of Columbia, Maryland, Massachusetts, New Jersey, and Oregon.

*It is expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex). Future parking studies should also indicate the number of levels contained in the residential building.*

## Source Numbers

314, 514, 533, 535, 536, 537, 539, 541, 579, 582, 585, 586



## Land Use: 221 Multifamily Housing (Mid-Rise)

### Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with between three and 10 levels (floors) of residence. Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), and affordable housing (Land Use 223) are related land uses.

### Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (one general urban/suburban study site), a Saturday (two general urban/suburban study sites), and a Sunday (one dense multi-use urban study site).

Hour Beginning	Percent of Peak Parking Demand		
	Weekday	Saturday	Sunday
12:00–4:00 a.m.	100	100	100
5:00 a.m.	94	99	–
6:00 a.m.	83	97	–
7:00 a.m.	71	95	–
8:00 a.m.	61	88	–
9:00 a.m.	55	83	–
10:00 a.m.	54	75	–
11:00 a.m.	53	71	–
12:00 p.m.	50	68	–
1:00 p.m.	49	66	33
2:00 p.m.	49	70	40
3:00 p.m.	50	69	27
4:00 p.m.	58	72	13
5:00 p.m.	64	74	33
6:00 p.m.	67	74	60
7:00 p.m.	70	73	67
8:00 p.m.	76	75	47
9:00 p.m.	83	78	53
10:00 p.m.	90	82	73
11:00 p.m.	93	88	93

# Land Use: 710 General Office Building

## Description

A general office building houses multiple tenants. It is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers, and tenant services, such as a bank or savings and loan institution, a restaurant, or cafeteria and service retail facilities. A general office building with a gross floor area of 5,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), medical-dental office building (Land Use 720), office park (Land Use 750), and research and development center (Land Use 760) are additional related uses.

If information is known about individual buildings, it is suggested that the general office building category be used rather than office parks when estimating parking generation for one or more office buildings in a single development. The office park category is more general and should be used when a breakdown of individual or different uses is not known. If the general office building category is used and if additional buildings, such as banks, restaurants, or retail stores are included in the development, the development should be treated as a multiuse project. On the other hand, if the office park category is used, internal trips are already reflected in the data and do not need to be considered.

When the buildings are interrelated (defined by shared parking facilities or the ability to easily walk between buildings) or house one tenant, it is suggested that the total area or employment of all the buildings be used for calculating parking generation. When the individual buildings are isolated and not related to one another, it is suggested that parking generation be calculated for each building separately and then summed.

## Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 30 study sites in a general urban/suburban setting and two study sites in a dense multi-use urban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand	
	General Urban/Suburban	Dense Multi-Use Urban
12:00–4:00 a.m.	–	–
5:00 a.m.	–	–
6:00 a.m.	–	–
7:00 a.m.	13	26
8:00 a.m.	48	65
9:00 a.m.	88	95
10:00 a.m.	100	100
11:00 a.m.	100	100
12:00 p.m.	85	99
1:00 p.m.	84	99
2:00 p.m.	93	97
3:00 p.m.	94	94
4:00 p.m.	85	90
5:00 p.m.	56	–
6:00 p.m.	20	–
7:00 p.m.	11	–
8:00 p.m.	–	–
9:00 p.m.	–	–
10:00 p.m.	–	–
11:00 p.m.	–	–

### Additional Data

The average parking supply ratios for the study sites with parking supply information are as follows:

- 2.9 spaces per 1,000 square feet GFA in a dense multi-use urban setting that is not within ½ mile of rail transit (seven sites)
- 3.3 spaces per 1,000 square feet GFA (73 sites) and 1.2 spaces per employee (20 sites) in a general urban/suburban setting that is not within ½ mile of rail transit
- 3.0 spaces per 1,000 square feet GFA (seven sites) and 0.8 spaces per employee (two sites) in a general urban/suburban setting that is within ½ mile of rail transit

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Colorado, Connecticut, Georgia, Illinois, Massachusetts, Minnesota, Montana, New Jersey, New York, Oklahoma, Oregon, Pennsylvania, Texas, Utah, and Washington.

### Source Numbers

21, 22, 47, 122, 124, 142, 172, 201, 202, 205, 211, 215, 216, 217, 227, 239, 241, 243, 276, 295, 399, 400, 425, 431, 433, 436, 438, 440, 516, 531, 540, 551, 555, 556, 557, 571, 572, 588

# Site Plan

MERCY ANGLE LAKE FAMILY HOUSING

PROJECT INFORMATION

LOCATION 2650 S 200TH ST  
SEATAC, WA 98198  
APN NUMBERS: 0422049287  
SITE AREA 33,529 SF ( 0.77 acres )  
ZONING: RBX  
OVERLAYS: ANGLE LAKE STATION AREA OVERLAY - DISTRICT CENTER  
STREETS:  
OTHER:

ZONING HEIGHT:

BUILDING HEIGHT: 7 STORIES ABOVE GRADE /  
1 STORIES BELOW GRADE

BUILDING CODE: 2018 IBC WITH WASHINGTON AMENDMENTS

CONSTRUCTION: TYPE V / TYPE I

OCCUPANCY TYPE: RESIDENTIAL

PROPOSED USE: MIXED USE

LEGAL DESCRIPTION:

LOT 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000, 1001, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 1270, 1271, 1272, 1273, 1274, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286, 1287, 1288, 1289, 1290, 1291, 1292, 1293, 1294, 1295, 1296, 1297, 1298, 1299, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361, 1362, 1363, 1364, 1365, 1366, 1367, 1368, 1369, 1370, 1371, 1372, 1373, 1374, 1375, 1376, 1377, 1378, 1379, 1380, 1381, 1382, 1383, 1384, 1385, 1386, 1387, 1388, 1389, 1390, 1391, 1392, 1393, 1394, 1395, 1396, 1397, 1398, 1399, 1400, 1401, 1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1423, 1424, 1425, 1426, 1427, 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469, 1470, 1471, 1472, 1473, 1474, 1475, 1476, 1477, 1478, 1479, 1480, 1481, 1482, 1483, 1484, 1485, 1486, 1487, 1488, 1489, 1490, 1491, 1492, 1493, 1494, 1495, 1496, 1497, 1498, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1512, 1513, 1514, 1515, 1516, 1517, 1518, 1519, 1520, 1521, 1522, 1523, 1524, 1525, 1526, 1527, 1528, 1529, 1530, 1531, 1532, 1533, 1534, 1535, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550, 1551, 1552, 1553, 1554, 1555, 1556, 1557, 1558, 1559, 1560, 1561, 1562, 1563, 1564, 1565, 1566, 1567, 1568, 1569, 1570, 1571, 1572, 1573, 1574, 1575, 1576, 1577, 1578, 1579, 1580, 1581, 1582, 1583, 1584, 1585, 1586, 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 1605, 1606, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1614, 1615, 1616, 1617, 1618, 1619, 1620, 1621, 1622, 1623, 1624, 1625, 1626, 1627, 1628, 1629, 1630, 1631, 1632, 1633, 1634, 1635, 1636, 1637, 1638, 1639, 1640, 1641, 1642, 1643, 1644, 1645, 1646, 1647, 1648, 1649, 1650, 1651, 1652, 1653, 1654, 1655, 1656, 1657, 1658, 1659, 1660, 1661, 1662, 1663, 1664, 1665, 1666, 1667, 1668, 1669, 1670, 1671, 1672, 1673, 1674, 1675, 1676, 1677, 1678, 1679, 1680, 1681, 1682, 1683, 1684, 1685, 1686, 1687, 1688, 1689, 1690, 1691, 1692, 1693, 1694, 1695, 1696, 1697, 1698, 1699, 1700, 1701, 1702, 1703, 1704, 1705, 1706, 1707, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1717, 1718, 1719, 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, 1743, 1744, 1745, 1746, 1747, 1748, 1749, 1750, 1751, 1752, 1753, 1754, 1755, 1756, 1757, 1758, 1759, 1760, 1761, 1762, 1763, 1764, 1765, 1766, 1767, 1768, 1769, 1770, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1778, 1779, 1780, 1781, 1782, 1783, 1784, 1785, 1786, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1794, 1795, 1796, 1797, 1798, 1799, 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1819, 1820, 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831, 1832, 1833, 1834, 1835, 1836, 1837, 1838, 1839, 1840, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156,



SHEET  
**A0.1**

DATE: 10/20/2021  
SCALE: 1\"/>

SITE PLAN

PROJECT: MERCY ANGLE LAKE  
FAMILY HOUSING

MERCY ANGLE LAKE  
FAMILY HOUSING  
2650 S 200TH ST  
SEATAC, WA 98198

REVISIONS	SUBMITTALS
	1. INITIAL DESIGN SUBMITTAL 10/20/2021

CONSULTANT: E&M  
ARCHITECT'S STAMP:  
ONE: NICKER ARMY | SUITE 200  
2650 S 200TH ST  
SEATAC, WA 98198  
206.456.1177 FAX  
WWW.RUNBERGARCHITECTURE.COM

**R: RUNBERG**  
ARCHITECTURE  
GROUP



8-8 • 26TH AVE S • PROPOSED STREET SECTION • NORTH



A-A • 26TH AVE S • PROPOSED STREET SECTION • SOUTH