Agenda Item #8

POCATELLO CITY COUNCIL
HEARING: NOVEMBER 19, 2026
EXECUTIVE SUMMARY

REQUEST:
Sunrise Engineering on behalf of Portneuf Valley Gap, LLC, has submitted a Final Plat application specifically to subdivide 10.32 acres (more or less) of land into nine (9) commercial lots and one (1) common lot – specifically Lot 1 Block 4 as depicted on the plat is to be known as Century Commons – 1st Addition. The parcel is located directly east of Century High School and surrounds the student seminary building.

RECOMMENDATION:
In consideration of the application and following a public hearing held on Wednesday August 12, 2026, the Planning & Zoning Commission recommended **approval** of the Preliminary Plat for Century Commons consisting of 19.19 acres and platting of 19-commercial lots finding the application met the standards for approval under section 17.02.170.F of Pocatello City Code with the conditions as outlined in the Planning & Zoning Commission's Findings of Fact & Decision (see attachment A).

STAFF RECOMMENDATION:
Per Municipal Code Section 16.24.060 -Staff finds that the Final Plat is in substantial conformity with the Preliminary Plat and therefore recommends the City Council adopt the Commissions Findings of Facts and Decision and that the following conditions be attached:

- The developer shall repair the existing sewer in South 5th Avenue per direction and agreement with Water Pollution Control Staff;
- Lot 1 Block 4 shall be changed to Block 3. Additionally, a note shall be added to Lot 1 Block 3 stating that said Lot is a non-buildable common lot to be maintained by property owners within Century Commons – 1st addition.

ATTACHMENTS:
A. Century Commons Final Plat – 1st Addition
B. Planning & Zoning Commission Findings of Fact & Decision
C. Planning & Zoning Commission Staff Report Packet

ATTACHMENT A

CENTURY COMMONS - 1ST ADDITION

CENTURY COMMONS - 1ST ADDITION

LOCATED IN THE SOUTH HALF OF SECTION 16, TOWNSHIP 7 SOUTH,
RANGE 35 EAST, BOISE MERIDIAN, BANNOCK COUNTY, IDAHO

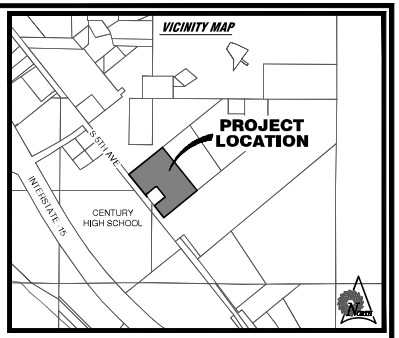


LINE TABLE

#	BEARING	DISTANCE	(RECORD INFORMATION)
L1	N 38°37'47" W	233.99'	(S1 - N 38°37'57" W 233.99') (S2 - N 38°37'47" W)
L2	N 51°22'13" E	200.00'	(S1 - N 51°22'03" E 200.00') (S2 - S 51°22'13" W 200.00')
L3	N 38°37'47" W	180.00'	(S1 - N 38°37'57" W 180.00') (S2 - S 38°37'47" E 180.00')
L4	S 51°22'13" W	150.00'	(S1 - S 51°22'03" W 150.00') (S2 - N 51°22'13" E 150.00')
L5	N 30°44'44" W	75.10'	
L6	N 38°34'24" W	85.42'	
L7	N 66°01'11" E	148.55'	
L8	N 51°22'13" E	78.00'	

CURVE TABLE

#	RADIUS	Δ	ARC LENGTH	TANGENT	CHORD BEARING	CHORD DISTANCE
C1 (S1) (S2)	20.00' (20.00') (20.00')	090°00'00" (90°00'00") (90°00'00")	31.42' (31.42') (31.42')	20.00' (20.00') (20.00')	N 83°37'47" W (N 83°37'57" W) (N 83°37'47" W)	28.28' (28.28') (28.28')
C2 (S1) (S2)	30.00' (30.00') (30.00')	090°00'00" (90°00'00") (90°00'00")	47.12' (47.12') (47.12')	30.00' (30.00') (30.00')	S 06°22'13" W (S 06°22'03" W) (S 06°22'13" W)	42.43' (42.43') (42.43')
C3	24.50'	089°57'06"	38.46'	24.48'	S 06°23'31" W	34.63'
C4	25.50'	090°00'00"	40.06'	25.50'	N 83°37'47" W	36.06'
C5	25.50'	089°59'59"	40.06'	25.50'	S 06°22'13" W	36.06'
C6	25.50'	090°00'00"	40.06'	25.50'	S 83°37'47" E	36.06'
C7	25.50'	090°00'00"	40.06'	25.50'	N 06°22'13" E	36.06'
C8	200.00'	014°38'58"	51.14'	25.71'	N 58°41'42" E	51.00'
C9	200.00'	014°38'58"	51.14'	25.71'	S 58°41'42" W	51.00'
C10	25.50'	090°00'00"	40.06'	25.50'	S 83°37'47" E	36.06'
C11	25.50'	090°00'00"	40.06'	25.50'	S 06°22'13" W	36.06'



LEGEND

- 1/4 CORNER AS NOTED
- CENTER 1/4 CORNER AS NOTED
- FOUND 5/8" REBAR WITH 2" ALUMINUM CAP STAMPED "LS 9169" OR AS NOTED
- FOUND 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 977" OR AS NOTED
- SET 5/8" BY 24" REBAR WITH ALUMINUM CAP STAMPED "LS 13023"
- SET 1/2" BY 24" REBAR WITH PLASTIC CAP STAMPED "LS 13023"
- 1 / BLOCK 1 — SUBDIVISION LOT/BLOCK NUMBER
- SUBDIVISION BOUNDARY LINE
- SUBDIVISION LOT LINE
- STREET CENTERLINE
- SECTION LINE
- ADJACENT PROPERTY LINE
- NEW EASEMENT SIDELINE
- EXISTING EASEMENT SIDELINE
- (S1) RECORD INFORMATION PER RECORD OF SURVEY (INST. NO. 20404170)
- (S2) RECORD INFORMATION PER RECORD OF SURVEY (INST. NO. 98019599)

GRAPHIC SCALE

100 0 50 100
(IN FEET)
1 inch = 100'

BASIS OF BEARING

THE MERIDIONAL CENTERLINE OF SECTION 16 WAS ASSUMED TO BE N 00°27'11" E BETWEEN THE SOUTH 1/4 CORNER AND THE CENTER 1/4 CORNER PER THE CENTRAL MERIDIAN OF IDAHO STATE PLANE EAST ZONE COORDINATE SYSTEM.

COUNTY RECORDER'S CERTIFICATE

PROFESSIONAL LAND SURVEYOR REGISTERED DRAFT STATE OF IDAHO MATTHEW S. BAKER

CENTURY COMMONS - 1ST ADDITION

LOCATED IN THE SOUTH HALF OF SECTION 16,
TOWNSHIP 7 SOUTH, RANGE 35 EAST, BOISE MERIDIAN,
BANNOCK COUNTY, IDAHO

SUNRISE ENGINEERING

REVISIONS	SURVEYED BY: MSB, RTS, MLM
1.	OFFICE WORK BY: MSB, MLM
2.	DATE: September 15, 2026
DRAWING: P:\Dykman Construction\18158 - South Hills Property\SURVEY\	
	CAD\Dykman_Survey Base.dwg
SCALE: 1 INCH = 100 FEET	PROJECT NO: 18158 SHEET 1 OF 2

CENTURY COMMONS - 1ST ADDITION

LOCATED IN THE SOUTH HALF OF SECTION 16, TOWNSHIP 7 SOUTH,
RANGE 35 EAST, BOISE MERIDIAN, BANNOCK COUNTY, IDAHO

SURVEYOR'S NARRATIVE

1. THE PURPOSE OF THIS SUBDIVISION PLAT IS TO CREATE THE LOTS, BLOCKS & STREETS SHOWN FOR FUTURE COMMERCIAL DEVELOPMENT.
2. THE BOUNDARIES WERE SOLVED BY RETRACING AND LOCATING MONUMENTS THAT WERE SET PER RECORD OF SURVEY INST. NOS. 98019599 & 20404170.
3. FOUND 5/8" REBAR WITH NO CAP AND BADLY BENT, REPLACED WITH 5/8" BY 24" REBAR WITH 2" ALUMINUM CAP STAMPED "LS 13023" AS SHOWN.
4. EASEMENTS ALONG SOUTH 5TH AVENUE, DYKMAN DRIVE, RAHIM DRIVE & GUL DRIVE ARE 15.00 FEET WIDE AND ARE FOR PUBLIC ACCESS & UTILITIES UNLESS OTHERWISE NOTED.
5. 30.00' WIDE PUBLIC UTILITY EASEMENT.
6. STORM WATER RETENTION EASEMENT.
7. EASEMENTS NOT DEPICTED:
   ALL LOTS IN THIS SUBDIVISION ARE SUBJECT TO A DRAINAGE EASEMENT EQUAL TO THE PRIMARY STRUCTURE SETBACK LINE ALONG ALL LOT LINES. LOTS MUST BE GRADED AND MAINTAINED SO AS TO MINIMIZE DRAINAGE TO ADJOINING PROPERTIES.

BOUNDARY DESCRIPTION

A TRACT OF LAND LOCATED IN THE SOUTHWEST 1/4 AND THE SOUTHEAST 1/4 OF SECTION 16, TOWNSHIP 7 SOUTH, RANGE 35 EAST, BOISE MERIDIAN, BANNOCK COUNTY, IDAHO, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH 1/4 CORNER OF SECTION 16, BEING MARKED BY A BANNOCK COUNTY BRASS CAP MONUMENT AS DESCRIBED IN CORNER PERPETUATION & FILING INST. NO. 607512;

THENCE NORTH 00°27'11" EAST, ALONG THE MERIDIONAL CENTERLINE OF SECTION 16, A DISTANCE OF 1135.78 FEET TO A POINT ON THE NORTHEASTERLY RIGHT-OF-WAY LINE OF SOUTH 5TH AVENUE;

THENCE SOUTH 38°37'47" EAST, LEAVING THE MERIDIONAL CENTERLINE OF SECTION 16 AND FOLLOWING ALONG SAID NORTHEASTERLY RIGHT-OF-WAY LINE OF SOUTH 5TH AVENUE, A DISTANCE OF 50.49 FEET TO A POINT BEING MARKED BY A 5/8" REBAR WITH NO CAP, ALSO BEING THE **POINT OF BEGINNING**;

THENCE LEAVING SAID NORTHEASTERLY RIGHT-OF-WAY LINE OF SOUTH 5TH AVENUE AND FOLLOWING ALONG THE BOUNDARY LINES OF A PARCEL OF LAND BELONGING TO THE LDS CHURCH FOR THE FOLLOWING FIVE (5) COURSES:

1. THENCE NORTH 51°22'13" EAST A DISTANCE OF 200.00 FEET TO A POINT BEING MARKED BY A 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 977";
2. THENCE NORTH 38°37'47" WEST A DISTANCE OF 180.00 FEET TO A POINT BEING MARKED BY A 5/8" REBAR WITH ALUMINUM CAP STAMPED "LS 9169", ALSO BEING A POINT OF CURVATURE WITH A 20.00-FOOT-RADIUS CURVE WHOSE CENTER BEARS SOUTH 51°22'13" WEST;
3. THENCE FOLLOWING SAID CURVE IN A COUNTER-CLOCKWISE DIRECTION THROUGH A CENTRAL ANGLE OF 90°00'00" FOR AN ARC LENGTH OF 31.42 FEET (THE CHORD OF SAID CURVE BEARS NORTH 83°37'47" WEST FOR A DISTANCE OF 28.28 FEET) TO A POINT OF TANGENCY, BEING MARKED BY A 5/8" REBAR WITH ALUMINUM CAP STAMPED "LS 9169";
4. THENCE SOUTH 51°22'13" WEST A DISTANCE OF 150.00 FEET TO A POINT BEING MARKED BY A 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 977", ALSO BEING A POINT OF CURVATURE WITH A 30.00-FOOT-RADIUS CURVE WHOSE CENTER BEARS SOUTH 38°37'47" EAST;
5. THENCE FOLLOWING SAID CURVE IN A COUNTER-CLOCKWISE DIRECTION THROUGH A CENTRAL ANGLE OF 90°00'00" FOR AN ARC LENGTH OF 47.12 FEET (THE CHORD OF SAID CURVE BEARS SOUTH 06°22'13" WEST FOR A DISTANCE OF 42.43 FEET) TO A POINT OF NON-TANGENCY ON THE NORTHEASTERLY RIGHT-OF-WAY LINE OF SOUTH 5TH AVENUE, POINT BEING MARKED BY A 5/8" REBAR WITH NO CAP;

THENCE NORTH 38°37'47" WEST, FOLLOWING ALONG SAID NORTHEASTERLY RIGHT-OF-WAY LINE OF SOUTH 5TH AVENUE, A DISTANCE OF 388.01 FEET TO A POINT BEING MARKED BY A 5/8" REBAR WITH ALUMINUM CAP STAMPED "LS 13023";

THENCE NORTH 51°22'13" EAST, LEAVING THE NORTHEASTERLY RIGHT-OF-WAY LINE OF SOUTH 5TH AVENUE AND FOLLOWING ALONG THE SOUTHEASTERLY BOUNDARY LINE OF A PARCEL OF LAND DESCRIBED IN DEED INST. NO. 20403645, A DISTANCE OF 617.57 FEET TO A POINT BEING MARKED BY A 5/8" REBAR WITH ALUMINUM CAP STAMPED "LS 13023";

THENCE SOUTH 38°37'47" EAST, LEAVING THE SOUTHEASTERLY BOUNDARY LINE OF A PARCEL OF LAND DESCRIBED IN DEED INST. NO. 20403645, A DISTANCE OF 792.00 FEET TO A POINT ON THE NORTHWESTERLY BOUNDARY LINE OF A PARCEL OF LAND DESCRIBED IN DEED INST. NO. 20403643, BEING MARKED BY A 5/8" REBAR WITH ALUMINUM CAP STAMPED "LS 13023";

THENCE SOUTH 51°22'13" WEST, FOLLOWING ALONG SAID NORTHWESTERLY BOUNDARY LINE OF A PARCEL OF LAND DESCRIBED IN DEED INST. NO. 20403643, A DISTANCE OF 617.57 FEET TO A POINT ON THE NORTHEASTERLY RIGHT-OF-WAY LINE OF SOUTH 5TH AVENUE, BEING MARKED BY A 5/8" REBAR WITH ALUMINUM CAP STAMPED "LS 9169";

THENCE NORTH 38°37'47" WEST, FOLLOWING ALONG SAID NORTHEASTERLY RIGHT-OF-WAY LINE OF SOUTH 5TH AVENUE, A DISTANCE OF 233.99 FEET TO THE **POINT OF BEGINNING.**

CONTAINING 10.32 ACRES, MORE OR LESS.

OWNER'S CERTIFICATE

KNOW ALL MEN BY THESE PRESENTS THAT WE, THE UNDERSIGNED OWNERS OF THE LAND DESCRIBED IN THE BOUNDARY DESCRIPTION, HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO BLOCKS, LOTS AND STREETS AND DO HEREBY WARRANT AND SAVE THE CITY OF POCATELLO AND THE COUNTY OF BANNOCK HARMLESS FROM ANY EXISTING EASEMENTS OR ENCUMBRANCES. IT IS THE INTENTION OF WE, THE OWNERS, TO INCLUDE ALL OF THE LAND DESCRIBED IN THE BOUNDARY DESCRIPTION IN THIS PLAT. THE LOCATION AND THE DIMENSIONS OF THE BLOCKS, LOTS AND STREETS ARE TO BE AS SHOWN ON THE ACCOMPANYING MAP OF THE PROPERTY, THE STREETS ARE HEREBY DEDICATED TO THE PUBLIC, THE EASEMENTS SHOWN ARE GRANTED TO THE PUBLIC FOR PUBLIC UTILITIES, ROADWAY SLOPES, DRAINAGE OR FOR ANY OTHER USE DESIGNATED ON THE PLAT, AND NO STRUCTURES OTHER THAN THOSE FOR SUCH UTILITY PURPOSES ARE TO BE ERECTED WITHIN THE LINES OF SAID EASEMENTS.

IN WITNESS WHEREOF, WE, THE OWNERS, DO HEREUNTO SET OUR HANDS.

_____
RON DYKMAN (MEMBER)
PORTNEUF VALLEY GAP INVESTORS, LLC

ACKNOWLEDGMENT

STATE OF IDAHO, COUNTY OF _____

ON THIS____DAY OF _____, IN THE YEAR 20___, BEFORE ME_____, A NOTARY PUBLIC, PERSONALLY APPEARED RON DYKMAN, KNOWN OR IDENTIFIED TO ME, TO BE A MEMBER OF THE LIMITED LIABILITY COMPANY THAT EXECUTED THE INSTRUMENT ON BEHALF OF SAID LIMITED LIABILITY COMPANY AND ACKNOWLEDGED TO ME THAT SUCH LIMITED LIABILITY COMPANY EXECUTED THE SAME.

_____
NOTARY PUBLIC

RESIDING IN_____ COUNTY, STATE OF IDAHO.
MY COMMISSION EXPIRES ____ DAY OF _____ 20___.

IRRIGATION WATER RIGHTS STATEMENT

IT HAS BEEN DETERMINED THAT THE PROPERTY INCLUDED IN THIS SUBDIVISION IS NOT LOCATED WITHIN THE BOUNDARIES OF AN EXISTING IRRIGATION DISTRICT. LOTS WITHIN THIS SUBDIVISION WILL NOT RECEIVE AN IRRIGATION WATER RIGHT.

SANITARY RESTRICTIONS

SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 13 HAVE BEEN SATISFIED BASED ON DEPARTMENT OF ENVIRONMENTAL QUALITY REVIEW AND APPROVAL FOR THE DESIGN PLANS AND SPECIFICATIONS AND THE CONDITIONS IMPOSED ON THE DEVELOPER FOR CONTINUED SATISFACTION OF SANITARY RESTRICTIONS. WATER AND SEWER LINE HAVE BEEN COMPLETED AND SERVICES CERTIFIED AS AVAILABLE, SANITARY RESTRICTIONS MAY BE REIMPOSED, IN ACCORDANCE WITH SECTION 50-1326, IDAHO CODE, BY THE ISSUANCE OF A CERTIFICATE OF DISAPPROVAL.

DATE: _____ HEALTH DISTRICT SIGNATURE:_____

INTERIOR MONUMENT COMPLETION CERTIFICATE

PURSUANT TO THE REQUIREMENTS OF I.C. 50-1331 THROUGH 50-1333, I, MATTHEW S. BAKER, THE SURVEYOR FOR THIS SUBDIVISION PLAT, HEREBY CERTIFY THAT THE INTERIOR MONUMENTS AS SHOWN ON THIS PLAT SHALL BE SET IN ACCORDANCE WITH THE REQUIREMENTS OF I.C. 50-1303 ON OR BEFORE ONE (1) YEAR AFTER THE RECORDING DATE.

SURVEYOR'S CERTIFICATE

I, MATTHEW S. BAKER, A DULY LICENSED LAND SURVEYOR IN THE STATE OF IDAHO, DO HEREBY CERTIFY THAT A SURVEY WAS MADE UNDER MY DIRECTION OF THE PREMISES DESCRIBED IN THE BOUNDARY DESCRIPTION AND SHOWN ON THIS PLAT UPON WHICH THIS CERTIFICATION APPEARS. I FURTHER CERTIFY THAT THIS PLAT WAS PREPARED UNDER MY DIRECTION AND THAT THE MONUMENTATION SHOWN CONFORMS WITH THAT SET ON THE GROUND AND THAT THE PERTINENT STATUTES OF THE STATE OF IDAHO, TOGETHER WITH ALL LOCAL ORDINANCES HAVE BEEN COMPLIED WITH.

_____ _____
MATTHEW S. BAKER DATE

PROFESSIONAL LAND SURVEYOR REGISTERED DRAFT STATE OF IDAHO MATTHEW S. BAKER

DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS

ARE RECORDED AS INSTRUMENT NUMBER _____ AND ARE HEREBY MADE A PART OF THE PLAT

CULINARY WATER

THIS SUBDIVISION IS ELIGIBLE TO RECEIVE WATER FROM THE EXISTING CITY OF POCATELLO MUNICIPAL WATER SYSTEM.

CITY OF POCATELLO

THE PLAT ON WHICH THIS CERTIFICATION APPEARS HAS BEEN APPROVED AND THE DEDICATION ARE HEREBY ACCEPTED BY THE CITY OF

POCATELLO, IDAHO, THIS_____ DAY OF_____, 20___,

_____ _____
MARK DAHLQUIST, MAYOR KONNI R. KENDELL, CITY CLERK

_____
SKYLER ALLEN, ENGINEER FOR THE CITY PE NO. 15370

CITY SURVEYOR CERTIFICATE

THIS IS TO CERTIFY THAT I, GERALD V. EVANS, A LICENSED LAND SURVEYOR, HAVE CHECKED THIS PLAT AND THE COMPUTATIONS SHOWN HEREON AND FIND NO DISAGREEMENTS WITH IDAHO CODE OR LOCAL ORDINANCES PERTAINING THERETO.

_____ _____
GERALD V. EVANS PLS NO. 10342 DATE
POCATELLO CITY SURVEYOR

COUNTY REVIEWING SURVEYOR'S CERTIFICATE

I, _____, A LICENSED LAND SURVEYOR IN AND FOR BANNOCK COUNTY, IDAHO, DO HEREBY CERTIFY THAT I HAVE CHECKED THIS PLAT AND COMPUTATIONS SHOWN HEREON, AND HAVE DETERMINED THAT THE REQUIREMENT OF IDAHO CODE 50-1305 HAVE BEEN MET, AND I

APPROVE THE SAME FOR FILING THIS_____DAY OF_____, 20___.

_____
NAME PLS. NO.
BANNOCK COUNTY REVIEWING SURVEYOR

COUNTY TREASURER'S CERTIFICATE

PURSUANT TO 50-1308, IDAHO CODE, I, JENNIFER CLARK, DO HEREBY CERTIFY THAT ALL COUNTY PROPERTY TAXES DUE ON THE PROPERTY BEING SUBDIVIDED, BOTH DELINQUENT AND CURRENT, HAVE BEEN PAID IN FULL.

THROUGH _____

_____ _____
JENNIFER CLARK, COUNTY TREASURER DATE

COUNTY RECORDER'S CERTIFICATE

CENTURY COMMONS - 1ST ADDITION

LOCATED IN THE SOUTH HALF OF SECTION 16,
TOWNSHIP 7 SOUTH, RANGE 35 EAST, BOISE MERIDIAN,
BANNOCK COUNTY, IDAHO

SUNRISE ENGINEERING

REVISIONS	SURVEYED BY: MSB, RTS, MLM
1.	OFFICE WORK BY: MSB, MLM
2.	DATE: September 15, 2026
DRAWING: P:\Dykman Construction\18158 - South Hills Property\SURVEY\	
	CAD\Dykman_Survey Base.dwg
SCALE: 1 INCH = 100 FEET	PROJECT NO: 18158 SHEET 2 OF 2

ATTACHMENT B

PLANNING & ZONING COMISSIONS FINDINGS OF FACT AND DECISION

FINDINGS OF FACT & DECISION

CITY OF POCATELLO

PLANNING & ZONING COMMISSION

HEARING AUGUST 12, 2026

Instrument # 22610092
Bannock County, Pocatello, Idaho
08/14/2026 12:27:06 PM No. of Pages: 4
Recorded for: CITY OF POCATELLO
Jason C. Dixon Fee: $0.00
Deputy:
jbrower

APPLICANT:	Sunrise Engineering
OWNER:	Portneuf Valley Gap Investors, LLC
REQUEST:	Preliminary Plat – Century Commons
FILE:	PP26-005
GENERAL LOCATION:	7800 Block of S. 5th Avenue
STAFF:	Matthew G. Lewis, M.S. Senior Planner

General Background: Sunrise Engineering on behalf of Portneuf Valley Gap, LLC, has submitted a preliminary plat application specifically to subdivide 19.19 acres (more or less) of land into eighteen (18) commercial lots. The subject parcel was recently annexed into the Corporate Boundaries of the City with a zoning designation of Commercial-General (CG). Chapter 17 of Pocatello Municipal Code does not require that a minimum lot size be maintained for commercial lots.

Physical Characteristics of the Site: The parcel is located directly east of Century High School and surrounds the student seminary building. The existing site grades range between 4-8% sloping from northeast to southwest, therefore, future development will not be subject to Municipal Code Section 15.05.100 (Slope Development Standards).

Public Hearing: A public hearing was held before the Planning & Zoning Commission on the evening of August 12, 2026. The applicant provided a summary of the proposed preliminary plat. Staff provided a brief presentation and recommendation regarding the application. One individual provided testimony neutral to the application.

NOTIFICATION: Notice was posted on the subject property on July 27, 2026 and published in the Idaho State Journal on July 28, 2026. All property owners within three hundred feet (300') of the external boundaries of the subject property have been provided notice of the public hearing in order that they may provide comment on the proposed preliminary plat. No written comments were received from Staff.

CRITERIA FOR REVIEW: The Planning and Zoning Commission and City Council shall review the facts and circumstances of each proposal in terms of the standards listed in the table below:

Table 1. Preliminary Plat Review Criteria Analysis

REVIEW CRITERIA (16.20.050):				
Compliant			**City Code and Staff Review**	
Yes	**No**	**N/A**	**Code Section**	**Analysis**
☒	☐	☐	**16.20.050 A**	**The subdivision proposal complies with applicable provisions of this title.**
			FINDING	The proposal is compliant with all applicable standards of Title 16, provided that all comments and conditions are met.

☒	☐	☐	**16.20.050 B.**	**The subdivision proposal complies with all applicable city design standards and development regulations.**
			FINDING	Based on review from appropriate City departments - the proposed subdivision complies with all city design standards and development regulations.
☒	☐	☐	**16.20.050 C.**	**The subdivision proposal complies with all applicable zoning requirements of the underlying zoning district, applicable overlays, and other applicable development standards.**
			FINDING	The subject parcel was recently annexed into the Corporate Boundaries of the City with a zoning designation of Commercial-General (CG). Chapter 17 of Pocatello Municipal Code does not require a minimum lot size to be maintained for commercial lots. Planning & Development Services Staff finds that preliminary plat complies with all applicable zoning requirements of the CG zoning district and other applicable development standards.
☒	☐	☐	**16.20.050 D.**	**All public facilities including streets, sidewalks, curbs, gutters, water, sewer, fire protection, and sanitation services can be provided to the newly created lots and accommodate future extension to adjacent land. 1. The use of a "control strip" intended to control or prevent the future extension of public facilities or development of adjacent land is prohibited.**
			FINDING	The property is well served by existing infrastructure, with public water and sewer utilities located adjacent to the site along the five-lane principal arterial roadway. In addition, electrical, natural gas, and communications utilities are available within a utility easement adjacent to the property. The presence of these utilities minimizes the need for off-site improvements and supports efficient development consistent with commercial use.The application was reviewed by various City Departments including Engineering; Sanitation; Streets/Traffic; Water; and Water Pollution Control and following numerous revisions meets all standards for approval. **Utility Provider and City Department Notice:** Pursuant to Municipal Code 16.20.040F, utility providers and affected City departments were provided notice. Revisions were required by various City Departments prior to scheduling the application. No comments were received from the Utility providers.
☒	☐	☐	**16.20.050 E.**	**If city public works determines that the proposed subdivision will result in significant traffic impacts pursuant to subsection 16.20.030V of this chapter, then a "traffic impact study" will be required as part of the commission's review.**

			FINDING	Municipal subsection 16.20.030V states that a traffic impact study will be required for any subdivision creating one hundred (100) or more peak hour trips based on the Institute of Transportation Engineers' "Trip Generation Handbook" (current edition). A traffic impact study may be waived by the Public Works Department upon the receipt of an approved traffic analysis to be included with the application. The proposal does not meet the criteria for a traffic impact study. A traffic study was provided and reviewed by Mike Neville, Street Superintendent. A copy of the Traffic Study is attached to your report. The plat reflects the recommendations based on said study. It should be noted that plat shows retention of a 60-foot wide access easement extending both Rahim and Dykman Drives northeast to property owned by Hoot Owl, LLC.
☒	☐	☐	**16.20.050 F.**	**The proposal provides for a continuation of a connected transportation system unless topography or natural features prevents a connection to abutting streets or property.**
			FINDING	The Commission finds The proposed subdivision proposes two (2) new roads via S 5th Avenue – Rahim Drive on the northwest and Dykman Drive on the south. Two additional roads are proposed in between the latter thus providing interconnectivity within the development to adjacent properties.
☒	☐	☐	**16.20.050 G.**	**The proposed subdivision provides for bicycle and pedestrian transportation routes and amenities in accordance with Bannock transportation planning organization's most recent adopted bicycle and pedestrian plans.**
			FINDING	The Bannock Transportation Planning Organizations (BTPO) classifies S. 5th Avenue as a functional class 4, minor arterial. The adopted Bicycle & Pedestrian Plan has bike lanes extending from Jason Avenue to the Blackrock/I-15 on ramp. The proposed Bicycle network proposes extending the bike lanes from the latter on-ramp to W. Portneuf Road.
☒	☐	☐	**16.20.050 H.**	**Public utilities are provided to the newly created lots in public rights of way or in appropriately sized easements. (Ord. 2971, 2016)**
			FINDING	The Commission finds that extension of public utilities shall be coordinated with appropriate agencies with all costs borne by the developer.

PLANNING & ZONING COMMISSION DECISION: In consideration of the application the Planning & Zoning Commission approves the request finding that meets the standards for approval under Chapter 16.20.050 of Pocatello Municipal Code.

Rich Phillips, Chairman
City of Pocatello Planning & Zoning Commission
Authorized to sign 8/12/2026

STATE OF IDAHO)
ss:
County of Bannock)

On this 13th day of August 2026, before me, the undersigned, a Notary Public in and for the Idaho State, personally appeared Chairman Rich Phillips of the City of Pocatello Planning and Zoning Commission, known to me or proved to me to be the person whose name is subscribed to the foregoing instrument, and being duly sworn, acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Aceline McCulla
Notary Public for Idaho
Residing in Pocatello, Idaho

Seal

ACELINE MCCULLA
NOTARY PUBLIC
STATE OF IDAHO
COMMISSION # 20210088
MY COMMISSION EXPIRES 01/22/2027

ATTACHMENT C

PLANNING & ZONING COMMISSION STAFF/APPLICATION PACKET

AUGUST 12, 2026

PLANNING & ZONING COMMISSION
HEARING: AUGUST 12, 2026
STAFF REPORT

FILE: PP26-005

APPLICANT:	Sunrise Engineering
OWNER:	Portneuf Valley Gap Investors, LLC
REQUEST:	Preliminary Plat
GENERAL LOCATION:	7800 Block of S. 5th Avenue
STAFF:	Matthew G. Lewis, M.S., Senior Planner

SUMMARY & CONDITIONS:
In consideration of the application, staff concludes that the proposed preliminary plat is **compliant** with Pocatello City Code Chapter 16.20.050 and 17.03.420 assuming the following conditions are met:

1. All other standards or conditions of Municipal Code not herein stated but applicable to land subdivision shall apply.

OPTIONAL MOTIONS:

1. **Approval of the Application**: Move to **approve** the preliminary plat application request by Sunrise Engineering representing Portneuf Valley Gap, LLC, finding the application does meet the standards for approval under Chapter 16.20.050 of Pocatello Municipal Code, with conditions listed in the staff report, and to authorize the Chair, or Vice Chair, to sign the Findings of Fact and Decision.
2. **Denial of the Application**: "Move to **deny** the preliminary plat application by Sunrise Engineering representing Portneuf Valley Gap, LLC, finding the application **does not** meet the standards for approval under Chapter 16.20.050 of Pocatello City Code and authorize the Chair, or Vice Chair, to sign the Findings of Fact and Decision.

GENERAL BACKGROUND:

Request: Sunrise Engineering on behalf of Portneuf Valley Gap, LLC, has submitted a preliminary plat application specifically to subdivide 19.19 acres (more or less) of land into eighteen (18) commercial lots. The subject parcel was recently annexed into the Corporate Boundaries of the City with a zoning designation of Commercial-General (CG). Chapter 17 of Pocatello Municipal Code does not require that a minimum lot size be maintained for commercial lots.

Physical Characteristics of the Site: The parcel is located directly east of Century High School and surrounds the student seminary building. The existing site grades range between 4-8% sloping from northeast to southwest, therefore, future development will not be subject to Municipal Code Section 15.05.100 (Slope Development Standards).

Notification: Notice was posted on the subject property on July 27, 2026 and published in the Idaho State Journal on July 28, 2026. All property owners within three hundred feet (300') of the external boundaries of the subject property have been provided notice of the public hearing in order that they may provide comment on the proposed preliminary plat. No written comments were received from the public prior to the publishing of this staff report.

Planning & Zoning Commission Action: After notice, the Planning and Zoning Commission shall hold a hearing to consider the request and render a recommendation. The commission shall submit findings of fact and recommendation to the City Council within forty-five (45) days following closure of the public hearing.

ATTACHMENTS:

A. Application with Pertinent Information
B. Traffic Study

CRITERIA FOR REVIEW: The Planning and Zoning Commission and City Council shall review the facts and circumstances of each proposal in terms of the standards listed in the table below:

Table 1. Preliminary Plat Review Criteria Analysis

REVIEW CRITERIA (16.20.050):				
Compliant			**City Code and Staff Review**	
Yes	**No**	**N/A**	**Code Section**	**Analysis**
☒	☐	☐	**16.20.050 A**	**The subdivision proposal complies with applicable provisions of this title.**
			Staff Review	The proposal is compliant with all applicable standards of Title 16, provided that all comments and conditions are met.
☒	☐	☐	**16.20.050 B.**	**The subdivision proposal complies with all applicable city design standards and development regulations.**
			Staff Review	Based on review from appropriate City departments – the proposed subdivision complies with all city design standards and development regulations.
☒	☐	☐	**16.20.050 C.**	**The subdivision proposal complies with all applicable zoning requirements of the underlying zoning district, applicable overlays, and other applicable development standards.**
			Staff Review	As noted above, the subject parcel was recently annexed into the Corporate Boundaries of the City with a zoning designation of Commercial-General (CG). Chapter 17 of Pocatello Municipal Code does not require a minimum lot size to be maintained for commercial lots. Planning & Development Services Staff finds that preliminary plat complies with all applicable zoning requirements of the CG zoning district and other applicable development standards.
☒	☐	☐	**16.20.050 D.**	**All public facilities including streets, sidewalks, curbs, gutters, water, sewer, fire protection, and sanitation services can be provided to the newly created lots and accommodate future**

				extension to adjacent land. D. The use of a "control strip" intended to control or prevent the future extension of public facilities or development of adjacent land is prohibited.
			Staff Review	The property is well served by existing infrastructure, with public water and sewer utilities located adjacent to the site along the five-lane principal arterial roadway. In addition, electrical, natural gas, and communications utilities are available within a utility easement adjacent to the property. The presence of these utilities minimizes the need for off-site improvements and supports efficient development consistent with commercial use. The application was reviewed by various City Departments including Engineering; Sanitation; Streets/Traffic; Water; and Water Pollution Control and following numerous revisions *meets all standards for approval.* **UTILITY PROVIDER & CITY DEPARTMENT NOTICE:** Pursuant to Municipal Code 16.20.040F, utility providers and affected City departments were provided notice. To date, no comments have been received from the Utility providers receiving notice.
☒	☐	☐	**16.20.050 E.**	**If city public works determines that the proposed subdivision will result in significant traffic impacts pursuant to subsection 16.20.030V of this chapter, then a "traffic impact study" will be required as part of the commission's review.**
			Staff Review	Municipal Code subsection 16.20.030.V states that a traffic impact study will be required for any subdivision creating one hundred (100) or more peak hour trips based on the Institute of Transportation Engineers' "Trip Generation Handbook" (current edition). A traffic impact study may be waived by the Public Works Department upon the receipt of an approved traffic analysis to be included with the application. The proposal does not meet the criteria for a traffic impact study. A traffic study was provided and reviewed by Mike Neville, Street Superintendent. A copy of the Traffic Study is attached to your report. *The plat reflects the recommendations based on said study.* It should be noted that plat shows retention of a 60-foot wide access easement extending both Rahim and Dykman Drives northeast to property owned by Hoot Owl, LLC.
☒	☐	☐	**16.20.050 F.**	**The proposal provides for a continuation of a connected transportation system unless topography or natural features prevents a connection to abutting streets or property.**
			Staff Review	The proposed subdivision proposes two (2) new roads via S 5th Avenue – Rahim Drive on the northwest and Dykman Drive on the south. Two

				additional roads are proposed in between the latter thus providing interconnectivity within the development to adjacent properties.
☒	☐	☐	**16.20.050 G.**	**The proposed subdivision provides for bicycle and pedestrian transportation routes and amenities in accordance with Bannock transportation planning organization's most recent adopted bicycle and pedestrian plans.**
			Staff Review	The Bannock Transportation Planning Organizations (BTPO) classifies S. 5th Avenue as a functional class 4, minor arterial. The adopted Bicycle & Pedestrian Plan has bike lanes extending from Jason Avenue to the Blackrock/I-15 on ramp. The proposed Bicycle network proposes extending the bike lanes from the latter on-ramp to W. Portneuf Road.
☒	☐	☐	**16.20.050 H.**	**Public utilities are provided to the newly created lots in public rights of way or in appropriately sized easements. (Ord. 2971, 2016)**
			Staff Review	Extension of public utilities shall be coordinated with appropriate agencies with all costs borne by the developer.

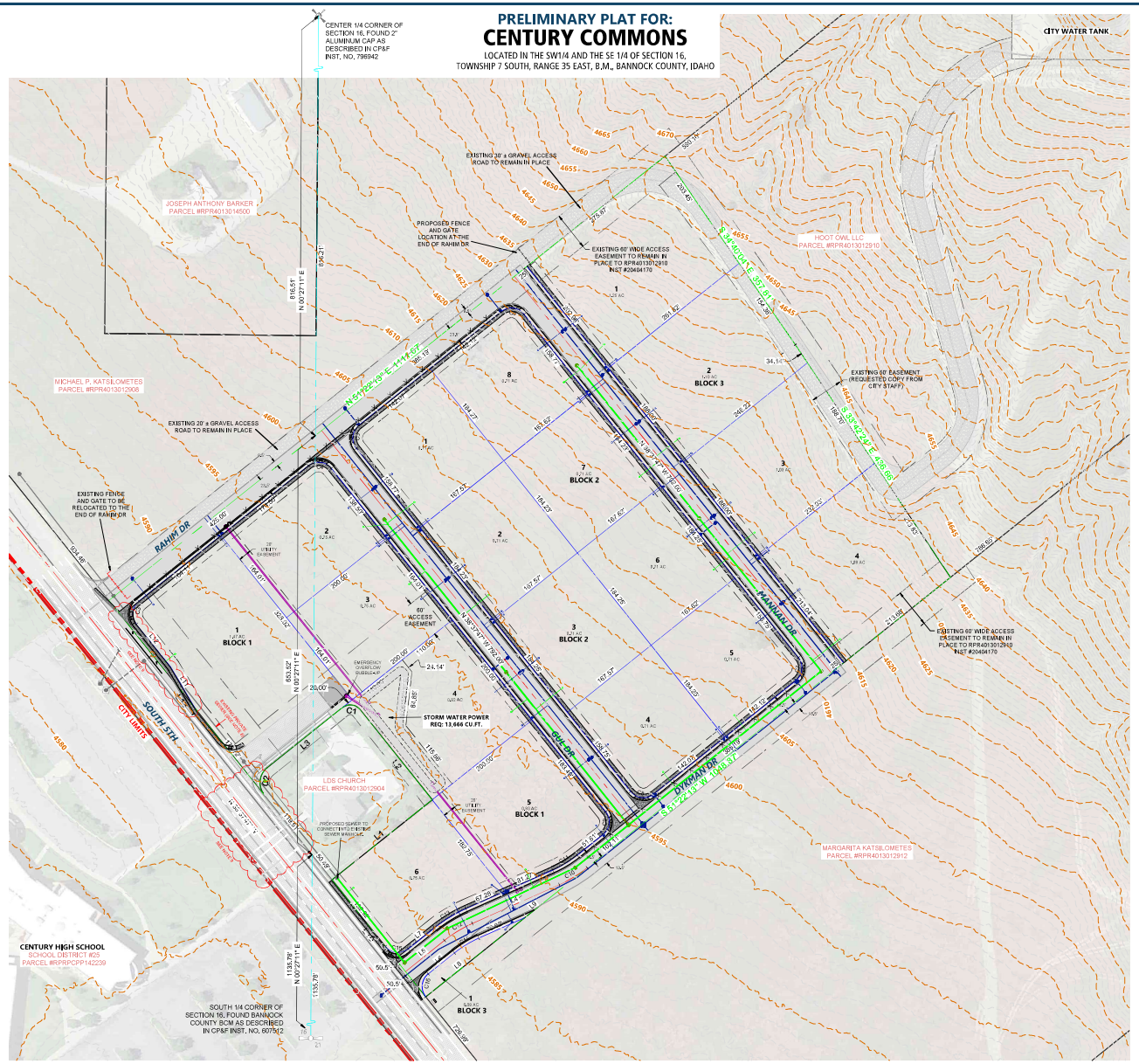
ATTACHMENT A

PRELIMINARY PLAT WITH LEGAL

AUGUST 12, 2026

PRELIMINARY PLAT FOR:
CENTURY COMMONS

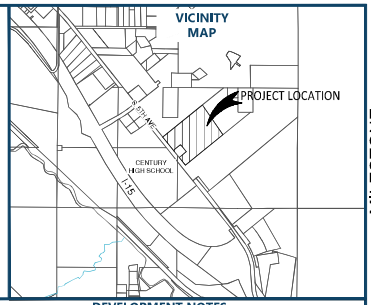
LOCATED IN THE SW1/4 AND THE SE 1/4 OF SECTION 16,
TOWNSHIP 7 SOUTH, RANGE 35 EAST, B.M., BANNOCK COUNTY, IDAHO



NORTH

HALF SIZE SCALE (12"x18")
1 INCH = 160 FEET
0 40 80 160
0 40 80 160
1 INCH = 80 FEET
FULL SIZE SCALE (24"x36")

VICINITY MAP



DEVELOPMENT NOTES

CENTURY COMMONS

1. EXISTING ZONING: COMMERCIAL GENERAL (CG)
2. SUBDIVISION STATS
   - TOTAL AREA 18.75 AC
   - 18 TOTAL COMMERCIAL LOTS
   - 1 COMMON LOT (LOT TO BE USED FOR LANDSCAPE ENTRANCE FEATURE).
3. GAS, POWER, CABLE TV ETC. TO BE PROVIDED
4. PUBLIC UTILITY EASEMENTS ARE 15' (FT.) WIDE UNLESS OTHERWISE NOTED
5. EACH LOT TO BE TAIN ITS OWN STORM WATER ON SITE
6. ROADS STORM WATER WILL BE COLLECTED IN A RETENTION POND LOCATED IN LOT 4 BLOCK 1.
7. A MEMORANDUM OF UNDERSTANDING EXISTS BETWEEN THE CITY AND OWNERS. THE CITY WILL PROVIDE AND CONSTRUCT THE FOLLOWING (PROPOSED RAHIM DR):
   - FIVE (5) FIRE HYDRANTS TOGETHER WITH TWO (2) EIGHT INCH MAINLINE CONNECTIONS AND VALVES, AT THE PROPERTY OWNERS DISCRETION.
   - WIDEN THE PREVIOUSLY ESTABLISHED CURB CUT AND ALL WEATHER (GRAVEL) ROADWAY TO FORTY-ONE (41) FEET.
8. CITY OF POCATELLO WATER POLLUTION DEPARTMENT (WPC) REQUIREMENTS:
   - REQUIRING THAT IF THE EXISTING PRIVATE SEWER SYSTEM IS TO BE USED FOR THIS DEVELOPMENT THAT A CCTV INSPECTION TO BE PROVIDED FOR THEIR REVIEW OF ALL EXISTING SEWER LINES BEING USE. ANY UPGRADE REQUIRED BY THE CITY WILL BE COMPLETED AS PART OF THIS PROJECT BY THE DEVELOPER.
   - WPC WILL NOT PROVIDE ANY DATA OF THE EXISTING PRIVATE SYSTEM, INCLUDING ANY CCTV THEY MAY HAVE.
   - IF THE EXISTING PRIVATE SEWER MANHOLES ARE TO BE USED AS PART OF THIS DEVELOPMENT, THERE NEEDS TO BE DIRECTLY ACCESSIBLE AVAILABLY FOR A JET TRUCK.
9. CITY OF POCATELLO STREET / ENGINEERING DEPARTMENT REQUIREMENTS:
   - THE EXISTING SIGNAL AND CROSS WALK LOCATED IN FRONT OF THE SEMINARY BUILDING WILL NEED TO BE RELOCATED TO THE SEMINARY DRIVE AND THE SIGNAL TO BE UPDATED. BOTH THE CITY AND DEVELOPER WILL BOTH PARTICIPATE IN THE FINANCIAL REQUIREMENTS TO EFFECT MOVEMENT AND UPDATING OF THE EXISTING SIGNAL. THE CITY HAS AGREED TO BE RESPONSIBLE FOR NEW PAINT AND REMOVAL OF OLD PAINT SURFACES.
   - ADA RAMPS LOCATED AT THE SEMINARY DRIVE AND DIRECTLY ACROSS SOUTH 5TH AVE. NEED TO BE UPDATED TO MEET CODE. THE DEVELOPER IS RESPONSIBLE FOR THE REMOVAL AND REPLACEMENT OF ADA RAMPS.
   - A DECELERATION LANE FOR NORTHBOUND TURNING RIGHT ONTO RAHIM DR. IS REQUIRED. THE DECELERATION LANE SHOULD BE 200-FEET LONG WITH A TAPER LENGTH OF 80-FEET AND A STORAGE CAPACITY OF 120-FEET. THE SAME DECELERATION LANE FOR DYKMAN DR. IS REQUIRED WHEN DEVELOPED.
   - THE DEVELOPER WILL WORK WITH CITY STAFF REGARDING THE EXISTING ACCESS RD TO THE SEMINARY BUILDING, MODIFY IT TO ELIMINATE TRAFFIC IN LOT 1 BLK 1.
10. CITY OF POCATELLO SANITATION ACCESS EASEMENT REQUIREMENTS:
    - A PERPETUAL, NON-EXCLUSIVE EASEMENT IS HEREBY GRANTED TO THE CITY OF POCATELLO, IDAHO (CITY), ITS OFFICERS, EMPLOYEES, AGENTS, CONTRACTORS, AND AUTHORIZED REPRESENTATIVES, FOR INGRESS AND EGRESS OVER AND ACROSS PRIVATE STREETS, DRIVE AISLES, PARKING AREAS, COLLECTION POINTS, DUMPSTER ENCLOSURES, AND RELATED PRIVATE IMPROVEMENTS AS REASONABLY NECESSARY TO PROVIDE MUNICIPAL SOLID WASTE, RECYCLING, YARD WASTE, AND OTHER SANITATION COLLECTION SERVICES. THE PROPERTY OWNER(S), ANY HOMEOWNERS ASSOCIATION, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS SHALL DESIGN, CONSTRUCT, AND MAINTAIN ALL PRIVATE STREETS, ACCESS ROUTES, AND COLLECTION AREAS SUBJECT TO THIS EASEMENT IN A CONDITION SAFE FOR THE OPERATION OF MUNICIPAL SANITATION VEHICLES, IN ACCORDANCE WITH APPLICABLE CITY STANDARDS. THE CITY MAY REFUSE, SUSPEND, OR DISCONTINUE SANITATION SERVICE WHENEVER ACCESS IS, IN THE CITY'S DETERMINATION, UNSAFE, OBSTRUCTED, OR OTHERWISE INADEQUATE FOR THE SAFE OPERATION OF SANITATION VEHICLES OR PERSONNEL. THE PROPERTY OWNER(S), ANY HOMEOWNERS ASSOCIATION, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS SHALL DEFEND, INDEMNIFY, AND HOLD HARMLESS THE CITY, ITS OFFICERS, EMPLOYEES, AGENTS, AND CONTRACTORS FROM AND AGAINST ANY AND ALL CLAIMS, DAMAGES, LOSSES, LIABILITIES, COSTS, AND EXPENSES, INCLUDING ATTORNEY FEES, ARISING OUT OF OR RELATING TO THE DESIGN, CONSTRUCTION, CONDITION, MAINTENANCE, REPAIR, OR USE OF THE PRIVATE STREETS, ACCESS ROUTES, COLLECTION AREAS, DUMPSTER ENCLOSURES, OR OTHER PRIVATE IMPROVEMENTS SUBJECT TO THIS EASEMENT, EXCEPT TO THE EXTENT CAUSED BY THE NEGLIGENT ACTS OR OMISSIONS OF THE CITY. THIS EASEMENT SHALL RUN WITH THE LAND AND BE BINDING UPON AND INURE TO THE BENEFIT OF THE CITY, THE PROPERTY OWNER(S), ANY HOMEOWNERS ASSOCIATION, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS.

PRELIMINARY PLAT FOR:
CENTURY COMMONS

LOCATED IN THE SW1/4 AND THE SE 1/4 OF SECTION 16,
TOWNSHIP 7 SOUTH, RANGE 35 EAST, B.M., BANNOCK COUNTY, IDAHO

DEVELOPER INFORMATION

NAME	PORTNEUF VALLEY GAP INVESTORS, LLC	ADDRESS	6284 S 5TH AVE. POCATELLO, ID 8324
CONTACT	RON DYKMAN		
PHONE	208.221.3105		

SHEET INFORMATION

CREATED	04.13.2026	PROJECT #	18158	DRAWN BY	DKC
REVISED	07.30.2026	REV #		CHECKED BY	RMH

SURFACE INFORMATION
2 FOOT CONTOUR INTERVAL

BASIS OF BEARING
PER CITY OF POCATELLO DATUM BASED ON THE CENTRAL MERIDIAN OF EAST ZONE OF IDAHO STATE PLAN COORDINATE SYSTEM

PROFESSIONAL ENGINEER LICENSED 14027 STATE OF IDAHO ROBERT M. HEUSET

SUNRISE ENGINEERING
600 EAST OAK STREET, POCATELLO, ID 83201
TELEPHONE 208.234.0110
www.sunrise-eng.com

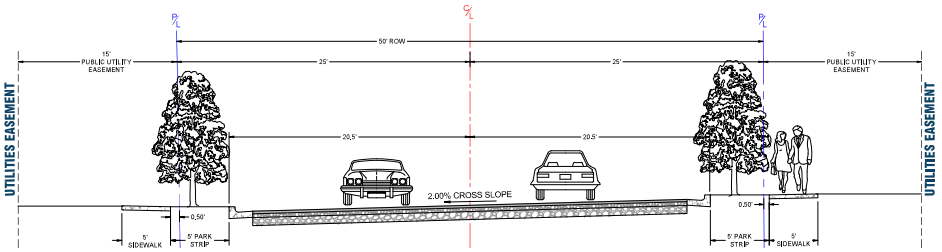
SHEET NUMBER
1 OF 2

MILESTONE

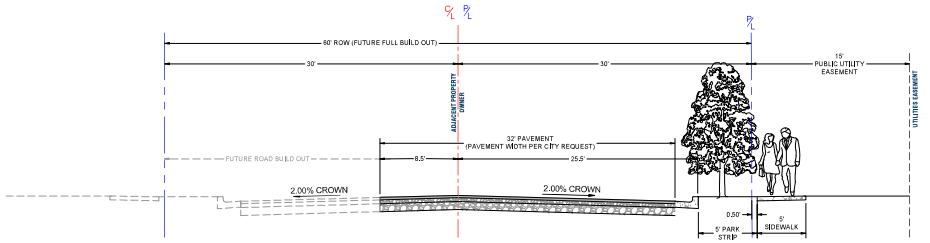
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PRELIMINARY PLAT FOR:
CENTURY COMMONS

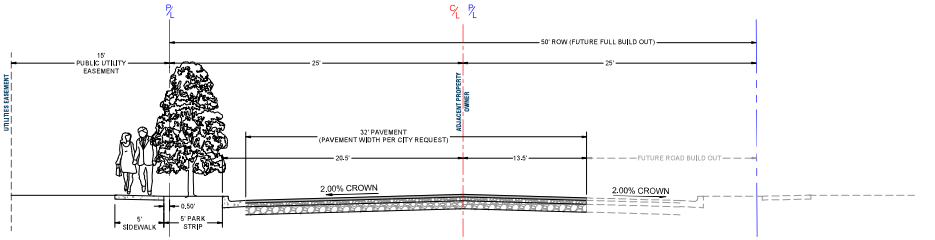
LOCATED IN THE SW1/4 AND THE SE 1/4 OF SECTION 16,
TOWNSHIP 7 SOUTH, RANGE 35 EAST, B.M., BANNOCK COUNTY, IDAHO



GUL & MANNAN
2.00% CROSS SLOPE - TYPICAL SECTION



RAHIM DR.
2.00% CROWN SLOPE - PAVED TYPICAL SECTION



DYKMAN DR.
2.00% CROWN SLOPE - PAVED TYPICAL SECTION

LEGEND

EXISTING	PROPOSED	
		PROPOSED BOUNDARY LINE
		PROPOSED PROPERTY LINE
		PROPOSED EASEMENT LINE
		PROPOSED CENTER LINE
		SECTION LINE
		COUNTOUR LINES
w		WATER LINE
irr		IRRIGATION LINE
s		SEWER LINE
sd		STORM LINE
ohe / uge	OU / UP	UNDERGROUND / OVERHEAD POWER LINE
g	G	GAS LINE
t / fo	T / FO	TELEPHONE / FIBER LINE
c	CATV	CABLE TV LINE
		SIDEWALK
		STANDARD CURB / RIBBON CURB
		FIRE HYDRANT / WATER VALVE
		WATER METER / WATER SERVICE
		IRRIGATION BOX / IRRIGATION SERVICE
		SEWER MANHOLE
		SEWER SERVICE
		STORM MANHOLE / STORM CATCH BASIN
		POWER POLE / POWER BOX
		GAS METER
		TELEPHONE BOX / FIBER OPTIC BOX
		CABLE TV BOX

CURVE TABLE

#	RADIUS	Δ	ARC LENGTH	TANGENT	CHORD BEARING	CHORD DISTANCE
C1	20.00'	090°00'00"	31.42'	20.00'	N 83°37'47" W	28.28'
C2	30.00'	090°00'00"	47.12'	30.00'	S 06°22'13" W	42.43'
C3	25.50'	089°56'37"	40.03'	25.47'	S 06°23'54" W	36.04'
C4	25.50'	090°00'00"	40.06'	25.50'	N 83°37'47" W	36.06'
C5	25.50'	089°59'59"	40.06'	25.50'	S 06°22'13" W	36.06'
C6	25.50'	090°00'00"	40.06'	25.50'	N 83°37'47" W	36.06'
C7	25.50'	090°00'00"	40.06'	25.50'	N 06°22'13" E	36.06'
C8	25.50'	090°00'00"	40.06'	25.50'	S 83°37'47" E	36.06'
C9	25.50'	090°00'00"	40.06'	25.50'	N 06°22'13" E	36.06'
C10	200.00'	014°38'58"	51.14'	25.71'	N 58°41'42" E	51.00'
C11	175.00'	014°38'58"	44.74'	22.49'	N 58°41'42" E	44.62'
C12	200.00'	014°38'58"	51.14'	25.71'	S 58°41'42" W	51.00'
C13	225.00'	014°38'58"	57.53'	28.92'	S 58°41'42" W	57.37'
C14	175.00'	014°38'58"	44.74'	22.49'	S 58°41'42" W	44.62'
C15	25.50'	090°00'00"	40.06'	25.50'	S 83°37'47" E	36.06'
C16	25.50'	090°00'00"	40.06'	25.50'	S 06°22'13" W	36.06'

LINE TABLE

#	BEARING	DISTANCE	#	BEARING	DISTANCE
L1	N 51°22'13" E	200.00'	L8	S 51°22'13" W	198.33'
L2	N 38°37'47" W	180.00'	L9	S 51°22'13" W	124.56'
L3	S 51°22'13" W	150.00'	L10	S 38°37'47" E	233.99'
L4	S 66°01'11" W	148.55'	L11	S 30°44'44" E	75.10'
L5	S 51°22'13" W	78.00'	L12	S 38°34'24" E	85.42'
L6	S 51°22'13" W	52.50'	L13	N 38°37'47" W	388.01'
L7	S 51°22'13" W	52.50'			

PRELIMINARY PLAT FOR:
CENTURY COMMONS

LOCATED IN THE SW1/4 AND THE SE 1/4 OF SECTION 16,
TOWNSHIP 7 SOUTH, RANGE 35 EAST, B.M., BANNOCK COUNTY, IDAHO

DEVELOPER INFORMATION

NAME	PORTNEUF VALLEY GAP INVESTORS, LLC	ADDRESS	6284 S 5TH AVE. POCATELLO, ID 8324
CONTACT	RON DYKMAN		
PHONE	208.221.3105		

SHEET INFORMATION

CREATED	04.13.2026	PROJECT #	18158	DRAWN BY	DKC
REVISED	07.30.2026	REV #		CHECKED BY	RMH

PROFESSIONAL ENGINEER LICENSED 14027 STATE OF IDAHO ROBERT M. HEUSER JR.
7/30/2026

SUNRISE ENGINEERING
600 EAST OAK STREET, POCATELLO, ID 83201
TELEPHONE 208.234.0110
www.sunrise-eng.com

SHEET NUMBER
2 OF 2

P:\Dykman Construction\18158 - South Hills Property\SURVEY\CAD\Century Commons Preliminary Plat.dwg Jul 30, 2026 3:31pm owen.camplon

ATTACHMENT B

TRAFFIC STUDY

XCELL ENGINEERING, LLC

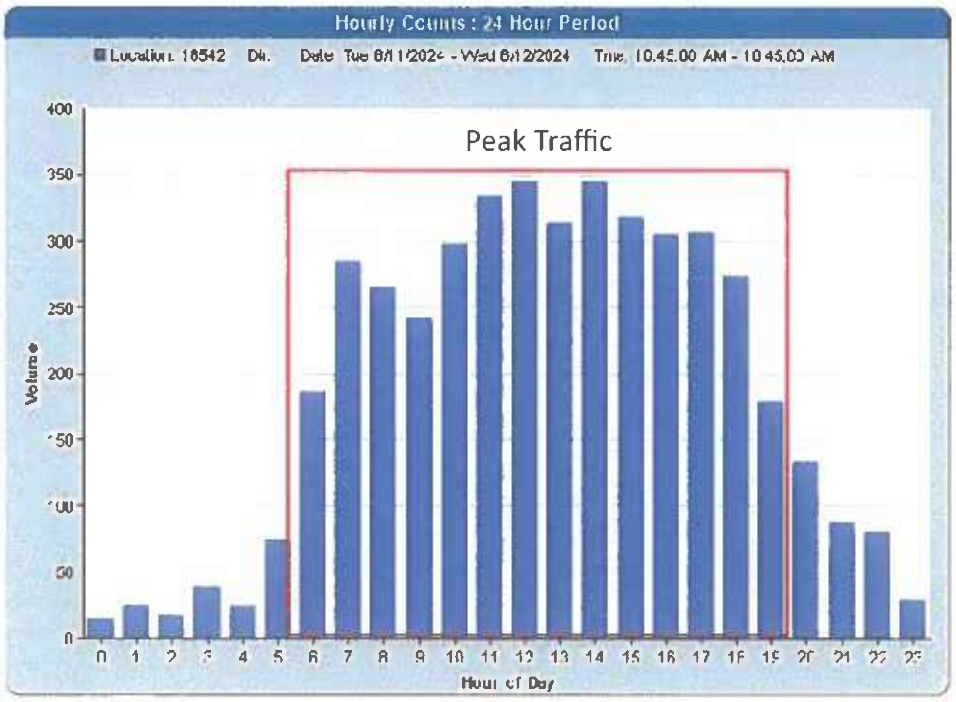
June 2, 2026
File: P26002

Mr. Ron Dykman
PO Box4434
Pocatello, ID 8320

RE: **Traffic Study**
South 5th Commercial
Pocatello, Idaho

Ron:

I have reviewed the traffic counts and information regarding your proposed commercial development on South 5th avenue in Pocatello, Idaho. Information regarding the existing traffic on south 5th near Piedmont Road is well documented. Specifically, traffic on South 5th Avenue has been counted and monitored on an hourly basis as shown in the graph below as part of the ITD Traffic Count Database System (TCDS). Counts and monitoring are available from 2001 to the present for the area in question on S. 5th Avenue.



The indicated traffic volume is heavily influenced by Century High School which is the primary traffic generator on South 5th Avenue at this location. As noted above, traffic increases between 6am and 9pm to an average of approximately 300 vehicles per hour. This pattern accounts for early morning seminary attendance and for after school sports programs.

Current enrollment in Century High School is 1198 students. The traffic department for School District 25 indicates 75% or 898 of the enrolled students, Sophomore, Junior and Senior classes, are of driving age and transport themselves to and from school. We assert each car will make two trips per day specifically for arrival and departure. Additionally, peak hour traffic has been recorded and accounts for 700 trips per day between the peak hours of 11:30am and 1:00pm. Trips between seminary and the start of classes and after classes and commencement of sports programs are not considered significant. Underage students, Freshman, are transported to the school by bus or by automobile. Currently 14 busses serve the high school and make 1 trip for drop off and one trip for pick up each day accounting for 300 students. The primary route to and from the school is via South 5th Avenue.

South 5th Avenue is classified as a functional class 4, minor arterial. The numbers indicated above show that 2500 trips are generated by students and busses on a daily basis. The Average Annual Daily Traffic (AADT) on south 5th has been determined by count to be 3946 as shown in the following tables. The recorded traffic numbers indicate non-student related traffic on south 5th avenue is 1446 trips per day.

Based on the recorded traffic counts 63% of traffic on south 5th is generated by student related activity. The balance of traffic is therefore generated by Western States Caterpillar, Bannock County offices, District 5 of the Idaho Transportation Department, Pocatello Transit, Bannock County Detention and the residences/ small business along South 5th. Based on the type and size of uses along the South 5th corridor we estimate an 20/80 split between trucks and auto traffic for the non-school related use as tabulated below.

Existing Traffic Per Day	
Automobiles	3656
Trucks	290

Volume Count Report

LOCATION INFO	
Location ID	18542
Type	SPOT
Fnct'l Class	4
Located On	S 5th AVE
Loc On Alias	S 5TH AVE 100 FT. SE. OF PIEDMONT RD
Direction	2-WAY
County	5 - Bannock
Community	-
MPO ID	
HPMS ID	ZHTVWDGSELYB
Agency	ITD

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Tue 6/11/2024
End Date	Wed 6/12/2024
Start Time	10:45:00 AM
End Time	10:45:00 AM
Direction	
Station	
Study	
Speed Limit	
Description	
Sensor Type	NA
Source	LEGACY
Latitude,Longitude	

INTERVAL:15-MIN

Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	4	3	3	4	14
1:00-2:00	5	7	6	6	24
2:00-3:00	4	5	6	2	17
3:00-4:00	8	8	4	19	39
4:00-5:00	7	3	5	10	25
5:00-6:00	9	13	11	40	73
6:00-7:00	45	40	51	51	187
7:00-8:00	53	74	84	74	285
8:00-9:00	78	78	70	40	266
9:00-10:00	58	67	62	55	242
10:00-11:00	76	62	78	82	298
11:00-12:00	87	62	90	95	334
12:00-13:00	102	77	80	86	345
13:00-14:00	76	82	80	75	313
14:00-15:00	93	77	83	91	344
15:00-16:00	84	83	69	82	318
16:00-17:00	89	71	68	76	304
17:00-18:00	91	70	66	80	307
18:00-19:00	67	70	90	46	273
19:00-20:00	49	41	35	54	179
20:00-21:00	33	44	16	40	133
21:00-22:00	28	22	21	16	87
22:00-23:00	20	17	29	14	80
23:00-24:00	6	7	10	6	29
Total					4,516
AADT					3,946
AM Peak					11:30-12:30 364
PM Peak					12:00-13:00 345

The planned commercial development consists of 18 lots from 1.53 to 0.71 acres in size with planned use for small business offices and potential for limited retail space. Typical traffic generation for small office development is 3.5[1] trips per 1000 square feet of

floor space. We anticipate the general office building development will consist of buildings having 5 to 7000 square feet of floor space which will generate 350 to 490 trips per day upon full build out. We have also used the Mixed-Use Trip Generation Model[ii] published by the EPA (see attached) which indicates an addition of 536 trips per day for 130 employees traveling to and from the 20-lot development. The 536 additional trip count is slightly higher than that indicated by Table 6-1 in the ITE Trip Generation Manual published by the Institute of Transportation Engineers. A copy of that table accompanies this study. While the indicated traffic count obtained by the EPA model is slightly higher, it is considered appropriate in leu of the ITE Tables.

It is our understanding that the larger lot at the front of the development has been acquired by a fuel retailer for placement of a base level gas station. Planned construction is not a truck stop or travel plaza. Modeling indicates the gas station will generate 2898 trips per day. However, the number of trips per day reflects trips to and from the gas station, specifically, and does not indicate additional traffic drawn to South 5th by the gas station that otherwise would not use the corridor. In short traffic to the gas station will consist of traffic already accounted for on the road due to its location well away from the interstate interchanges and the South Valley Connector. It does not appear reasonable to anticipate that the gas station would be a traffic generator from the city or either of the major interstate interchanges as traffic would have to bypass the Mavrick travel plaza and the Exxon Fast Stop located north of the site. Both sites mentioned are closer in proximity to Exit 57 than the subject site will be in connection with Exit 63 to the Portneuf area.

The planned commercial park is anticipated to generate an additional 539 AADT when full buildout is achieved. The additional traffic will increase the AADT count on south 5th by 13.65%. Traffic on S 5th has been recorded in the ITD TCDS[iii] system to be between 2737 in 2018 to 3946 currently. Increases are not linear with respect time and traffic counts in the last 8 years peaked at 4026 in 2023 and subsequently decreased to the current count leaving an adjusted growth rate over the past 8-years of 151 trips or 3.8% per year. Based on the availability of property and growth since 2018[iv], projected growth is anticipated to be similar as that observed from 2018 to the present and the indicated traffic growth rate is deemed appropriate.

SUMMARY OF KEY FINDINGS AND RECOMMENDATIONS:

- The study area is not currently developed and Rahim and Dykman Drives do not currently exist. We have estimated traffic as previously outlined in the study based on 2026 traffic volumes and projected growth similar to growth from 2001 to the present.

- All intersections are anticipated to operate at an acceptable LOS during the peak hour traffic.

- The speed limit in the school zone should be reduced from 45 mph to 35 mph due to the increased foot traffic that will occur. The current 45 mph speed limit is incompatible with increased foot traffic from the school to the gas station. Limits of the reduction in speed should be determined by additional radar counts/speed but should include the section from the Interstate to Hildreth Drive.

- Southbound turning onto Rahim Drive will occur in the existing median.

- A deceleration lane for northbound turning right onto Rahim drive is required. The deceleration lane should be 200 feet long with a taper length of 80 feet and a storage capacity of 120 feet.

- Rahim Drive should be 51-feet from back of curb to back of curb with a 25-foot asphalt section. The developers are not willing to have Rahim or Dykman Drive used as temporary semi-truck parking. Signing and City code reflecting the same shall be implemented. Signage shall be supplied by the developers.

- Dykman Drive needs to be 41 feet from back of curb to back of curb with a 25-foot asphalt section.

- The same deceleration lane for Dykman Drive is required (when eventually developed).

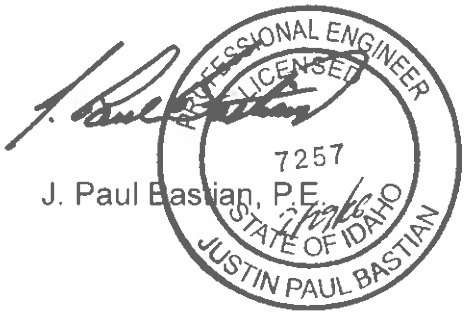
- The existing signal and crosswalk need to be moved to seminary drive and the system needs to be updated. It is understood that the developer and the city will both participate in the financial requirements to effect movement and updating of the existing signal. The city has agreed to be responsible for new paint and removal of old paint surfaces.

- ADA ramps need to be installed at the new crosswalk. The developer is responsible for removal and replacement of ADA ramps

- Sidewalk 5-feet wide needs to be installed along South 5th from the new crosswalk to Rahim Drive.

This traffic study does not take into account construction traffic generated by the site during time when build out is in progress. This short-term traffic is considered deminimus.

Sincerely,
Xcell Engineering, LLC



J. Paul Bastian, P.E.

Cc: file P26002

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[i] Trip Generation Manual – Institute of Transportation Engineers fig 6.1
[ii] US EPA Mixed Use Trip Generation Model V4 Rev 10 FEHR-PEERS
[iii] ITD Traffic Count Documentation Service – 2018 to 2024
[iv] Appendix - Collected AADT - TCDS


Traffic Count (TCDS)
Location ID: 18542
Located On: S 5th AVE
Direction: 2-WAY
AADT: 3862 (2024)
NW Count: 1647 (2018)
SE Count: 1627 (2018)
S 5th Ave
W Piedmont Rd

MIXED USE TRIP GENERATION MODEL V4 - INPUT

F

All shaded cells are inputs
Project / Scenario Specific Inputs
Default National Factors - Can be changed for project based on site specific data, or regional values fron

Section 1 - General Site Information

Site Name	South 5th	
Geographic		**Notes / Instructions**
Developed Area (in acres)	15.23	Include streets, ROW, parking lots, pock
Number of Intersections		Count intersections either within or on th
Is Transit (bus or rail) present within the site or across the street?	Yes	Note: This is only used as a way to zero
Land Use - Surrounding Area		
Is the site in a Central Business District or TOD?	No	Answering "Yes" will reduce the HBO an
Employment within one mile of the MXD	500	stores (large vs. small) should be the pri
Employment within a 30 minute Transit Trip (Door-to-door)	25,000	Do not include employment within the M
		Include employment within the MXD itse
		This can be a difficult number to get - so
Site Demographics		
Enter Population Directly?	Yes	If "No", will apply average HH size factor
Population	65000	Enter Population Here You still need to
		The U.S. Census American Community
		right, and search "Community Facts" for
Average Vehicles Owned per Dwelling Unit	2.30	is within the housing statistics of the ACS

Section 2 - Variable Modeling Parameters

Conversion Factors

		Source:
Average Household Size		
Single Family	3.2	
Multi-Family	2.5	
High Rise Condo	2.5	
Jobs per ksf		
Retail	2.0	ITE Trip Gener
Office	3.0	ITE Trip Gener
Light Industrial	1.0	ITE Trip Gener
Manufacturing	0.5	ITE Trip Gener
Warehousing	2.0	ITE Trip Gener
Misc. Uses	2.0	ITE Trip Gener

Jobs from ITE rates per other unit

		Source
Jobs per Hotel Room	0.50	ITE Trip Gener
Jobs per Movie Screen	4.00	ITE Trip Gener
Grade School Jobs per student	0.10	ITE Trip Gener
High School / Middle School Jobs per Student	0.10	ITE Trip Gener
College Jobs per student	0.25	ITE Trip Gener

Trip Purpose Splits by Land Use Type

This will affect the final results significantly. Keep "Use NCHRP" on "Yes" unless you have reliable split

For each land use type, choose whether to use NCHRP 365 splits as outlined on the Mode Parameters tab.
If "Yes" is chosen, the percentages will not affect the results. If "No," then enter the splits.

NOTE: For residences, the NHB Attractions are automatically calculated as the remainder to ensure the total is 1
NOTE: For all other purposes, the NHB attractions are automatically set equal to the NHB productions, and the H
total is 100%
NOTE: There is no NCHRP split defined for schools, so the split has to be entered below.

		Productions	
DAILY	**Use NCHRP?**	**HBW**	**HBO**
Residences	Yes	15%	50%
Retail	Yes	0%	0%
Office	Yes	0%	0%
Other non-residential (excluding schools)	Yes	0%	0%
Schools	No	0%	0%
AM PEAK HOUR			
Residences	Yes	15%	50%
Retail	Yes	0%	0%
Office	Yes	0%	0%
Other non-residential (excluding schools)	Yes	0%	0%
Schools	No	0%	0%
PM PEAK HOUR			
Residences	Yes	15%	50%
Retail	Yes	0%	0%
Office	Yes	0%	0%
Other non-residential (excluding schools)	Yes	0%	0%
Schools	No	0%	0%

SEPARATE COUNT

NON-HOME BASED TRIPS GENERATED BY PROJECT HOUSEHOLDS

Enter the percent of these that occur...

		Source for this information:
Completely Within the Project Site	25%	
With one trip end external to the Project Site	15%	
Completely outside the Project Site	60%	Calculated from other two percentages

SITE-SPECIFIC INTERNALIZATION

This should only be used in unique situations such as if the project is isolated from surrounding communities or c

This section of input is for when you have specific trips you want to EXCLUDE from the MXD process. These trip

from the "baseline" trips before applying the model. The overall trip reduction percentage will still take these trips if you were just letting the model work on all the "baseline" trips. An experienced transportation engineer or plann assumptions and calculations.

Section 3 - Land Use Inputs

	Quantity	Units	Trip Equation
Number of Dwelling Units			
Single Family	0	DU	Log Equation
Multi-Family	0	DU	Linear Equatio
High Rise Condo	0	DU	Linear Equatio
Retail (note: if you use job units for retail, the spreadsheet will convert before applying trip rates, using the rate in section 2 which you can change)			
General Retail other than those listed below	0	ksf	Log Equation
Supermarket	0	ksf	Average Rate
Bank	0	ksf	Average Rate
Health Club	0	ksf	Average Rate
Restaurant (non-fast food)	0	ksf	Average Rate
Fast-Food Restaurant	0	ksf	Average Rate
Gas Station	0	ksf	Average Rate
Auto Repair	0	ksf	Average Rate
Office			
Non-Medical	100	jobs	Log Equation
Medical	0	jobs	Average Rate
Industrial			
Light Industrial	30	jobs	Average Rate
Manufacturing	0	ksf	Average Rate
Warehousing / Self-Storage	0	ksf	Average Rate
Hotel (including restaurant, facilities, etc...)	0	Rooms	Average Rate
Motel	0	Rooms	Average Rate
Movie Theater	0	Screens	Average Rate
School			
University	0	Students	Average Rate
High School	0	Students	Average Rate
Middle School	0	Students	Average Rate
Elementary	0	Students	Average Rate

	Daily	AM Peak Hour	PM Peak Hour
Trips from Land uses not covered above ==>	0	0	0
Jobs in those Land Uses	0		

130 EMPLOYEES

	Daily	AM Peak Hour	PM Peak Hour
Total "Baseline" ITE Trips	**536**	**80**	**110**

Section 4 - VMT Inputs

	HBW	HBO	NHB
Average Trip Length in the Region	0	0	0
Average Trip Length in the Traffic Analysis Zone	0	0	0

MIXED USE TRIP GENERATION MODEL V4 - INPUT

F

All shaded cells are inputs
Project / Scenario Specific Inputs
Default National Factors - Can be changed for project based on site specific data, or regional values fron

Section 1 - General Site Information

Site Name	South 5th	
Geographic		**Notes / Instructions**
Developed Area (in acres)	15.23	Include streets, ROW, parking lots, pock
Number of Intersections		Count intersections either within or on th
Is Transit (bus or rail) present within the site or across the street?	Yes	Note This is only used as a way to zero
Land Use - Surrounding Area		
Is the site in a Central Business District or TOD?	No	Answering "Yes" will reduce the HBO an stores (large vs. small) should be the pri
Employment within one mile of the MXD	500	Do not include employment within the M
Employment within a 30 minute Transit Trip (Door-to-door)	25,000	Include employment within the MXD itse This can be a difficult number to get - so
Site Demographics		
Enter Population Directly?	Yes	If "No", will apply average HH size factor
Population	65000	Enter Population Here. You still need to
		The U.S. Census American Community right, and search "Community Facts" for
Average Vehicles Owned per Dwelling Unit	2.30	is within the housing statistics of the ACS

Section 2 - Variable Modeling Parameters

Conversion Factors

		Source:
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Single Family	3.2	
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Office	3.0	ITE Trip Gener
Light Industrial	1.0	ITE Trip Gener
Manufacturing	0.5	ITE Trip Gener
Warehousing	2.0	ITE Trip Gener
Misc. Uses	2.0	ITE Trip Gener
Jobs from ITE rates per other unit		

		Source
Jobs per Hotel Room	0.50	ITE Trip Gener
Jobs per Movie Screen	4.00	ITE Trip Gener
Grade School Jobs per student	0.10	ITE Trip Gener
High School / Middle School Jobs per Student	0.10	ITE Trip Gener
College Jobs per student	0.25	ITE Trip Gener

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NOTE: There is no NCHRP split defined for schools, so the split has to be entered below.

		Productions	
DAILY	**Use NCHRP?**	**HBW**	**HBO**
Residences	Yes	15%	50%
Retail	Yes	0%	0%
Office	Yes	0%	0%
Other non-residential (excluding schools)	Yes	0%	0%
Schools	No	0%	0%
AM PEAK HOUR			
Residences	Yes	15%	50%
Retail	Yes	0%	0%
Office	Yes	0%	0%
Other non-residential (excluding schools)	Yes	0%	0%
Schools	No	0%	0%
PM PEAK HOUR			
Residences	Yes	15%	50%
Retail	Yes	0%	0%
Office	Yes	0%	0%
Other non-residential (excluding schools)	Yes	0%	0%
Schools	No	0%	0%

NON-HOME BASED TRIPS GENERATED BY PROJECT HOUSEHOLDS

Enter the percent of these that occur ..

Source for this information.

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Health Club	0	ksf	Average Rate
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Fast-Food Restaurant	0	ksf	Average Rate
Gas Station	0	ksf	Average Rate
Auto Repair	0	ksf	Average Rate
Office			
Non-Medical	100	jobs	Log Equation
Medical	0	jobs	Average Rate
Industrial			
Light Industrial	100	jobs	Average Rate
Manufacturing	0	ksf	Average Rate
Warehousing / Self-Storage	0	ksf	Average Rate
Hotel (including restaurant, facilities, etc...)	0	Rooms	Average Rate
Motel	0	Rooms	Average Rate
Movie Theater	0	Screens	Average Rate
School			
University	0	Students	Average Rate
High School	0	Students	Average Rate
Middle School	0	Students	Average Rate
Elementary	0	Students	Average Rate

	Daily	AM Peak Hour	PM Peak Hour
Trips from Land uses not covered above ==>	0	0	0
Jobs in those Land Uses	0		

	Daily	AM Peak Hour	PM Peak Hour
Total "Baseline" ITE Trips	747	111	139

Section 4 - VMT Inputs

	HBW	HBO	NHB
Average Trip Length in the Region	0	0	0
Average Trip Length in the Traffic Analysis Zone	0	0	0

MIXED USE TRIP GENERATION MODEL V4 - INPUT

F

All shaded cells are inputs
Project / Scenario Specific Inputs
Default National Factors - Can be changed for project based on site specific data, or regional values fron

Section 1 - General Site Information

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Site Demographics		
Enter Population Directly?	Yes	If "No", will apply average HH size factor
Population	65000	Enter Population Here You still need to
Average Vehicles Owned per Dwelling Unit	2.30	The U.S. Census American Community right, and search "Community Facts" for is within the housing statistics of the AC

Section 2 - Variable Modeling Parameters

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		Source:
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High Rise Condo	2.5	
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Jobs from ITE rates per other unit

		Source
Jobs per Hotel Room	0.50	ITE Trip Gener
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NOTE: There is no NCHRP split defined for schools, so the split has to be entered below.

		Productions	
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Residences	Yes	15%	50%
Retail	Yes	0%	0%
Office	Yes	0%	0%
Other non-residential (excluding schools)	Yes	0%	0%
Schools	No	0%	0%
AM PEAK HOUR			
Residences	Yes	15%	50%
Retail	Yes	0%	0%
Office	Yes	0%	0%
Other non-residential (excluding schools)	Yes	0%	0%
Schools	No	0%	0%
PM PEAK HOUR			
Residences	Yes	15%	50%
Retail	Yes	0%	0%
Office	Yes	0%	0%
Other non-residential (excluding schools)	Yes	0%	0%
Schools	No	0%	0%

NON-HOME BASED TRIPS GENERATED BY PROJECT HOUSEHOLDS

Enter the percent of these that occur...		Source for this information
Completely Within the Project Site	25%	
With one trip end external to the Project Site	15%	
Completely outside the Project Site	60%	Calculated from other two percentages

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Section 3 - Land Use Inputs

	Quantity	Units	Trip Equation
Number of Dwelling Units			
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Multi-Family	0	DU	Linear Equatio
High Rise Condo	0	DU	Linear Equatio
Retail (note: if you use job units for retail, the spreadsheet will convert before applying trip rates, using the rate in section 2 which you can change)			
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Health Club	0	ksf	Average Rate
Restaurant (non-fast food)	0	ksf	Average Rate
Fast-Food Restaurant	0	ksf	Average Rate
Gas Station	2	ksf	Average Rate
Auto Repair	0	ksf	Average Rate
Office			
Non-Medical	100	jobs	Log Equation
Medical	0	jobs	Average Rate
Industrial			
Light Industrial	30	jobs	Average Rate
Manufacturing	0	ksf	Average Rate
Warehousing / Self-Storage	0	ksf	Average Rate
Hotel (including restaurant, facilities, etc...)	0	Rooms	Average Rate
Motel	0	Rooms	Average Rate
Movie Theater	0	Screens	Average Rate
School			
Univers ty	0	Students	Average Rate
High School	0	Students	Average Rate
Middle School	0	Students	Average Rate
Elementary	0	Students	Average Rate

	Daily	AM Peak Hour	PM Peak Hour
Trips from Land uses not covered above ==>	0	0	0
Jobs in those Land Uses	0		

WITH A GAS STATION!

	Daily	AM Peak Hour	PM Peak Hour
Total "Baseline" ITE Trips	**2,898**	**239**	**304**

Section 4 - VMT Inputs

	HBW	HBO	NHB
Average Trip Length in the Region	0	0	0
Average Trip Length in the Traffic Analysis Zone	0	0	0

Figure 6.1

General Office Building
(710)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	35
Avg. Num. of 1000 Sq. Ft. GFA:	117
Directional Distribution:	86% entering, 14% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.16	0.37 - 4.23	0.47

Data Plot and Equation

