City of Fayetteville, Arkansas

113 West Mountain Street
Fayetteville, AR 72701
(479) 575-8267

Planning Commission Tentative Agenda

Thursday, March 20, 2025

4:30 PM

100 W. Rock Street

Planning Commission Members

Andrew Brink, Chair
Mary McGetrick, Vice Chair
Brad Payne, Secretary
Matthew Cabe
Nick Castin
Jimm Garlock
Fred Gulley
Mary Madden
Nick Werner

Senior Assistant City Attorney Blake Pennington

Call to Order

Roll Call

Consent

1. MINUTES:

Approval of the minutes from the March 10, 2025 Planning Commission.
- Mirinda Hopkins, Development Coordinator

2. VAR-2025-0005: Planning Commission Variance (1321 & 1369 W. MARTIN LUTHER KING JR. BLVD/CHICK-FIL-A & SONIC, 521):

Submitted by INTERPLAN LLC for property located at 1321 & 1369 W. MARTIN LUTHER KING JR. BLVD. The property is zoned C-2, THOUROUGHFARE COMMERCIAL and contains approximately 1.88 acres. The request is for a variance to perimeter landscaping requirements.
- Donna Wonsower, Planner

3. VAR-2025-0014: Planning Commission Variance (1006 N. MARVIN AVE/ARKHOLA LLC, 440):

Submitted by ODYSSEY ENGINEERING for property located at 1006 N. MARVIN AVE. The property is zoned C-2, THOROUGHFARE COMMERCIAL and contains approximately 0.26 acres. The request is for a variance to street access management standards and perimeter landscaping requirements. - Donna Wonsower, Planner

4. CCP-2025-0003: Concurrent Plat (WEST OF S. OUACHITA DR & S. BAYOU ALY/RIVERSIDE VILLAGE PH 2.3, 683):

Submitted by CRAFTON TULL for property located WEST OF S. OUACHITA DR & S. BAYOU ALY. The property is zoned RPZD, RESIDENTIAL PLANNED ZONING DISTRICT and contains approximately 2.32 acres. The request is to divide the property into 10 residential lots and three common area lots. - Gretchen Harrison, Senior Planner

5. LSD-2025-0001: Large Scale Development (10 W. 15TH ST/WALKER PARK, 562):

Submitted by MCCLELLAND CONSULTING ENGINEERS for property located at 10 W. 15TH ST. The property is zoned P-1, INSTITUTIONAL and contains two lots with approximately 18.36 acres. The request is for the redevelopment of park facilities.
- Jessica Masters, Development Review Manager

Unfinished Business

6. VAC-2025-0005: Vacation (191 S. HILL AVE/KERR INVESTMENT COMPANY, 522):

Submitted by MCCLELLAND CONSULTING ENGINEERS for property located at 191 S. HILL AVE. The property is zoned MSC, MAIN STREET CENTER and contains approximately 2.90 acres. The request is to vacate 0.07 acres of right-of-way.

THIS ITEM WAS TABLED AT THE MARCH 10, 2025 PLANNING COMMISSION MEETING. - Donna Wonsower, Planner

7. LSD-2024-0038: Large Scale Development (151 W. DICKSON ST/TRINITAS VENTURES, 484):

Submitted by MCCLELLAND CONSULTING ENGINEERS for property located at 151 W. DICKSON ST. The property is zoned MSC, MAIN STREET CENTER and contains approximately 1.42 acres. The request is for a 185-unit multi-family development with associated parking.

THIS ITEM WAS TABLED AT THE FEBRUARY 10, 2025, AND MARCH 10, 2025 PLANNING COMMISSION MEETINGS. - Gretchen Harrison, Senior Planner

8. PZD-2025-0001: Planned Zoning District (1875 W. HASKELL HTS/HASKELL COMMONS, 520):

Submitted by CRAFTON TULL for property located at 1875 W. HASKELL HTS. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 34.86 acres. The request is to rezone the property to a PLANNED ZONING DISTRICT.

THIS ITEM WAS TABLED AT THE FEBRUARY 24, 2025 PLANNING COMMISSION MEETING. - Gretchen Harrison, Senior Planner

New Business

9. ADM-2025-0012: Administrative Item (655 N. GENEVIEVE AVE/D FAMILY INVESTMENTS LLC, 436):

Submitted by ELITE HOME SOLUTIONS LLC for property located at 655 N. GENEVIEVE AVE. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.30 acres. The request is to modify a previously-approved conditional use permit. - Wesley Frank, Planner

10. VAR-2025-0012: Planning Commission Variance (1110 N. WANEETAH

AVE/THOMPSON, 407):

Submitted by MARY AND QUIN THOMPSON for property located at 1110 N. WANEETAH AVE. The property is zoned NC, NEIGHBORHOOD CONSERVATION and contains approximately 0.07 acres. The request is for a variance to parking regulations. - Gretchen Harrison, Senior Planner

11. VAR-2025-0013: Planning Commission Variance (W. PRIMEARK HORIZON DR/ROUSE, 201):

Submitted by JORGENSEN & ASSOCIATES for property located on W. PRIMEARK HORIZON DR. The property is in the FAYETTEVILLE PLANNING AREA and contains approximately 7.74 acres. The request is for a variance to street frontage requirements. - Donna Wonsower, Planner

12. VAR-2025-0015: Planning Commission Variance (1228 S. WEST AVE/SIEMEK & BATES, 562):

Submitted by WESLEY BATES for property located at 1228 S. WEST AVE. The property is zoned RMF-24, RESIDENTIAL MULTI-FAMILY, 24 UNITS PER ACRE and contains approximately 0.26 acres. The request is for a variance to accessory dwelling unit standards. - Wesley Frank, Planner

13. VAR-2025-0016: Planning Commission Variance (1640 S. HANSHEW RD/KESSLER CREEK LLC, 596):

Submitted by ODYSSEY ENGINEERING for property located at 1640 S. HANSHEW RD. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 3.21 acres. The request is for a variance from tree preservation plan requirements. - Willa Thomason, Urban Forester

14. PPL-2025-0002: Preliminary Plat (NORTHWEST OF N. LANDMARK HL & N. OBSERVATORY RD/MISSION HEIGHTS, 370):

Submitted by ECOLOGICAL DESIGN GROUP for property located NORTHWEST OF N. LANDMARK HL & N. OBSERVATORY RD. The property is zoned CS, COMMUNITY SERVICES and contains approximately 4.18 acres. The request is for the preliminary plat of 14 lots. - Gretchen Harrison, Senior Planner

15. LSD-2025-0002: Large Scale Development (2044 E. TOWNSHIP ST/CJC DEVELOPMENT, 292):

Submitted by GAVIN SMITH CIVIL ENGINEERING for property located at 2400 E. TOWNSHIP ST. The property is zoned NS-G, NEIGHBORHOOD SERVICES-GENERAL and contains approximately 1.17 acres. The request is for a 7450 sq. ft. commercial renovation, an 8-unit residential townhome development, and associated parking.

- Jessica Masters, Development Review Manager

16. VAC-2025-0007: Vacation (7 S. UNIVERSITY AVE/AWBG LLC, 522):

Submitted by MCCLELLAND CONSULTING ENGINEERS for property located at 7 S. UNIVERSITY AVE. The property is zoned RMF-40, RESIDENTIAL MULTI-FAMILY, 40 UNITS PER ACRE and contains approximately 1.34 acres. The request is to vacate 0.14 acres of right-of-way. - Jessica Masters, Development Review Manager

17. CUP-2025-0009: Conditional Use Permit (115 S. WILLOW AVE/ST JAMES MISSIONARY BAPTIST CHURCH, 524):

Submitted by SQUIRE JEHEGAN CDC for property located at 115 S. WILLOW AVE. The property is zoned RMF-24, RESIDENTIAL MULTI-FAMILY, 24 UNITS PER ACRE and contains approximately 0.22 acres. The request is to use the property as a cultural and recreational facility.
- Jessica Masters, Development Review Manager

18. CUP-2025-0013: Conditional Use Permit (EAST OF 2365 N. RUPPLE RD/HOLT SUBDIVISION, 323):

Submitted by BATES & ASSOCIATES for property located EAST OF 2365 N. RUPPLE RD. The property is zoned RPZD, RESIDENTIAL PLANNED ZONING DISTRICT and CS, COMMUNITY SERVICES and contains approximately 18.47 acres. The request is for a four-family dwelling. - Gretchen Harrison, Senior Planner

19. CUP-2025-0012: Conditional Use Permit (2981 W. OBSIDIAN ST/RAINER, 285):

Submitted by CASEY RAINER for property located at 2981 W. OBSIDIAN ST. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.20 acres. The request is to use the property as a short-term rental. - Wesley Frank, Planner

20. CUP-2025-0014: Conditional Use Permit (887 S. ONE MILE RD/ELLISON, 557):

Submitted by MICHAEL & TRACI ELLISON for property located at 887 S. ONE MILE RD. The property is zoned NC, NEIGHBORHOOD CONSERVATION and contains approximately 0.10 acres. The request is to use the property as a short-term rental. - Donna Wonsower, Planner

21. RZN-2025-0010: Rezoning (W. VAN ASCHE DR/WG LAND COMPANY LTD PARTNERSHIP, 210 & 211):

Submitted by HALL ESTILL ATTORNEY AT LAW for property located on W. VAN ASCHE DR. The property is zoned C-2, THOROUGHFARE COMMERCIAL and

contains approximately 17.23 acres. The request is to rezone the property to CS, COMMUNITY SERVICES. - Wesley Frank, Planner

22. RZN-2025-0006: Rezoning 91 S. DUNCAN AVE/SMITH, 522):

Submitted by ECOLOGICAL DESIGN GROUP for property located at 91 S. DUNCAN AVE. The property is zoned RMF-40, RESIDENTIAL MULTI-FAMILY, 40 UNITS PER ACRE and contains approximately 0.30 acres. The request is to rezone the property to MSC, MAIN STREET CENTER.
- Donna Wonsower, Planner

23. RZN-2025-0007: Rezoning (588 S. WILLOW AVE/BWB WILLOW LLC, 524):

Submitted by BUILDER'S LAND CAPITAL for property located at 588 S. WILLOW AVE. The property is zoned DG, DOWNTOWN GENERAL and contains approximately 0.22 acres. The request is to rezone the property to UN, URBAN NEIGHBORHOOD. - Gretchen Harrison, Senior Planner

24. RZN-2025-0008: Rezoning (352 E. 7TH ST/BRICENO & YOUNGBLOOD, 524):

Submitted by NESTOR BRICENO for property located at 352 E. 7TH ST. The property is zoned NC, NEIGHBORHOOD CONSERVATION and contains approximately 0.23 acres. The request is to rezone the property to RI-U, RESIDENTIAL INTERMEDIATE URBAN. - Donna Wonsower, Planner

25. RZN-2025-0009: Rezoning (S. RAZORBACK RD & S. ASHWOOD AVE/CUNNINGS ARKANSAS, 638):

Submitted by WATKINS, BOYER, GRAY & CURRY for property located at S. RAZORBACK RD & S. ASHWOOD AVE. The property is zoned NS-L, NEIGHBORHOOD SERVICES - LIMITED and contains approximately 0.40 acres. The request is to rezone the property to R-A, RESIDENTIAL-AGRICULTURAL, and CS, COMMUNITY SERVICES. - Jessica Masters, Development Review Manager

Items Administratively Approved by Staff

26. LSP-2025-0003: Lot Split (1228 S. WEST AVE/BATES, 562):

Submitted by SATTERFIELD LAND SURVEYORS for property located on 1228 S. WEST AVE. The property is zoned RMF-24, RESIDENTIAL MULTI-FAMILY, 24 UNITS PER ACRE and contains approximately 0.26 acres. The request is to split a parcel into two lots containing 0.14 and 0.12 acres. - Wesley Frank, Planner

27. SIP-2024-0007: Site Improvement Plan (216 N. LOCUST ST/DICKSON SQUARE LLC, 484):

Submitted by BUILD OZK for property located at 216 N. LOCUST ST. The

property is zoned DG, DOWNTOWN GENERAL and contains approximately 0.60 acres. The request is for a 10-unit residential townhome development with associated parking.
- Jessica Masters, Development Review Manager

Agenda Session Items

Announcements

28. **PC OFFICER NOMINATION VOTE**
SLATE OF CANDIDATES:
CHAIR - Andrew Brink
VICE CHAIR - Brad Payne
SECRETARY - Jimm Garlock

Adjournment

NOTICE TO MEMBERS OF THE AUDIENCE

All interested parties may appear and be heard at the public hearings. If you wish to address the Planning Commission on an agenda item, please queue behind the podium when the Chair asks for public comment. Once the Chair recognizes you, go to the podium and give your name and address. Address your comments to the Chair, who is the presiding officer. The Chair will direct your comments to the appropriate appointed official, staff, or others for response. Please keep your comments brief, to the point, and relevant to the agenda item being considered so that everyone has a chance to speak.

Interpreters of TDD, Telecommunications Device for the Deaf, are available for all public hearings, 72 hour notice is required. For further information or to request an interpreter, please call 575-8330.

As a courtesy please turn off all cell phones and pagers.

(pg. 1) Planning Commission	Monday, 03/10/2025						
Time:	5:30 PM						
Staff :	□ Willa Thomason ☒ Jessie Masters ☒ Gretchen Harrison ☒ Donna Wonsower ☒ Wesley Frank						
	□ Britin Bostick □ Kylee Cole ☒ Melissa Boyd ☒ Justin Bland □ Chris Brown ☒ Alan Pugh □ Fire Marshal						
	Roll Call	**1) Minutes (02/24/2025)**	**2) ADM-2025-0009 (SOUTHERN WOODS)**	**3) VAR-2025-0006 (DODO COFFEE)**	**4) CCP-2025-0002 (BILDERBACK)**	**5) CUP-2025-0002 (LEDBETTER)**	**6) VAC-2025-0005 (VERVE)**
Gulley	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Cabe	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Werner	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Garlock	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Madden	**1**	**1**	**1**	**1**	**1**	**1**	**1**
McGetrick	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Brink	**1**	**1**	**1**	**1**	**1**	**RECUSE**	**1**
Payne	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Castin	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Agenda		**Consent**	**Consent**	**Consent**	**Consent**	**Old**	**New**
Action		Approve	Approve	Approve	Approve	Approve	Table
Motion By		Cabe	Cabe	Cabe	Cabe	Cabe	Werner
Motion 2nd		Castin	Castin	Castin	Castin	Werner	Madden
Vote		9-0-0	9-0-0	9-0-0	9-0-0	8-0-1	9-0-0
Time		5:34 PM	5:34 PM	5:34 PM	5:34 PM	5:39 PM	5:40 PM
Motion Detail						With all conditions as reccommended by staff.	Until the March 24, 2025 Planning Commission meeting.
Public Comment		0	0	0	0	0	0

	7) CUP-2025-0010 (CARRINGTON & VOISE LLC)	8) VAR-2025-0009 (STORER TOWNHOMES)	9) VAR-2025-0010 (UNDERWOOD PARK)	10) LSD-2024-0027 (OAK BAILEY CLUSTER DEVELOPMENT)			11) VAC-2025-0003 (PBS PROPERTIES LLC)	12) CUP-2025-0007 (BIKE PATH COTTAGES)
Gulley	**0**	**1**	**1**	**0**	**1**	**1**	**1**	**1**
Cabe	**0**	**1**	**1**	**1**	**0**	**1**	**1**	**RECUSE**
Werner	**0**	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Garlock	**0**	**1**	**1**	**0**	**1**	**1**	**1**	**1**
Madden	**0**	**1**	**1**	**1**	**0**	**1**	**1**	**1**
McGetrick	**0**	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Brink	**0**	**1**	**1**	**1**	**0**	**1**	**1**	**1**
Payne	**0**	**1**	**1**	**0**	**1**	**1**	**1**	**1**
Castin	**0**	**1**	**1**	**1**	**0**	**1**	**1**	**1**
Agenda	**New**	**New**	**New**	**New**			**New**	**New**
Action	Approve	Approve	Approve	Divide	Keep	Approve	Table	Approve
Motion By	Werner	Werner	Payne	Castin	Castin	Werner	Brink	Gulley
Motion 2nd	Garlock	McGetrick	Werner	Werner	Werner	McGetrick	Gulley	Payne
Vote	0-9-0	9-0-0	9-0-0	6-3-0	5-4-0	9-0-0	9-0-0	8-0-1
Time	5:52 PM	6:03 PM	6:17 PM	6:57 PM			7:09 PM	7:25 PM
Motion Detail	Failed.	With all conditions as recommended by staff.	With all conditions as recommended by staff.	Remove the condition recommended by staff concerning off-site improvement.	Off-site improvement stays.	With all conditions as recommended by staff.	Indefinitely.	With all conditions as recommended by staff.
Public Comment	1	0	1	0			0	0

	13) CUP-2025-0011 (CAJAKAJO)	14) CUP-2025-0005 (LUMB)	15) CUP-2025-0008 (CARLEIGH PROPERTIES LLC)	16) RZN-2025-0002 (BAUER HAUS LLC)	17) RZN-2025-0004 (PARK AVENUE PROPERTIES LLC)	18) RZN-2025-0005 (JMAX PROPERTIES LLC)
Gulley	**1**	**1**	**0**	**0**	**1**	**0**
Cabe	**1**	**1**	**0**	**1**	**1**	**1**
Werner	**1**	**1**	**0**	**0**	**1**	**1**
Garlock	**1**	**1**	**0**	**0**	**1**	**0**
Madden	**1**	**1**	**0**	**0**	**1**	**1**
McGetrick	**1**	**1**	**0**	**1**	**1**	**1**
Brink	**1**	**1**	**0**	**1**	**1**	**1**
Payne	**1**	**1**	**0**	**0**	**1**	**0**
Castin	**1**	**1**	**0**	**1**	**1**	**1**
Agenda	**New**	**New**	**New**	**New**	**New**	**New**
Action	Approve	Approve	Approve	Forward	Forward	Forward
Motion By	Werner	Werner	Werner	Werner	Payne	Gulley
Motion 2nd	Payne	Garlock	McGetrick	Gulley	Castin	Cabe
Vote	9-0-0	9-0-0	0-9-0	4-5-0	9-0-0	6-3-0
Time	7:42 PM	7:47 PM	7:57 PM	8:10 PM	8:12 PM	8:33 PM
Motion Detail	With all conditions as recommended by staff.	Wwith all conditions as recommended by staff.	Failed	Failed	With a recommendation of approval.	With a recommendation of approval.
Public Comment	**0**	**0**	**0**	**1**	**0**	**1**

	19) VAR-2025-0005 (CHICK-FIL-A INC)	20) VAR-2025-0011 (FELLOWSHIP CHURCH)	21) CUP-2025-0009 (ST JAMES MISSIONARY BAPTIST CHURCH)			
Gulley						
Cabe						
Werner						
Garlock						
Madden						
McGetrick						
Brink						
Payne						
Castin						
Agenda	**New**	**New**	**New**			
Action	Withdrawn	Withdrawn	Withdrawn			
Motion By						
Motion 2nd						
Vote						
Time						
Motion Detail						
Public Comment						

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Donna Wonsower, Planner
Willa Thomason, Urban Forester

MEETING DATE: March 24, 2025

SUBJECT: **VAR-2025-0005: Planning Commission Variance (1321 & 1369 W. MARTIN LUTHER KING JR. BLVD/CHICK-FIL-A & SONIC, 521)** Submitted by INTERPLAN LLC for property located at 1321 & 1369 W. MARTIN LUTHER KING JR. BLVD. The property is zoned C-2, THOUROUGHFARE COMMERCIAL and contains approximately 1.88 acres. The request is for a variance to perimeter landscaping requirements.

RECOMMENDATION:
Staff recommends approval of **VAR-2025-0005** with conditions.

RECOMMENDED MOTION:
"I move to approve VAR-2025-0005, recommending:

- *In favor of the requested variance to UDC §177.04(D)(1) Perimeter Landscaping: Side and Rear Property Lines*
- *In favor of all other conditions as recommended by staff."*

BACKGROUND:
The subject property is in central Fayetteville at the southeast corner of S. Razorback Rd. and W. Marton Luther King Jr. Blvd directly south of the University of Arkansas main campus. The subject area contains two parcels, which are currently developed with a Chick-Fil-A and Sonic restaurant respectively. The subject area is not part of any overlay district. No protected streams or FEMA floodplain are located on the property, and it does not contain hydric soils. Surrounding land use and zoning is depicted in Table 1.

Table 1:
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	University of Arkansas Parking Lot	C-2, Thoroughfare Commercial
South	Tennis Courts	R-O, Residential Office
West	Gas Station and Commercial	C-2, Thoroughfare Commercial UT, Urban Thoroughfare I-1, Heavy Commercial and Light Industrial
East	Restaurant	C-2, Thoroughfare Commercial

Request: The applicant is requesting a variance to UDC §177.04(D)(1) for a reduction of a portion of the landscape buffer on the east side of the Chick-fil-A parking lot from the required five feet to one foot to accommodate the proposed parking reconfiguration and dual-lane drive-through.

DISCUSSION
The existing site includes two parcels that are each developed with a drive-through restaurant, Chick-Fil-A to the west and Sonic to the east. Chick-Fil-A proposes a reduction of a portion of their shared landscape buffer from the required five feet to one foot to accommodate a proposed parking reconfiguration to add a second drive-through lane. Staff recommends approval of this request. The east side buffer will maintain an average width of five feet between the two parcels. The requested narrowed buffer is more than 70 feet from any public right-of-way or trail, and any increase in impervious surface shall be evaluated with the associated permits. No additional conditions are recommended.

Public Comment: Staff has not received any public comment at this time.

RECOMMENDATION: Staff recommend approval of VAR-2025-0005 with the following conditions.

Conditions of Approval:

1. **Planning Commission determination of a variance to §177.05(D)(1), Perimeter Landscaping: Side and Rear Property Lines.** *Staff recommends approval of the requested variance for the reasons outlined above with no added conditions*

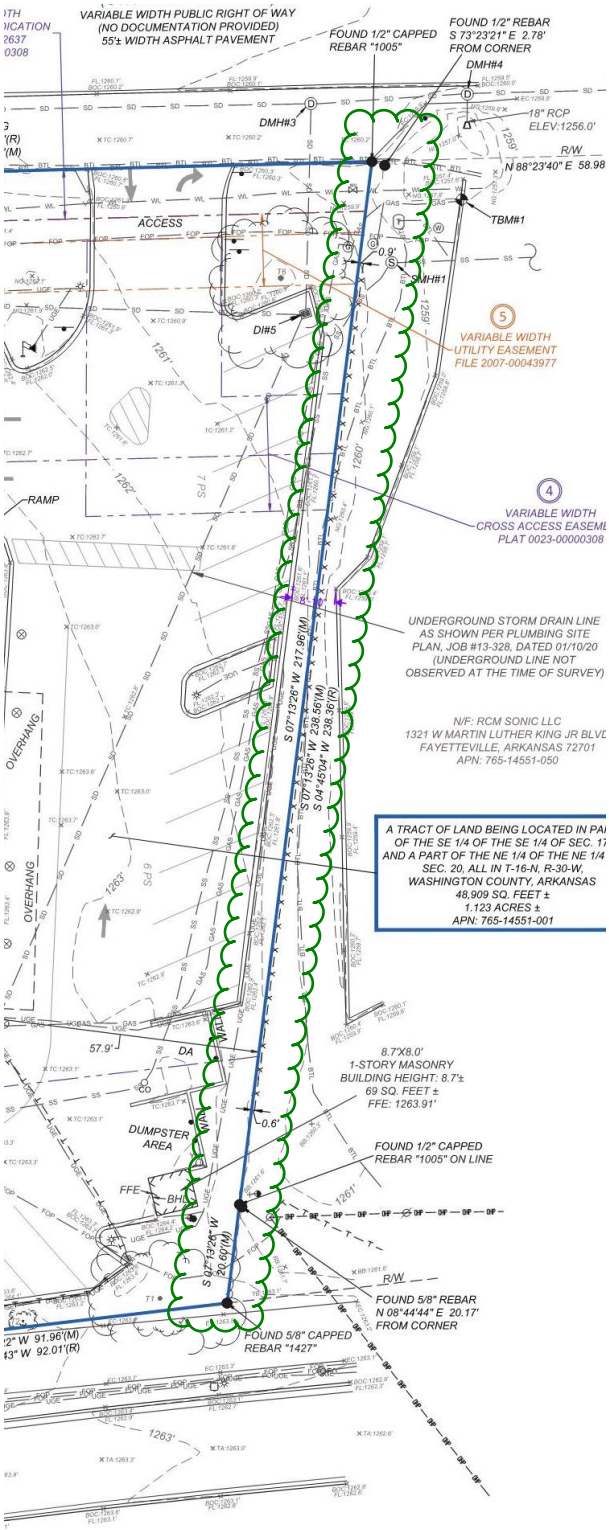
2. Approval of this variance does not represent overall development entitlement approval for the project, nor grant approval for any associated grading or building permits, nor does it grant final approval of certificate of occupancy.

PLANNING COMMISSION ACTION: Required YES
Date: March 24, 2025 ❒ Tabled ❒ Approved ❒ Denied
Motion:
Second:
Vote:

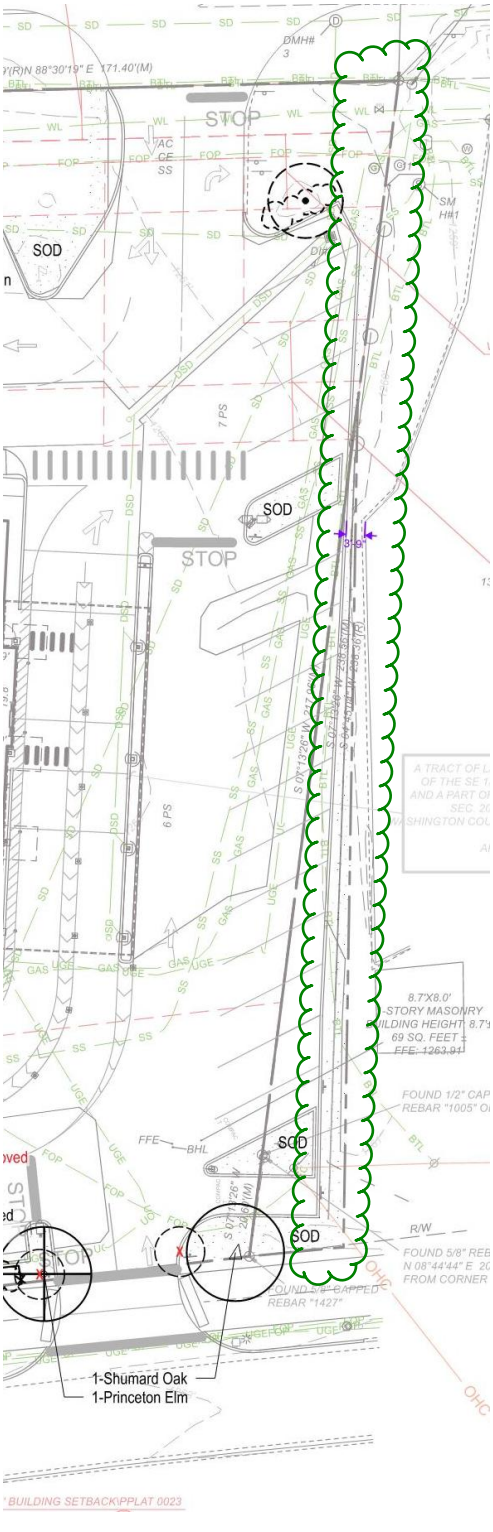
BUDGET/STAFF IMPACT:
None

Attachments:
- Staff Exhibit: Landscape Buffer Comparison
- Applicant Exhibits
  - Request Letter
  - Site Plan
- One Mile Map
- Close-up Map
- Current Land Use Map

STAFF EXHIBIT
LANDSCAPE BUFFER COMPARISON



EXISTING BUFFER



PROPOSED BUFFER

INTERPLAN

220 E. Central Pkwy, Ste 4000
Altamonte Springs, FL 32701

407-645-5008
Interplanllc.com

January 29, 2025

City of Fayetteville Planning Commission
113 West Mountain Street
Fayetteville, AR 72701
479.575.8267

Reference: Chick-fil-A #2196 – Razorback Road
1369 West Martin Luther King Jr Blvd
Fayetteville, AR 72701
IP#: 2023.0582
Written Narrative

To the Planning Commission,

Please accept this written narrative as part of our submittal for the variance requested for the existing Chick-fil-A at the location referenced above.

As part of the scope of work for this project, Interplan is seeking relief from Section 177.04(D)(2)(a) of the Unified Development Code to allow for a reduction of the east landscape buffer requirement from five-feet (5') to one-foot (1') in order to accommodate the parking reconfiguration to allow for the dual lane drive thru for better traffic circulation and more efficient operation. The east side buffer will maintain an average of five feet (5').

A unique aspect of this Chick-Fil-A location is that approximately 79% of its business occurs through the drive-thru. The proposed layout is the best configuration for maximum drive-thru lane stacking. This variance would allow for the site to improve the existing stacking conditions, specifically, the traffic congestion in the area during peak hours by accommodating more vehicles on-site.

Relief, if granted, would not result in any detriment to the public or impair the purposes or intent of the City of Fayetteville's Code of Ordinance. The expansion of the drive-thru intends to keep as much traffic within the Chick-fil-A property limits, alleviating traffic congestion on MLK Jr Blvd and reducing stacking to Razorback Rd.

Upon review of this package, please contact me if you have any questions or require additional information. If I am unavailable, Gabriela Mosquera, the Permit Manager, will be able to answer your questions.

Sincerely,
INTERPLAN LLC

Chris Sanchez

Chris Sanchez
Permit Lead / Development Services

CC: F. Reyes, Interplan LLC
R. Alvarado, Interplan LLC
G. Mosquera, Interplan LLC

ALTA/NSPS LAND TITLE SURVEY

1369 WEST MARTIN LUTHER KING JR BOULEVARD

LOCATED IN PORTION OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST AND SECTION 20, TOWNSHIP 16 NORTH, RANGE 30 WEST

FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS 72701

SITE INFORMATION

NF: CHICK-FIL-A INC.
1369 WEST MARTIN LUTHER KING JR BOULEVARD
APN: 765-14551-001
48,909 ± SQUARE FEET, OR 1.123 ± ACRES

REFERENCE DOCUMENTS

SPECIAL WARRANTY DEED, FILE 2007-00017450.

DEED DESCRIPTION

A TRACT OF LAND BEING LOCATED IN PART OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 17, AND A PART OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 20, ALL IN TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A FOUND 5/8 INCH REBAR WITH 3"x3" CAP MARKED BY BLEW SURVEYING INC., WHICH IS AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF ARKANSAS STATE HIGHWAY 8112 (A.K.A. SOUTH RAZORBACK ROAD) PER ARKANSAS HIGHWAY & TRANSPORTATION DEPARTMENT (AHTD) PLANS PROJECT NO. 040399 AND THE NORTH RIGHT OF WAY LINE OF INDIAN TRAIL (60' WIN) SAID POINT BEING 49.12 FEET EAST AND 25.21 FEET SOUTH 00 DEGREES 14 MINUTES 39 SECONDS WEST OF THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 17. THENCE ALONG SAID EAST RIGHT-OF-WAY LINE THE FOLLOWING COURSES, NORTH 00 DEGREES 14 MINUTES 39 SECONDS EAST 241.19 FEET TO A FOUND SCRIBED "X" IN CONCRETE, NORTH 56 DEGREES 21 MINUTES 09 SECONDS EAST 45.93 FEET TO A FOUND 5/8 INCH REBAR WITH 3"x3" CAP MARKED BY BLEW SURVEYING INC., ON THE SOUTH RIGHT-OF-WAY OF STATE HIGHWAY 62. THENCE NORTH 89 DEGREES 00 MINUTES 25 SECONDS EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, 171.39 FEET TO A FOUND 5/8 INCH REBAR WITH 3"x3" CAP MARKED BY BLEW SURVEYING INC., THENCE LEAVING SAID RIGHT-OF-WAY, SOUTH 04 DEGREES 45 MINUTES 04 SECONDS WEST 239.35 FEET TO A FOUND 5/8 INCH REBAR WITH 3"x3" CAP MARKED BY BLEW SURVEYING INC., IN THE NORTH RIGHT-OF-WAY OF WEST INDIAN TRAIL, THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE THE FOLLOWING COURSES: SOUTH 80 DEGREES 38 MINUTES 43 SECONDS WEST 92.01 FEET, SOUTH 76 DEGREES 21 MINUTES 43 SECONDS WEST 59.60 FEET, SOUTH 73 DEGREES 56 MINUTES 55 SECONDS WEST 43.49 FEET BACK TO THE POINT OF BEGINNING.

SAID TRACT CONTAINING 48,886 SQUARE FEET OR 1.122 ACRES MORE OF LESS, ACCORDING TO A SURVEY BY PAXTON R. SINGLETON, RPLS # 1402, GLOBAL SURVEYING CONSULTANTS, INC., PROJECT No. 06-1055.00, DATED DECEMBER 1, 2006.

NOTES CORRESPONDING TO SCHEDULE B AS SHOWN PER TITLE REPORT NO. 29605984

3 — RIGHT OF WAY DEDICATION IN FAVOR OF CITY OF FAYETTEVILLE, ARKANSAS, A MUNICIPAL CORPORATION RESERVED IN WARRANTY DEED INSTRUMENT RECORDED ON AUGUST 24, 2007 IN INSTRUMENT NO. 2007-00032637. (AFFECTS, PLOTTED AS SHOWN)

4 — MATTERS AS SHOWN AND NOTED ON PLAT RECORDED IN INSTRUMENT NO. 0023-00000308. (AFFECTS, PLOTTED AS SHOWN)

5 — RIGHT OF WAY AND EASEMENT IN FAVOR OF SOUTHWESTERN ELECTRIC POWER COMPANY, ITS ASSOCIATED AND ALLIED COMPANIES AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS SET FORTH IN INSTRUMENT RECORDED ON NOVEMBER 29, 2007 IN INSTRUMENT NO. 2007-00043977. (AFFECTS, PLOTTED AS SHOWN)

NOTES CORRESPONDING TO SCHEDULE B AS SHOWN PER TITLE POLICY 27-3192-454148

4 — ALL MATTERS APPEARING ON PLAT OF SURVEY RECORDED IN INSTRUMENT NO. 2005-00019239, WASHINGTON COUNTY, ARKANSAS RECORDS, (UNABLE TO DETERMINE, INSTRUMENT NO. 2006-00019239 NOT PROVIDED)

5 — BILL OF ASSURANCE BY FORT SMITH CHAIR COMPANY, DATED AUGUST 10, 1984, AND RECORDED OCTOBER 4, 1984, IN BOOK 1120, PAGE 942, AFORESAID RECORDS. (AFFECTS, CONTAINS NO PLOTTABLE EASEMENT ITEMS)

FLOOD ZONE INFORMATION

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE "X" OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 05143C0223F, WHICH BEARS AN EFFECTIVE DATE OF 4/2/2008 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

ZONE "X" - AREA OF MINIMAL FLOOD HAZARD, USUALLY DEPICTED ON FIRMS AS ABOVE THE 500-YEAR FLOOD LEVEL. ZONE "X" IS THE AREA DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD AND PROTECTED BY LEVEE FROM 100-YEAR FLOOD.

BASIS OF BEARING

THE BASIS OF BEARING OF THIS SURVEY IS GRID NORTH BASED ON THE NORTH LINE OF THE SUBJECT PROPERTY, BEING THE SOUTH RIGHT-OF-WAY LINE OF MARTIN LUTHER KING JR BOULEVARD. THE BEARING IS DENOTED AS N89°00'19"E PER GPS COORDINATE OBSERVATIONS ARKANSAS STATE PLANE, NORTH ZONE NAD83.
LATITUDE = 36°03'24.1064"
LONGITUDE = -94°10'40.3166"
CONVERGENCE ANGLE = -01°16'02.2734"

SIGNIFICANT OBSERVATIONS

NONE OBSERVED AT THE TIME OF THE ALTA/NSPS SURVEY.

UTILITY INFORMATION

THE UTILITIES SHOWN ON THIS DRAWING HEREON HAVE BEEN LOCATED BY FIELD MEASUREMENTS, PRIVATE UTILITY LOCATE PERFORMED BY BLEW & ASSOCIATES, UTILITY MAPS/DRAWINGS, AND ARKANSAS 811 DIG UTILITY LOCATE REQUEST. BLEW AND ASSOCIATES MAKES NO WARRANTY TO THE EXACT LOCATION OF ANY UNDERGROUND UTILITIES SHOWN OR NOT SHOWN ON THIS DRAWING. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ANY AND ALL UTILITIES PRIOR TO CONSTRUCTION. TICKET NUMBER: 231005-1289

COMPANY:	CONTACT:
AT&T	(479) 442-3107
BLACK HILLS CORPORATION	(800) 563-0012
COX COMMUNICATIONS	(479) 879-5063
CITY OF FAYETTEVILLE	(479) 575-8386
SWEPCO	(478) 973-2360
UNIVERSITY OF FAYETTEVILLE	(479) 575-5050
WITTER COMMUNICATIONS	(888) 336-4249

ZONING INFORMATION

PROPERTY IS CURRENTLY ZONED: AWAITING ZONING REPORT

ITEM	REQUIRED	OBSERVED
PERMITTED USE		COMMERCIAL
MIN. SETBACKS FRONT		77.3'
MIN. SETBACKS SIDE		57.9'
MIN. SETBACKS REAR		55.1'
MAX. BUILDING HEIGHT		23.8'±
MIN. LOT AREA		48,909 SQ. FEET ±
MIN. LOT WIDTH		205.42'±
MAX. BLDG COVERAGE		09%
PARKING REGULAR		42
PARKING HANDICAP		3
PARKING TOTAL		45

PARKING INFORMATION

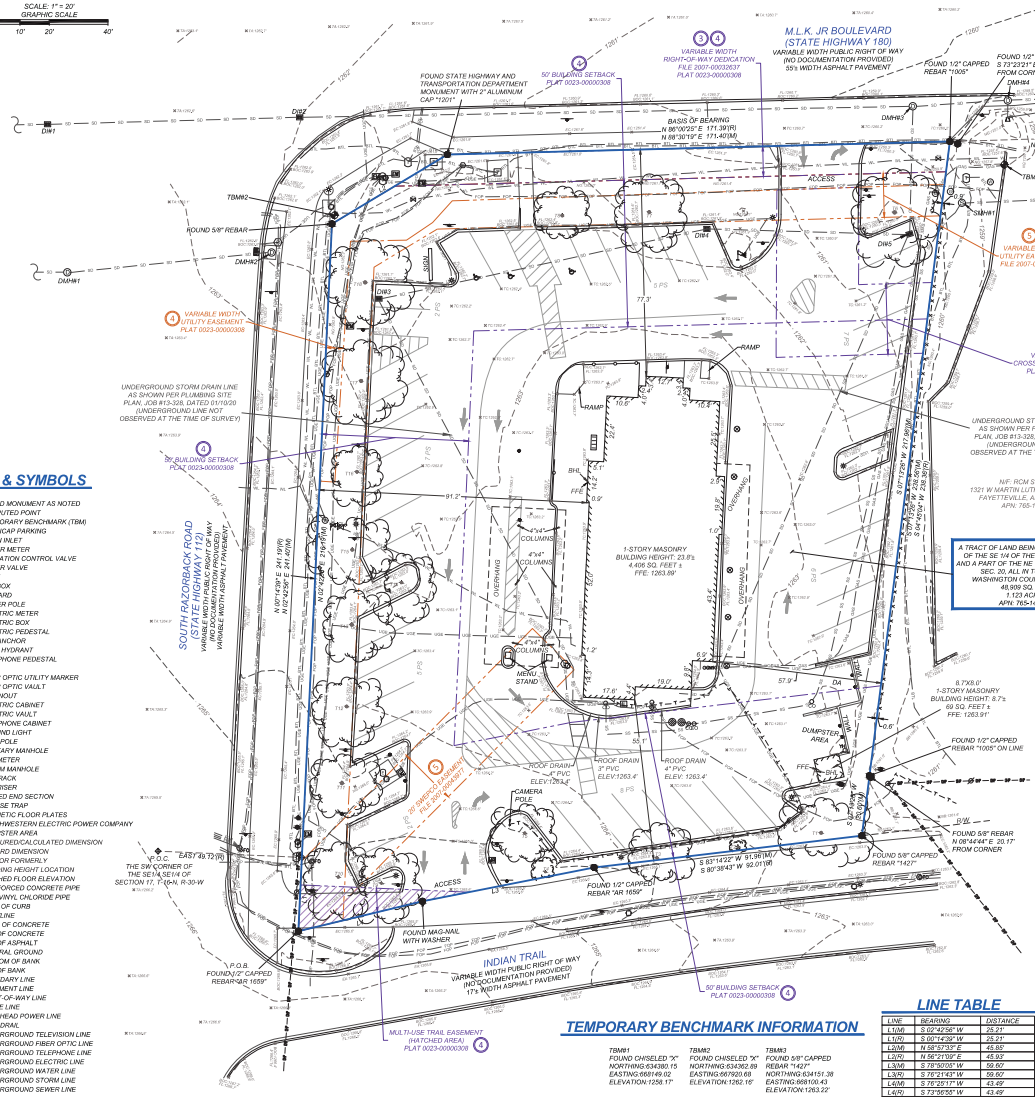
PARKING INFORMATION

REGULAR= 42
HANDICAP= 3
TRAILER= 0
TOTAL= 45

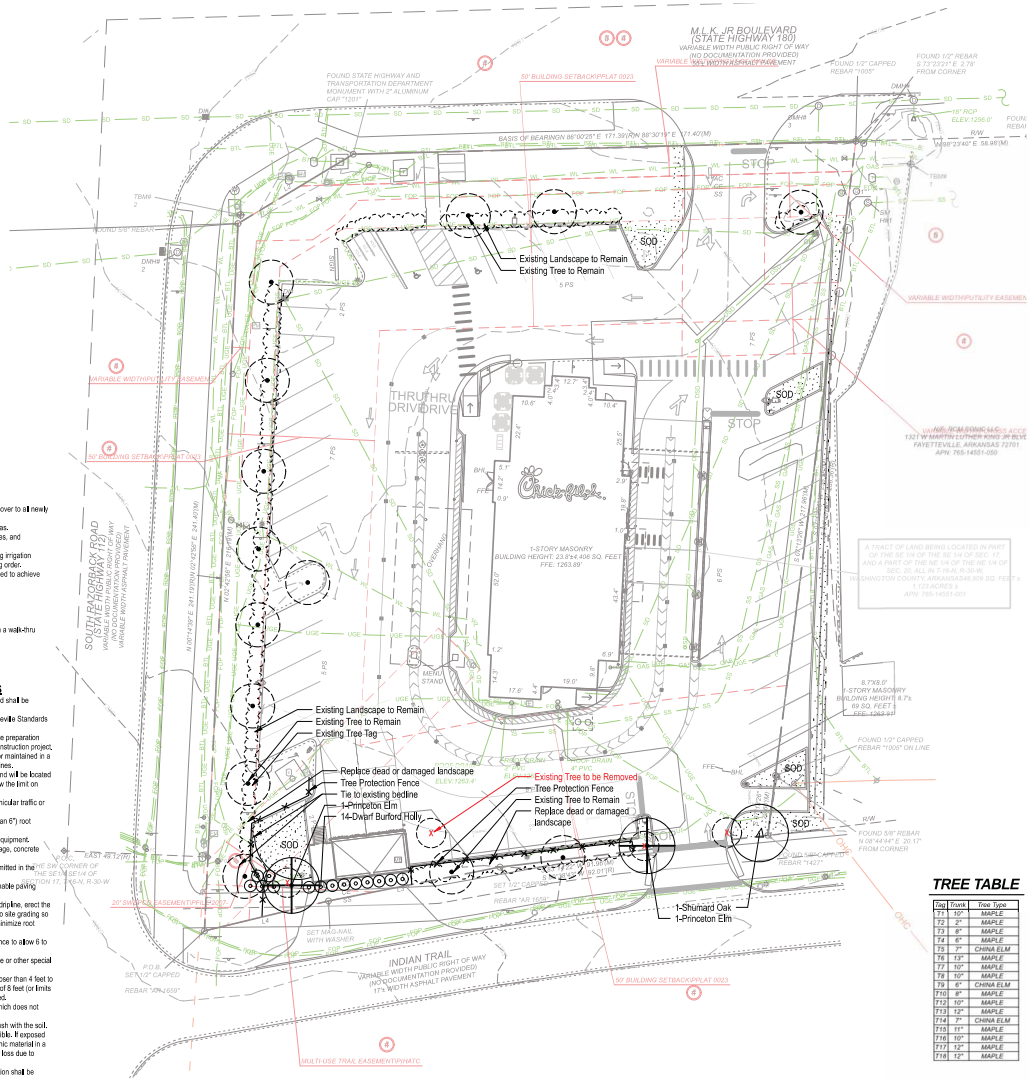
SCALE: 1" = 20'
GRAPHIC SCALE
0 10' 20' 40'

LEGEND & SYMBOLS

FOUND MONUMENT AS NOTED
COMPUTED POINT
TEMPORARY BENCHMARK (TBM)
HANDICAP PARKING
DRAIN INLET
WATER METER
IRRIGATION CONTROL VALVE
WATER VALVE
LIGHT
MAILBOX
BOLLARD
POWER POLE
ELECTRIC METER
ELECTRIC BOX
ELECTRIC PEDESTAL
GUY ANCHOR
YARD HYDRANT
TELEPHONE PEDESTAL
SIGN
FIBER OPTIC UTILITY MARKER
FIBER OPTIC VAULT
CLEANOUT
ELECTRIC CABINET
ELECTRIC VAULT
TELEPHONE CABINET
GROUND LIGHT
FLAG POLE
SANITARY MANHOLE
GAS METER
STORM MANHOLE
BIKE RACK
GAS RISER
FLARED END SECTION
GREASE TRAP
MAGNETIC FLOOR PLATES
SWEPCO SOUTHWESTERN ELECTRIC POWER COMPANY
DA DUMPSTER AREA
(M) MEASURED/CALCULATED DIMENSION
(R) RECORD DIMENSION
N/F NOW OR FORMERLY
BHL BUILDING HEIGHT LOCATION
FFE FINISHED FLOOR ELEVATION
RCP REINFORCED CONCRETE PIPE
PVC POLYVINYL CHLORIDE PIPE
BOC BACK OF CURB
FL FLOWLINE
EC EDGE OF CONCRETE
TC TOP OF CONCRETE
TA TOP OF ASPHALT
NG NATURAL GROUND
BB BOTTOM OF BANK
TB TOP OF BANK
BOUNDARY LINE
EASEMENT LINE
R/W RIGHT-OF-WAY LINE
FENCE LINE
OVERHEAD POWER LINE
GUARDRAIL
UNDERGROUND TELEVISION LINE
UNDERGROUND FIBER OPTIC LINE
UNDERGROUND TELEPHONE LINE
UNDERGROUND ELECTRIC LINE
UNDERGROUND WATER LINE
UNDERGROUND STORM LINE
UNDERGROUND SEWER LINE


M.L.K. JR BOULEVARD (STATE HIGHWAY 180)
VARIABLE WIDTH PUBLIC RIGHT OF WAY (NO DOCUMENTATION PROVIDED) 55'± WIDTH ASPHALT PAVEMENT
VARIABLE WIDTH RIGHT-OF-WAY DEDICATION FILE 2007-00032637 PLAT 0023-00000308
50' BUILDING SETBACK PLAT 0023-00000308
FOUND STATE HIGHWAY AND TRANSPORTATION DEPARTMENT MONUMENT WITH 2" ALUMINUM CAP "1201"
FOUND 1/2" CAPPED REBAR "1005"
FOUND 1/2" REBAR S 73°23'21" E 2.76' FROM CORNER
BASIS OF BEARING N 89°00'25" E 171.39'(R) N 89°36'19" E 171.40'(M)
FOUND 1/2" CAPPED REBAR "1005"
FOUND CHISELED "X"
N 88°23'40" E 58.98'(M)
N 88°23'40" E 101.94'(M)
FOUND 5/8" REBAR
VARIABLE WIDTH UTILITY EASEMENT PLAT 0023-00000308
VARIABLE WIDTH UTILITY EASEMENT FILE 2007-00043977
VARIABLE WIDTH CROSS ACCESS EASEMENT PLAT 0023-00000308
UNDERGROUND STORM DRAIN LINE AS SHOWN PER PLUMBING SITE PLAN, JOB #13-328, DATED 01/10/20 (UNDERGROUND LINE NOT OBSERVED AT THE TIME OF SURVEY)
50' BUILDING SETBACK PLAT 0023-00000308
SOUTH RAZORBACK ROAD (STATE HIGHWAY 112) VARIABLE WIDTH PUBLIC RIGHT OF WAY (NO DOCUMENTATION PROVIDED) VARIABLE WIDTH ASPHALT PAVEMENT
N 87°43'04" E 241.19'(R) N 87°43'04" E 241.40'(M)
S 01°17'32" W 236.61'(M)
S 01°17'32" W 236.61'(M)
S 01°17'32" W 236.61'(M)
S 01°17'32" W 236.61'(M)
NF: RCM SONIC LLC 1321 W MARTIN LUTHER KING JR BLVD FAYETTEVILLE, ARKANSAS 72701 APN: 765-14551-050
A TRACT OF LAND BEING LOCATED IN PART OF THE SE 1/4 OF THE SE 1/4 OF SEC. 17, AND A PART OF THE NE 1/4 OF THE NE 1/4 OF SEC. 20, ALL IN T-16-N, R-30-W, WASHINGTON COUNTY, ARKANSAS 48,909 SQ. FEET ± 1.123 ACRES ± APN: 765-14551-001
1-STORY MASONRY BUILDING HEIGHT: 23.8'± 4,406 SQ. FEET ± FFE: 1263.89'
8,7X8.0' 1-STORY MASONRY BUILDING HEIGHT: 8.7'± 69 SQ. FEET ± FFE: 1263.91'
ROOF DRAIN 3" PVC ELEV: 1263.4'
4"x4" COLUMNS
OVERHANG
RAMP
MENU BOARD
DUMPSTER AREA
CAMERA POLE
FOUND 1/2" CAPPED REBAR "1005" ON LINE
FOUND 5/8" REBAR N 08°44'44" E 20.17' FROM CORNER
FOUND 5/8" CAPPED REBAR "1427"
S 83°14'22" W 91.96'(M) S 80°38'43" W 92.01'(R)
FOUND 1/2" CAPPED REBAR "1005"
FOUND 1/2" CAPPED REBAR "5R 1659"
P.O.C. EAST 89.72'(R) THE SW CORNER OF THE SE1/4, SE1/4 OF SECTION 17, T-16-N, R-30-W
P.O.B. FOUND 1/2" CAPPED REBAR "5R 1659"
FOUND MAG-NAIL WITH WASHER
INDIAN TRAIL VARIABLE WIDTH PUBLIC RIGHT OF WAY (NO DOCUMENTATION PROVIDED) 11'± WIDTH ASPHALT PAVEMENT
MULTI-USE TRAIL EASEMENT (HATCHED AREA) PLAT 0023-00000308
50' BUILDING SETBACK PLAT 0023-00000308
ACCESS
DMH1
DMH2
DMH3
DMH4
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DIR3
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VAR-2025-0005 (CHICK-FIL-A & SONIC)
Planning Commission March 24, 2025



SOUTHWEST LANDSCAPE NOTES

1. Landscape Contractor to read and understand the Landscape Specifications prior to finalizing bids. The Landscape Specifications shall be adhered to throughout the construction process.
2. Contractor is responsible for locating and protecting all underground utilities prior to digging.
3. Contractor is responsible for protecting existing trees from damage during construction.
4. All tree protection devices to be installed prior to the start of land disturbance, and maintained until final landscaping.
5. All tree protection areas to be protected from sedimentation.
6. All tree protection fencing to be inspected daily, and repaired or replaced as needed.
7. No parking, storage or other construction activities are to occur within tree protection areas.
8. All planting areas shall be cleaned of construction debris (ie, concrete, rock, rubble, building materials, etc) prior to adding and spreading of the topsoil.
9. General Contractor is responsible for adding a min of 4" clean friable topsoil in all planting beds and all grassed areas. Graded areas to be held down the appropriate elevation to account for topsoil depth. See Landscape Specifications for required topsoil characteristics.
10. Remove debris, gravel, rock, and media not suitable for planting from all parking lot islands, Fracuire/loosen subgrade to a min, 24" depth and ensure proper drainage is achieved; complete water perk test. Add planting mix to achieve desired soil elevation; refer to landscape specifications and landscape island detail.
11. Prior to beginning work, the Landscape Contractor shall inspect the subgrade, general site conditions, verify elevations, utility locations, irrigation, approve topsoil provided by the General Contractor and observe the site conditions under which the work is to be done. Notify the General Contractor of any unsatisfactory conditions, work shall not proceed until such conditions have been corrected and are acceptable to the Landscape Contractor.
12. Any deviations from the approved set of plans are to be approved by the Landscape Architect.
13. Landscaping shall be installed in conformance with ANSI Z60.1 the "American Standard for Nursery Stock" and the accepted standards of the American Association of Nurserymen.
14. Existing grass in proposed planting areas shall be killed and removed. Hand rake to remove all rocks and debris larger than 1 inch in diameter, prior to adding topsoil and planting shrubs.
15. Soil to be tested to determine fertilizer and lime requirements prior to laying sod.
16. Annual and perennial beds: add min. 4 inch layer of organic material and till to a min, depth of 12 inches. Mulch annual and perennial beds with 2-3 inch depth of mini nuggets.
17. All shrubs beds (existing and new) to be mulched with a min. 3 inch layer of rock mulch; rock mulch shall be locally sourced, type based on availability and approved by owners rep.. Metal edging shall be installed to seperate rock from sod or other non-rock mulched areas.
18. Planting holes to be dug a minimum of twice the width of the root ball, for both shrub and tree. Set plant material 2-3" above finish grade. Backfill planting pit with topsoil and native excavated soil.
19. Sod to be delivered fresh (Cut less than 24 hours prior to arriving on site), laid immediately, rolled, and watered thoroughly immediately after planting. Edge of sod at planting beds are to be "V" trenched or metal edging installed, see Landscape Details.
20. Any existing grass disturbed during construction to be fully removed, regraded and replaced.. All tire marks and indentions to be repaired.
21. Water thoroughly twice in first 24 hours and apply mulch immediately.
22. The Landscape Contractor shall guarantee all plants installed for one full year from date of acceptance by the owner. All plants shall be alive and at a vigorous rate of growth at the end of the guarantee period. The Landscape Contractor shall not be responsible for acts of God or vandalism. See Landscape Specifications for Warranty requirements/expectations.
23. Any plant that is determined dead, in an unhealthy, unsightly condition, lost its shape due to dead branches, or other symptoms of poor, non-vigorous growth, shall be replaced by the Landscape Contractor. See Landscape Specifications for warranty requirements/expectations.
24. Site to be 100% irrigated in all planting beds and grass area by an automatic underground Irrigation System. Irrigation as-built shall be provided to the owners rep within 24 hours of irrigation instal completion.
25. Stake all evergreen and deciduous trees as shown in the planting detail and as per the Landscape Specifications.
26. Remove stakes and guying from all trees after one year from planting.

IRRIGATION SYSTEM RETROFIT

1. Existing irrigation system shall be retrofitted to include 100% cover to all newly created landscaped areas.
2. Sprays and rotors shall be utilized on all sod and seeded areas.
3. Drip irrigation shall be utilized on all planting beds, shrubs, trees, and groundcover.
4. The Contractor shall be responsible to ensure new and existing irrigation components, and the system as a whole, are in proper working order.
5. Add valves, sprays, rotors, drip, and/or replace zones as needed to achieve proper coverage as required.
6. Only RainBird products shall be utilized
7. Mainline shall be 1.5" CLS 200 PVC
8. Lateral lines shall be 1" CLS 200 PVC
9. Rain / freeze sensor shall be installed
10. Prior to final completion, the Irrigation Contractor shall perform a walk-thru inspection with the Owner, or Owners Representative.

CITY OF FAYETTEVILLE STANDARD NOTES

1. All trees and natural areas shown on this plan to be preserved shall be protected during construction with temporary fencing.
2. Protective fences shall be erected according to City of Fayetteville Standards for Tree Protection.
3. Protective fences shall be installed prior to the start of any site preparation work and shall be maintained throughout all phases of the construction project.
4. Erosion and sedimentation control barriers shall be installed or maintained in a manner which does not result in soil build-up within tree driplines.
5. Protective fences shall surround the trees or group of trees and will be located at the dripline. For natural areas, protective fences shall follow the limit on construction in order to prevent the following:
   A. Soil compaction in the root zone of area resulting from vehicular traffic or storage of equipment.
   B. Root zone disturbances due to grade changes (greater than 6") root trenching not viewed by city arborists.
   C. Wounds to exposed roots, trunk or limbs by mechanical equipment.
   D. Other activities detrimental to trees such as chemical storage, concrete truck cleaning and fires.
6. Exceptions to installation fences at tree driplines may be permitted in the following cases:
   A. Where there is to be an approved grade change, impermeable paving surface, tree well, or other such site development.
   B. Where permeable paving is to be installed within a tree's dripline, erect the fence at the outer limits of the permeable paving area (prior to site grading so this area is graded separately prior to paving installation to minimize root damage).
   C. Where trees are close to proposed buildings, erect the fence to allow 6 to 10 feet of work space.
   D. Where there are severe space constraints due to tract size or other special requirements.
7. Where any of the above exceptions result in a fence being closer than 4 feet to a trunk, protect the trunk wit hastrapped on planking to height of 8 feet (or limits of lower branching) in addition to the reduced fencing provided.
8. Trees approved for removal shall be removed in a manner which does not impact trees to be preserved.
9. Any roots exposed by construction activity shall be pruned flush with the soil. Backfill root areas with good quality topsoil as soon as possible. If exposed root areas are not backfilled within two days, cover with organic material in a manner which reduces soil temperature and minimizes water loss due to evaporation.
10. Any trenching required for the installation of landscape irrigation shall be placed as far from existing tree trunks as possible.
11. No landscape topsoil dressing greater than four inches shall be permitted within the dripline of trees. No soil is permitted on the root flare of any tree.
12. Pruning to provide clearance for structures, vehicular traffic, and equipment shall take place before construction begins.
13. All finished pruning must be done according to recognized, approved standards of the industry (reference the American National Standard, ANSI-A30 Pruning, 2008 or later). A city certified tree pruner must be retained to make all pruning cuts. A list of certified tree pruners is available from the Urban Forester.
14. Deviations from teh above notes may be considered ordinance violations if there is substantial non-compliance or if a tree sustains damaged as a result.

PLANT SCHEDULE

Symbol	Qty	Botanical Name	Common Name	Scheduled Size	Remarks
		Trees			
⊙	1	Quercus shumardii	Shumard Oak	2.5" Cal; 10' Hgt	Single straight leader
⊞	2	Ulmus americana 'Princeton'	Princeton Elm	2.5" Cal; 10' Hgt	
		Shrubs			
⊙	14	Ilex cornuta 'Dwarf Burford Holly'	Dwarf Burford Holly	3 Gal	
		Groundcovers			
	1,902	Sod to match existing	Sod to match existing	SF; Sod	See general landscape notes & accessories specifications.
		Other			

TREE TABLE

Tag	Trunk	Tree Type
T1	10"	MAPLE
T2	2"	MAPLE
T3	8"	MAPLE
T4	6"	MAPLE
T5	7"	CHINA ELM
T6	13"	MAPLE
T7	10"	MAPLE
T8	10"	MAPLE
T9	6"	CHINA ELM
T10	8"	MAPLE
T12	10"	MAPLE
T13	12"	MAPLE
T14	7"	CHINA ELM
T15	11"	MAPLE
T16	10"	MAPLE
T17	12"	MAPLE
T18	12"	MAPLE

Know what's below. Call before you dig. 811

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998

MLD STUDIO
landscape architecture
51 old canton street
zipharetta, ga 30009
770.442.8171

CHICK-FIL-A
RAZORBACK
1369 W MARTIN LUTHER KING JR BLVD
FAYETTEVILLE, AR 72701

FSU# 02196

REVISION SCHEDULE

NO.	DATE	BY	DESCRIPTION
1	12/17/24	1	NEW SITE PLAN
2	1/22/25	1	LANDSCAPE COMMENTS

MLD PROJECT #	2024233
PRINTED FOR	PERMIT
DATE	10/22/24
DRAWN BY	KCN

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SHEET

PERMIT

Landscape Plan

SHEET NUMBER

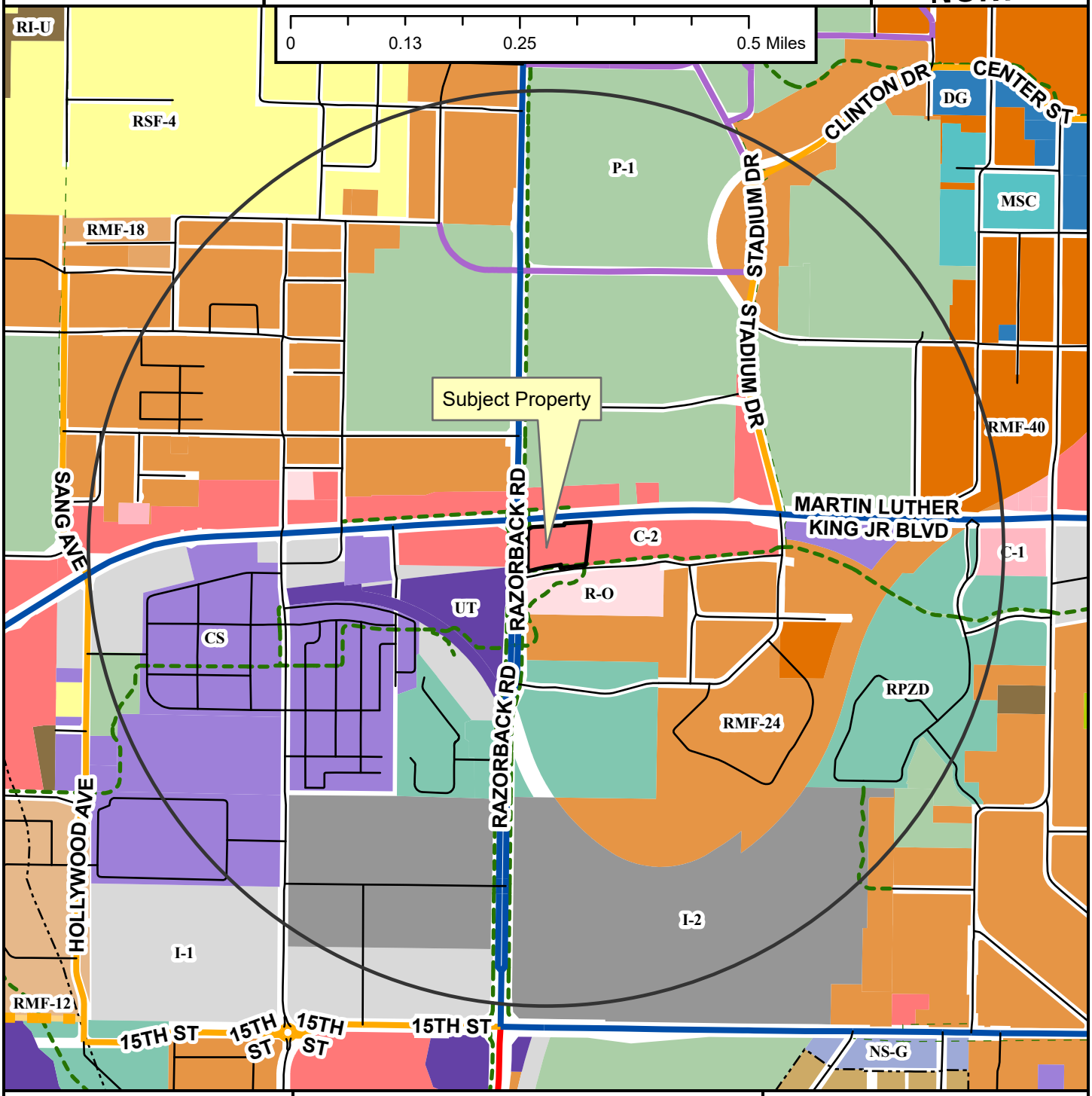
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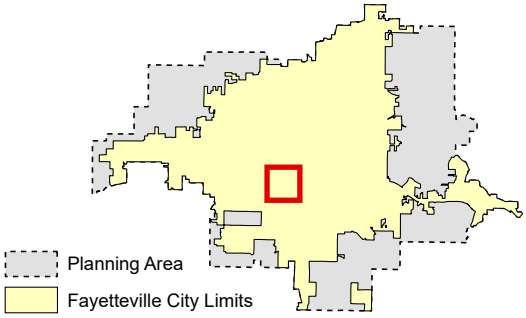
VAR-2025-0005

One Mile View

1369 W. MARTIN LUTHER KING JR BLVD



- Regional Link
- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Planned Neighborhood Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
- NS-G
- RI-U
- RI-12
- NS-L
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

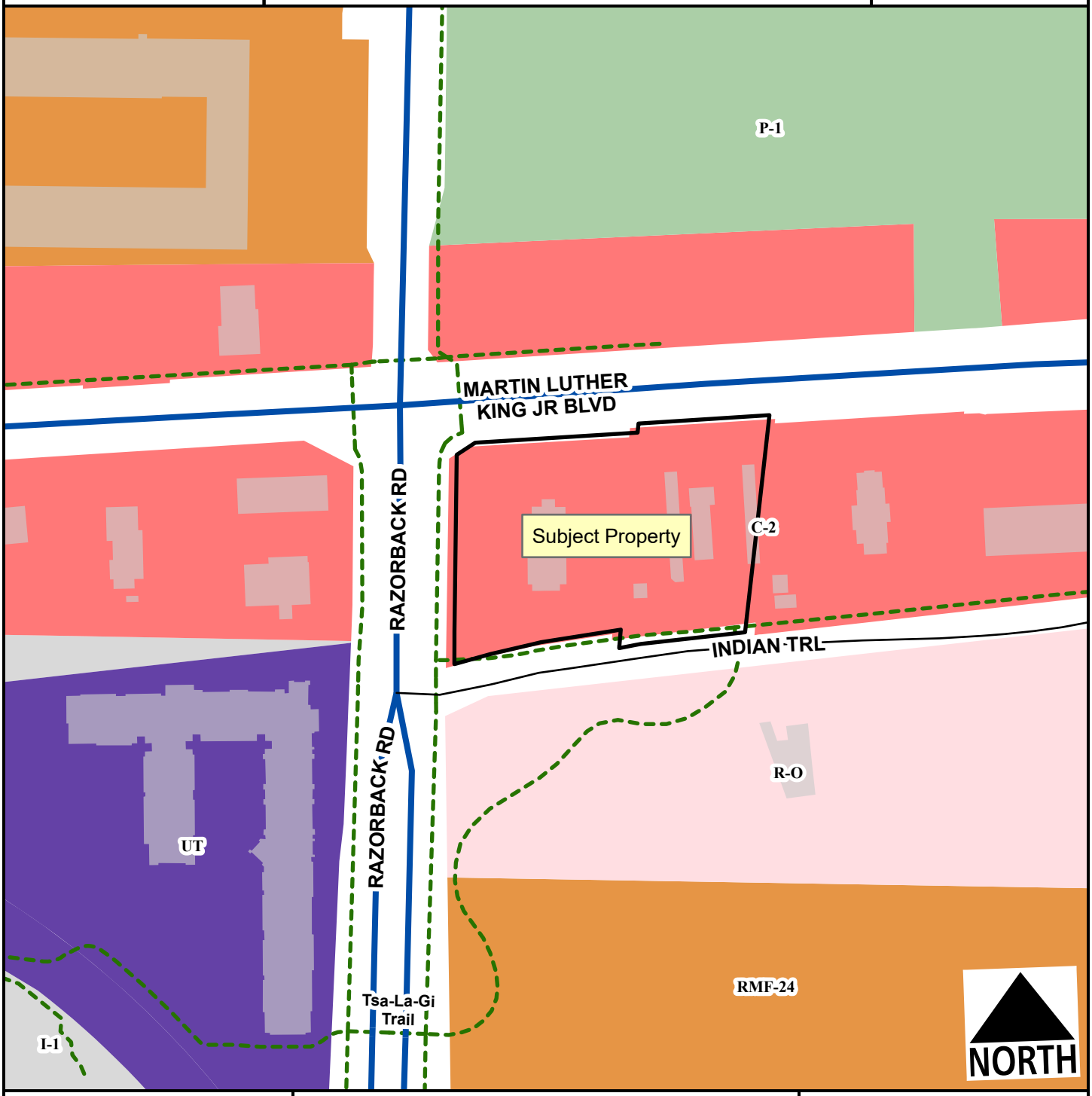
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

VAR-2025-0005

Close Up View

1369 W. MARTIN LUTHER KING JR BLVD



Regional Link - High Activity
Residential Link
Planning Area
Fayetteville City Limits
Shared-Use Paved Trail

Feet

0 62.5 125 250 375 500

1:2,000

RMF-24
I-1 Heavy Commercial and Light Industrial
Residential-Office
C-2
Urban Thoroughfare
P-1

VAR-2025-0005

Current Land Use

1369 W. MARTIN LUTHER KING JR BLVD

NORTH



Regional Link - High Activity

Unclassified

Residential Link

Planning Area

Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

100-Year Floodplain

Floodway

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Donna Wonsower, Planner
Willa Thomason, Urban Forester

MEETING DATE: March 24, 2025

SUBJECT: **VAR-2025-0014: Planning Commission Variance (1006 N. MARVIN AVE./MCEVER LAUNDRY, 440):** Submitted by ODYSSEY ENGINEERING for property located at 1006 N. MARVIN AVE. The property is zoned C-2, THOUROUGHFARE COMMERCIAL and contains approximately 0.26 acres. The request is for a variance from street design and cross access standards.

RECOMMENDATION:
Staff recommends approval of **VAR-2025-0014** with conditions.

RECOMMENDED MOTION:
"I move to approve VAR-2025-0014, recommending:

- *In favor of the requested variance to UDC §166.25(D)(2) Cross Access;*
- *In favor of the requested variance to UDC §177.04(D)(1) Perimeter Landscaping: Side and Rear Property Lines*
- *In favor of all other conditions as recommended by staff."*

BACKGROUND:
The subject property is in west Fayetteville, roughly ¼ mile west of the I-49 and W. Wedington Dr. interchange. The site is currently developed with a carwash which is now vacant. The property is part of the Wedington Corridor Master Plan area, as well as the I-49 Sign Overlay district. No protected streams or FEMA floodplain are located on the property, though it does contain hydric soils. Surrounding land use and zoning is depicted in Table 1.

Table 1:
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Gas Station	C-2, Thoroughfare Commercial
South	Multifamily Residential	RMF-24, Residential Multifamily, 24 Units per Acre
West	Multifamily Residential	RMF-24, Residential Multifamily, 24 Units per Acre
East	Restaurant	C-2, Thoroughfare Commercial

Request: The applicant is requesting two variances from the Unified Development Code in association with a proposed redevelopment of the site from a car wash to a laundromat. Each variance is described further below alongside staff's recommendations.

DISCUSSION

Variance #1: §166.25(D)(2), Cross access shall be required to adjacent developed and undeveloped properties. The applicant is proposing a development with no cross connectivity to the east or south and proposes to remove the existing cross access to the north.

Staff recommendation: Staff supports the variance request. The existing site includes two driveways to the adjacent parking lot to the north. The applicant intends to modify the western driveway and remove the eastern driveway. While staff finds that the removal of the eastern driveway may make full cross access more difficult to the east, staff also finds that the site is both narrow and heavily encumbered by easements. Further, since one of the driveways to the adjacent parking lot is being maintained, some potential for cross access remains should that parking lot be connected to the east in the future. Additionally, the applicant proposes an access easement to the south to allow for future connectivity. If approved, staff recommends that pedestrian connections shall be provided to the north, east, and south, and that a minimum 20-foot access easement shall be dedicated as shown to enable future cross access to the south if and when that parcel redevelops.

Variance #2: §177.05(D)(1), Perimeter Landscaping: Side and Rear Property Lines. All parking lots shall have 5 feet of landscaped area between the property line and parking lot. The existing landscape buffer is approximately 5 feet and would be reduced to approximately 3 feet with the addition of a pedestrian sidewalk connection from the building entrance to the right-of-way.

Staff recommendation: Staff supports the variance request. The property has approximately 60 linear feet of street frontage, which is approximately the width required to meet parking lot design standards (19' standard parking space + 24' drive lanes + 5' sidewalk connection + two 5' landscape buffers = 58'). However, because the driveway is slightly shifted north in order to minimize impact of the radius on the adjacent property, a small portion of the sidewalk encroaches into the 5' landscape buffer along the northern property line. No conditions are recommended.

Public Comment: Staff has not received any public comment at this time.

RECOMMENDATION: Staff recommend approval of VAR-2025-0014 with the following conditions.

Conditions of Approval:

1. **Planning Commission determination of a variance to §166.25(D)(2), Cross Access.** *Staff recommends approval of the requested variance for the reasons outlined above. If approved, staff recommends the following conditions:*
    a. *Sidewalk connections shall be installed to the north, east, and south property lines.*
    b. *An access easement of at least 20 feet in width shall be provided to the southern property line to enable future cross access.*

2. **Planning Commission determination of a variance to §177.05(D)(1), Perimeter Landscaping: Side and Rear Property Lines.** *Staff recommends approval of the requested variance for the reasons outlined with no added conditions:*

3. Approval of this variance does not represent overall development entitlement approval for the project, nor grant approval for any associated grading or building permits, nor does it grant final approval of certificate of occupancy.

PLANNING COMMISSION ACTION:	**Required**	**YES**		
Date: March 24, 2025	**❒ Tabled**	**❒ Approved**	**❒ Denied**	
Motion:				
Second:				
Vote:				

BUDGET/STAFF IMPACT:
None

Attachments:

- Applicant Exhibits
  - Request Letter
  - Site Plan
- One Mile Map
- Close-up Map
- Current Land Use Map

Variance Request

February 17, 2025

City of Fayetteville
113 West Mountain Street
Fayetteville, AR 72701

RE: McEver Laundry; CPL-2024-0009
1006 Marvin Avenue

Fayetteville Staff,

This letter is to request two variances for the McEver Laundry Mat development from the City of Fayetteville Unified Development Code. The first variance is from Section 166.08 (E)(3), Street Design and Access Management Block Layout/Connectivity, from the COF access management standards:

Connectivity. Wherever a proposed development abuts undeveloped land, street stub-outs shall be provided as deemed necessary by the Planning Commission to abutting properties or to logically extend the street system.

The reasoning for this request is to allow us not to stub out a street to the east, where no connection is currently available. The lot is narrow, and by granting this variance to negate the cross access requirement to the property to east, a building can be placed on site. We are providing a pedestrian access to the south as there already exists an apartment complex that is built out. We will provide pedestrian cross connection to the east, as a 20' drive isle to the east would be too much of a burden on the buildable area due to the narrow lot.

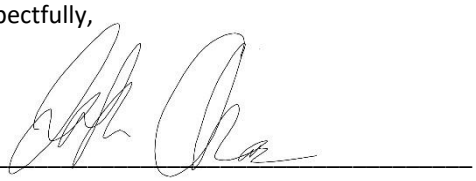
Additionally, we request a waiver to perimeter landscaping UDC 177.04 (D)(1):

Perimeter Landscaping Requirement. Proposed development shall be landscaped meeting the following requirements:(1)Side and Rear Property Lines. All parking lots shall have 5 feet of landscaped area between the property line and parking lot. The 2-foot vehicle overhang option may be included to meet this requirement. Depending on the use and location, additional landscaped area and screening may be required along property lines. Where parking lots are located adjacent to a public alley, greenspace is not required between the parking lot and the alley. A shared driveway or parking lot drive aisle within a platted access easement may encroach fully within the required greenspace along the side or rear property lines.

This development initially proposed 3' of sidewalk, which would allow the development to meet the perimeter landscaping requirement; however, the Fayetteville Engineering Department is recommending the sidewalk to be widened to 5', which would cut into the perimeter landscaping for parts of this property. With this department recommendation in mind, we ask that the Planning Commission consider granting this landscape buffer variance.

We appreciate your consideration of these variances. Please don't hesitate to contact us with any questions at mattmcever3@gmail.com or jchavis@odysseynwa.com.

Respectfully,



Jake Chavis

CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FOR DEMOLITION.

CONTRACTOR IS RESPONSIBLE FOR DEMOLITION AND FIELD VERIFICATION OF EXISTING SITE STATUS.

CAUTION:
EXISTING SURFACE FEATURES, STRUCTURES, ETC. AND UNDERGROUND INSTALLATIONS SUCH AS WATER MAINS, GAS MAINS, SEWERS, TELEPHONE LINES, FIBER OPTIC LINES AND BURIED STRUCTURES ARE INDICATED ON THE DRAWING ONLY TO THE EXTENT SUCH INFORMATION HAS BEEN MADE AVAILABLE TO OR DISCOVERED BY THE SURVEYOR IN PREPARING THIS DRAWING. THERE IS NO GUARANTEE AS TO THE ACCURACY OR COMPLETENESS OF SUCH INFORMATION. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND AND OTHER UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

EXISTING LEGEND

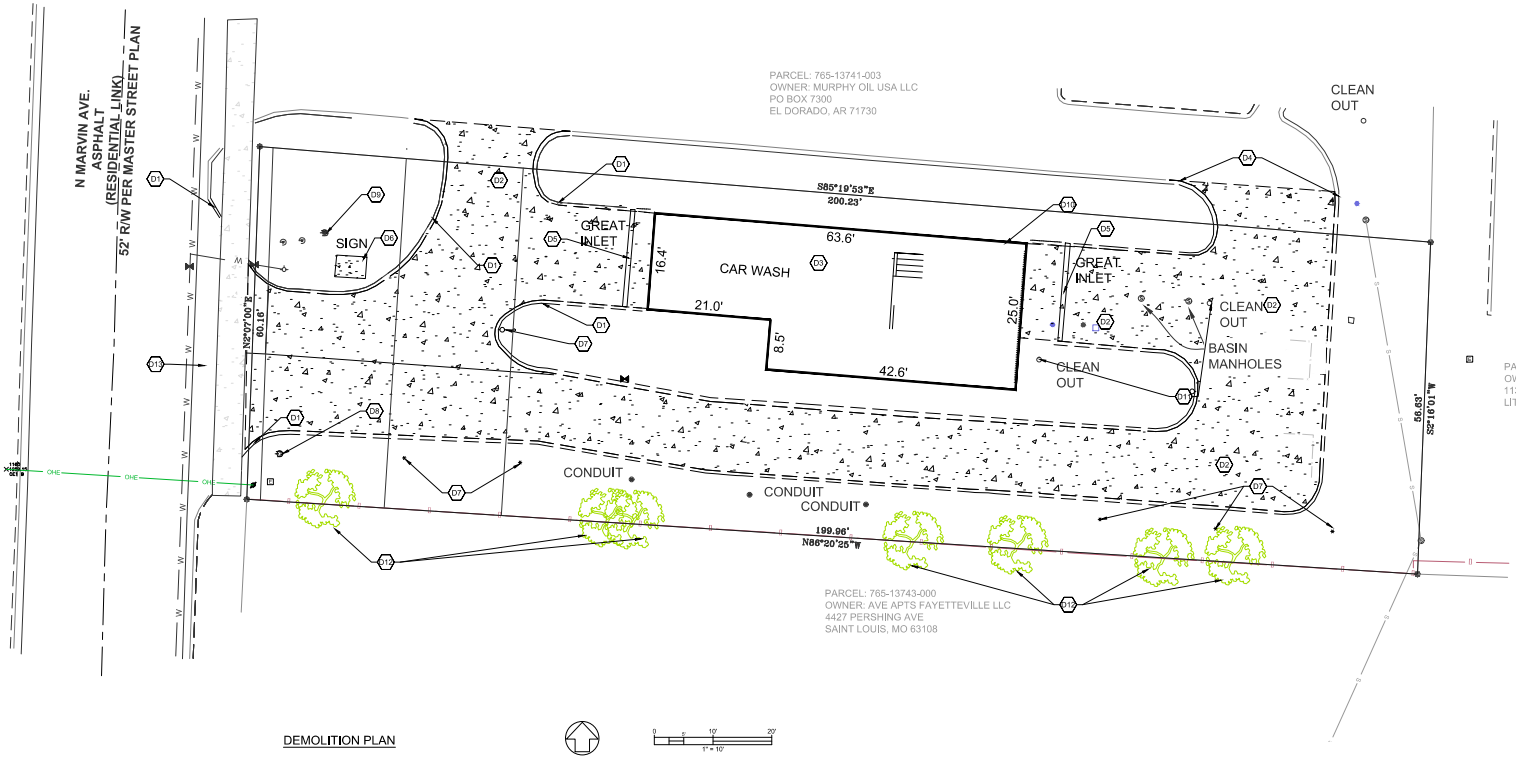
- PROPERTY LINE
- EXISTING PAVEMENT
- EXISTING SETBACK
- EXISTING EASEMENT
- OHE — EXISTING ELECTRIC LINE
- EXISTING ELECTRIC POLE
- EXISTING STREET LIGHT
- EXISTING WATER MAIN
- EXISTING WATER SYMBOLS
- EXISTING BUILIDING
- EXISTING PAVEMENT TO REMAIN
- EXISTING PAVEMENT TO REMOVE

KEY NOTES:

D1	REMOVE CURB AND GUTTER
D2	REMOVE PAVEMENT
D3	REMOVE EXISTING BUILDING AND FOUNDATION
D4	REMOVE CROSS CONNECTION AND REBUILD CURB AT EXISTING GRADE WITH CURB CUT AT LOW POINT OF EACH ENTRANCE TO ALLOW RUNOFF TO PASS THROUGH.
D5	REMOVE EXISTING GRATED INLET CURRENTLY USED FOR RECYCLING WATER INTO COLLECTION TANKS
D6	REMOVE EXISTING SIGN AND CONCRETE PAD
D7	REMOVE EXISTING LIGHT POLES
D8	RELOCATE EXISTING GAS METER
D9	REMOVE EXISTING WATER HOSE STRUCTURE.
D10	REMOVE EXISTING WATER RECYCLING COLLECTION SYSTEM TO PREPARE FOR NEW FOUNDATION. LOCATION TO BE CONFIRMED.
D11	RELOCATE EXISTING CLEANOUT. SEE UTILITY PAGE
D12	TREE TO BE REMOVED.
D13	GUTTER REMAINS AS IS

EXISTING BUILDING INFORMATION

AREA INFORMATION:	
TOTAL SITE AREA:	16068 SQ. FT. (0.30+/- ACRES)
EXISTING IMPERMEABLE AREA:	9302 SQ. FT (58%)
EXISTING GREEN SPACE:	6766 S.Q.FT (42%)
BUILDING COVERAGE:	1400 SQ. FT



DEMOLITION PLAN

1" = 10'

Know what's below. Call before you dig.

PROFESSIONAL SEAL:

REVISIONS

NO.	DATE	REVISION

ODYSSEY ENGINEERING
117 PARKWOOD STREET, SUITE 101
LOWELL, AR 72745
(479) 480-3330
AR COA # 4188

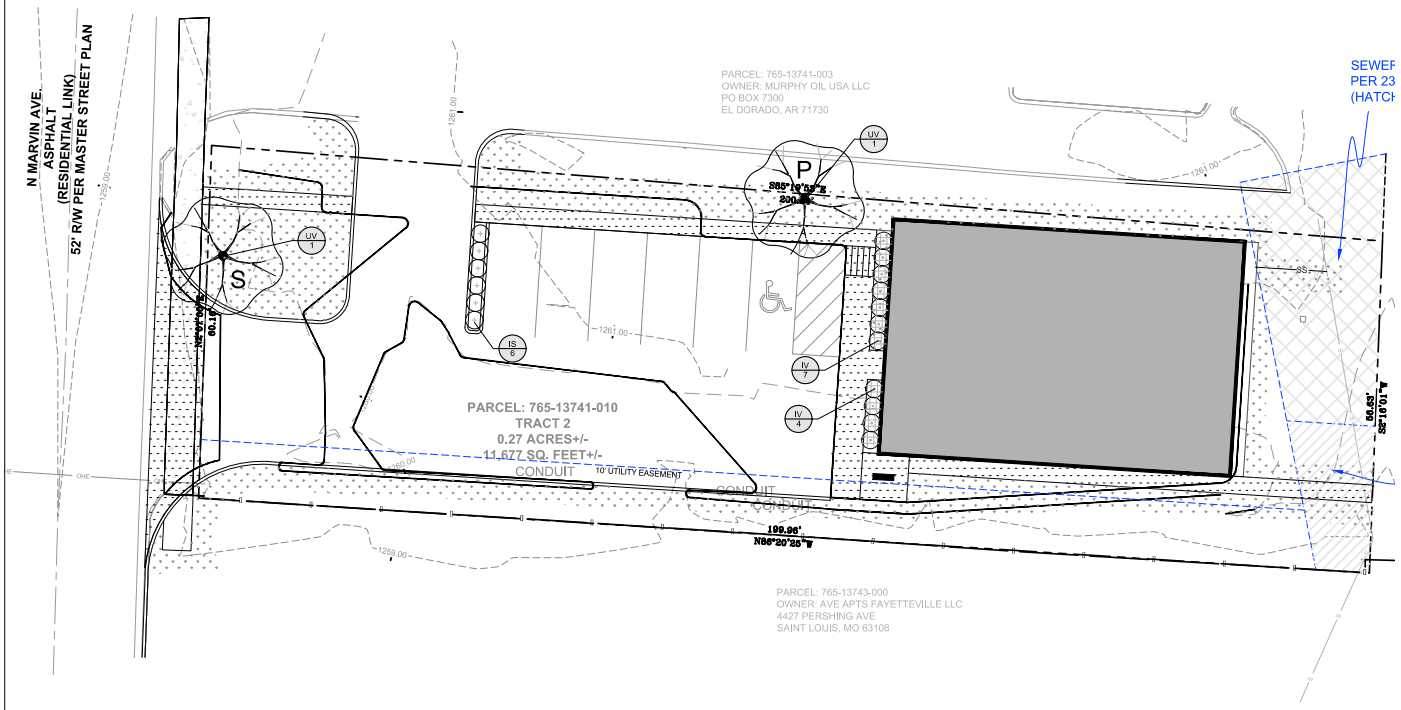
McEVER
LAUNDRY MAT
N MARVIN AVE,
FAYETTEVILLE, AR 72704

PROJECT NO.	DESIGNED BY	REVIEWED BY
ODY0037	GM	JC
PLAN DATE:	2/6/2025	

SHEET NAME:
DEMOLITION PLAN

SHEET NO.:
C1.0

Planning Commission
March 24, 2025
VAR-2025-0014 (MCEVER LAUNDRY)
Page 5 of 9



LEGEND

- 1 FOOT CONTOUR LINES
- 5 FOOT CONTOUR LINES
- LIMITS OF DISTURBANCE
- LB — LANDSCAPE BUFFER
- UTILITY EASEMENT

LANDSCAPE GENRAL NOTES

1. CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL UTILITIES PRIOR TO STARTING ANY WORK. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING ARKANSAS ONE-CALL TO CONFIRM ALL UTILITIES.
2. ALL PLANTS MUST BE HEALTHY, VIGOROUS AND FREE OF PESTS AND DISEASE.
3. TANDARDS SET FORTH IN 'AMERICAN STANDARD FOR NURSERY STOCK REPRESENT GUIDELINE SPECIFICATIONS ONLY AND SHALL CONSTITUTE MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIAL.
4. ALL PLANTS MUST BE CONTAINER GROWN OR BALLED AND BURLAPPED AS INDICATED ON THE PLANT LIST.
5. ALL REQUIRED TREES SHALL BE 2" MINIMUM CALIPER, WITH A SINGLE DOMINATE CENTRAL LEADER. MULTI LEADERED TREES WILL NOT BE ACCEPTABLE WITHOUT PRIOR APPROVAL FROM URBAN FORESTRY.
6. ALL TREES MUST BE STRAIGHT TRUNKED AND FULL HEADED, UNLESS SPECIFIED OTHERWISE, AND MUST MEET ALL REQUIREMENTS SPECIFIED ON PLANS.
7. ALL TREES AND SHRUBS SHALL BE INSTALLED PER STANDARD CITY OF FAYETTEVILLE PLANTING DETAILS.
8. ALL PLANTS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT BEFORE, DURING, AND AFTER CONSTRUCTION.
9. ALL PLANTING AREAS MUST BE COMPLETELY MULCHED WITH A 4" LAYER OF ORGANIC HARDWOOD MULCH. MULCH SHALL BE NOT BE PLACED IMMEDIATELY ADJACENT TO TREE TRUNKS, BUT SHALL BE KEPT AT LEAST 3" FROM ROOT COLLAR AT THE SOIL LINE.
10. ALL PROPOSED PLANTING AREAS COVERED BY GRASS SHALL HAVE THE SOD COMPLETELY REMOVED BEFORE PLANTING BEGINS.
11. ALL PLANTING BEDS SHALL BE CONTAINED BY EDGING MATERIAL OTHER THAN VEGETATION.
12. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO ALL UTILITIES DURING THE COURSE OF THE WORK. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY AND ALL DAMAGE TO UTILITIES, STRUCTURES, SITE APPURTENANCES, ETC. WHICH OCCURS AS A RESULT OF THE LANDSCAPE CONSTRUCTION AT NO COST TO THE OWNER.
13. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON THESE PLANS BEFORE PRICING THE WORK.
14. THE CONTRACTOR IS RESPONSIBLE FOR FULLY MAINTAINING ALL PLANTING MATERIAL INCLUDING BUT NOT LIMITED TO: WATERING, SPRAYING, MULCHING, FERTILIZING, ETC.) IN ALL PLANTING AREAS AND LAWN AREAS UNTIL THE WORK IS ACCEPTED IN TOTAL BY THE OWNER.
15. THE CONTRACTOR SHALL COMPLETELY GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF ONE (1) YEAR BEGINNING ON THE DATE OF TOTAL ACCEPTANCE. THE CONTRACTOR SHALL PROMPTLY MAKE ALL REPLACEMENTS BEFORE OR AT THE END OF THE GUARANTEE PERIOD.
16. ANY PLANT MATERIAL WHICH DIES, TURNS BROWN, OR DEFOLIATES (PRIOR TO TOTAL ACCEPTANCE OF THE WORK) SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY, AND SIZE AND MEETING ALL PLANT LIST SPECIFICATIONS.
17. NOTIFY LANDSCAPE ARCHITECT OR DESIGNATED REPRESENTATIVE OF ANY LAYOUT DISCREPANCIES PRIOR TO ANY PLANTING. LOCATE ALL UTILITIES AND SITE LIGHTING CONDUITS BEFORE CONSTRUCTION BEGINS.
18. ALL DISTURBED SHALL BE SODDED WITH 100% BERMUDA GRASS SOD
19. IRRIGATION SHALL BE EITHER AN UNDERGROUND AUTOMATIC SYSTEM OR SHALL UTILIZE HOSE BIBS EVERY 100' AS REQUIRED BY FAYETTEVILLE LANDSCAPE ORDINANCE.
20. MAINTENANCE: THE CURRENT OWNER OF THE PROPERTY SHALL BE RESPONSIBLE FOR THE ONGOING MAINTENANCE OF REQUIRED LANDSCAPING.
21. REPLACEMENT LANDSCAPING: REQUIRED LANDSCAPING THAT DIES OR IS DAMAGED SHALL BE REMOVED AND REPLACED BY THE CURRENT OWNER OF THE PROPERTY. THE OWNER SHALL HAVE 60 DAYS FROM THE RECEIPT OF WRITTEN NOTICE ISSUED BY THE CITY TO REMOVE AND REPLACE ANY REQUIRED LANDSCAPING THAT DIES OR IS DAMAGED.
22. THREE (3) YEAR MAINTENANCE SURETY SHALL BE DEPOSITED FOR EACH REQUIRED STREET AND MITIGATION TREE.
23. PRIOR TO GRADING PERMIT, ALL TREE PRESERVATION MEASURES SHALL BE IN PLACE PER APPROVED TREE PRESERVATION PLAN.
24. PRIOR TO BUILDING PERMIT, A LANDSCAPE ESTIMATE PER APPROVED LANDSCAPE PLAN SHALL BE SUBMITTED TO URBAN FORESTRY. A PERFORMANCE LANDSCAPE SURETY IN THE AMOUNT OF 150% OF THE APPROVED LANDSCAPE ESTIMATE SHALL THEN BE SUBMITTED WITH LANDSCAPE SURETY FORM.
25. PRIOR TO CERTIFICATE OF OCCUPANCY, LANDSCAPE ARCHITECT OF RECORD SHALL PERFORM AN INSPECTION CONFIRMING THAT IMPLEMENTATION OCCURRED PER APPROVED LANDSCAPE PLAN, UPON SUCCESSFUL RESULTS AND INSPECTION, REQUEST FINAL LANDSCAPE INSPECTION BY URBAN FORESTRY.
26. PRIOR TO CERTIFICATE OF OCCUPANCY, A LANDSCAPE MAINTENANCE SURETY ON ANY REQUIRED STREET AND MITIGATION TREES SHALL BE SUBMITTED WITH LANDSCAPE SURETY FORM.

S = STREET TREE
P = PARKING LOT TREE

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	CALIPER	ROOT	HEIGHT	QTY
TREES						
	UV	Ulmus americana `Valley Forge` / American Elm	2" Cal.	B&B or Cont.	8` min.	2
SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	SPACING	QTY
SHRUBS						
	IS	Ilex vomitoria `Schillings` / Schillings Holly	3 gal.	Cont.	36" o.c.	6
	IV	Itea virginica `Henry`s Garnet` / Henry`s Garnet Sweetspire	3 gal.		36" o.c.	11
SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER		QTY
GROUND COVERS						
	CT	Cynodon dactylon `Tif 419` / Bermuda Grass	sod			2,424 sf

N. MARVIN AVE.

Street Tree Requirements

Linear Feet minus driveways	Required Trees
35	1

Landscape Requirements

Parking Trees

Number of Parking Stalls	Number of ADA Spaces	Number of ADA Loading Zones	Number of Motor Cycle/Scooter	Required Trees
10	1	1	0	1

Mitigation Requirements

Canopy Below Requirments Sq. Ft	Preservation Priority Type	Forestation Base Density	Number of 2" Caliper Trees to be Planted
0	High Priority	218	0
0	Mid Priority	290	0
0	Low Priority	436	0

NOTE: DETENTION WILL NOT BE NEEDED FOR THIS SITE.

SITE LAYOUT PLAN

0 5 10' 20'
1" = 10'

811 Know what's below. Call before you dig.

PROFESSIONAL SEAL:
JAMES WILSON 8034 REGISTERED LANDSCAPE ARCHITECT STATE OF ARKANSAS
9/5/2024
LANDTEK STUDIOS
3503 SWEETBRIAR DR.
FAYETTEVILLE, AR 72703
PH# 479.283.9721

REVISIONS

NO.	DATE	REVISION

ODYSSEY ENGINEERING
117 PARKWOOD STREET, SUITE 101
LOWELL, AR 72745
(479) 480-3330
AR COA # 4188

McEVER
LAUNDRY MAT
N MARVIN AVE,
FAYETTEVILLE, AR 72704

PROJECT NO.	DESIGNED BY	REVIEWED BY
ODY0037	JWG	JC
PLAN DATE:	8/27/2024	

SHEET NAME:
LANDSCAPE PLAN

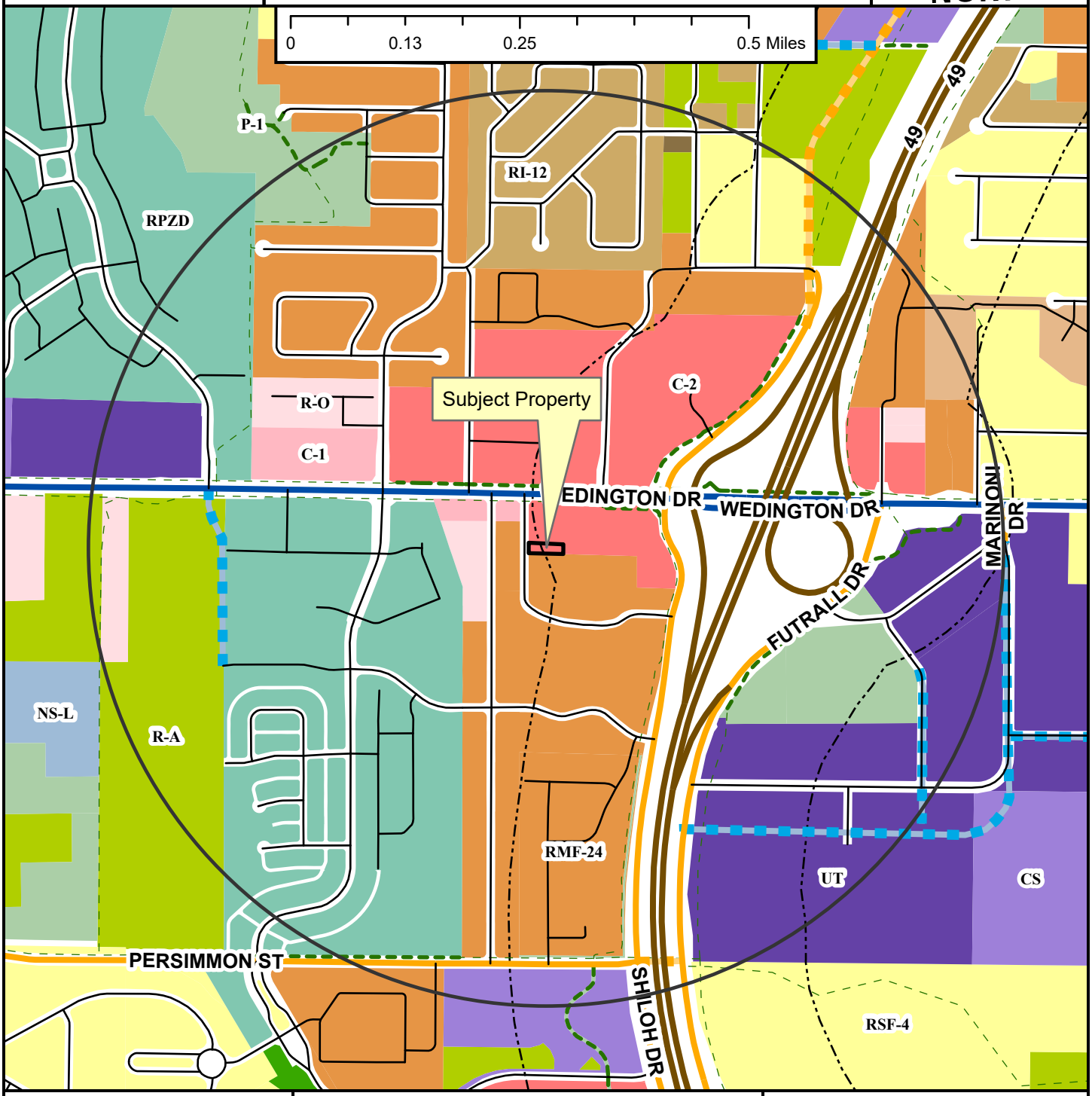
SHEET NO.:
L1.1

VAR-2025-0014

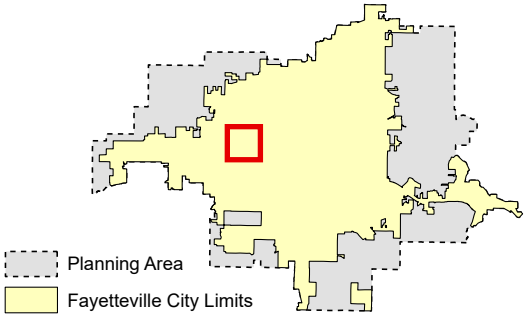
One Mile View

1006 N. MARVIN AVE

NORTH



- Neighborhood Link
- Regional Link - High Activity
- Freeway/Expressway
- Unclassified
- Residential Link
- Planned Neighborhood Link
- Planned Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
- NS-G
- RI-U
- RI-12
- NS-L
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

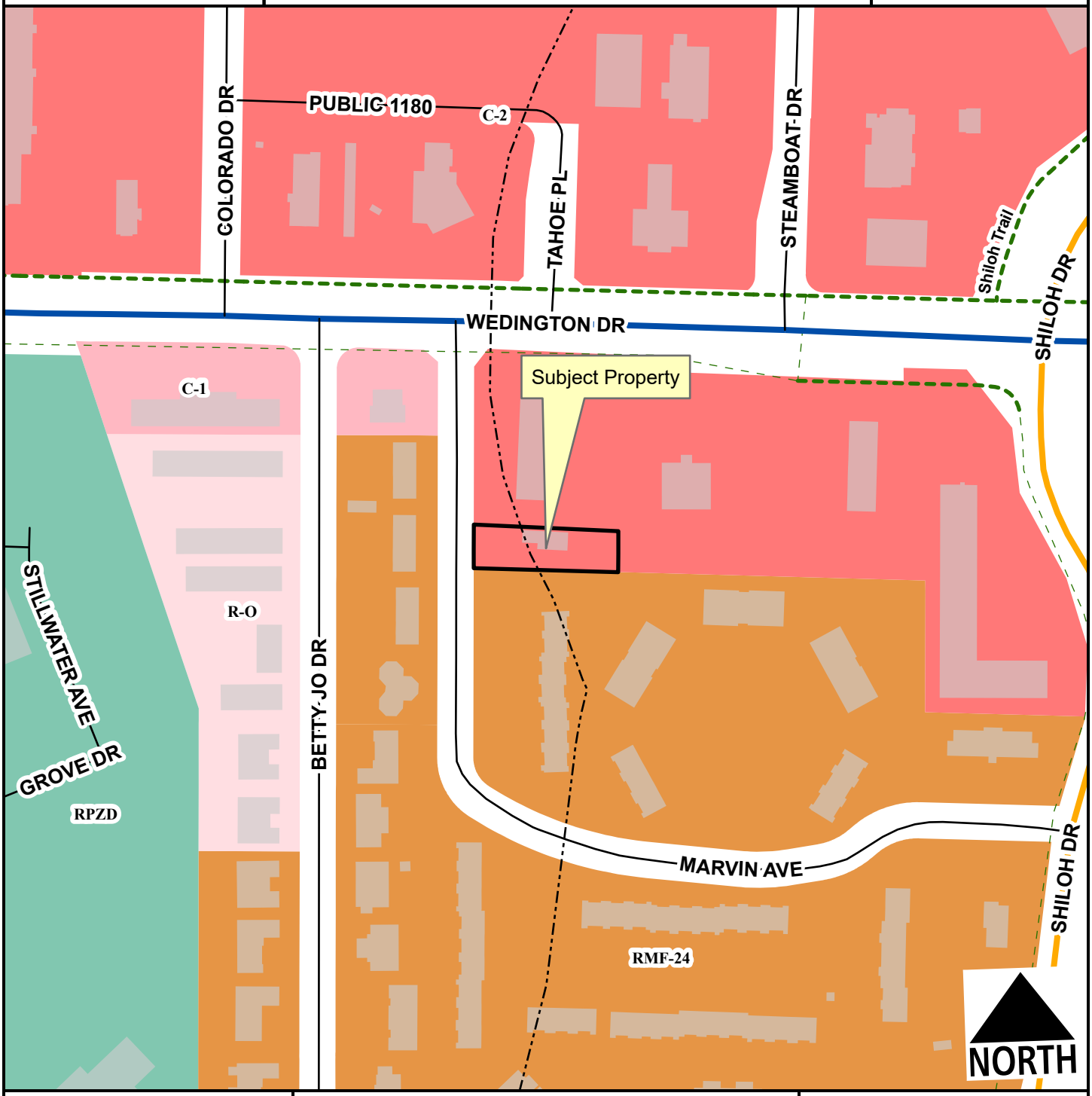
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

VAR-2025-0014

Close Up View

1006 N. MARVIN AVE



- Neighborhood Link
- Regional Link - High Activity
- Unclassified
- Residential Link
- Planning Area
- Fayetteville City Limits
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District

Feet

0 75 150 300 450 600

1:2,400

- RMF-24
- Residential-Office
- C-1
- C-2
- Commercial, Industrial, Residential

VAR-2025-0014

Current Land Use

1006 N. MARVIN AVE

NORTH



- Neighborhood Link
- Regional Link - High Activity
- Freeway/Expressway
- Unclassified
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits
- Design Overlay District

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Gretchen Harrison, Senior Planner
Melissa Boyd, Staff Engineer
Willa Thomason, Urban Forester

MEETING: March 24, 2025

SUBJECT: **CCP-2025-0003: Concurrent Plat (WEST OF S. OUACHITA DR. & S. BAYOU ALY, RIVERSIDE VILLAGE PH 2.3, 683):** Submitted by CRAFTON TULL for property located WEST OF S. OUACHITA DR. & S. BAYOU ALY. The property is zoned RPZD, RESIDENTIAL PLANNED ZONING DISTRICT and contains approximately 2.32 acres. The request is to divide the property into 10 residential lots and three common area lots.

RECOMMENDATION:
Staff recommends approval of **CCP-2025-0003** with conditions.

RECOMMENDED MOTION:
*"I move to approve **CCP-2025-0003**, recommending:*

- *In favor of recommended right-of-way dedication,*
- *In favor of recommended street improvements, and*
- *In favor of all other conditions as recommended by staff."*

BACKGROUND:
The subject property is located in south Fayetteville, east of Black Oak Road just within city limits. The property contains approximately 2.32 acres and was annexed in late 2021. Following the property's annexation, it was rezoned to a residential planned zoning district (Ord. 6511). There is ongoing construction on site for the second phase of a residential subdivision, Riverside Village, which received large scale development approval from the Planning Commission on July 24, 2023 (LSD-2023-0008). A one-year extension to that approval has been granted administratively which extended the project's approval to July 24, 2025. 47 residential lots in that area were platted last year through a concurrent plat that was approved by the Planning Commission (CCP-2024-0009). Earlier this year, a second concurrent plat with 81 residential lots was approved by the Planning Commission (CCP-2024-0013). Surrounding land uses and zoning are depicted in *Table 1.*

Table 1:
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential	RPZD, Residential Planned Zoning District
South	Undeveloped	AG/SF-1, Agricultural/Single-Family Residential, One Unit per Acre (Washington County)
East	Undeveloped	RPZD, Residential Planned Zoning District

West	Single-Family Residential Undeveloped	AG/SF-1, Agricultural/Single-Family Residential, One Unit per Acre (Washington County); RPZD, Residential Planned Zoning District

Proposal: The request is for the concurrent plat of 10 residential lots and three common area lots. No variances are being requested with this proposal.

Water and Sewer System: New eight-inch water lines and sewer mains are being installed to serve the proposed lots.

Right-of-way to be dedicated: Staff recommends no right-of-way dedication with this request. Right-of-way has already been dedicated through an easement plat in the amount of 52 feet along Ouachita Drive and in the amount of 24 feet along Bayou Alley.

Street Improvements: Staff does not recommend any additional street improvements with this request. A determination on street improvements was made with the associated development (LSD-2023-0008). Streets are being installed throughout the subdivision and, unless otherwise required, sidewalk will be installed during individual home construction.

Tree Preservation:
Canopy minimum requirement: 25%
Existing canopy: 49.7%
Preserved canopy: 27.7%
Mitigation required: None

Parkland Fees: N/A; parkland dedication requirements were met with the initial large scale development. The applicant is required to dedicate 0.23 acres to meet the parkland dedication requirement for Phase 2.3.

Public Comment: To date, staff has not received any public comment on this item.

RECOMMENDATION: Staff recommends approval of CCP-2025-0003 with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of right-of-way dedication.** *No right-of-way dedication is recommended.*

2. **Planning Commission determination of street improvements.** *No additional street improvements are recommended.*

3. All remaining comments from planning staff shall be addressed before this plat is released for signatures:

    a. Update owner name on cover page to reflect current owner. County records indicate that the current owner is Rausch Coleman Homes NWA LLC.
    b. Include county zoning in the adjacent property info for parcel 001-11269-003.
    c. Make sure all easements are clearly labeled.
    d. Show all setbacks on Lot 6.
    e. Add file # for the concurrent plat for Ph 2.2 once it's recorded.

Standard Conditions of Approval:

4. All lots shall be labeled with addresses as approved by the 911 Coordinator on the concurrent plat (if applicable).

5. Plat Review comments (to include written staff comments provided to the applicant or their representative, and all comments from utility representatives: Black Hills Energy, AT&T, Ozarks, SWEPCO, Cox Communication).

6. Staff approval of final detailed plans, specifications and calculations (where applicable) for grading, drainage, water, sewer, fire protection, streets (public and private), sidewalks, parking lot(s) and tree preservation. The information submitted for the plat review process was reviewed for general concept only. All public improvements are subject to additional review and approval. All improvements shall comply with the City's current requirements.

Planning Commission Action:	❒ **Approved**	❒ **Tabled**	❒ **Denied**
Meeting Date: **March 24, 2025**			
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:
- Engineering Memo
- Urban Forestry Memos
- Applicant Cover Letter
- Concurrent Plat
- One Mile Map
- Close-Up Map
- Current Land Use Map

CITY OF
FAYETTEVILLE
ARKANSAS

STAFF MEMO

TO: Gretchen Harrison, Senior Planner

FROM: Melissa Boyd, Staff Engineer

DATE: March 19, 2025

SUBJECT: **Planning Commission Engineering Comments for CCP-2025-0003 Riverside Village Cluster**

Engineering cannot sign the plat until the water lines, sewer lines, and streets in this area have been installed and accepted. Infrastructure is being installed under GRD-2023-0070.

Water: New 8" water lines are being installed to serve the proposed lots.

Sewer: New 8" sewer mains are being installed to serve the proposed lots.

Streets: Residential link streets are being installed this area. Unless otherwise required, sidewalk will be installed during individual lot construction.

Drainage: Storm drain is being installed with the street construction in this area that will convey runoff to a detention pond designed to accommodate these lots.

CITY OF FAYETTEVILLE ARKANSAS

URBAN FORESTRY
TREE PRESERVATION COMMENTS

To: Crafton Tull

From: Willa Thomason, Urban Forester

CC: Gretchen Harrison, Senior Planner

Meeting Date: March 24, 2025

Subject: CCP-2025-0003: Riverside Phase II, 2782 S Ouachita Dr.

1. Submittal Requirements	Yes	No	N/A
Initial Review with the Urban Forester		X	
Site Analysis Map Submitted (if justification is needed)			X
Site Analysis Written Report Submitted (justification is needed)			X
Complete Tree Preservation Plan Submitted	X		
Tree Mitigation Table on Plans	X		
Tree Preservation Wavier Submitted (only use if no trees onsite or near P/L)			X

2. Tree Preservation Calculations

Tree Preservation Calculations Square Feet		
	Square Feet	Percent of site
Total Site Area *Minus Right of Way and Easements	2,799,722	100%
*Zoning Designation * Select Below with drop down arrow*		
PZD, Planned Zoning District	699,931	25%
*HHOD * Select Below with Drop Down Arrow*		
No	0	0%
Total Canopy for Minimum Preservation Requirements	699,931	25.0%
Existing Tree Canopy * Minus Right of Way and Easements	1,390,930	49.7%
Tree Canopy Preserved	776,503	27.7%
Tree Canopy Removed *On Site	614,428	21.9%
Tree Canopy Removed *Off Site	0	
Tree Canopy Removed Total	614,428	21.9%
Removed Below Minimum	**0**	
Mitigation Requirements	**0**	

3. Mitigation Requirements	Canopy below requirement	Number of 2” caliper trees to be planted
High Priority	**0**	**0**
Low Priority	**0**	**0**
Total Mitigation Trees Required	**0**	**0**

4.	Mitigation Type	No	N/A
	On-Site Mitigation		X
	Off-Site Mitigation		X
	Tree Escrow (See Conditions of Approval)		X

5.	Tree Preservation Plan Checklist *UDC Chapter 167.04H1and 167.04L1*	Tech Plat	Planning Commission
a.	5 year Aerial Check on Existing Trees	Yes	Yes
b.	Property Boundary	Yes	Yes
c.	Natural Features (100ft beyond limits of disturbance)	Yes	Yes
d.	Existing Topography and Proposed Grading	Yes	Yes
e.	Soil Types	Yes	Yes
f.	Significant Trees	Yes	Yes
g.	Groupings of Trees	Yes	Yes
h.	Table Inventory List (species, size, health, priority)	Yes	Yes
i.	All Existing and Proposed Utilities	Yes	Yes
j.	All Existing and Proposed Utility Easements and ROW's	Yes	Yes
k.	All Streams (with approximate center line)	Yes	Yes
l.	Floodplains and floodways	Yes	Yes
m.	Existing Street, Sidewalk or Bike Path ROW	Yes	Yes
n.	Submitted Site Analysis Plan (if required)	N/A	N/A
o.	Shows ALL Proposed Site Improvements	Yes	Yes
p.	Delineates trees/canopy to be preserved and removed	Yes	Yes
q.	Tree Preservation Easement/s shown for LSD, LSIP and Commercial PPL projects	N/A	N/A

	Tree Protection Methods		
a.	Tree Protection Fencing	Yes	Yes
b.	Limits of Root Pruning	Yes	Yes
c.	Traffic flow on work site	Yes	Yes
d.	Location of material storage	Yes	Yes
e.	Location of concrete wash out	Yes	Yes
f.	Location of construction entrance/exit	Yes	Yes

6.	Site Analysis Report (if required) *UDC Chapter 167.04H4*	Yes	No	N/A
a.	Provide graphic examples of multiple options used to minimize removal of existing canopy			X

b.	Submitted Analysis Statement – Note the process, iterations, and approaches to preserve canopy.	**X**

7. Review Status (See Comments)	Tech Plat	Subdivision Committee	Planning Commission
Conditionally Approved	**2-18-25**		**3-6-25**
Approved			
Tabled			
Denied			

Appeal Process: A final administrative determination by the Urban Forester may be appealed in accordance with Chapter 155 of the Unified Development Code.

	Comments
1.	Address items above marked “No” and all Redlines provided.

CITY OF FAYETTEVILLE ARKANSAS

URBAN FORESTRY
LANDSCAPE PLAN COMMENTS

To: Crafton Tull

From: Willa Thomason, Urban Forester

CC: Gretchen Harrison, Senior Planner

Meeting Date: March 24, 2025

Subject: CCP-2025-0003: Riverside Phase II, 2782 S Ouachita Dr.

1. General Landscape Plan Checklist	Yes	No	N/A
a. Irrigation (notes either automatic or hose bib 100' o.c.) *UDC Chapter 177.03C7g, 177.04B3a*	X		
b. Species of plant material identified *UDC Chapter 177.03C7d,e*	X		
c. Size of plant material (minimum size 2" caliper for trees and 3 gal. shrubs) *UDC Chapter 177.03C7b,c*	X		
d. Soil amendments notes include that soil is amended and sod removed *UDC Chapter 177.03C6b*	X		
e. Mulch notes indicate organic mulching around trees and within landscape beds *UDC Chapter 177.03C6c,d*	X		
f. LSD, LSIP, and Subdivisions (PPL & FPL) plans stamped by a licensed Landscape Architect, others by Landscape Designer *UDC Chapter 177.03B*	X		
g. Planting bed contained by edging *UDC Chapter 177.03C6f*	X		
h. Planting details according to Fayetteville's Landscape Manual *UDC Chapter 177.03C6g*	X		
i. Provide information about 3-Year Maintenance plan. The owner shall deposit with the City of Fayetteville a surety for approved landscape estimate. *UDC Chapter 177.05 A2g*	X		

2. Parking Lot Requirements 1 Tree : 12 Parking Spaces	Yes	No	N/A
a. Side and Rear Property Lines (5' Wide Landscape Area) *UDC Chapter 177D1*			X
b. Wheel Stops/Curbs *UDC Chapter 177.04B1*			

c.	Narrow Tree Lawn (8’ min. width, 37.5’ length) *UDC Chapter 177.04C*			**X**
d.	Tree Island (8’ min. width, 18.7’ min length, 150 square feet) *UDC Chapter 177.04C*			**X**
e.	Placement of Trees (either side at entrances and exits) *UDC Chapter 177.04C2*			**X**
3.	**Perimeter Landscaping Requirements**	**Yes**	**No**	**N/A**
a.	Front Property Line (15’ wide landscape) and 5’ on sides and rear. *UDC Chapter 177.04D2a*			**X**
b.	Shade trees planted on south and west sides of parking lots *UDC Chapter 177.04D2e*			**X**
c.	Screening of parking lot from adjacent residential properties.			**X**
4.	**Street Tree Planting Requirements**	**Yes**	**No**	**N/A**
a.	Residential Subdivisions 1 Large Shade Species Tree per Lot *UDC Chapter 177.05B1a*	**X**		
b.	Non-Residential Subdivisions 1 Large Species Shade Tree every 30’ (planted in greenspace) *UDC Chapter 177.05B2a*	**X**		
c.	Urban Tree Well – Urban Streetscapes Trees every 30’ (8’ sidewalk) *UDC Chapter 177.05B3a-f*			**X**
d.	Structural Soil – Urban Tree Wells Include a note and/or detail of structural soil on Landscape Plan *UDC Chapter 177.05B3a-f*			**X**
e.	Residential Subdivisions Timing of planting indicated on plans *UDC Chapter 177.05A4*	**X**		
f.	Residential Subdivisions Written description for method of tracking planting *UDC Chapter 177.05A4e*	**X**		
5.	**Landscape Requirement Totals**	**Amount**		

Mitigation Trees	**0**
Parking Lot Trees	**2**
Street Trees	**42 street trees, 149 lot trees**
Detention Pond – Large Trees (1 Tree/3,000 square feet)	**17**
Detention Pond – Small Tree/Large Shrub (4 small trees or large shrubs/3,000 square feet)	**67**
Detention Pond – Small Shrubs/Large Grasses (6 shrubs or grasses (1 gallon)/3,000 square feet)	**101**

6. Review Status (See Comments)	**Tech Plat**	**Subdivision Committee**	**Planning Commission**
Conditionally Approved	**2-18-25**		**3-6-25**
Approved			
Tabled			
Denied			

Appeal Process: A final administrative determination by the Urban Forester may be appealed in accordance with Chapter 155 of the Unified Development Code.

Comments

1. Address items above marked “No” and all Redlines provided.
2. All common area plantings not associated with individual lot development must be planted prior to CCP sign-off. All deferred plantings will require a performance bond at 150% of the landscape estimate.

Crafton Tull

901 N 47th Street, Suite 400
Rogers, AR 72756

479.636.4838 (ph)
479.631.6224 (fax)

February 12, 2025

City of Fayetteville
Planning Staff
125 W. Mountain Street
Fayetteville, AR 72701

RE: Riverside Cluster
CTA Job No. 21108403

To whom it may concern,

This submittal is for a concurrent plat for Riverside Cluster. This development is a single-family residential cluster with a total area of approximately 2.32 acres. This concurrent plat includes 10 lots in total and all public infrastructure pertaining to these lots has been installed including public streets, utility extensions, and drainage improvements.

Should you have any questions, or require any additional information, please contact us at your convenience.

Sincerely,

Victor Awopetu, E.I.
Project Engineer

PARENT PARCEL #
PART OF 765-19956-100 &
PART OF 765-19956-200,

DEED
REAL ESTATE FILE NO. 2022-00018326
REAL ESTATE FILE NO. 2022-00018332

ZONED
RPZD

OWNER
NWA LD, LLC

LEGAL DESCRIPTION

ALL OF LOT "237" OF THE CONCURRENT PLAT PHASE 2.2 OF RIVERSIDE VILLAGE SUBDIVISION, IN THE CITY OF FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS. CONTAINING 2.301 ACRES MORE OR LESS AND SUBJECT ANY EASEMENTS OR RIGHTS-OF-WAY OF RECORD OR FACT.

ANCILLARY DESCRIPTION

ALL OF LOT "237" OF THE CONCURRENT PLAT PHASE 2.2 OF RIVERSIDE VILLAGE SUBDIVISION, IN THE CITY OF FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS. ALSO BEING A PART OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 16 NORTH, RANGE 30 WEST. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

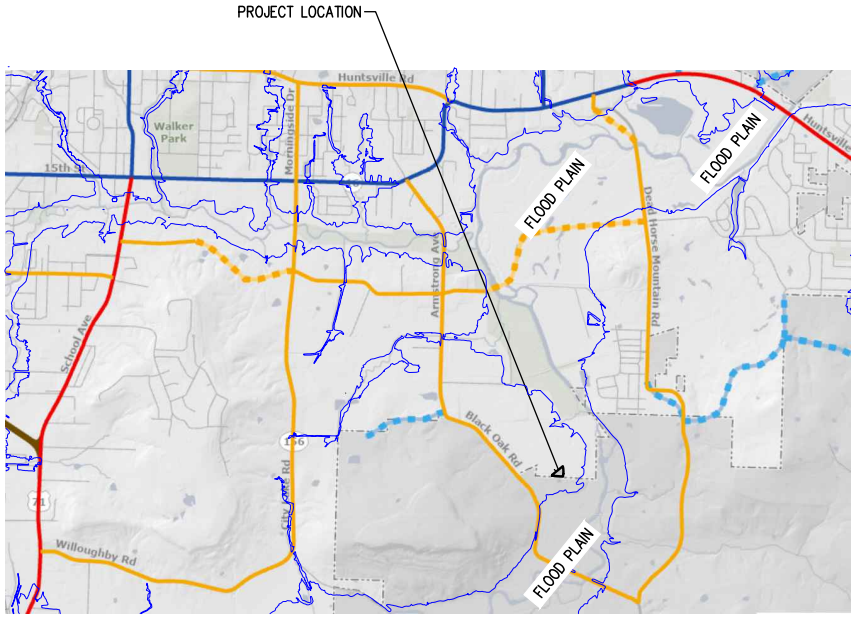
COMMENCING AT A 5/8" REBAR WITH A 3 1/4" ALUMINUM CAP AT THE SOUTHEAST CORNER OF SAID SECTION 26; THENCE NORTH 02°40'13" EAST ALONG THE EAST LINE OF SAID SECTION 26, A DISTANCE OF 223.18 FEET; THENCE NORTH 85°32'43" WEST, CROSSING A 5/8" REBAR AT A DISTANCE OF 6.01 FEET, CONTINUING AN ADDITIONAL DISTANCE OF 128.81 FEET TO A 5/8" CAPPED REBAR EMBOSSED "LS 1120", CONTINUING FOR AN ADDITIONAL DISTANCE OF 128.81 FEET TO A BROKEN TEE POST, CONTINUING AN ADDITIONAL DISTANCE OF 206.18 FEET TO ANOTHER 5/8" REBAR, AND CONTINUING FOR A TOTAL DISTANCE OF 494.31 FEET TO A 5/8" CAPPED REBAR EMBOSSED "LS 1304" AT THE SE CORNER OF LOT A OF THE CONCURRENT PLAT PHASE 2.1 OF RIVERSIDE VILLAGE SUBDIVISION; THENCE CONTINUING NORTH 85°32'43" WEST, A DISTANCE OF 52.00 FEET TO THE SOUTHEAST CORNER OF SAID LOT 237 FOR THE POINT OF BEGINNING;

THENCE NORTH 85°32'43" WEST ALONG THE SOUTH LINE OF SAID LOT 237, CROSSING A 5/8" REBAR AT A DISTANCE OF 391.73 FEET AND CONTINUING FOR A TOTAL DISTANCE OF 436.54 FEET TO A 5/8" CAPPED REBAR EMBOSSED "LS 1304" AT THE SOUTHWEST CORNER OF SAID LOT 237; THENCE NORTH 04°59'45" EAST ALONG THE WEST LINE OF SAID LOT 237, A DISTANCE OF 33.92 FEET TO A 5/8" CAPPED REBAR EMBOSSED "LS 1304" AT THE NORTHWEST CORNER OF SAID LOT 237; THENCE NORTH 51°19'41" EAST, A DISTANCE OF 541.42 FEET TO A 5/8" CAPPED REBAR EMBOSSED "LS 1304" AT THE NORTHEAST CORNER OF SAID LOT 237 AT A NON-TANGENT CURVE TO THE RIGHT; THENCE ALONG THE EAST BOUNDARY OF SAID LOT 237 FOR THE FOLLOWING TWO (2) CALLS:

1) 254.52 FEET ALONG THE ARC OF SAID CURVE HAVING A RADIUS OF 714.00 FEET, A CENTRAL ANGLE OF 20°25'27", AND SUBTENDED BY A CHORD BEARING SOUTH 05°12'58" EAST - 253.17 FEET TO A 5/8" CAPPED REBAR EMBOSSED "LS 1304";
2) SOUTH 04°59'45" WEST, A DISTANCE OF 154.47 FEET

TO THE POINT OF BEGINNING AND CONTAINING 2.301 ACRES MORE OR LESS AND SUBJECT ANY EASEMENTS OR RIGHTS-OF-WAY OF RECORD OR FACT.

NOTE: THE VICINITY MAP WAS COPIED FROM THE CITY OF FAYETTEVILLE MASTER STREET PLAN GIS SITE. THE CITY OF FAYETTEVILLE MASTER STREET PLAN GIS SITE IS LISTED AS BEING BASED ON THE 2040 MASTER PLAN AND THE DOWNTOWN MASTER STREET PLAN DOCUMENTS.



Master Street Plan

Master Street Plan

Existing Street
- Freeway/Expressway
- Regional Link - High Activity
- Regional Link
- Neighborhood Link
- Institutional Master Plan
- Urban Center

Planned Street
- Neighborhood Link
- Regional Link
- Residential Link

ZONING: RPZD

PER APPROVAL:
PROPERTY USAGE - RESIDENTIAL

BUILDING SETBACKS -
FRONT 0-25' BUILD TO ZONE
SIDE 5 FEET
REAR 5 FEET
REAR (FROM CETERLINE OF ALLEY): 12 FEET

NOTES:

THE PURPOSE OF THIS PLAT IS TO SUBDIVIDE THE PROPERTY INTO 10 BUILDABLE LOTS, 3 UNBUILDABLE LOTS AS SHOW HEREON.

THE BOUNDARY SHOWN HEREON IS AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THE FACTS OF THIS SURVEY AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED.

THE PROPERTY SURVEYED IS WITHIN THE MUNICIPAL LIMITS OF FAYETTEVILLE, AR.

THE BOUNDARY DETERMINATION SHOWN HEREON WAS BASED UPON THE FOLLOWING DOCUMENTS: DEEDS: REAL ESTATE FILE NO. 2022-00018326 AND REAL ESTATE FILE NO. 2022-00018332 AND PLATS: ARKANSAS DIVISION OF LAND SURVEY PLAT NO. 104750 AND ARKANSAS DIVISION OF LAND SURVEY PLAT NO. 073064; WASHINGTON CO. REAL ESTATE FILE NO. 0024-00000525, 024A-00000552, 024A-00000584 0024-00000589 & CONCURRENT PLAT PHASE 2.1 FOR RIVERSIDE VILLAGE.

THE ZONING CLASSIFICATIONS SHOWN ON THIS PLAT WERE OBTAINED FROM THE CITY OF FAYETTEVILLE AND THE WASHINGTON COUNTY GIS WEB SITES, AND REPRESENT THE ZONING CLASSIFICATION AT THE TIME OF THIS SURVEY.

THERE MAY BE IMPROVEMENTS ON THE PROPERTY THAT ARE NOT SHOWN ON THIS PLAT.

SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT CONSIDERED A PART OF THIS SURVEY AND NO INVESTIGATION OF THESE CONDITIONS WAS MADE.

THE SURVEYOR HAS NOT MADE A SEPARATE INVESTIGATION OR SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, OR RESTRICTIVE COVENANTS, OR ANY OTHER FACTS WHICH AN ACCURATE AND COMPLETE TITLE SEARCH MAY DISCLOSE. ANY EASEMENTS SHOWN HEREON CAME TO THE ATTENTION OF THE SURVEYOR IN THE COURSE OF HIS RESEARCH OF THE PROPERTY BOUNDARY. OTHER RECORD EASEMENTS, ENCUMBRANCES, OR COVENANTS MAY EXIST ON THE SURVEYED PROPERTY.

THIS PROPERTY IS NOT IN FLOOD ZONE "A" OR "AE", AND IS NOT WITHIN THE 100-YEAR FLOOD PLAIN AS SHOWN ON THE NATIONAL FLOOD INSURANCE PROGRAM'S FIRM PANEL NUMBER 0514 3C0220G, DATED JANUARY. 25, 2024 & 0514 3C0240G, DATED JANUARY. 25, 2024. THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THIS SURVEYOR ASSUMES NO LIABILITY FOR THE CORRECTNESS OF THE CITED MAP. IN ADDITION, NO INDEPENDENT STUDY OF THE LIKELIHOOD OF FLOODING OF THE SURVEYED PROPERTY HAS BEEN DONE BY THE SURVEYOR AND NO OPINION OF FLOOD HAZARDS IS INCLUDED IN THIS SURVEY.

CERTIFICATE OF OWNERSHIP & DEDICATION:

WE, THE UNDERSIGNED OWNERS, REPRESENTING ONE HUNDRED PERCENT (100%) OWNERSHIP OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN DO HEREBY DEDICATE FOR PUBLIC OWNERSHIP ALL STREETS AND ALLEYS AS SHOWN ON THIS PLAT FOR PUBLIC BENIFIT AS PRESCRIBED BY LAW. THE OWNERS ALSO DEDICATE TO THE CITY OF FAYETTEVILLE AND TO THE PUBLIC UTILITY COMPANIES (INCLUDING ANY CABLE TELEVISION COMPANY HOLDING A FRANCHISE GRANTED BY THE CITY OF FAYETTEVILLE) THE EASEMENTS AS SHOWN ON THIS PLAT FOR THE PURPOSE OF INSTALLATION OF NEW FACILITIES AND THE REPAIR OF EXISTING FACILITIES. ALSO ESTABLISHED HEREBY IS THE RIGHT OF INGRESS AND EGRESS TO SAID EASEMENTS, THE RIGHT TO PROHIBIT ERECTION OF BUILDINGS, STRUCTURES, OR FENCES WITHIN SAID EASEMENTS, AND THE RIGHT TO REMOVE OR TRIM TREES WITHIN SAID EASEMENTS.

NWA LD, LLC

BY: _____ DATE: ____/____/____
DON DRAPER, VICE PRESIDENT OF LAND SOUTHEAST

STATE OF ARKANSAS)
) SS
COUNTY OF WASHINGTON)
SUBSCRIBED AND SWORN BEFORE ME THIS ____ DAY OF _____, ____
MY COMMISSION EXPIRES:

_____
NOTARY PUBLIC

CERTIFICATE OF SURVEY AND ACCURACY:

I HEREBY CERTIFY THAT THE PLAN SHOWN AND DESCRIBED HEREON IS A TRUE AND CORRECT SURVEY AND THAT THE MONUMENTS HAVE BEEN PLACED AS STATED HEREON AS REQUIRED BY THE SUBDIVISION REGULATIONS OF THE CITY OF FAYETTEVILLE, ARKANSAS.

_____ CRAFTON TULL & ASSOCIATES, INC.
DATE BY MARK A. MEADOR (AGENT)

SURVEYOR & ENGINEER:
CRAFTON, TULL & ASSOCIATES
901 NORTH 47TH, SUITE 400
ROGERS, AR 72756

_____
MARK A. MEADOR RPLS 1304
SENIOR PROJECT SURVEYOR

ALL COPIES THAT DO NOT BEAR AN ORIGINAL SEAL AND SIGNATURE MAY HAVE BEEN ALTERED. THE ABOVE DECLARATION SHALL NOT APPLY TO ANY COPY THAT DOES NOT BEAR AN ORIGINAL SEAL AND SIGNATURE.

CERTIFICATE OF APPROVAL OF PARK LAND DEDICATION OR MONEY IN-LIEU:

I HEREBY CERTIFY THAT THIS FINAL PLAT COMPLIES WITH SECTION 166.04(B)(4)(I) BY DEDICATING_____,___ ACRES OF PARKLAND OR PAYING $_____,__ AS FEES IN-LIEU.

WARRANTY DEED FOR PARK LAND RECORDED AS FALLOWS:
BOOK #: _____ PAGE #:

_____ _____
DATE PARKS & RECREATION REPRESENTATIVE

CERTIFICATE OF APPROVAL FOR RECORDING:

I HEREBY CERTIFY THAT THIS PLAT WAS APPROVED BY THE FAYETTEVILLE PLANNING COMMISSION AT A MEETING HELD ON _____, 20__

_____ _____
DATE SECRETARY

CERTIFICATE OF APPROVAL OF UTILITY EASEMENTS:

WE HEREBY CERTIFY THAT ALL UTILITY EASEMENTS, INCLUDING CABLE TELEVISION EASEMENTS, PLATTED IN THIS SUBDIVISION ARE SHOWN AS REQUESTED AND WERE APPROVED BY THE UNDERSIGNED UTILITIES OF THE CITY OF FAYETTEVILLE, ARKANSAS.

_____ _____
DATE ELECTRIC

_____ _____
DATE GAS SERVICE

_____ _____
DATE TELEPHONE

_____ _____
DATE CABLE TELEVISION

_____ _____
DATE CITY OF FAYETTEVILLE

CERTIFICATE OF APPROVAL OF TREE PROTECTION & PRESERVATION:

I HEREBY CERTIFY THIS PLAT HAS COMPLIED WITH THE REQUIREMENTS OF THE TREE PROTECTION AND PRESERVATION ORDINANCE OF THE CITY OF FAYETTEVILLE CODE.

_____ _____
DATE URBAN FORESTER

THE LANDSCAPE SURETY BOND WILL BE TRANSFERRED TO A 3- YEAR LANDSCAPE MAINTENANCE BOND AFTER 100% OF HOME CONSTRUCTION IS COMPLETED.

CERTIFICATE OF APPROVAL FOR STREETS AND DRAINAGE:

THE STREETS AND DRAINAGE SYSTEMS INSTALLED IN THIS SUBDIVISION ARE HEREBY APPROVED AND ACCEPTED BY THE CITY OF FAYETTEVILLE.

_____ _____
DATE CITY ENGINEER

CERTIFICATE OF APPROVAL OF WATER & SEWER SYSTEM:

THE WATER DISTRIBUTION SYSTEM AND SEWAGE COLLECTION SYSTEM INSTALLED IN THIS SUBDIVISION ARE HEREBY APPROVED AND ACCEPTED BY THE CITY OF FAYETTEVILLE.

_____ _____
DATE CITY ENGINEER

CERTIFICATE OF APPROVAL OF SIDEWALKS:

CONSTRUCTION OF ALL SIDEWALKS SHALL BE INSPECTED BY THE CITY OF SIDEWALK AND TRAILS COORDINATOR TO COMPLY WITH THE CITY SPECIFICATIONS. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE CONSTRUCTION AND COMPLETION OF ALL SIDEWALKS SHOWN ON THIS CONCURRENT PLAT.

_____ _____
DATE CITY ENGINEER

CERTIFICATE OF APPROVAL OF BUILDING SET-BACK DIMENSIONS:

I HEREBY CERTIFY THAT ALL BUILDING SETBACK DIMENSIONS SHOWN ON THIS PLAT ARE IN ACCORDANCE WITH THE CURRENT SETBACK REQUIREMENTS.

_____ _____
DATE ZONING & DEVELOPMENT ADMINISTRATOR

CITY OF FAYETTEVILLE PLAT PAGE NO 683

RECORD INFORMATION

PARENT PARCEL #
PART OF 765-19956-100 & PART OF 765-19956-200

OWNER:
NWA LD, LLC
4058 N. COLLEGE, SUITE 300 BOX 9
FAYETTEVILLE, AR 72703

STATE PLAT CODE:
500-16N-30W-0-26-300-72-1304

SEAL

CONCURRENT PLAT PHASE 2.3 OF
LOT 237 OF RIVERSIDE VILLAGE SUBDIVISION
CITY OF FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS

PREPARED FOR:
NWA LD, LLC

DATE: 2/11/2025
PROJECT NO: 21108403
CONTACT: M. MEADOR

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
479.636.4838 t
www.craftontull.com

CERTIFICATE OF AUTHORIZATION:
CERTIFICATE OF AUTHORIZATION
CRAFTON, TULL & ASSOCIATES, INC.
No. 109
ARKANSAS

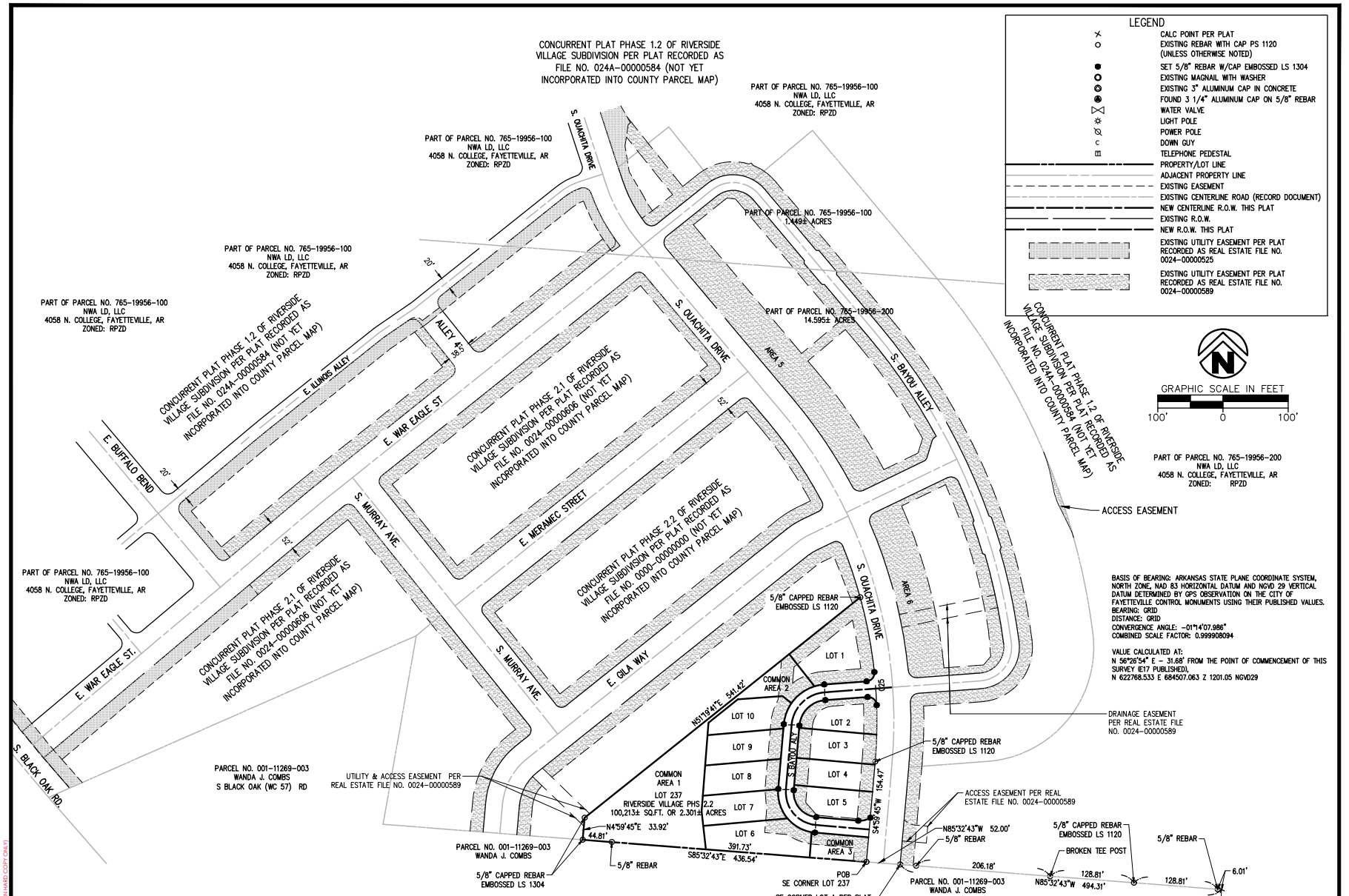
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DELTA	DESCRIPTION	DATE

SHEET NO.:
1 OF 4

Planning Commission
March 24, 2025
CCP-2025-0003 (RIVERSIDE VILLAGE PH 2.3)
Page 12 of 18

DRAWING: G:\21108403_RIVERSIDECLU\INFRASTRUCTURE\SURVEY\DWG\21108403_RIVERSIDE CLUSTER FINAL PLAT SHEET 1 AND 2.DWG
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LAST PLOTTED BY: CHRISTIAN LAMAR, 3/4/2022 10:26:33 AM [PLOTTED BY:" VAUD.CH HARD COPY ONLY]



CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD DIRECTION	CHORD LENGTH
C25	254.52'	714.00'	20°25'27"	S5° 12' 58"E	253.17'

CADASTRAL SHEET 1 – OVERALL SUBDIVISION

RECORD INFORMATION

STATE PLAT CODE: 500-16N-30W-0-26-300-72-1304

SEAL

CONCURRENT PLAT PHASE 2.3 OF LOT 237 OF RIVERSIDE VILLAGE SUBDIVISION CITY OF FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS

PREPARED FOR: NWA LD, LLC

DATE: 2/11/2025
PROJECT NO: 21108403
CONTACT: M. MEADOR

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
479.636.4838.1
www.craftontull.com

CERTIFICATE OF AUTHORIZATION: CRAFTON, TULL & ASSOCIATES, INC. No. 109

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DELTA	DESCRIPTION	DATE

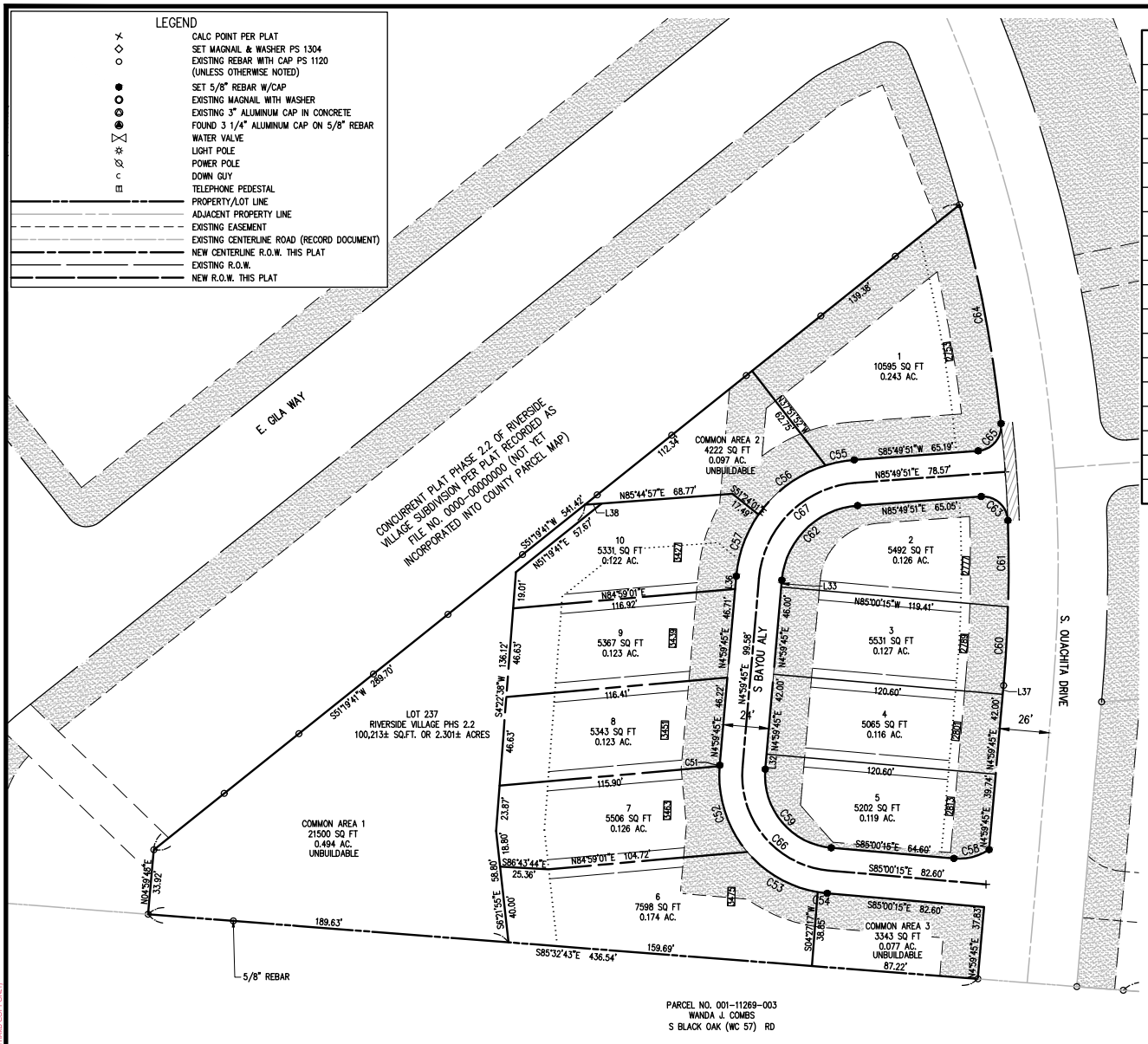
SHEET NO.: 2 OF 4

Planning Commission March 24, 2025

CCP-2025-0003 (RIVERSIDE VILLAGE PH 2.3)

Page 13 of 18

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XREFS: 21108403_RIVERSIDE CLUSTER FINAL PLAT SHEET 1 AND 2.DWG
LAST PLOTTED BY: CHRISTIAN LUKANIA, 2/4/2025 10:35:34 AM [PLOTTED BY: VALID OH HARD COPY ONLY]



CADASTRAL SHEET 1 – LOT 237

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD DIRECTION	CHORD LENGTH
C51	0.49'	62.00'	0°27'22"	S4° 46' 04"W	0.49'
C52	48.39'	62.00'	44°43'13"	S17° 49' 14"E	47.17'
C53	43.52'	62.00'	40°12'49"	S60° 17' 15"E	42.63'
C54	4.99'	62.00'	4°36'36"	S82° 41' 57"E	4.99'
C55	15.35'	67.00'	13°07'45"	S79° 15' 59"W	15.32'
C56	44.42'	67.00'	37°59'20"	S53° 42' 26"W	43.61'
C57	34.75'	67.00'	29°43'01"	S19° 51' 16"W	34.36'
C58	19.42'	29.00'	38°21'59"	N75° 48' 45"E	19.06'
C59	59.69'	38.00'	90°00'00"	S40° 00' 15"E	53.74'
C60	41.38'	714.00'	3°19'13"	N3° 20' 08"E	41.37'
C61	45.33'	714.00'	3°38'14"	N0° 08' 35"W	45.32'
C62	60.67'	43.00'	80°50'06"	S45° 24' 48"W	55.76'
C63	20.92'	13.00'	92°12'27"	N48° 03' 55"W	18.74'
C64	116.88'	714.00'	9°22'44"	N10° 44' 20"W	116.75'
C65	20.85'	13.00'	91°52'49"	N39° 53' 27"E	18.68'
C66	78.54'	50.00'	90°00'00"	S40° 00' 15"E	70.71'
C67	77.60'	55.00'	80°50'06"	S45° 24' 48"W	71.32'

PARCEL LINE TABLE		
LINE #	DIRECTION	LENGTH
L32	N4° 59' 45"E	8.00'
L33	N4° 59' 45"E	3.58'
L36	N4° 59' 45"E	6.65'
L37	N4° 59' 45"E	4.65'
L38	N85° 44' 57"E	8.85'

BASIS OF BEARING: ARKANSAS STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD 83 HORIZONTAL DATUM AND NGVD 29 VERTICAL DATUM DETERMINED BY GPS OBSERVATION ON THE CITY OF FAYETTEVILLE CONTROL MONUMENTS USING THEIR PUBLISHED VALUES.
BEARING: GRID
DISTANCE: GRID
CONVERGENCE ANGLE: -01°14'07.986"
COMBINED SCALE FACTOR: 0.999908094

VALUE CALCULATED AT:
N 56°26'54" E – 31.68' FROM THE POINT OF COMMENCEMENT OF THIS SURVEY (E17 PUBLISHED),
N 622768.533 E 684507.063 Z 1201.05 NGVD29

GRAPHIC SCALE IN FEET
40' 0 40'

RECORD INFORMATION

Planning Commission
March 24, 2025

STATE PLAT CODE:
500-16N-30W-0-26-300-72-1304

SEAL

CONCURRENT PLAT PHASE 2.3 OF
LOT 237 OF RIVERSIDE VILLAGE SUBDIVISION
CITY OF FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS

PREPARED FOR:
NWA LD, LLC

DATE: 2/11/2025
PROJECT NO: 21108403
CONTACT: M. MEADOR

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
479.636.4838 t
www.craftontull.com

CERTIFICATE OF AUTHORIZATION:
CERTIFICATE OF AUTHORIZATION
CRAFTON, TULL & ASSOCIATES, INC.
No. 109
ARKANSAS

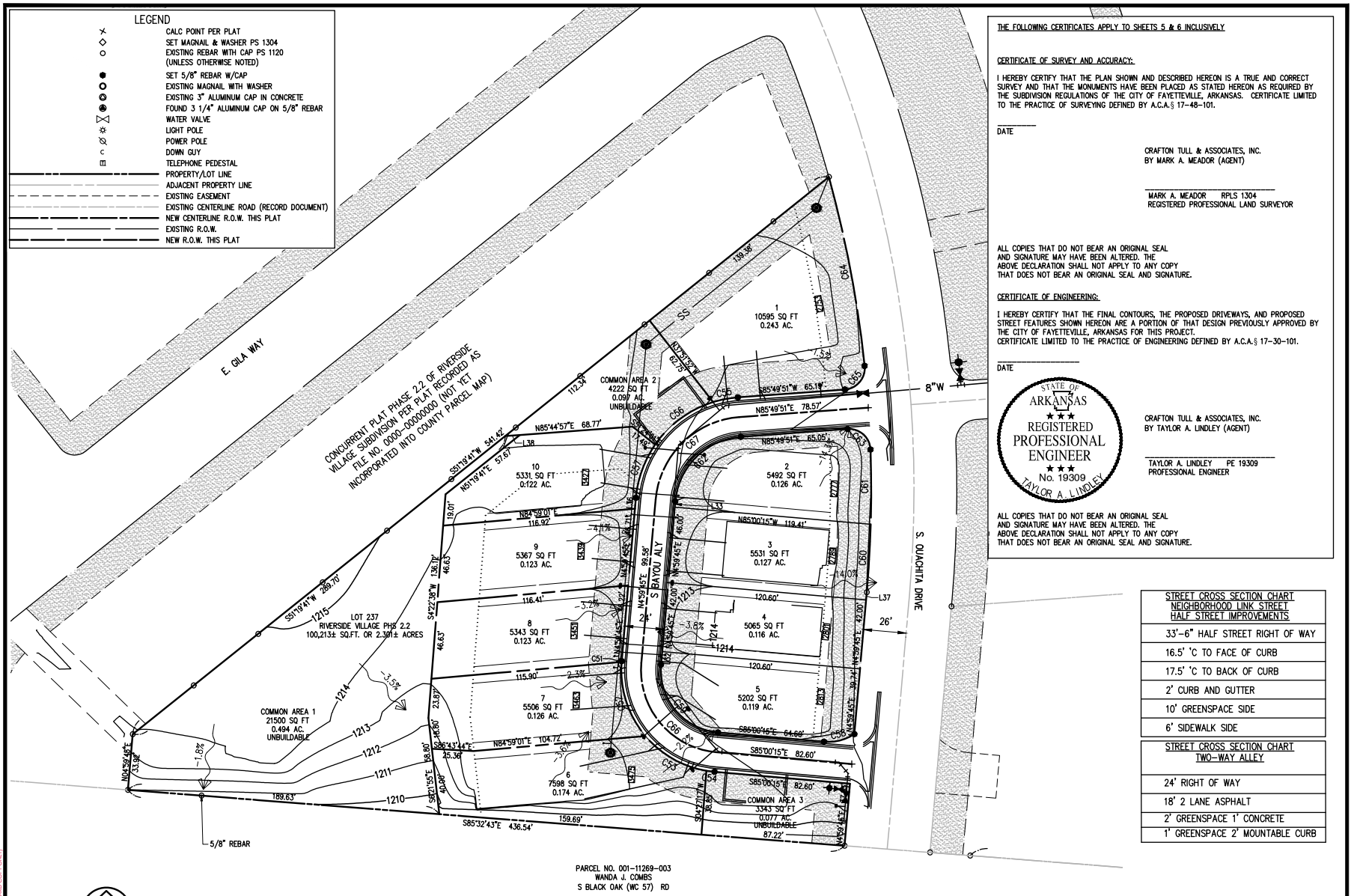
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DELTA	DESCRIPTION	DATE

SHEET NO.:
3 OF 4

CCP-2025-0003 (RIVERSIDE VILLAGE PH 2.3)
Page 14 of 18

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LAST PLOTTED BY: CHRISTIAN LUMANA, 3/4/2025 10:35:58 AM [PLOTTED BY: VALID OR HARD COPY ONLY]



BASIS OF BEARING: ARKANSAS STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD 83 HORIZONTAL DATUM AND NGVD 29 VERTICAL DATUM DETERMINED BY GPS OBSERVATION ON THE CITY OF FAYETTEVILLE CONTROL MONUMENTS USING THEIR PUBLISHED VALUES.
BEARING: GRID
DISTANCE: GRID
CONVERGENCE ANGLE: -01°14'07.986"
COMBINED SCALE FACTOR: 0.999908094

VALUE CALCULATED AT:
N 56°26'54" E – 31.68' FROM THE POINT OF COMMENCEMENT OF THIS SURVEY (E17 PUBLISHED),
N 622768.533 E 684507.063 Z 1201.05 NGVD29

THE FOLLOWING CERTIFICATES APPLY TO SHEETS 5 & 6 INCLUSIVELY

CERTIFICATE OF SURVEY AND ACCURACY:

I HEREBY CERTIFY THAT THE PLAN SHOWN AND DESCRIBED HEREON IS A TRUE AND CORRECT SURVEY AND THAT THE MONUMENTS HAVE BEEN PLACED AS STATED HEREON AS REQUIRED BY THE SUBDIVISION REGULATIONS OF THE CITY OF FAYETTEVILLE, ARKANSAS. CERTIFICATE LIMITED TO THE PRACTICE OF SURVEYING DEFINED BY A.C.A.§ 17-48-101.

DATE

CRAFTON TULL & ASSOCIATES, INC.
BY MARK A. MEADOR (AGENT)

MARK A. MEADOR RPLS 1304
REGISTERED PROFESSIONAL LAND SURVEYOR

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CERTIFICATE OF ENGINEERING:

I HEREBY CERTIFY THAT THE FINAL CONTOURS, THE PROPOSED DRIVEWAYS, AND PROPOSED STREET FEATURES SHOWN HEREON ARE A PORTION OF THAT DESIGN PREVIOUSLY APPROVED BY THE CITY OF FAYETTEVILLE, ARKANSAS FOR THIS PROJECT.
CERTIFICATE LIMITED TO THE PRACTICE OF ENGINEERING DEFINED BY A.C.A.§ 17-30-101.

DATE

STATE OF ARKANSAS ★★★ REGISTERED PROFESSIONAL ENGINEER ★★★ No. 19309 TAYLOR A. LINDLEY

CRAFTON TULL & ASSOCIATES, INC.
BY TAYLOR A. LINDLEY (AGENT)

TAYLOR A. LINDLEY PE 19309
PROFESSIONAL ENGINEER

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STREET CROSS SECTION CHART NEIGHBORHOOD LINK STREET HALF STREET IMPROVEMENTS
33'-6" HALF STREET RIGHT OF WAY
16.5' 'C TO FACE OF CURB
17.5' 'C TO BACK OF CURB
2' CURB AND GUTTER
10' GREENSPACE SIDE
6' SIDEWALK SIDE

STREET CROSS SECTION CHART TWO-WAY ALLEY
24' RIGHT OF WAY
18' 2 LANE ASPHALT
2' GREENSPACE 1' CONCRETE
1' GREENSPACE 2' MOUNTABLE CURB

GRADING, STREET & UTILITY PLAN

RECORD INFORMATION

Planning Commission
March 24, 2025

STATE PLAT CODE:
500-16N-30W-0-26-300-72-1304

SEAL

CONCURRENT PLAT PHASE 2.3 OF
LOT 237 OF RIVERSIDE VILLAGE SUBDIVISION
CITY OF FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS

PREPARED FOR:
NWA LD, LLC

DATE: 2/11/2025
PROJECT NO: 21108403
CONTACT: M. MEADOR

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
479.636.4838 t
www.craftontull.com

CERTIFICATE OF AUTHORIZATION:
CERTIFICATE OF AUTHORIZATION CRAFTON, TULL & ASSOCIATES, INC. No. 109 ARKANSAS

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DELTA	DESCRIPTION	DATE

SHEET NO.:
4 OF 4

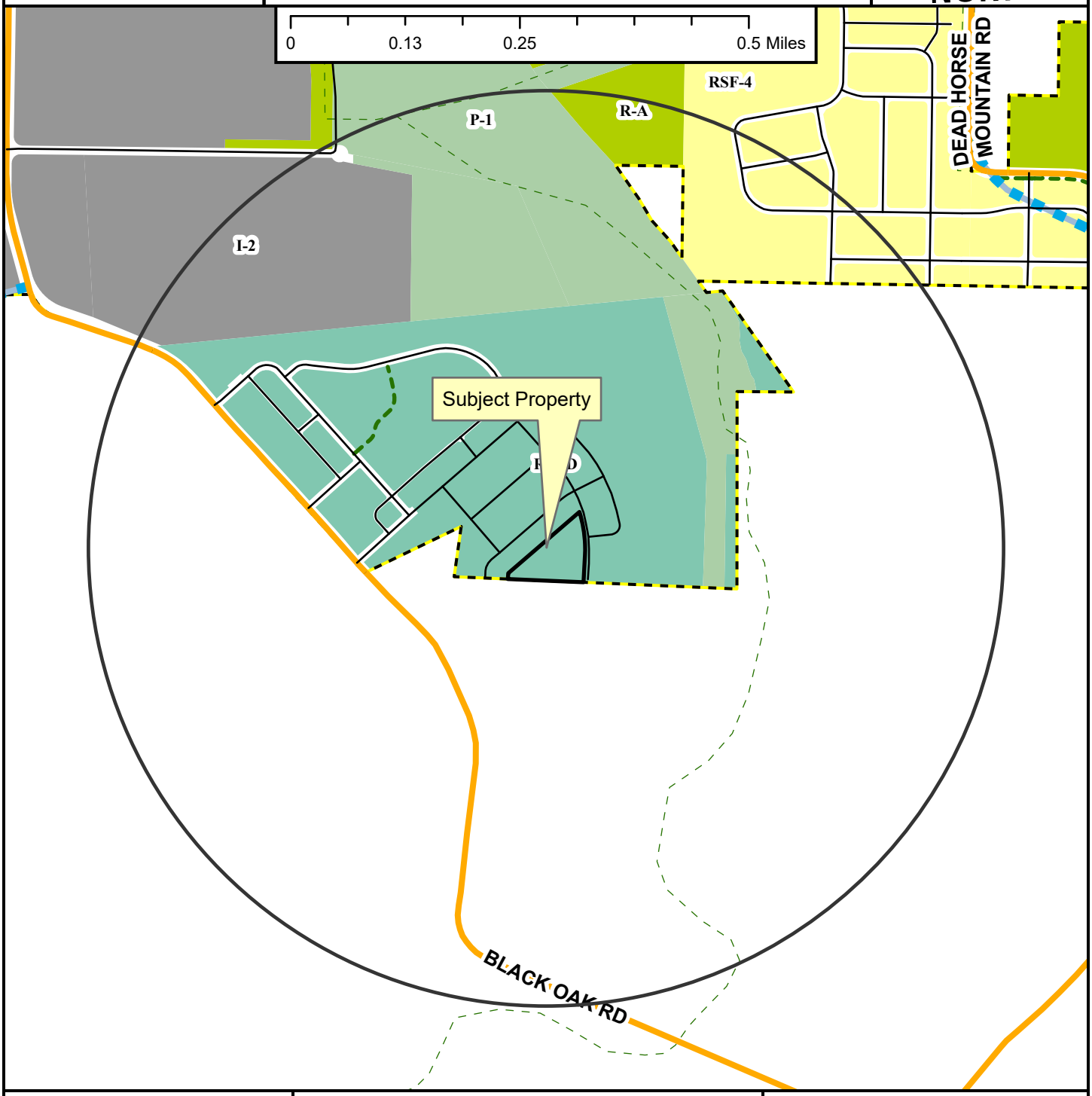
CCP-2025-0003 (RIVERSIDE VILLAGE PH 2.3)
Page 15 of 18

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LAST PLOTTED BY: CHRISTIAN LUKANA, 3/4/2025 10:35:39 AM [PLOTTED BY: VALID OR HARD COPY ONLY]

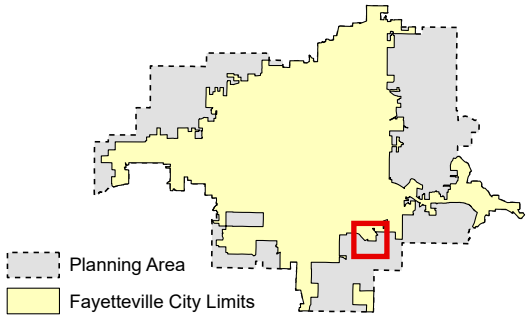
CCP-2025-0003

One Mile View

WEST OF S. OUACHITA DR & S. BAYOU ALY



- Neighborhood Link
- Unclassified
- Alley
- Residential Link
- Planned Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
- NS-G
- RI-U
- RI-12
- NS-L
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

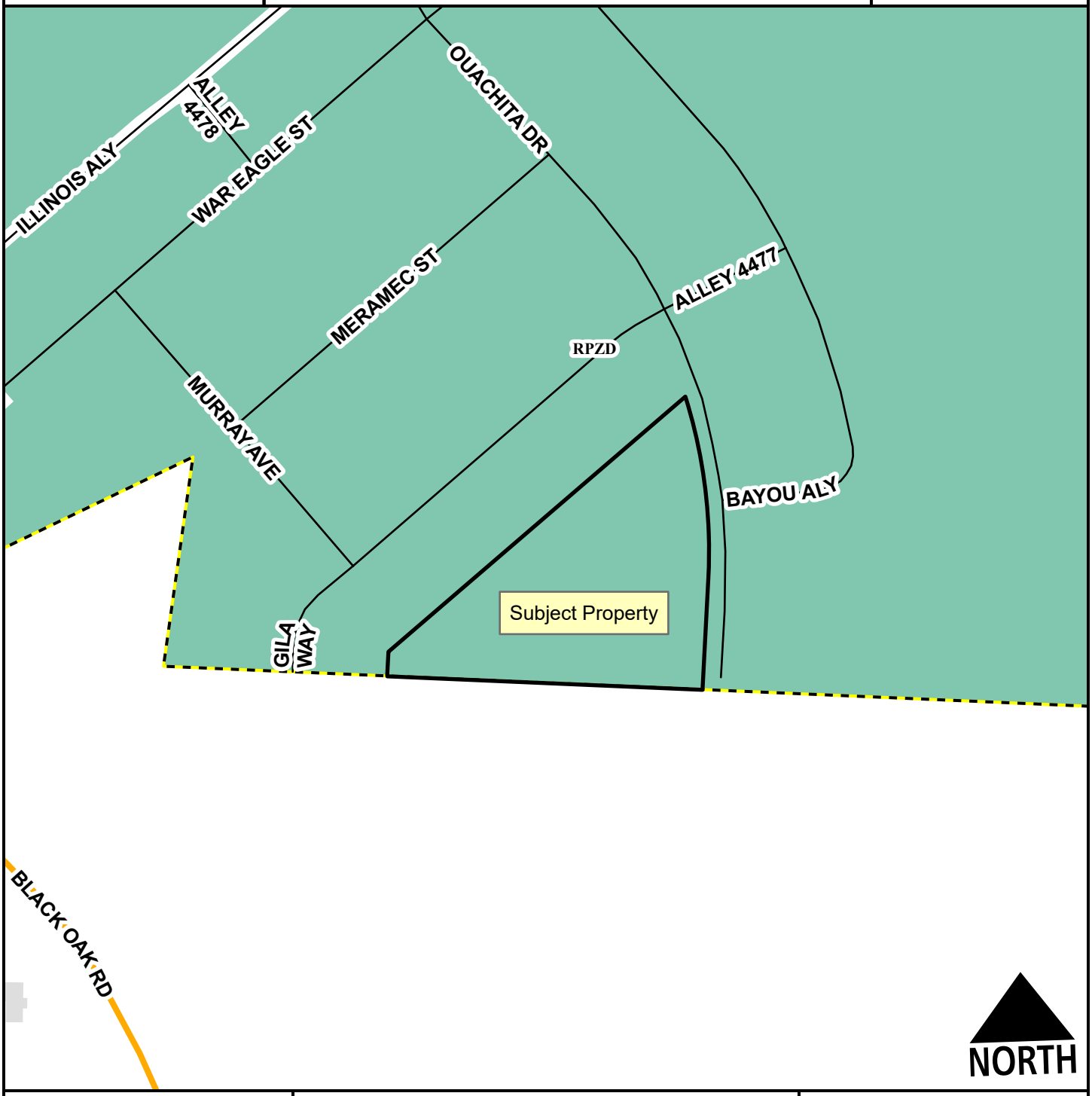
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

CCP-2025-0003

Close Up View

WEST OF S. OUACHITA DR & S. BAYOU ALY



Neighborhood Link
Alley
Residential Link
Planning Area
Fayetteville City Limits

Feet
0 75 150 300 450 600
1:2,400

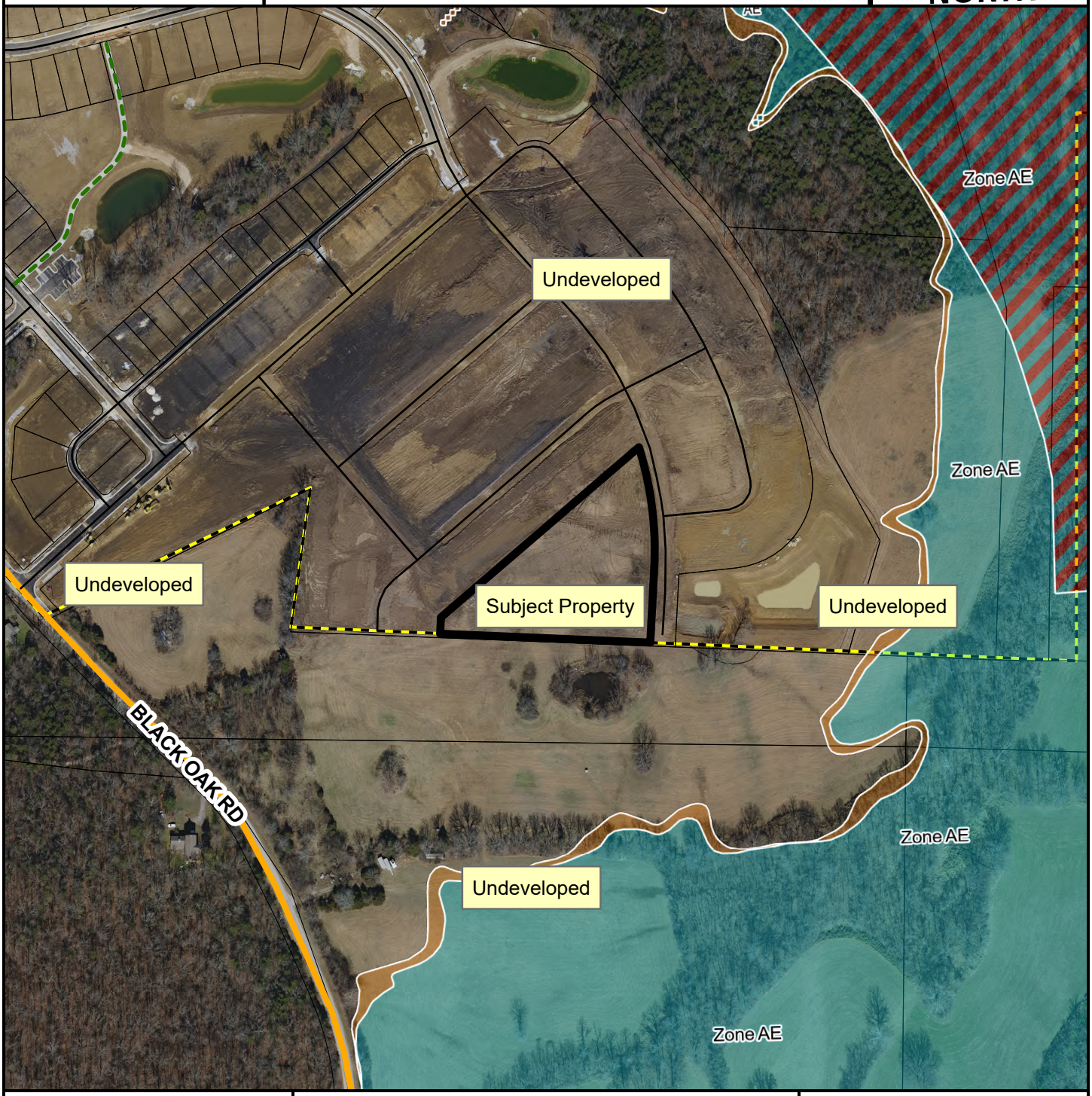
Commercial, Industrial, Residential

CCP-2025-0003

Current Land Use

WEST OF S. OUACHITA DR & S. BAYOU ALY

NORTH



- Neighborhood Link
- Alley
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

FROM: Jessie Masters, Development Review Manager
Justin Bland, Staff Engineer
Willa Thomason, Urban Forester

MEETING: March 24, 2025

SUBJECT: **LSD-2025-0001: Large Scale Development (10 W. 15TH ST/WALKER PARK, 562):** Submitted by MCCLELLAND CONSULTING ENGINEERS for property located at 10 W. 15TH ST. The property is zoned P-1, INSTITUTIONAL and contains two lots with approximately 18.36 acres. The request is for the redevelopment of park facilities.

RECOMMENDATION:
Staff recommends approval of **LSD-2025-0001**, with conditions.

RECOMMENDED MOTION:
*"I move to approve **LSD-2025-0001,** recommending:*

1. *In favor of the recommended street improvements;*
2. *In favor of the recommended right-of-way dedication, and*
3. *All other conditions as recommended by staff."*

BACKGROUND:
The subject property, Walker Park, is in south Fayetteville, northwest of the intersection of W. 15th Street with S. College Avenue. Only encompassing an approximately 18-acre portion of the overall park, the site is currently developed with ball fields, a playground, and horseshoe pits, among other amenities. Funding for the development of a master plan and the construction of future improvements to Walker Park comes from the Park Improvement Bond approved by Fayetteville residents in April 2019. Surrounding land uses and zoning are depicted in *Table 1.*

Table 1: Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Walker Park	P-1, Institutional
South	Commercial/Industrial/Manufactured Home Park	MSC, Main Street Center; I-1, Industrial; RMF-24, Residential Multi-family, 24 Units per Acre
East	Mixed-Density Residential	NC, Neighborhood Conservation; RI-U, Residential Intermediate – Urban; NS-L, Neighborhood Services, Limited; DG, Downtown General
West	Commercial/Mixed-Density Residential	DG, Downtown General; MSC, Main Street Center

Proposal: The applicant requests Large Scale Development approval to develop the subject property with upgraded park amenities, including pickleball courts, pavilions, playground equipment, ball fields, and horseshoes. This represents the first phase of improvements as part of an overall master plan. No variances are being requested with this application.

Right-of-Way to be Dedicated: The property has frontage along W. 13th Street, S. College Avenue, and W. 15th Street. All three street frontages currently have the necessary right-of-way to meet the master street plan minimums; no right-of-way dedication is required with this application.

Street Improvements: The property has three street frontages, and given the level of development, staff is recommending only the following improvements.

- W. 13th Street: Public Works has added W. 13th Street to the city-wide paving plan. In association with this development, the applicant will be required to add striped on-street parking along the southern side of the street.
- S. College Avenue: No recommendation.
- W. 15th Street: No recommendation.

Access Management/Connectivity: Relevant access management standards are being met.

Design Standards: Relevant design standards are being met. While there are existing non-conforming parking lots on site, staff finds that the level of improvement for permitting is not triggering those parking lots to be brought into compliance, under 172.08. Parks and other institutional uses are not subject to design review.

Water and Sewer System: Existing infrastructure appears to be suitable to meet the necessary improvements. The applicant has shown some minor encroachments into the flood plain; adjustments to those encroachments are intended, but if they are unachievable, a flood study will ultimately be required.

Parkland dedication or fee in-lieu: Institutional developments are not subject to parkland dedication.

Tree Preservation:
Canopy minimum requirement: 25%
Existing canopy: 23.6%
Preserved canopy: 22.0%
Mitigation required: 65 2” caliper trees to be planted

Public Comment: Staff has not received any public comment on the item to date.

RECOMMENDATION: Staff recommends approval of **LSD-2025-0001** with the following conditions.

Conditions of Approval:

1. **Planning Commission determination of right-of-way dedication.** *Staff recommends no additional right-of-way dedication.*

2. **Planning Commission determination of street improvements.** *Staff recommends the following street improvements:*
    a. *Following City-initiated mill and overlay improvements to W. 13th street, this project shall restripe the roadway by shifting the center line north to create two drive lanes plus on-street parking along the south side of the road.*
    b. *Scooter parking shall be installed where W. 13th Street intersects with the Razorback Greenway, as shown on the applicant’s site plan.*

c. *All public sidewalks, curb ramps, curb & gutter, and driveway aprons along this project frontage must meet ADA guidelines and be free of damage. Any existing infrastructure that does not conform to ADA guidelines or is otherwise damaged must be removed and replaced to correct the issue. Coordinate with the engineering department for inspection of existing facilities to determine compliance.*

3. Conditions of approval from Engineering and Urban Forestry are included in the official conditions of approval, attached hereto, and including:

Standard conditions of approval:

4. Development review comments (to include written staff comments provided to the applicant or his representative, and all comments from utility representatives: Black Hills Energy, AT&T, Ozarks Electric, SWEPCO, and Cox Communications);

5. Staff approval of final detailed plans, specifications and calculations (where applicable) for grading, drainage, water, sewer, fire protection, streets (public and private), sidewalks, and tree preservation. The information submitted for the development review process was reviewed for general concept only. All public improvements are subject to additional review and approval. All improvements shall comply with the City's current requirements;

6. Contact the City's Emergency 911 Address Coordinator for addressing prior to building permit;

7. Prior to the issuance of a building permit the following is required:
    a. Grading and drainage permits;
    b. Separate easement plat for this project that shall include the tree preservation area and all utility and access easements;
    c. Exterior lighting package must be provided to the Planning Division;
    d. A cost estimate for all required landscaping is to be submitted to the Landscape Administrator for review. Once approval is gained, a guarantee is to be issued (bond/letter of credit/cash) for 150% of the cost of the materials and installation of the plants. This guarantee will be held until the improvements are installed and inspected, at the time of Certificate of Occupancy;
    e. An on-site inspection by the Landscape Administrator of all tree protection measures prior to any land disturbance;
    f. Project Disk with all final revisions; and
    g. Completion of all required improvements or the placement of a surety with the City (letter of credit, bond, escrow) as required by Section 158.01 "Guarantees in Lieu of Installed Improvements" to guarantee all incomplete improvements. Further, all improvements necessary to serve the site and protect public safety must be completed, not just guaranteed, prior to the issuance of a Certificate of Occupancy.

Planning Commission Action:	**❒ Denied**	**❒ Tabled**	**❒ Approved**
Meeting Date: March 24, 2025			
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

Attachments:

- Engineering memo
- Urban Forestry memo
- Walker Park overall master plan
- Applicant Request Letter
- Site Plan
- One Mile Map
- Close Up Map
- Current Land Use Map

CITY OF FAYETTEVILLE ARKANSAS

STAFF MEMO

TO: Jessie Masters, Development Review Manager

FROM: Justin Bland, Engineering Development Review Manager

DATE: March 19, 2025

SUBJECT: Planning Commission Engineering Comments for LSD-2025-0001

Streets: As part of the 2025-2025 Paving Plan the Transportation Department will overlay 13th St. along the north side of the park. The current road is approximately 35' wide with center line striping down the middle and no striped on-street parking. Once the road has been overlaid, the applicant will restripe the roadway by shifting the center line north to create two drive lanes plus on-street parking along the south side of the road.

Drainage: The applicant has some minor encroachments shown in the flood plain. They have been working with staff to adjust the improvements so that no grading/improvements are proposed within the flood plain. If they are not able to achieve this, a flood study will be required.

Standard Comments:

1. All designs are subject to the City's latest design criteria (water, sewer, streets and drainage). Review for plat approval is not approval of public improvements, and all proposed improvements are subject to further review at the time construction plans are submitted.
2. Any damage to the existing public street due to construction shall be repaired/replaced at the owner/developers expense
3. All public sidewalks, curb ramps, curb & gutter, and driveway aprons along this project frontage must meet ADA guidelines and be free of damage. Any existing infrastructure that does not conform to ADA guidelines or is otherwise damaged must be removed and replaced to correct the issue. Coordinate with the engineering department for inspection of existing facilities to determine compliance.
4. Water and sewer impact fees will apply for the additional impact to the system. The fees will be based on the proposed meter size and will be charged at the time of meter set.
5. Note, the following portions of all projects will typically not be reviewed by the Engineering Division until time of construction-level review (unless specifically requested at plat review):
    - Storm Sewer pipe/inlet sizing, gutter spread, profiles, or utility conflicts
    - Sanitary Sewer pipe sizing, profiles, or utility conflicts
    - Waterline fittings, callouts, or utility conflicts
    - Street profiles
    - Fine grading/spot elevations

CITY OF FAYETTEVILLE ARKANSAS

URBAN FORESTRY
LANDSCAPE PLAN COMMENTS

To: Eric Bartels, McClelland Consulting Engineers, Inc.

From: Willa Thomason, Urban Forester

CC: Jessie Masters, Development Review Manager

Meeting Date: March 24, 2025

Subject: LSD-2025-0001: Walker Park Expansion, 10 W 15th St.

1. General Landscape Plan Checklist	Yes	No	N/A
a. Irrigation (notes either automatic or hose bib 100' o.c.) *UDC Chapter 177.03C7g, 177.04B3a*	X		
b. Species of plant material identified *UDC Chapter 177.03C7d,e*	X		
c. Size of plant material (minimum size 2" caliper for trees and 3 gal. shrubs) *UDC Chapter 177.03C7b,c*	X		
d. Soil amendments notes include that soil is amended and sod removed *UDC Chapter 177.03C6b*	X		
e. Mulch notes indicate organic mulching around trees and within landscape beds *UDC Chapter 177.03C6c,d*	X		
f. LSD, LSIP, and Subdivisions (PPL & FPL) plans stamped by a licensed Landscape Architect, others by Landscape Designer *UDC Chapter 177.03B* (Will be stamped on final construction set)		X	
g. Planting bed contained by edging *UDC Chapter 177.03C6f*	X		
h. Planting details according to Fayetteville's Landscape Manual *UDC Chapter 177.03C6g*	X		
i. Provide information about 3-Year Maintenance plan. The owner shall deposit with the City of Fayetteville a surety for approved landscape estimate. *UDC Chapter 177.05 A2g*	X		

2. Parking Lot Requirements 1 Tree : 12 Parking Spaces	Yes	No	N/A
a. Side and Rear Property Lines (5' Wide Landscape Area) *UDC Chapter 177D1*			X

b.	Wheel Stops/Curbs *UDC Chapter 177.04B1*			
c.	Narrow Tree Lawn (8’ min. width, 37.5’ length) *UDC Chapter 177.04C*			**X**
d.	Tree Island (8’ min. width, 18.7’ min length, 150 square feet) *UDC Chapter 177.04C*			**X**
e.	Placement of Trees (either side at entrances and exits) *UDC Chapter 177.04C2*			**X**

3.	**Perimeter Landscaping Requirements**	**Yes**	**No**	**N/A**
a.	Front Property Line (15’ wide landscape) and 5’ on sides and rear. *UDC Chapter 177.04D2a*			**X**
b.	Shade trees planted on south and west sides of parking lots *UDC Chapter 177.04D2e*			**X**
c.	Screening of parking lot from adjacent residential properties.			**X**

4.	**Street Tree Planting Requirements**	**Yes**	**No**	**N/A**
a.	Residential Subdivisions 1 Large Shade Species Tree per Lot *UDC Chapter 177.05B1a*			**X**
b.	Non-Residential Subdivisions 1 Large Species Shade Tree every 30’ (planted in greenspace) *UDC Chapter 177.05B2a*			**X**
c.	Urban Tree Well – Urban Streetscapes Trees every 30’ (8’ sidewalk) *UDC Chapter 177.05B3a-f*			**X**
d.	Structural Soil – Urban Tree Wells Include a note and/or detail of structural soil on Landscape Plan *UDC Chapter 177.05B3a-f*			**X**
e.	Residential Subdivisions Timing of planting indicated on plans *UDC Chapter 177.05A4*			**X**
f.	Residential Subdivisions Written description for method of tracking planting *UDC Chapter 177.05A4e*			**X**

5.	**Landscape Requirement Totals**	**Amount**
	Mitigation Trees	**65 required** **51 shade trees provided, 39**

	understory provided (90 total – applicant note that additional overstory species will be provided to meet required 65)
Parking Lot Trees	**N/A**
Street Trees	**N/A**
Detention Pond – Large Trees (1 Tree/3,000 square feet)	
Detention Pond – Small Tree/Large Shrub (4 small trees or large shrubs/3,000 square feet)	
Detention Pond – Small Shrubs/Large Grasses (6 shrubs or grasses (1 gallon)/3,000 square feet)	

6. Review Status (See Comments)	**Tech Plat**	**Planning Commission**
Conditionally Approved	**2-13-25**	**3-6-25**
Approved		
Tabled	**1-9-25**	
Denied		

Appeal Process: A final administrative determination by the Urban Forester may be appealed in accordance with Chapter 155 of the Unified Development Code.

	Comments
1.	Address items above marked “No” and all Redlines provided.

CITY OF FAYETTEVILLE ARKANSAS

URBAN FORESTRY
TREE PRESERVATION COMMENTS

To: Eric Bartels, McClelland Consulting Engineers, Inc.

From: Willa Thomason, Urban Forester

CC: Jessie Masters, Development Review Manager

Meeting Date: March 24, 2025

Subject: LSD-2025-0001: Walker Park Expansion, 10 W 15th St.

1. Submittal Requirements	Yes	No	N/A
Initial Review with the Urban Forester	X		
Site Analysis Map Submitted (if justification is needed)			X
Site Analysis Written Report Submitted (justification is needed)			X
Complete Tree Preservation Plan Submitted	X		
Tree Mitigation Table on Plans	X		
Tree Preservation Wavier Submitted (only use if no trees onsite or near P/L)			X

2. Tree Preservation Calculations

	Square Feet	Percent of site
Total Site Area *Minus Right of Way and Easements	861,163	100%
*Zoning Designation * Select Below with drop down arrow*		
P-1, Institutional	215,291	25%
*HHOD * Select Below with Drop Down Arrow*		
No	0	0%
Total Canopy for Minimum Preservation Requirements	215,291	25.0%
Existing Tree Canopy * Minus Right of Way and Easements	203,403	23.6%
Tree Canopy Preserved	189,192	22.0%
Tree Canopy Removed *On Site	14,211	1.7%
Tree Canopy Removed *Off Site	0	
Tree Canopy Removed Total	14,211	1.7%
Removed Below Minimum	**26,099**	
Mitigation Requirements	**14,211**	

3. Mitigation Requirements	Canopy below requirement	Number of 2" caliper trees to be planted
High Priority	14,211	65
Low Priority		
Total Mitigation Trees Required	**14,211**	**65**

4. Mitigation Type	Yes	No	N/A
On-Site Mitigation	X		
Off-Site Mitigation			X

	Tree Escrow (See Conditions of Approval)			**X**

5.	**Tree Preservation Plan Checklist** *UDC Chapter 167.04H1and 167.04L1*	**Tech Plat**		**Planning Commission**
a.	5 year Aerial Check on Existing Trees	**Yes**		**Yes**
b.	Property Boundary	**Yes**		**Yes**
c.	Natural Features (100ft beyond limits of disturbance)	**Yes**		**Yes**
d.	Existing Topography and Proposed Grading	**Yes**		**Yes**
e.	Soil Types	**No**		**No**
f.	Significant Trees	**Yes**		**Yes**
g.	Groupings of Trees	**Yes**		**Yes**
h.	Table Inventory List (species, size, health, priority)	**Yes**		**Yes**
i.	All Existing and Proposed Utilities	**Yes**		**Yes**
j.	All Existing and Proposed Utility Easements and ROW's	**Yes**		**Yes**
k.	All Streams (with approximate center line)	**Yes**		**Yes**
l.	Floodplains and floodways	**Yes**		**Yes**
m.	Existing Street, Sidewalk or Bike Path ROW	**Yes**		**Yes**
n.	Submitted Site Analysis Plan (if required)	**N/A**		**N/A**
o.	Shows ALL Proposed Site Improvements	**Yes**		**Yes**
p.	Delineates trees/canopy to be preserved and removed	**Yes**		**Yes**
q.	Tree Preservation Easement/s shown for LSD, LSIP and Commercial PPL projects	**N/A**		**N/A**
Tree Protection Methods				
a.	Tree Protection Fencing	**Yes**		**Yes**
b.	Limits of Root Pruning	**Yes**		**Yes**
c.	Traffic flow on work site	**Yes**		**Yes**
d.	Location of material storage	**Yes**		**Yes**
e.	Location of concrete wash out	**Yes**		**Yes**
f.	Location of construction entrance/exit	**Yes**		**Yes**
6.	**Site Analysis Report (if required)** *UDC Chapter 167.04H4*	**Yes**	**No**	**N/A**
a.	Provide graphic examples of multiple options used to minimize removal of existing canopy			**X**
b.	Submitted Analysis Statement – Note the process, iterations, and approaches to preserve canopy.			**X**

7.	**Review Status (See Comments)**	**Tech Plat**	**Planning Commission**
	Conditionally Approved	**2-13-25**	**3-6-25**

Approved

Tabled **1-9-25**

Denied

Appeal Process: A final administrative determination by the Urban Forester may be appealed in accordance with Chapter 155 of the Unified Development Code.

Comments

1. Address items above marked “No” and all Redlines provided.
2. Please provide soil types.



1. ENTRY GATEWAY
2. STAGE
3. 0-5 PLAYGROUND
4. 5+ PLAYGROUND
5. OPEN LAWN
6. MULTI-USE FIELDS
7. VOLLEYBALL COURTS (SAND)
8. TENNIS COURTS (EXISTING)
9. PICKLEBALL COURTS
10. BASKETBALL COURTS (EXISTING)
11. RELOCATED DISC GOLF HOLES
12. HORSESHOES
13. RESTROOM
14. LARGE DOG PARK
15. SMALL DOG PARK
16. OUTDOOR LOUNGE /GATHERING PLAZA WITH YARD GAMES
17. ADVENTURE ZONE / TREETOP QUEST
18. CONCESSIONS + RENTAL BUILDING (INCL. RESTROOM)
19. NEW WALKING TRAIL
20. SMALL PAVILION
21. LARGE PAVILION
22. PEDESTRIAN CROSSWALKS WITH BUMP-OUTS
23. TRAILHEAD
24. BLEACHERS
25. FENCE
26. STREAM RESTORATION ALONG SPOUT SPRING BRANCH
27. EXPANDED PARKING
28. PARALLEL PARKING (ALONG 7TH ST, 13TH ST)
29. EXPANDED SKATEPARK
30. DUMPSTER
31. FOOD TRUCK PARKING (ALONG BLOCK AVE)
32. PUBLIC ART OPPORTUNITY
33. BASEBALL BACKSTOP
34. DECK OVERLOOK
35. BOULDERING/ CLIMBING AREA
36. INTERACTIVE PLAY AREA AT CREEK
37. NATIVE PLANTINGS - REVEGETATION AREA + IMPROVED LANDSCAPING

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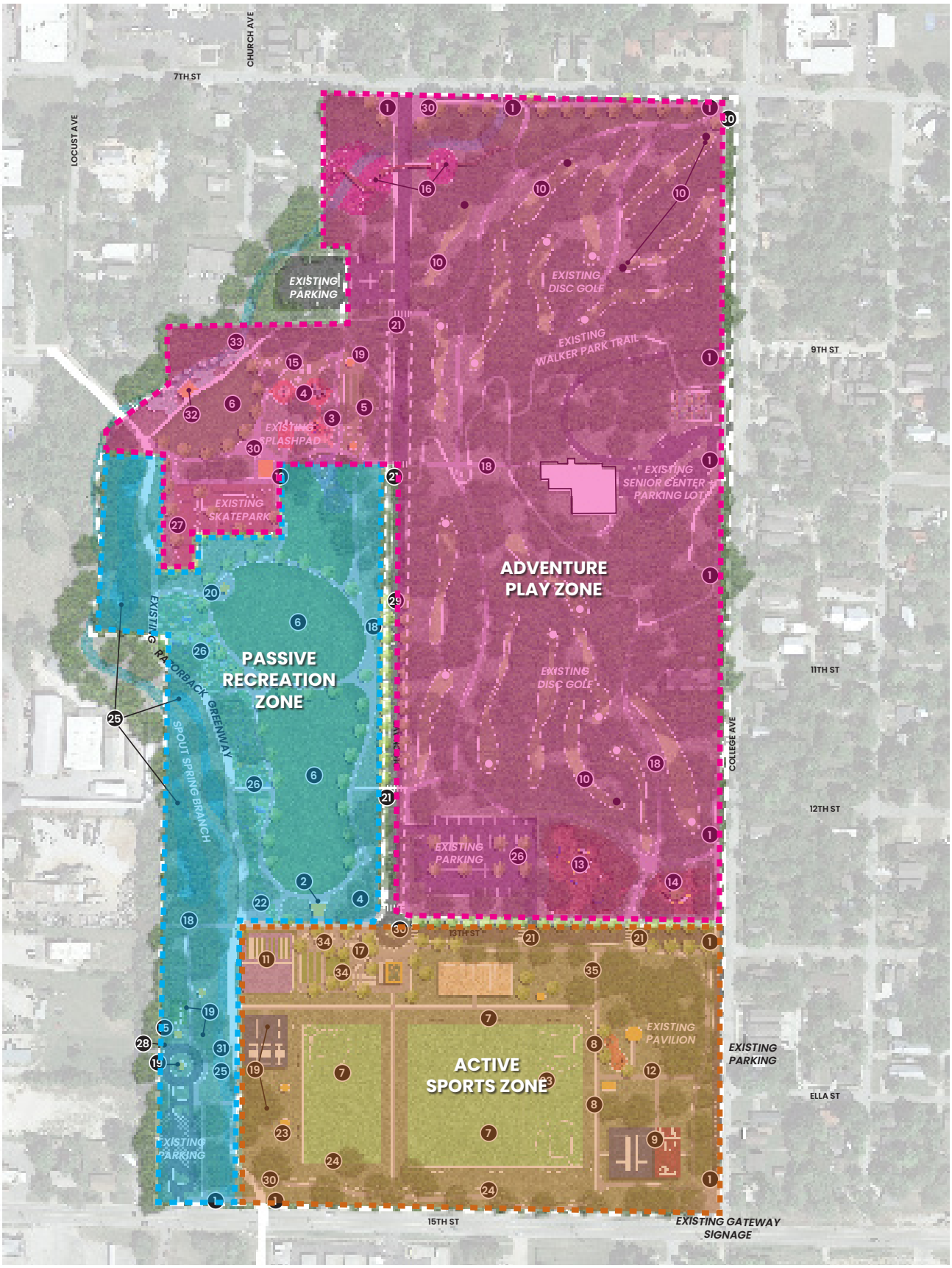
WALKER PARK MASTER PLAN 10 W 15TH ST FAYETTEVILLE, AR 72701

1" = 100'-0"

0' 100' 200'

Updated 2023

Adopted by Park and Recreation Advisory Board on September 2023.



1. ENTRY GATEWAY (TYP.)
2. STAGE
3. 0-5 PLAYGROUND
4. 5+ PLAYGROUND
5. FIELD GAMES
6. OPEN LAWN
7. MULTI-USE FIELDS
8. TENNIS COURTS
9. BASKETBALL COURTS
10. RELOCATED DISC GOLF HOLES
11. HORSESHOES
12. RESTROOM
13. LARGE DOG PARK
14. SMALL DOG PARK
15. OUTDOOR LOUNGE / GATHERING PLAZA
16. ADVENTURE ZONE / TREETOP QUEST
17. RESTAURANT + RENTALS BUILDING
18. NEW TRAIL (TYP.)
19. SMALL PAVILION (TYP.)
20. LARGE PAVILION (TYP.)
21. PEDESTRIAN BUMP-OUTS (TYP.)
22. TRAILHEAD
23. BLEACHERS
24. FENCE
25. STREAM RESTORATION + EDUCATION AREA
26. EXPANDED PARKING
27. EXPANDED SKATEPARK
28. DUMPSTER
29. FOOD TRUCK PARKING (ALONG BLOCK AVE)
30. PUBLIC ART OPPORTUNITY
31. CREEK ACCESS
32. DECK OVERLOOK
33. INTERACTIVE PLAY AREA AT CREEK
34. BEER GARDEN WITH SEATING AND LAWN GAMES
35. TRACK
36. NATIVE PLANTINGS - REVEGETATION AREA

TSW

WALKER PARK CONCEPT PLAN | *PARK ZONES* 10 W 15TH ST FAYETTEVILLE, AR 72701

2023.06.01

1" = 100'-0" 0' 100' 200' N

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McCLELLAND CONSULTING ENGINEERS, INC.
DESIGNED TO SERVE

1580 E. Sterns St.
Fayetteville, AR 72703
479-443-2377/Fax 479-443-9241
www.mce.us.com

December 31, 2024

Development Services

RE: Walker Park Renovations

Development Services,

We are pleased to submit our drawings for the large-scale development for the renovations to Walker Park in south Fayetteville. This project will be replacing the existing baseball fields with a variety of other sport courts and amenities for the community.

The new park will be building on its rich history of horseshoes with new courts and shade structures. Other sports like tennis and pickleball are being added to the park to help diversify the user group and serve a larger portion of the surrounding community.

The overall area of redevelopment will be the 17 acres from S 13th St to S 15th St, to the West of S College Ave. A small portion of the redevelopment will occur where the existing horseshoe courts exist on the west side of the property, to the west of the creak.

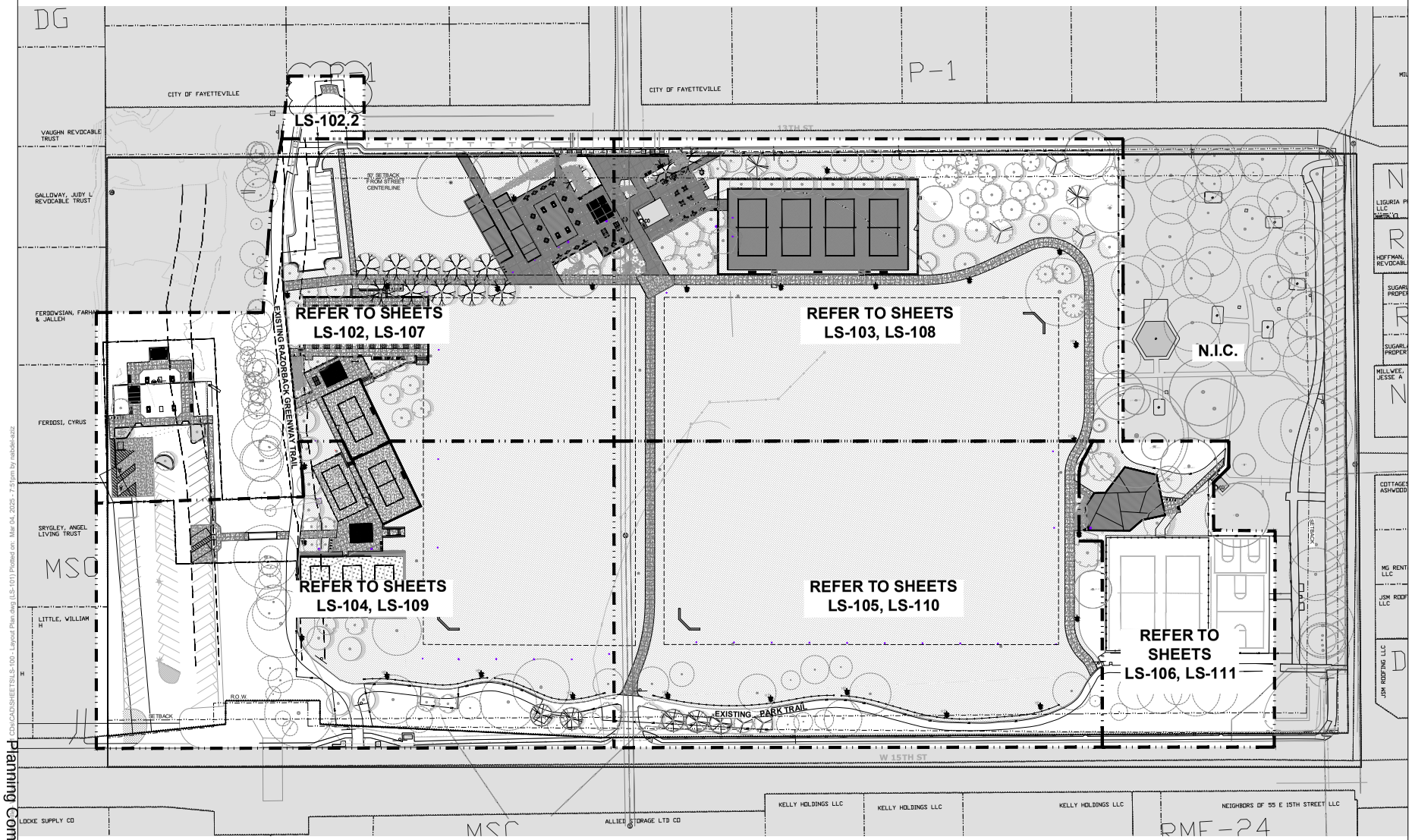
We are committed to ensuring this project aligns with the city's vision for improving its public amenities. Should you have any questions or require further information, please feel free to contact us directly.

Thank you for your consideration. We look forward to working together on this important redevelopment for Walker Park.

Sincerely,



Eric Bartels, PLA
McClelland Consulting Engineers, Inc.
Land Development Project Manager
479-443-2377
ebartels@mce.us.com



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north arrow + scale

scale: 1" = 50'-0"

0 25 50 75 125

project information

24013 WALKER PARK PHASE 1

project address

10 W 15TH ST
FAYETTEVILLE, AR 72701

client information

CITY OF FAYETTEVILLE, AR
113 WEST MOUNTAIN ST
FAYETTEVILLE, AR 72701
479.444.3469

drawing information

project number: 24013
contact: AW
drawn by: AS
checked by: VH &RHX

drawing date

FEBRUARY 12, 2025

sheet title

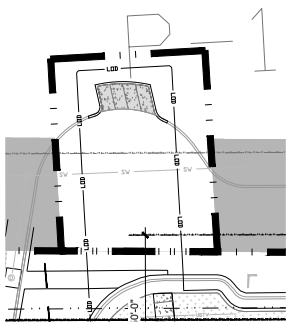
SITE KEY PLAN

sheet number

LS-101

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LS-102.2 - NORTH SCOOTER PARKING

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project address

10 W 15TH ST
FAYETTEVILLE, AR 72701

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drawing date

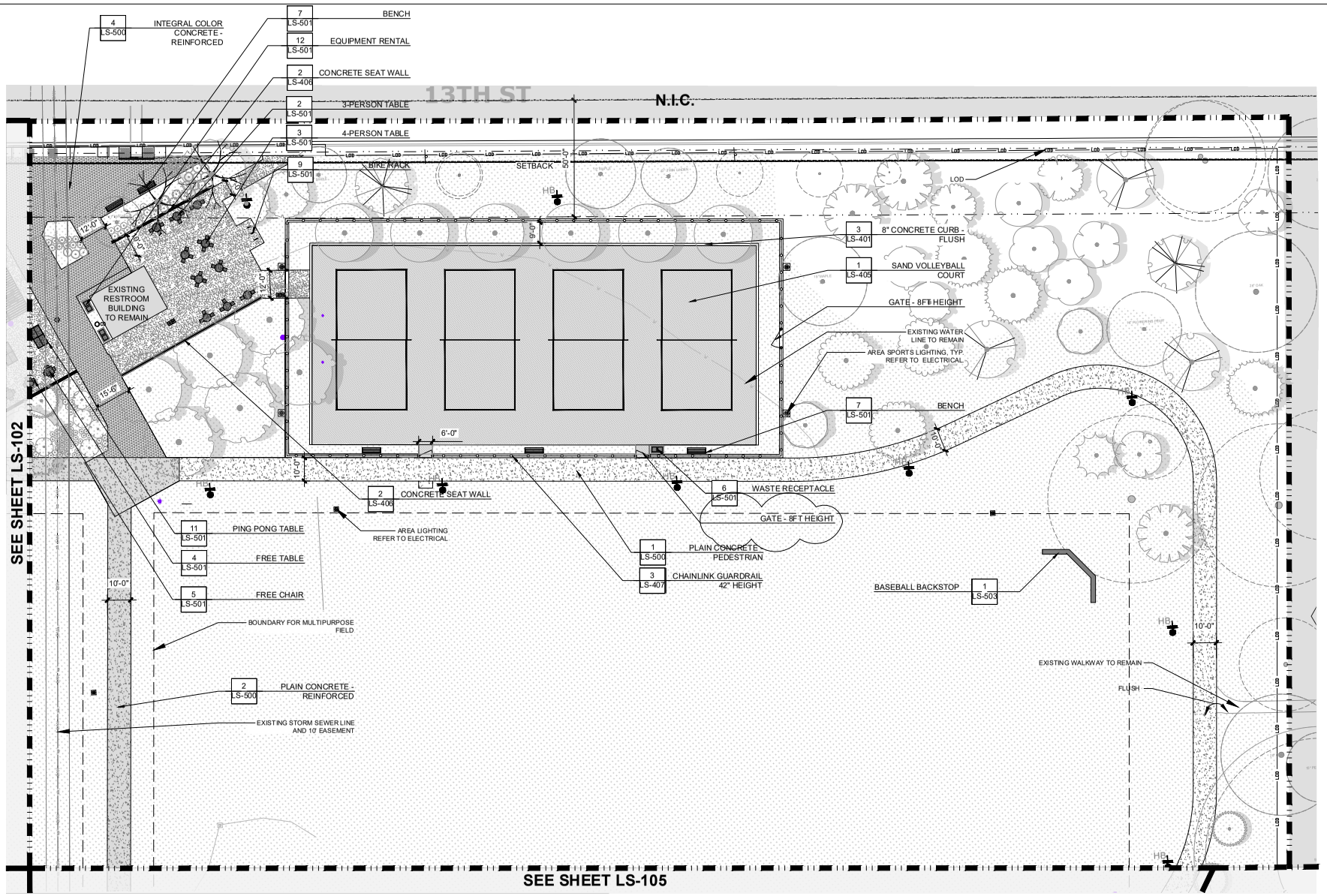
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LAYOUT PLAN - 1

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LS-102



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24013 WALKER PARK PHASE 1

project address

10 W 15TH ST
FAYETTEVILLE, AR 72701

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113 WEST MOUNTAIN ST.
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drawing information

project number: 24013
contact: AW
drawn by: AS
checked by: VH & RKK

drawing date

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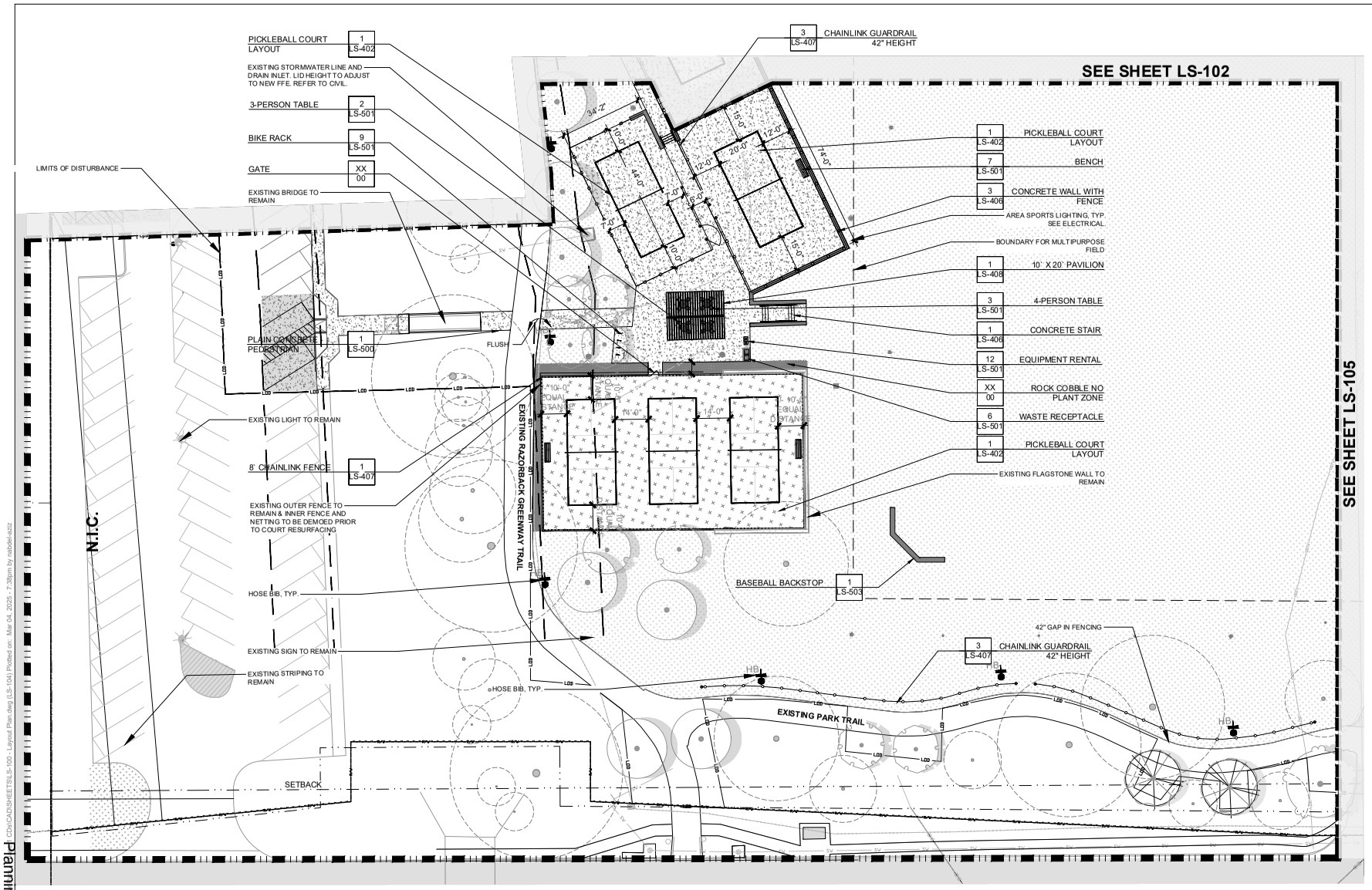
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LAYOUT PLAN - 2

sheet number

LS-103

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0 10 20 30 50

project information

24013 WALKER PARK PHASE 1

project address

10 W 15TH ST
FAYETTEVILLE, AR 72701

client information

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FAYETTEVILLE, AR 72701
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drawing information

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drawn by: AS
checked by: VH & RKK

drawing date

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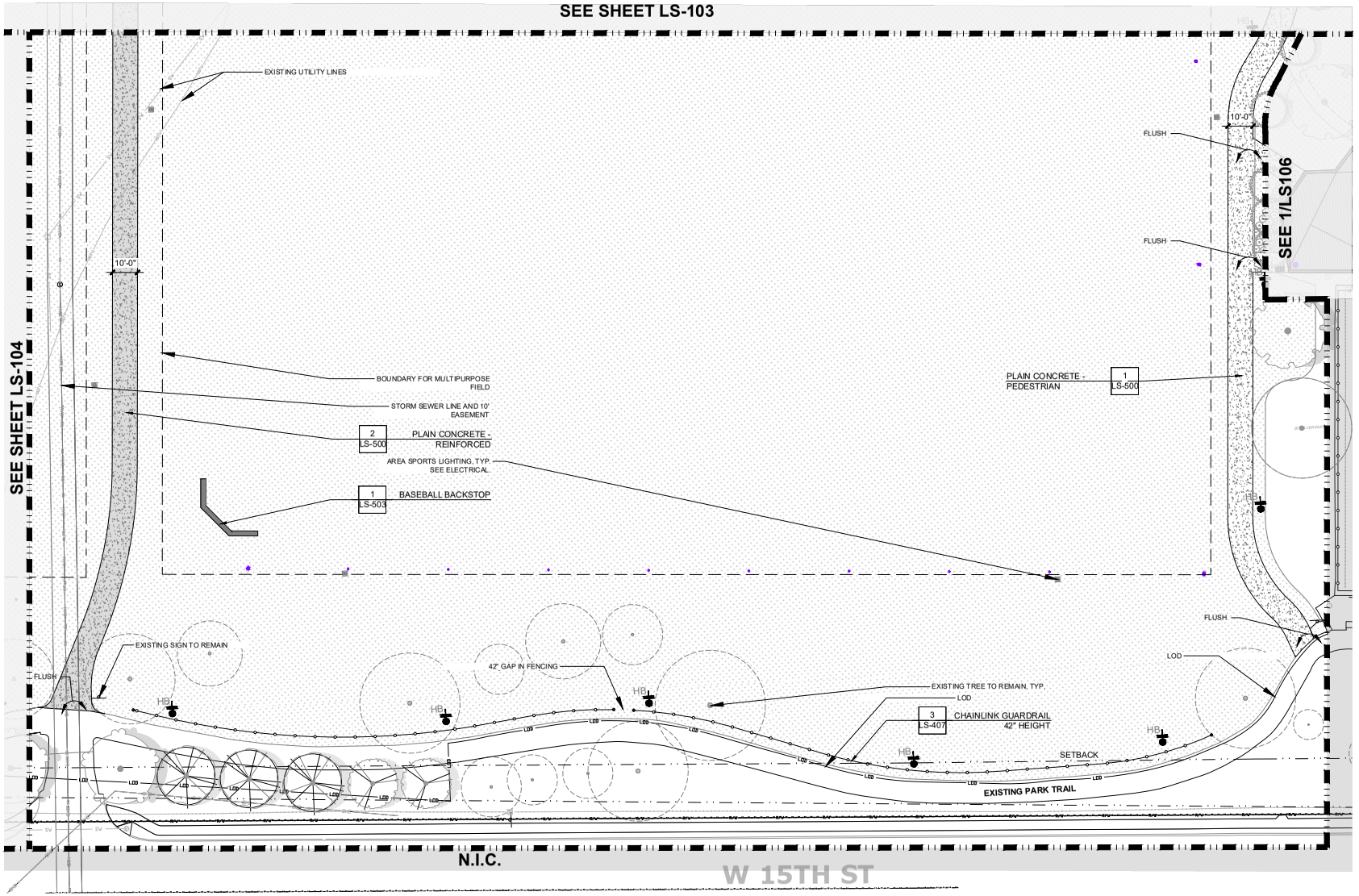
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LAYOUT PLAN - 3

sheet number

LS-104

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project information

24013 WALKER PARK PHASE 1

project address

10 W 15TH ST
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CITY OF FAYETTEVILLE, AR
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FAYETTEVILLE, AR 72701
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FEBRUARY 12, 2025

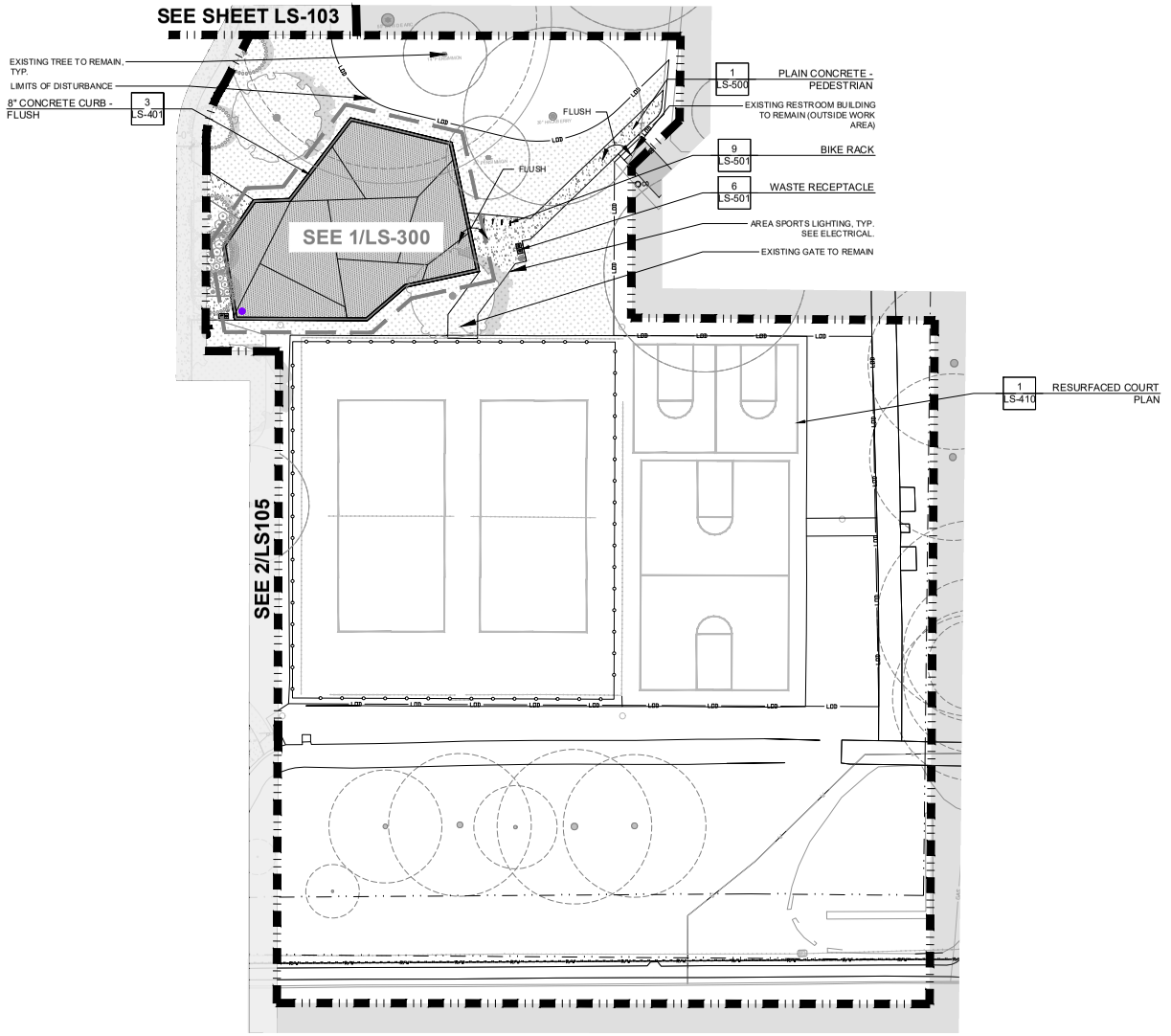
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LS-105

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scale: 1" = 10'-0"

0 5 10 15 25

project information

24013 WALKER PARK PHASE 1

project address

10 W 15TH ST
FAYETTEVILLE, AR 72701

client information

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479.444.3469

drawing information

project number: 24013
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drawing date

FEBRUARY 12, 2025

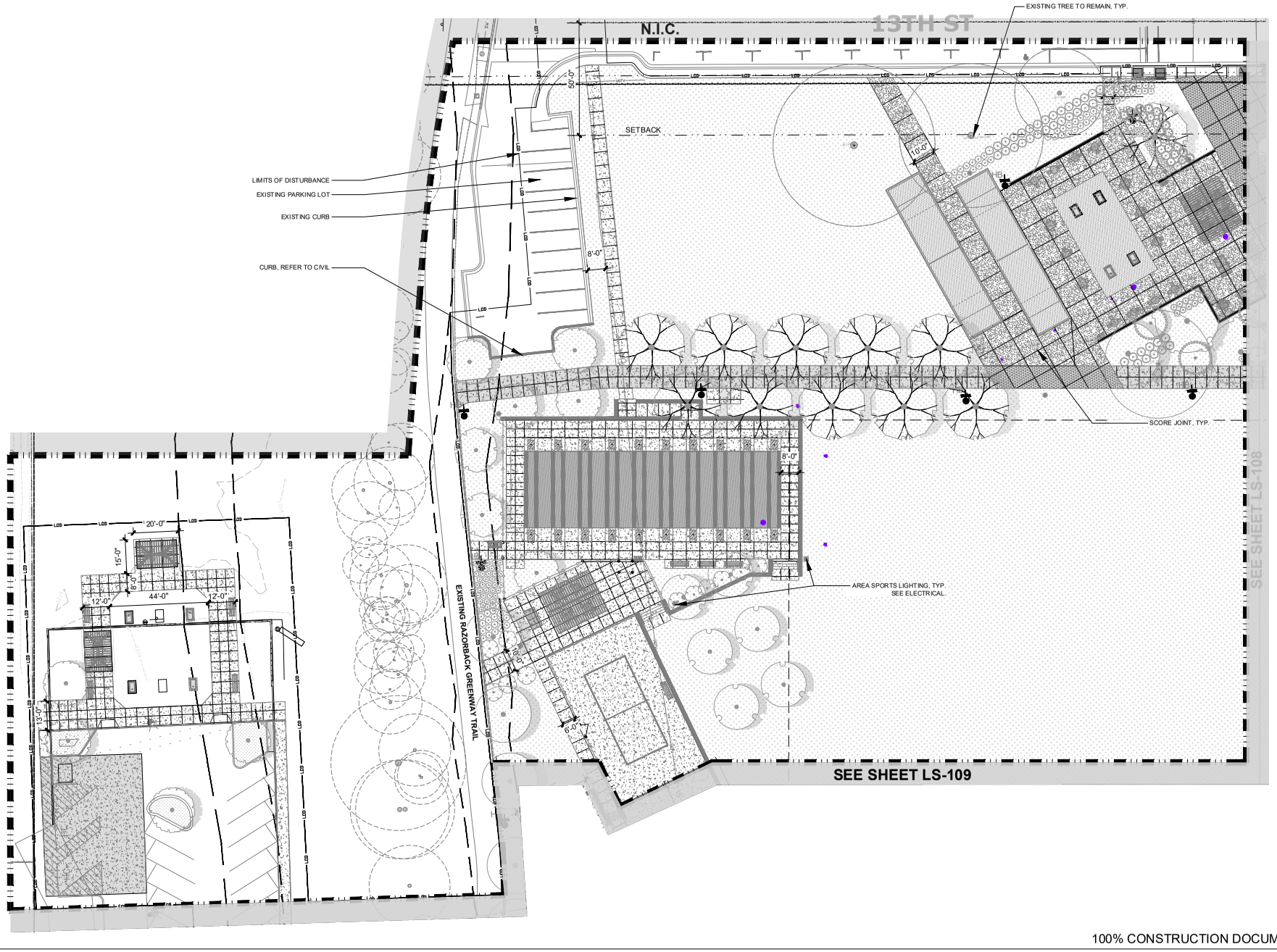
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LAYOUT PLAN - 5

sheet number

LS-106

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north arrow + scale

scale: 1" = 20'-0"

0 10 20 30 50

project information

24013 WALKER PARK PHASE 1

project address

10 W 15TH ST
FAYETTEVILLE, AR 72701

client information

CITY OF FAYETTEVILLE, AR
113 WEST MOUNTAIN ST
FAYETTEVILLE, AR 72701
479.444.3469

drawing information

project number: 24013
contact: AW
drawn by: AS
checked by: VH & RKK

drawing date

FEBRUARY 12, 2025

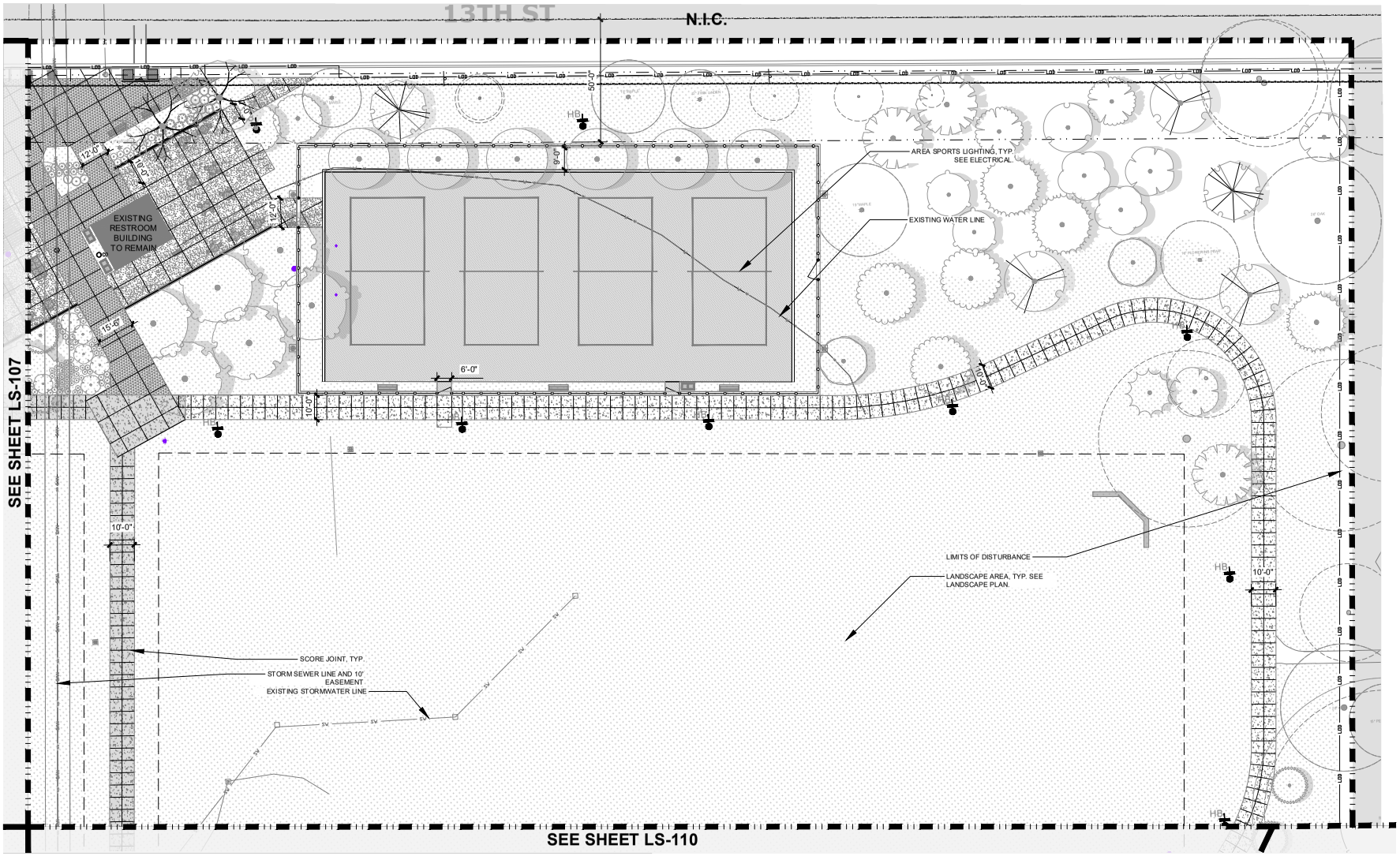
sheet title

SCORE JOINT PLAN - 1

sheet number

LS-107

P:\PROJECTS\2024\24013 WALKER PARK PHASE 1\CD's\CAD\SHEETS\LS-100 - Layout Plan.dwg (LS-107) Plotted on: Mar 04, 2025 - 7:38pm by natobel-adz



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consultant

revisions

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north arrow + scale

scale: 1" = 20'-0"

0 10 20 30 50

project information

24013 WALKER PARK PHASE 1

project address

10 W 15TH ST
FAYETTEVILLE, AR 72701

client information

CITY OF FAYETTEVILLE, AR
113 WEST MOUNTAIN ST
FAYETTEVILLE, AR 72701
479.444.3469

drawing information

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drawn by: AS
checked by: VH & RKK

drawing date

FEBRUARY 12, 2025

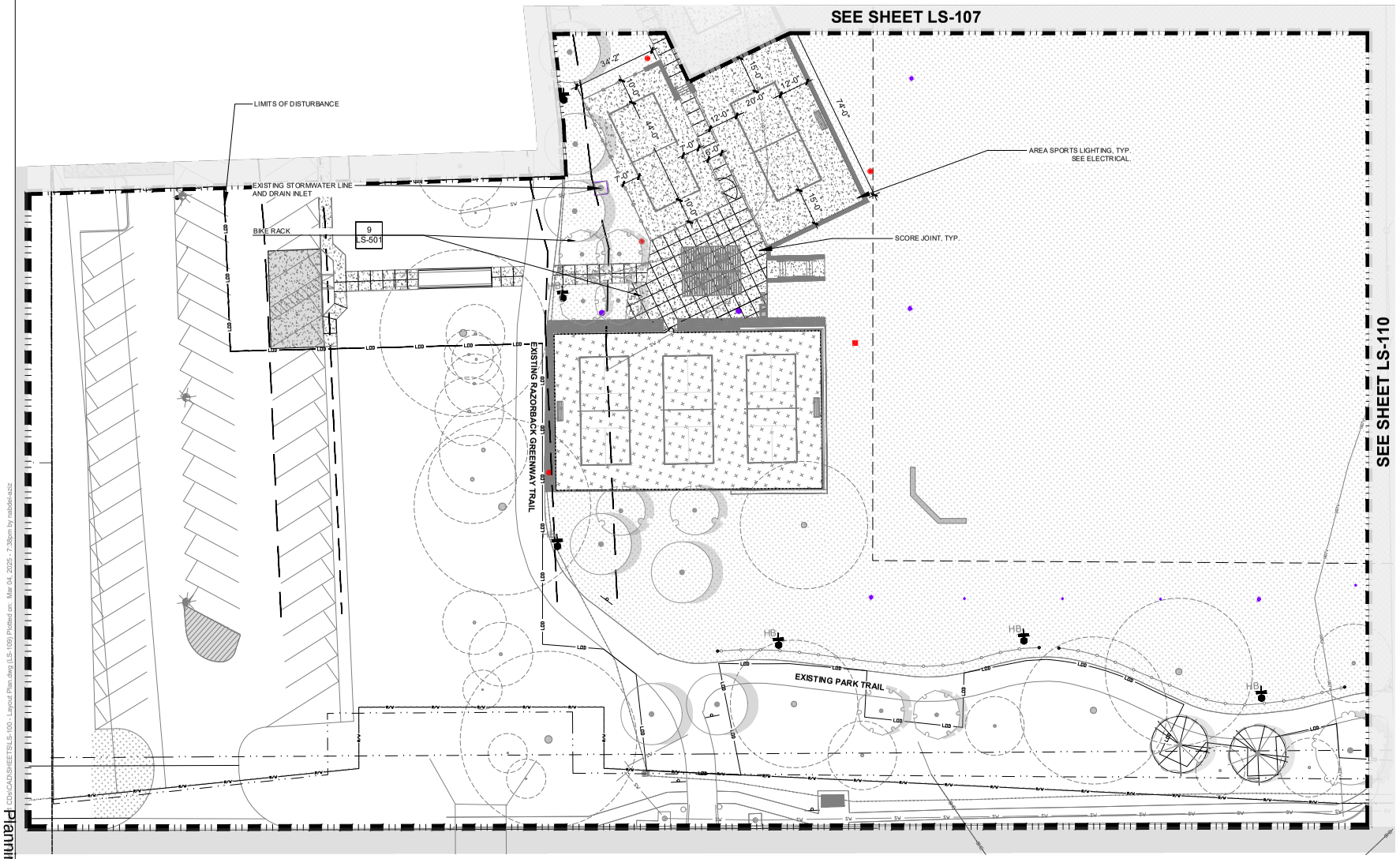
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SCORE JOINT PLAN - 2

sheet number

LS-108

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revisions

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north arrow + scale

scale: 1" = 20'-0"

0 10 20 30 50

project information

24013 WALKER PARK PHASE 1

project address

10 W 15TH ST
FAYETTEVILLE, AR 72701

client information

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drawing information

project number: 24013
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checked by: VH & RKK

drawing date

FEBRUARY 12, 2025

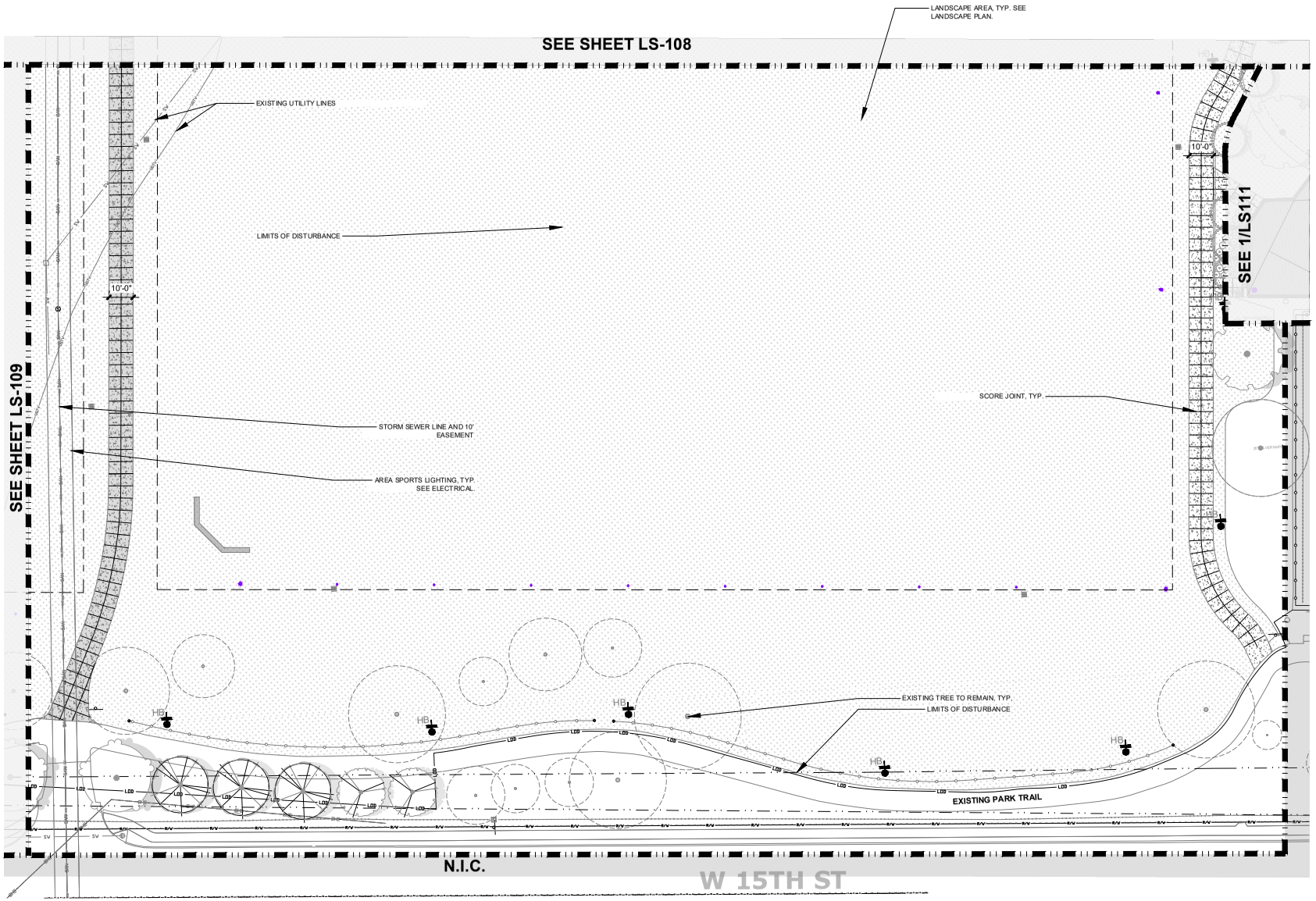
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SCORE JOINT PLAN - 3

sheet number

LS-109

P:\PROJECTS\24013 WALKER PARK PHASE 1\CD\CAD\SHEETS\LS-100 - Layout Plan.dwg (LS-109) Plotted on: Mar 04, 2025 - 7:36pm by rabdelkadz



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north arrow + scale

scale: 1" = 20'-0"

0 10 20 30 50

project information

24013 WALKER PARK PHASE 1

project address

10 W 15TH ST
FAYETTEVILLE, AR 72701

client information

CITY OF FAYETTEVILLE, AR
113 WEST MOUNTAIN ST.
FAYETTEVILLE, AR 72701
479.444.3469

drawing information

project number: 24013
contact: AW
drawn by: AS
checked by: VH &RHX

drawing date

FEBRUARY 12, 2025

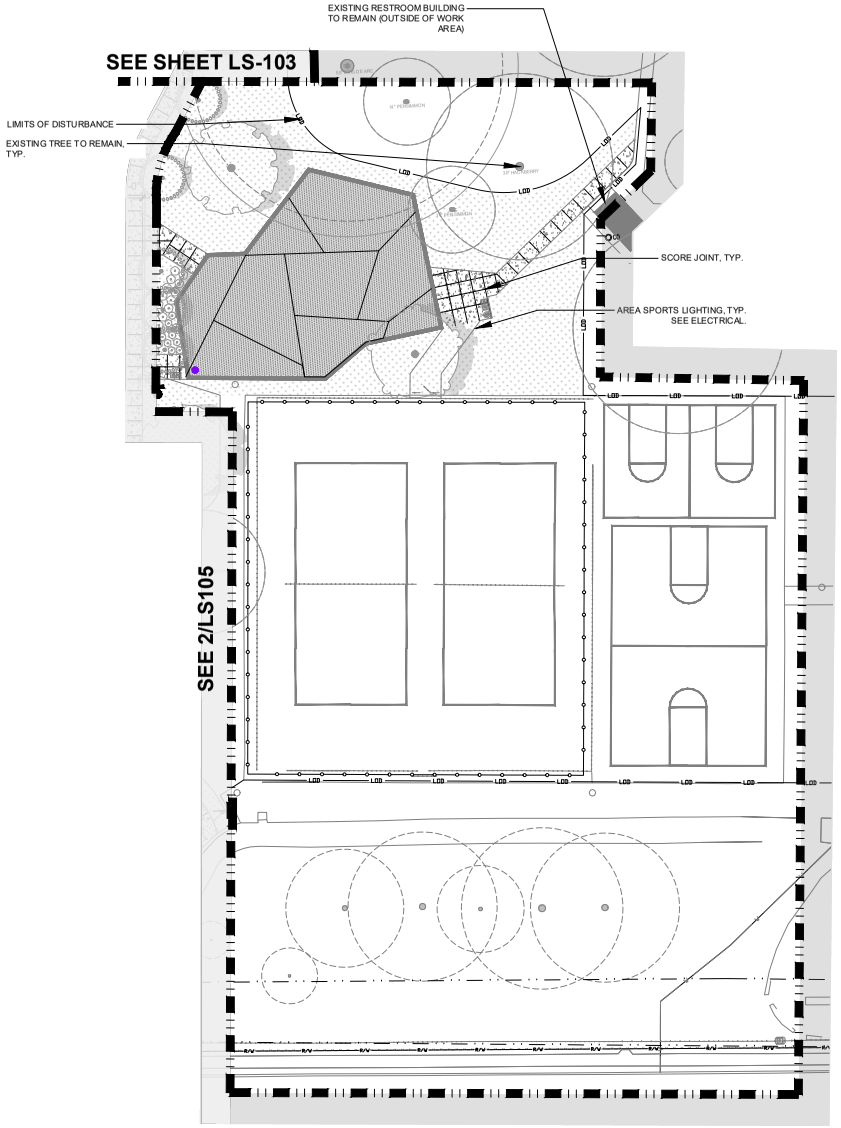
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SCORE JOINT PLAN - 4

sheet number

LS-110

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revisions

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north arrow + scale

scale: 1" = 10'-0"

0 5 10 15 25

project information

24013 WALKER PARK PHASE 1

project address

10 W 15TH ST
FAYETTEVILLE, AR 72701

client information

CITY OF FAYETTEVILLE, AR
113 WEST MOUNTAIN ST.
FAYETTEVILLE, AR 72701
479.444.3469

drawing information

project number: 24013
contact: AW
drawn by: AS
checked by: VH & RKK

drawing date

FEBRUARY 12, 2025

sheet title

SCORE JOINT PLAN - 5

sheet number

LS-111

P:\PROJECTS\2024\24013 WALKER PARK PHASE 1\CDs\CAD\SHEETS\LS-100 - Layout Plan.dwg (LS-111) Plotted on: Mar 04, 2025 - 7:39pm by rabdelrazz

NOTES:

1. IMAGES BELOW ARE PLAYGROUND CONCEPTS DEVELOPED BY LANDSCAPE STRUCTURES. THESE CONCEPT IMAGES SERVE AS A BASIS OF DESIGN FOR THE SPACE.
2. ALL COLORS AND FINISHES TO BE DETERMINED BY LANDSCAPE ARCHITECT FROM FULL RANGE OF COLORS AND FINISHES.

CONTACT INFORMATION:

ROB GREEN | ACS PLAYGROUND ADVENTURES INC.
PH: 479-305-5050
EMAIL: ROBG@ACSPLAY.COM
WEB: WWW.PLAYLSI.COM

DESIGN INTENT:








1 PLAYGROUND ENLARGEMENT
3" = 1'-0"

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north arrow + scale

project information

24013 WALKER PARK PHASE 1

project address

10 W 15TH ST
FAYETTEVILLE, AR 72701

client information

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113 WEST MOUNTAIN ST
FAYETTEVILLE, AR 72701
479.444.3469

drawing information

project number: 24013
contact: AW
drawn by: AS
checked by: VH & RHX

drawing date

FEBRUARY 12, 2025

sheet title

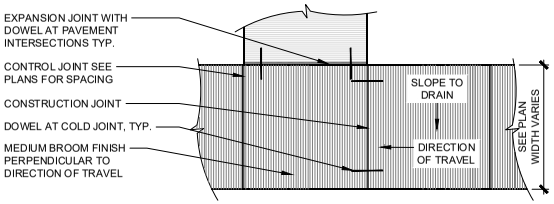
PLAYGROUND ENLARGEMENT

sheet number

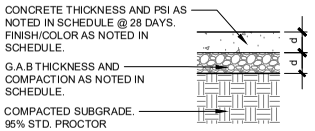
LS-300

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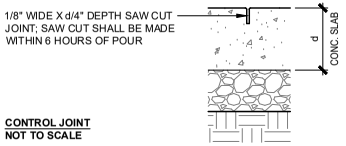
NOTES:
1. FOR ALL CONCRETE FINISHES SEE HARDSCAPE SCHEDULE/LS-500
2. CONTRACTOR TO CONSTRUCT 5'x5' MOCKUPS ON SITE OF ALL CONCRETE FINISHES FOR OWNER & LANDSCAPE ARCHITECT TO REVIEW AND APPROVE. MOCKUPS ARE TO BE REMOVED FROM THE SITE BEFORE COMPLETION OF THE PROJECT.
3. CAULK JOINTS WITH LITHOSEAL (COLOR TO BE SELECTED BY LANDSCAPE ARCHITECT FROM MANUFACTURER'S FULL RANGE OF COLORS).
4. EXPANSION JOINT TRANSITION TO BE USED WHERE CONCRETE SIDEWALK ABUTS BUILDING, SITE WALLS, OR OTHER STRUCTURES. (SEE SECTIONS AND JOINTS DETAILS)
5. ALL CONCRETE PAVING SHALL HAVE EXPANSION JOINTS AND CONTROL (ALSO KNOWN AS ISOLATION OR CONSTRUCTION) JOINTS. WHERE JOINTING IS NOT SHOWN ON THE PLANS, THE CONTRACTOR SHALL SUBMIT A JOINTING PLAN FOR APPROVAL THAT MEETS THE REQUIREMENTS OF ACI 302.1R-15.
6. EXPANSION JOINTS SHALL BE PLACED A MAXIMUM OF 30' O.C.
7. TIE HORIZONTAL SURFACES TOGETHER WITH DOWELS WHERE SLABS AND ELEMENTS ADJOIN AT FLUSH TRANSITIONS.
8. MAXIMUM CROSS SLOPE TO BE 2%.
9. MICROMESH ADDITIVE TO BE USED IN ALL CONCRETE PAVEMENT AND INSTALLED PER MANUFACTURER'S SPECIFICATIONS.



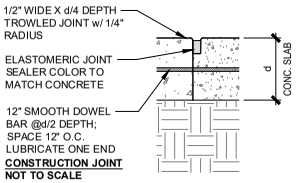
CONCRETE SIDEWALK PLAN VIEW
SCALE: 1" = 1'-0"



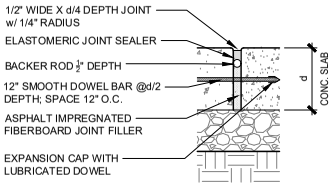
CONCRETE SECTION ON GRADE
SCALE: 1"=1'-0"



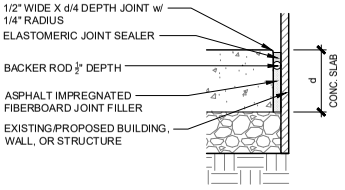
CONTROL JOINT
NOT TO SCALE



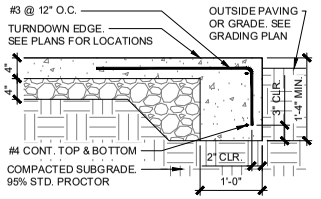
CONSTRUCTION JOINT
NOT TO SCALE



EXPANSION JOINT
NOT TO SCALE



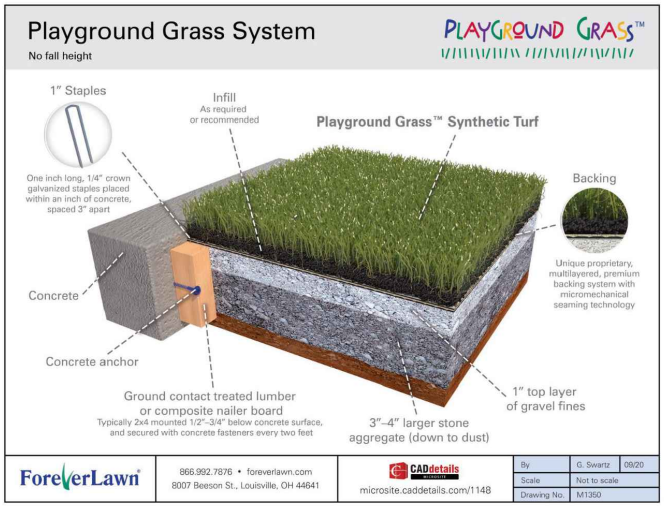
EXPANSION JOINT AT BUILDING, WALL OR STRUCTURE
NOT TO SCALE



TURNDOWN / THICKENED EDGE
SCALE: 1"=1'-0"

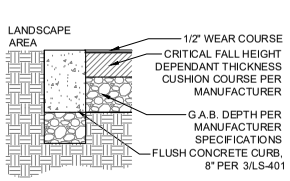
1 CONCRETE
SCALE: AS NOTED

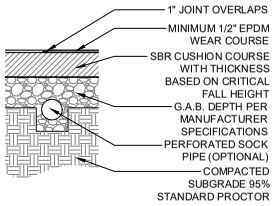
NOTES:
1. SEE 5/LS-500 AND 6/LS-500 FOR SPECIFICATION
2. 6" SOCK PIPE LAYOUT PER LANDSCAPE ARCHITECTURE SUPPLEMENTAL GRADING AND DRAINAGE PLANS AND CIVIL DRAINAGE PLANS. INSTALL SOCK PIPE PER MANUFACTURER'S RECOMMENDATIONS AND TIE INTO CIVIL'S MAIN STORMWATER TRUNK LINES.
3. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATION.
4. SYNTHETIC TURF SHALL COMPLY WITH ALL ADA LAWS AND BE FULLY ACCESSIBLE.
5. WHEN SYNTHETIC TURF ABUTS A CONCRETE CURB OR SIDEWALK, IT MUST ADHERE TO ADA THRESHOLD REQUIREMENTS AND BE INSTALLED WITH A FINISHED SURFACE NO MORE THAN 1/4" VERTICAL CHANGE.
6. CONTRACTOR'S EQUAL PRODUCT AND INSTALLATION DETAILS SUBMITTED TO LANDSCAPE ARCHITECT FOR SUBSTITUTION APPROVAL. PRIOR TO CONSTRUCTION AND ORDERING MATERIAL, THE CONTRACTOR SHALL SUBMIT A SAMPLE OF THE PREFERRED PRODUCT/SPECS. FOR APPROVAL BY LANDSCAPE ARCHITECT.



2 ARTIFICIAL TURF
1" = 1'-0"

NOTES:
1. ALL FALL HEIGHT REQUIREMENTS TO BE VERIFIED PER PLAYGROUND EQUIPMENT MANUFACTURER AND CUSHION THICKNESS PER MATERIAL MANUFACTURER.
2. 6" SOCK PIPE LAYOUT PER LANDSCAPE ARCHITECTURE SUPPLEMENTAL GRADING AND DRAINAGE PLANS AND CIVIL DRAINAGE PLANS. INSTALL SOCK PIPE PER MANUFACTURER'S RECOMMENDATIONS AND TIE INTO CIVIL'S MAIN STORMWATER TRUNK LINES.





3 RUBBER SURFACING
1" = 1'-0"

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north arrow + scale

project information
24013 WALKER PARK PHASE 1

project address
10 W 15TH ST
FAYETTEVILLE, AR 72701

client information
CITY OF FAYETTEVILLE, AR
113 WEST MOUNTAIN ST
FAYETTEVILLE, AR 72701
479.444.3489

drawing information
project number: 24013
contact: AW
drawn by: AS
checked by: VH & RKK

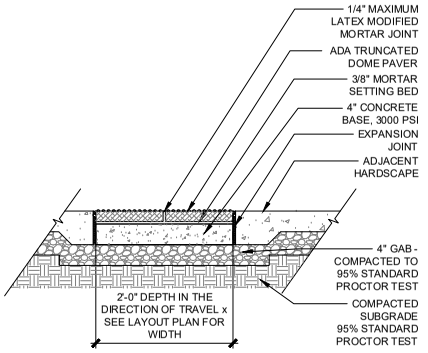
drawing date
FEBRUARY 12, 2025

sheet title
HARDSCAPE PAVING DETAILS

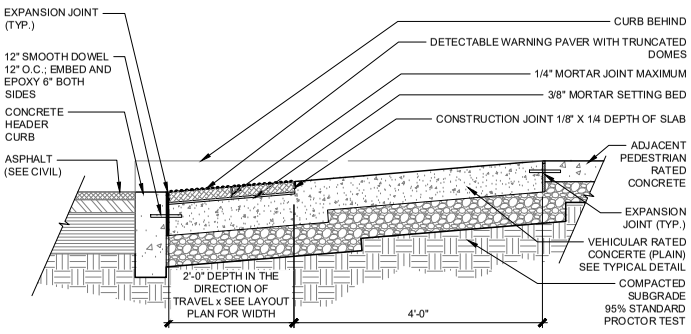
sheet number
LS-400

P:\PROJECTS\2024\24013 - WALKER PARK PHASE 1\CDs\CAD\SHEETS\LS-400 - Construction Details.dwg (LS-400) Plotted on: Mar 04, 2025 - 6:14pm by mabdel-aziz

NOTES:
1. SEE 7/LS-500 FOR SPECIFICATION
2. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.
3. PRIOR TO CONSTRUCTION AND ORDERING MATERIAL, THE CONTRACTOR SHALL SUBMIT A SAMPLE OF THE PREFERRED PRODUCT/SPECS FOR APPROVAL BY LANDSCAPE ARCHITECT.



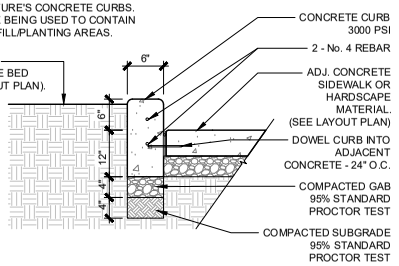
ADA TRUNCATED DOMES PAVERS



ADA TRUNCATED DOMES AT PEDESTRIAN RAMP

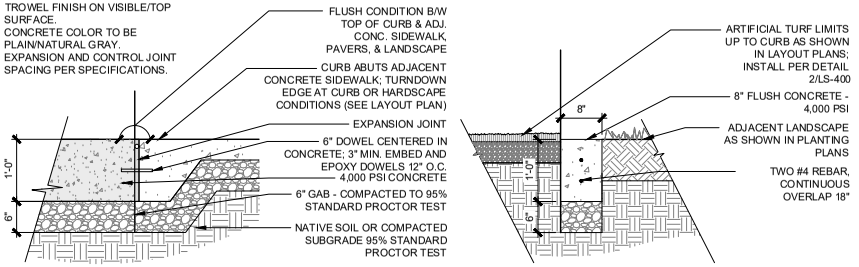
1 TRUNCATED DOMES
1" = 1'-0"

NOTES:
1. CONCRETE CURB FINISH TO BE:
   - *PARGED SMOOTH*
2. CONTRACTOR TO REFERENCE LAYOUT PLAN FOR LOCATION OF LANDSCAPE ARCHITECTURE'S CONCRETE CURBS. CURBS ARE BEING USED TO CONTAIN SOIL BACKFILL/PLANTING AREAS.



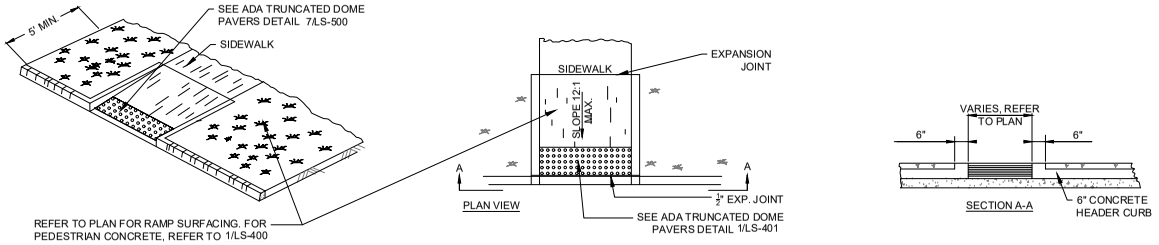
2 6" CONCRETE CURB
1" = 1'-0"

IMPORTANT!
1. CONCRETE TO HAVE A SMOOTH TROWEL FINISH ON VISIBLE/TOP SURFACE.
2. CONCRETE COLOR TO BE PLAIN/NATURAL GRAY.
3. EXPANSION AND CONTROL JOINT SPACING PER SPECIFICATIONS.



3 8" CONCRETE CURB - FLUSH
1" = 1'-0"

IMPORTANT!
1. REFER TO SHEET L-0.10 FOR NOTES ON CONCRETE CONSTRUCTION.



4 CURB RAMP
3/4" = 1'-0"

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north arrow + scale

project information

24013 WALKER PARK PHASE 1

project address

10 W 15TH ST
FAYETTEVILLE, AR 72701

client information

CITY OF FAYETTEVILLE, AR
113 WEST MOUNTAIN ST
FAYETTEVILLE, AR 72701
479.444.3469

drawing information

project number: 24013
contact: AW
drawn by: AS
checked by: VH &RKK

drawing date

FEBRUARY 12, 2025

sheet title

HARDSCAPE PAVING DETAILS

sheet number

LS-401

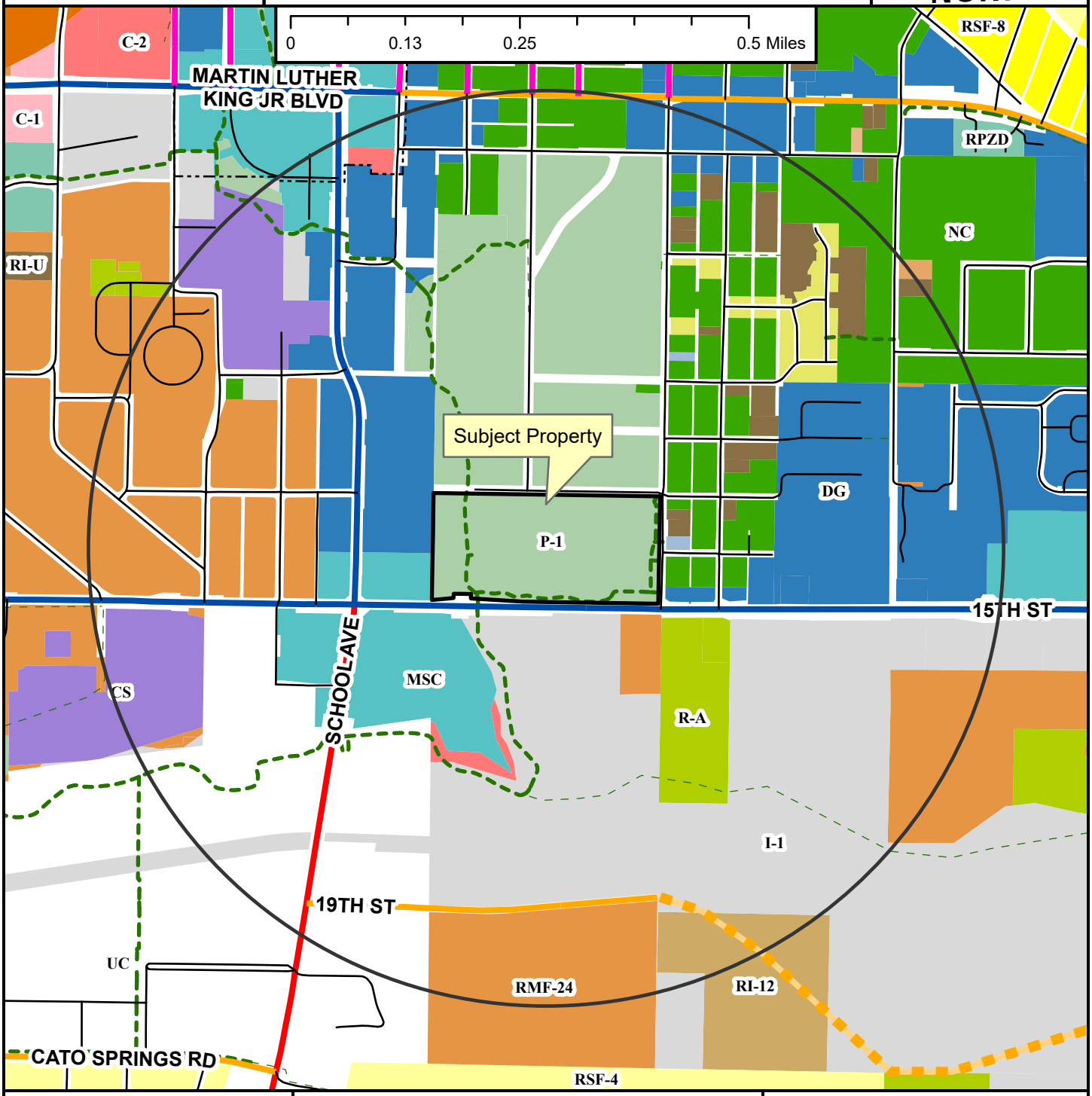
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LSD-2025-0001

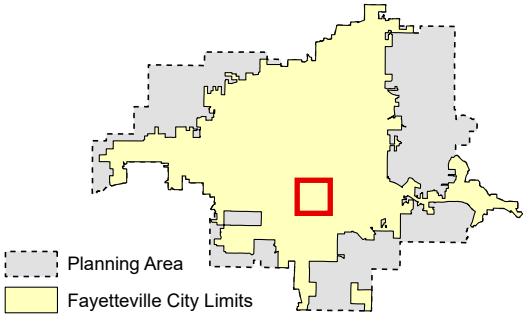
One Mile View

10 W. 15TH ST

NORTH



- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Planned Neighborhood Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
NS-G, RI-U, RI-12, NS-L, Residential-Agricultural, RSF-.5, RSF-1, RSF-2, RSF-4, RSF-7, RSF-8, RSF-18

RESIDENTIAL MULTI-FAMILY
RMF-6, RMF-12, RMF-18, RMF-24, RMF-40

INDUSTRIAL
I-1 Heavy Commercial and Light Industrial, I-2 General Industrial

EXTRACTION
E-1

COMMERCIAL
Residential-Office, C-1, C-2, C-3

FORM BASED DISTRICTS
Downtown Core, Urban Thoroughfare, Main Street Center, Downtown General, Community Services, Neighborhood Services, Neighborhood Conservation

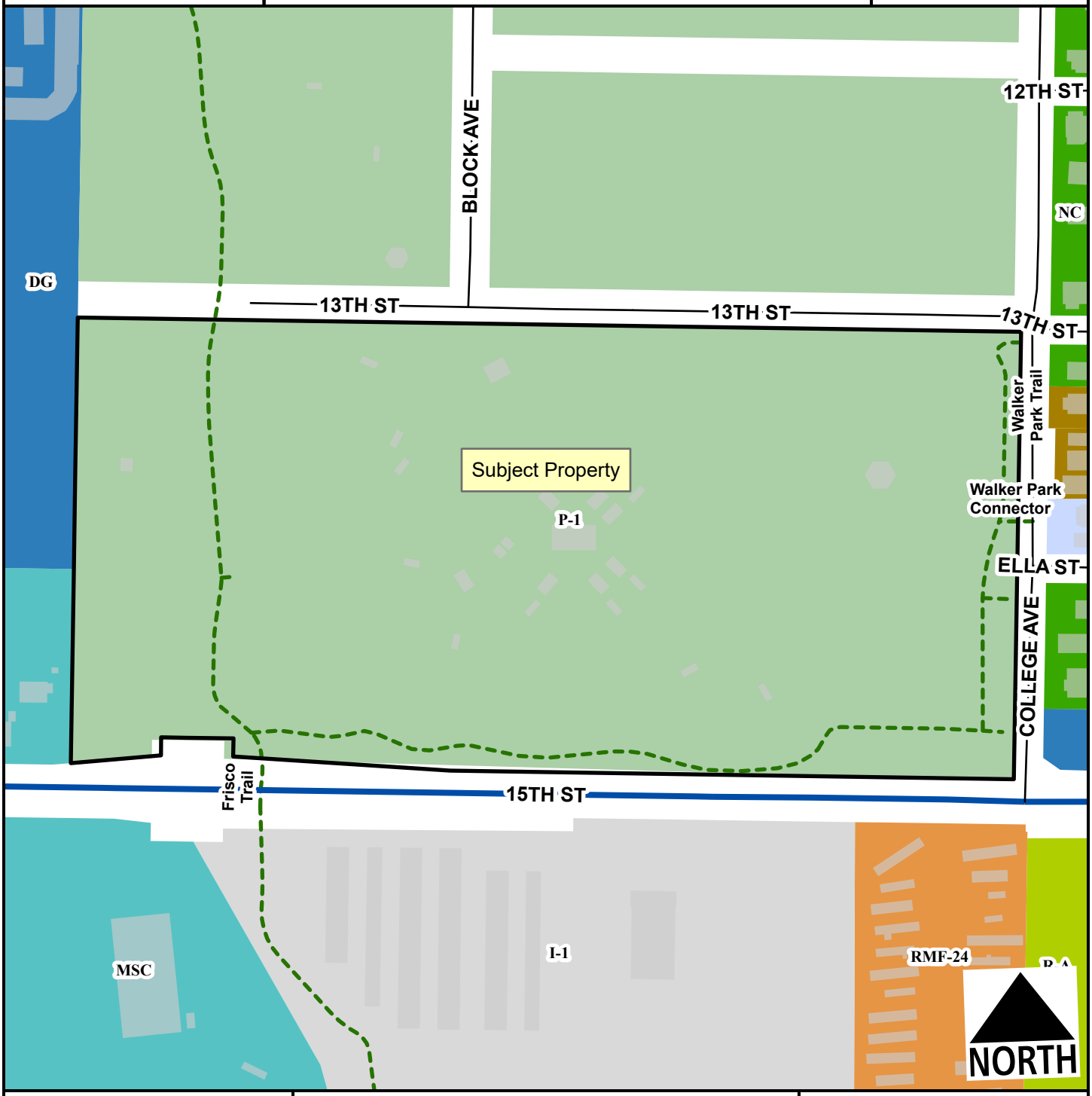
PLANNED ZONING DISTRICTS
Commercial, Industrial, Residential

INSTITUTIONAL
P-1

LSD-2025-0001

Close Up View

10 W. 15TH ST



Regional Link - High Activity
Residential Link
Planning Area
Fayetteville City Limits
Shared-Use Paved Trail

Feet

0 75 150 300 450 600

1:2,400

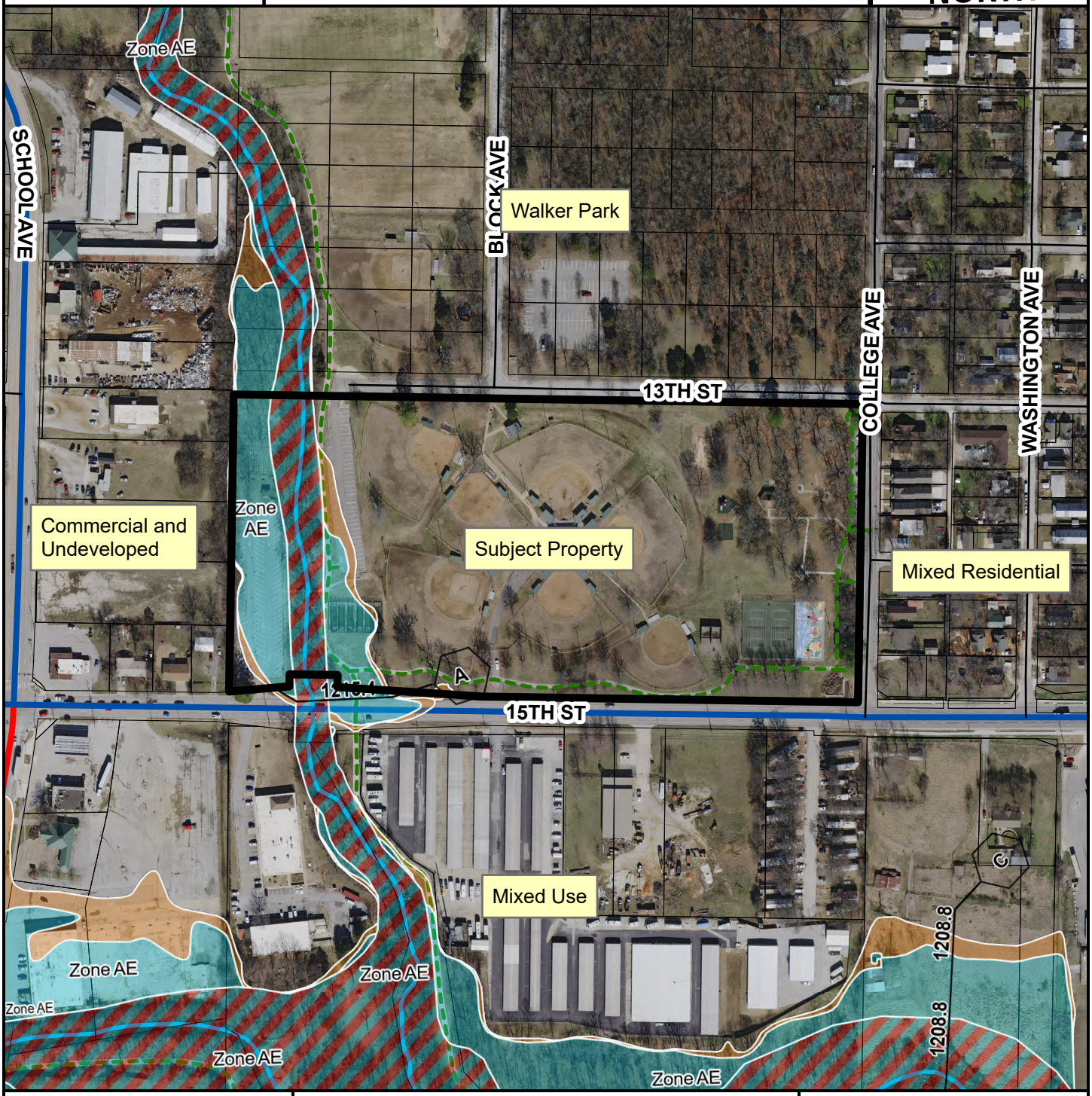
Residential-Agricultural
RI-U
RMF-24
I-1 Heavy Commercial and Light Industrial
Main Street Center
Downtown General
Neighborhood Services - Ltd.
Neighborhood Conservation
P-1

LSD-2025-0001

Current Land Use

10 W. 15TH ST

NORTH



Regional Link

Regional Link - High Activity

Residential Link

Planning Area

Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

100-Year Floodplain

Floodway

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Donan Wonsower, Planner

MEETING DATE: March 24, 2025

SUBJECT: **VAC-2025-0005: Vacation (191 S. HILL AVE./VERVE, 522):** Submitted by MCCLELLAND CONSULTING ENGINEERS for property located at 191 S. HILL AVE. The property is zoned MSC, MAIN STREET CENTER and contains approximately 2.90 acres. The request is to vacate 0.07 acres of right-of-way.

RECOMMENDATION:
Staff recommends tabling **VAC-2025-0005** to the next scheduled Planning Commission meeting, at the applicant's request.

MARCH 10, 2025, PLANNING COMMISSION MEETINGS:
At the March 10, 2025, Planning Commission meeting, the item was tabled at the applicant's request to provide additional time for the applicant to resolve survey discrepancies in the existing right-of-way. The applicant has requested to table to the April 14, 2025, Planning Commission meeting for additional time to address remaining staff comments in the interim.

RECOMMENDED MOTION:
*"I move to table **VAC-2025-0005** to the April 14, 2025 Planning Commission meeting."*

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: March 24, 2025	**❒ Tabled**	**❒ Approved**	**❒ Denied**
Motion:			
Second:			
Vote:			

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Gretchen Harrison, Senior Planner
Chris Brown, City Engineer
Willa Thomason, Urban Forester

MEETING: March 24, 2025

SUBJECT: **LSD-2024-0038: Large Scale Development (151 W. DICKSON ST./TRINITAS VENTURES, 484):** Submitted by MCCLELLAND CONSULTING ENGINEERS for property located at 151 W. DICKSON ST. The property is zoned MSC, MAIN STREET CENTER and contains approximately 1.42 acres. The request is for a 185-unit multi-family development with associated parking.

RECOMMENDATION:
Staff recommends approval of **LSD-2024-0038** with conditions.

RECOMMENDED MOTION:
*"I move to approve **LSD-2024-0038**, recommending:*

- *In favor of recommended right-of-way dedication,*
- *In favor of recommended street improvements, and*
- *In favor of all other conditions as recommended by staff."*

FEBRUARY 10, 2025 PLANNING COMMISSION MEETING:
At the February 10, 2025, Planning Commission meeting, this item was tabled until February 24th at the request of the applicant to provide time to revise proposed street improvements along Block Avenue. Twelve members of the public spoke at the meeting with one individual expressing their support for the applicant's request and the rest expressing their opposition to it.

FEBRUARY 24, 2024 PLANNING COMMISSION MEETING:
At the February 24, 2025, Planning Commission meeting, this item was tabled until March 24th to give the applicant additional time to provide revised traffic counts and to give both staff and the applicant time to gather requested information. Twelve members of the public spoke at the meeting with most expressing opposition to the project.

In the interim, Planning staff reached out to the city's Parking Management and Police Departments for their input on the proposal. The Police Department indicated that an increase in population and traffic would likely lead to more complaints and calls for service in the area. Parking Management noted that a cap exists on the number of residential permits that larger multi-family developments can obtain in downtown parking districts. The city's Entertainment District residential program is divided into two zones: north and south, with Dickson Street serving as the dividing line. Multi-family buildings exceeding 10,000 square feet are limited to a total of 60 residential permits per zone. Currently, all 60 permits for the north zone have been allocated to three complexes: Frisco, Younion, and Yugo. The south zone has 40 permits allocated to Metro

District buildings, leaving 20 residential permits available for new developments. Also, on-street spaces where residential permits are valid are also available to the public at an hourly rate.

BACKGROUND:
The subject property consists of five parcels located south of Dickson Street between Block Avenue and Church Avenue in downtown Fayetteville. The property totals approximately 1.42 acres and is currently zoned MSC, Main Street/Center and developed with a 4,100-square-foot commercial building and two parking lots. A request to vacate the portion of alley right-of-way which bisects this property was approved by the City Council in 2006 with conditions that have not yet been met (Ordinance 4836). This project was initially submitted for review in April 2024 under a different project number (LSD-2024-0009). That item was tabled indefinitely at the June 27, 2024 Subdivision Committee meeting, and since it was not taken from the table during the same calendar year in which it was tabled, the applicant has submitted a new project for review. Surrounding land uses and zoning are depicted in *Table 1.*

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Post Office Drugstore Antique/Home Décor Sales	Post Office Drugstore Antique/Home Décor Sales
South	Multi-Family Residential Professional Offices	Multi-Family Residential Professional Offices
East	Professional Offices	Professional Offices
West	Restaurant/Bar Event Venue Multi-Family Residential	Restaurant/Bar Event Venue Multi-Family Residential

Proposal: The applicant requests large scale development approval for a 185-unit multi-family residential development with 1,824 square feet of retail space and associated parking. No variances from the Unified Development Code have been requested with this application.

Right-of-Way to be Dedicated: The subject property has frontage on three Urban Center Streets: Block Avenue, Church Avenue, and Dickson Street. Staff recommends dedicating the following amounts of right-of-way: 28.9 and 31.7 feet from centerline along Block Avenue, 20.5 feet from centerline along Church Avenue, and 25.5 feet from centerline along Dickson Street. This right-of-way dedication aligns with the recommended street improvements described below.

Street Improvements: Staff recommends street improvements as described below:

Block Avenue: Staff recommends that the property's Block Avenue frontage be improved with varying improvements, as shown on the provided site plan, to include a 10-foot drive lane, eight-foot parallel parking and 17.58-foot angled parking lane, 0.5-foot curb, four-foot furniture zone, and eight-foot sidewalk.

Church Avenue: Staff recommends that the property's Church Avenue frontage be improved with a 10-foot drive lane, 0.5-foot curb, four-foot furniture zone, and six-foot sidewalk.

Dickson Street: Staff recommends that the property's Dickson Street frontage be improved with an 11-foot drive lane, six-foot loading lane/furniture bump out, 0.5-foot curb, and eight-foot sidewalk.

Access Management/Connectivity: Staff has determined that the proposed development is compliant with the city's access management and connectivity standards. Vehicular ingress and

egress to the site is accommodated through a new driveway on Block Avenue which provides access to an on-site parking garage.

Design Standards: Staff finds that the proposed development is largely compliant with relevant design standards. The applicant has addressed all previous comments from staff and verified that they intend to meet all relevant design standards.

Water and Sewer System: There is water available to the site. A 12-inch water line in Block Avenue is proposed to be connected to in order to provide domestic water and fire protection. There is also sewer available to the site, however, there is an existing downstream capacity issue that must be addressed. The proportional share of the cost of upsizing the downstream line has been determined to be $197,655. An assessment in this amount is recommended as a condition of approval. The City Council will be considering a cost share for construction of this sewer upgrade in the near future; this assessment will go toward fulfilling the cost share agreement.

Parkland dedication or fee in-lieu: This project was discussed by the Parks and Recreation Advisory Board (PRAB) at their meeting on May 6, 2024. PRAB has recommended fee in-lieu for this development in the amount of $176,120 based on a total of 185 multi-family units. The final amount of fee in-lieu needed to satisfy parkland dedication requirements will be determined, and all fees must be paid, prior to the issuance of any building permits.

Tree Preservation:
Canopy minimum requirement: 10%
Existing canopy: 22.3%
Preserved canopy: 0%
Mitigation required: 48 two-inch caliper trees

Public Comment: Staff has received several comments regarding this project with the majority expressing opposition. Public concerns have focused on issues such as parking and traffic, tree preservation, and impacts on housing. On January 30, 2025, five individuals spoke at Subdivision Committee, and 11 written comments have since been submitted to staff which are attached to this report. Those who spoke at Subdivision Committee shared common concerns about the potential effects of the proposed development on downtown Fayetteville. Specific issues raised included increased traffic, potential impacts on the character of the surrounding neighborhood and viewsheds, and the presence of transient student tenants. Additional concerns were raised about potential impacts to trees on an adjacent property. Similar concerns were shared by those who spoke at the previous Planning Commission meetings. A few individuals have shared their support for the project, finding it to be suitable based on its proximity to downtown, the U of A main campus, and transit routes.

RECOMMENDATION: Staff recommends approving **LSD-2024-0038** with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of right-of-way dedication.** *Staff recommends dedicating the following amounts of right-of-way: 28.9 and 31.7 feet from centerline along Block Avenue, 20.5 feet from centerline along Church Avenue, and 25.5 feet from centerline along Dickson Street. This right-of-way dedication aligns with the recommended street improvements described in this report.*

Subdivision Committee recommended in favor of right-of-way dedication, excluding revised right-of-way dedication for Block.

2. **Planning Commission determination of street improvements.** *Staff recommends the following street improvements along the property's frontage:*
    a. *Block Avenue: 10-foot drive lane, eight-foot parallel parking and 17.58-foot angled parking lane, 0.5-foot curb, four-foot furniture zone, and eight-foot sidewalk.*
    b. *Church Avenue: 10-foot drive lane, 0.5-foot curb, four-foot furniture zone, and six-foot sidewalk.*
    c. *Dickson Street: 11-foot drive lane, six-foot loading lane/furniture bump out, 0.5-foot curb, and eight-foot sidewalk.*
    d. *Staff also recommends an assessment in the amount of $197,655 for the proportional share of the cost of upsizing a downstream sewer line.*

Subdivision Committee recommended in favor of street improvements, excluding revised improvements to Block.

3. Fee in lieu of parkland dedication in the amount of $176,120 based on a total of 185 multi-family units is required, with final fees to be determined and paid prior to the issuance of any building permits.

4. Conditions of approval from Engineering and Urban Forestry are included in the official conditions of approval, attached hereto;

Standard Conditions of Approval:

5. Impact fees for fire, police, water, and sewer shall be paid in accordance with City ordinance;

6. Plat Review and Subdivision comments (to include written staff comments provided to the applicant or their representative, and all comments from utility representatives: Black Hills Energy, AT&T, Ozarks, SWEPCO, and Cox Communications);

7. All mechanical/utility equipment (roof and ground mounted) shall be screened using materials that are compatible with and incorporated into the structure. A note shall be clearly placed on the plat and all construction documents indicating this requirement;

8. Trash enclosures shall be screened on three sides with materials complimentary to and compatible with the principle structure. Containers may also be screened from view of the street by the principal structure or vegetation. Elevations of the proposed dumpster enclosure shall be submitted to the Planning and Solid Waste Divisions for review prior to building permit;

9. All existing utilities below 12kv shall be relocated underground. All proposed utilities shall be located underground;

10. Staff approval of final detailed plans, specifications and calculations (where applicable) for grading, drainage, water, sewer, fire protection, streets (public and private), sidewalks, parking lot(s) and tree preservation. The information submitted for the plat review process was reviewed for general concept only. All public improvements are subject to additional review and approval. All improvements shall comply with City's current requirements;

11. All exterior lights shall comply with the City lighting ordinance. Manufacturer's cut-sheets are required for review and approval prior to issuance of a building permit;

12. All freestanding and wall signs shall comply with ordinance specifications for location, size, type, number, etc. Any proposed signs shall be permitted by a separate sign permit application prior to installation. Freestanding pole signs and electronic message boards (direct lighting) are prohibited in the I-540 Design Overlay District;

13. Large scale development approval shall be valid for one year;

14. Contact the City's Emergency 911 Address Coordinator for addressing prior to building permit;

15. Prior to building permit, a cost estimate for all required landscaping is to be submitted to the Landscape Administrator for review. Once approval is gained, a guarantee is to be issued (bond/letter of credit/cash) for 150% of the cost of the materials and installation of the plants. This guarantee will be held until the improvements are installed and inspected, at the time of Certificate of Occupancy; and

16. Prior to the issuance of a building permit the following is required:
    a. Grading and drainage permits;
    b. Separate easement plat for this project that shall include the tree preservation area and all utility and access easements;
    c. Exterior lighting package must be provided to the Planning Division;
    a. An on-site inspection by the Landscape Administrator of all tree protection measures prior to any land disturbance;
    b. Project Disk with all final revisions; and
    c. Completion of all required improvements or the placement of a surety with the City (letter of credit, bond, escrow) as required by Section 158.01 "Guarantees in Lieu of Installed Improvements" to guarantee all incomplete improvements. Further, all improvements necessary to serve the site and protect public safety must be completed, not just guaranteed, prior to the issuance of a Certificate of Occupancy.

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: March 24, 2025	**❒ Tabled**	**❒ Forwarded**	**❒ Denied**
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:
- Engineering Memo

- Urban Forestry Comments
- Request Letter
- Site Plan
- Building Elevations
- Traffic Impact Analysis
- Public Comment
- One Mile Map
- Close-Up Map
- Current Land Use Map

CITY OF FAYETTEVILLE ARKANSAS

STAFF MEMO

TO: Gretchen Harrison, Senior Planner

FROM: Chris Brown, City Engineer

DATE: March 20, 2025

SUBJECT: **Planning Commission Engineering Comments for LSD-2024-0038 151 W Dickson (UPDATED)**

Water: There is water available to the site. A connection to a 12" line in Block Ave. is proposed to provide domestic water service and fire protection.

Sewer: There is sewer available to the site, however, there is an existing downstream capacity issue that must be addressed. The proportional share of the cost of upsizing the downstream line has been determined to be $197,655. An assessment in this amount is recommended as a condition of approval. The City Council has approved a cost share agreement with another development to construct the downstream improvements. The assessment from 151 Dickson will go toward fulfilling the cost share agreement.

Drainage: The development must meet the 4 minimum standards outline in the City's Drainage Criteria Manual. A hydrodynamic separator is proposed to meet Minimum Standard 1. Minium Standards 2-4 are proposed to be met through the use of underground detention.

Traffic: A traffic impact analysis (TIA) has been submitted by the developer. The TIA uses updated traffic counts collected in February 2025 and analyzes the impacts of the development during the during the midday (11:45 am to 2 pm) and afternoon (4 pm to 5:30 pm) peak traffic times. The analysis indicates that levels of service on all surrounding streets will not be negatively impacted. In addition, the developer has provided a peer review prepared by a second traffic engineering firm that concurs with the findings.

Staff have reviewed the study documents and agree with the findings. There are no identified congestion or traffic safety concerns.

Plan Comments:

1. Plans for traffic signal relocation must be provided with the grading permit submittal.
2. Provide hydraulic calculations for fire sprinkler system.
3. Provide domestic water demand for meter sizing.
4. Dickson Street has recently been resurfaced; mill and overlay of Dickson in any areas of street cuts will be required; final scope of mill and overlay will be determined during construction.

Standard Comments:

1. All designs are subject to the City's latest design criteria (water, sewer, streets and drainage). Review for plat approval is not approval of public improvements, and all proposed improvements are subject to further review at the time construction plans are submitted.
2. Any damage to the existing public street due to construction shall be repaired/replaced at the owner/developers expense
3. All public sidewalks, curb ramps, curb & gutter, and driveway aprons along this project frontage must meet ADA guidelines and be free of damage. Any existing infrastructure that does not conform to ADA guidelines or is otherwise damaged must be removed and replaced to correct the issue. Coordinate with the engineering department for inspection of existing facilities to determine compliance.
4. Water and sewer impact fees will apply for the additional impact to the system. The fees will be based on the proposed meter size and will be charged at the time of meter set.
5. Note, the following portions of all projects will typically not be reviewed by the Engineering Division until time of construction-level review (unless specifically requested at plat review):
    - Storm Sewer pipe/inlet sizing, gutter spread, profiles, or utility conflicts
    - Sanitary Sewer pipe sizing, profiles, or utility conflicts
    - Waterline fittings, callouts, or utility conflicts
    - Street profiles
    - Fine grading/spot elevations

CITY OF FAYETTEVILLE ARKANSAS

Planning Commission Memo

TO: Fayetteville Planning Commission

THRU: Gretchen Harrison, Senior Planner

FROM: Willa Thomason, Urban Forester

MEETING DATE: February 10, 2025

SUBJECT: **LSD-2024-0038: 151 W. DICKSON ST -** Submitted by MCCLELLAND CONSULTING ENGINEERS for property located at 151 W. DICKSON ST. The property is zoned MSC, MAIN STREET CENTER and contains approximately 1.42 acres. The request is for a 185-unit multi-family development with associated parking. PP 484

Recommendation:
Urban Forestry staff recommends approval of LSD-2024-0038, the large-scale development of a 185-unit multi-family development, on the conditions that all root-pruned trees within the property gap adjacent to parcel 765-01683-00 are counted as “removed” for mitigation purposes, and that the additional 13 mitigation trees this necessitates will be paid as fee-in-lieu into the Tree Escrow Account prior to building permit approval.

Background:
McClelland Consulting Engineers contracted an independent arborist to evaluate the likelihood of survival of trees located within an apparent property gap on the southeast corner of the proposed building, adjacent to neighboring parcel 765-01683-00. The initial arborist assessment was issued on May 10, 2024. The arborist issued an addendum to the initial assessment on July 15, 2024 after the applicant added 3’ notches to the proposed building plans to improve tree preservation outcomes.

The independent arborist assessment concludes that, with the newly proposed setbacks to the building, several of the trees in the property gap will stand an adequate chance of survival based on industry guidelines, while some of the trees may encroach upon the building and need to be removed in the future. Of the 14 trees situated within the property gap, 8 will be root-pruned but preserved, 3 will be preserved with no root-pruning, and 3 will be removed. All trees to be root-pruned in the property gap will be counted as canopy removed for mitigation purposes. Per UDC §167.05: Tree Protection Measures and Construction, tree protection barriers must be placed along the tree dripline or 10 feet from the trunk, whichever is greater, to protect the critical root zone. Because this distance is impossible to achieve in such proximity to the building, there is no guarantee that these trees will survive. 48 mitigation trees will be required to account for tree removal on-site, with 35 being planted on-site, and fee-in-lieu being paid into the Tree Escrow Account at $675/tree for the remaining 13 trees.

CITY OF FAYETTEVILLE ARKANSAS

URBAN FORESTRY
TREE PRESERVATION COMMENTS

To: McClelland Consulting Engineers, Inc.

From: Willa Thomason, Urban Forester

CC: Gretchen Harrison, Senior Planner

Meeting Date: February 10, 2025

Subject: LSD-2024-0038: Dickson St. Mixed Use Development (151 W Dickson St.)

1. Submittal Requirements	Yes	No	N/A
Initial Review with the Urban Forester	X		
Site Analysis Map Submitted (if justification is needed)	X		
Site Analysis Written Report Submitted (justification is needed)	X		
Complete Tree Preservation Plan Submitted	X		
Tree Mitigation Table on Plans	X		
Tree Preservation Wavier Submitted (only use if no trees onsite or near P/L)			X

2. Tree Preservation Calculations

	Square Feet	Percent of site
Total Site Area *Minus Right of Way and Easements	62,639	100%
*Zoning Designation * Select Below with drop down arrow*		
MSC, Main Street Center	6,264	10%
*HHOD * Select Below with Drop Down Arrow*		
No	0	0%
Total Canopy for Minimum Preservation Requirements	6,264	10.0%
Existing Tree Canopy * Minus Right of Way and Easements	13,951	22.3%
Tree Canopy Preserved	0	0.0%
Tree Canopy Removed *On Site	13,168	21.0%
Tree Canopy Removed *Off Site	6,639*	
Tree Canopy Removed Total	19,807	31.6%
Removed Below Minimum	**6,264**	
Mitigation Requirements	**12,903**	

* INCLUDES CANOPY FOR PRUNED TREES

3. Mitigation Requirements	Canopy below requirement	Number of 2" caliper trees to be planted
High Priority	7,796	36
Low Priority	5,107	12
Total Mitigation Trees Required	12,903	**48**

4. Mitigation Type	Yes	No	N/A
On-Site Mitigation	X		

Off-Site Mitigation		**X**
Tree Escrow (See Conditions of Approval)		**X**

5.	**Tree Preservation Plan Checklist** *UDC Chapter 167.04H1and 167.04L1*	**Tech Plat**	**Subdivision Committee**	**Planning Commission**
a.	5 year Aerial Check on Existing Trees	**Yes**	**Yes**	**Yes**
b.	Property Boundary	**Yes**	**Yes**	**Yes**
c.	Natural Features (100ft beyond limits of disturbance)	**Yes**	**Yes**	**Yes**
d.	Existing Topography and Proposed Grading	**Yes**	**Yes**	**Yes**
e.	Soil Types	**Yes**	**Yes**	**Yes**
f.	Significant Trees	**Yes**	**Yes**	**Yes**
g.	Groupings of Trees	**Yes**	**Yes**	**Yes**
h.	Table Inventory List (species, size, health, priority)	**Yes**	**Yes**	**Yes**
i.	All Existing and Proposed Utilities	**Yes**	**Yes**	**Yes**
j.	All Existing and Proposed Utility Easements and ROW's	**Yes**	**Yes**	**Yes**
k.	All Streams (with approximate center line)	**N/A**	**N/A**	**N/A**
l.	Floodplains and floodways	**Yes**	**Yes**	**Yes**
m.	Existing Street, Sidewalk or Bike Path ROW	**Yes**	**Yes**	**Yes**
n.	Submitted Site Analysis Plan (if required)	**Yes**	**Yes**	**Yes**
o.	Shows ALL Proposed Site Improvements	**Yes**	**Yes**	**Yes**
p.	Delineates trees/canopy to be preserved and removed	**Yes**	**Yes**	**Yes**
q.	Tree Preservation Easement/s shown for LSD, LSIP and Commercial PPL projects	**No**	**Yes**	**Yes**
	Tree Protection Methods			
a.	Tree Protection Fencing	**Yes**	**Yes**	**Yes**
b.	Limits of Root Pruning	**No**	**Yes**	**Yes**
c.	Traffic flow on work site	**N/A**	**N/A**	**N/A**
d.	Location of material storage	**No**	**Yes**	**Yes**
e.	Location of concrete wash out	**No**	**Yes**	**Yes**
f.	Location of construction entrance/exit	**No**	**Yes**	**Yes**
6.	**Site Analysis Report (if required)** *UDC Chapter 167.04H4*	**Yes**	**No**	**N/A**
a.	Provide graphic examples of multiple options used to minimize removal of existing canopy	**X**		
b.	Submitted Analysis Statement – Note the process, iterations, and approaches to preserve canopy.	**X**		

7. Review Status (See Comments)	Tech Plat	Subdivision Committee	Planning Commission
Conditionally Approved	**1-8-25**	**1-27-25**	**2-5-25**
Approved			
Tabled			
Denied			

Appeal Process: A final administrative determination by the Urban Forester may be appealed in accordance with Chapter 155 of the Unified Development Code.

Comments

1. Address items above marked “No” and all Redlines provided.

CITY OF FAYETTEVILLE ARKANSAS

URBAN FORESTRY
LANDSCAPE PLAN COMMENTS

To: Chris Bakunas, PLA, McClelland Consulting Engineers, Inc.

From: Willa Thomason, Urban Forester

CC: Gretchen Harrison, Senior Planner

Meeting Date: January 30, 2025

Subject: LSD-2024-0038: Dickson St Mixed Use Development: 151 W. Dickson St.

1. General Landscape Plan Checklist	Yes	No	N/A
a. Irrigation (notes either automatic or hose bib 100' o.c.) *UDC Chapter 177.03C7g, 177.04B3a*	X		
b. Species of plant material identified *UDC Chapter 177.03C7d,e*	X		
c. Size of plant material (minimum size 2" caliper for trees and 3 gal. shrubs) *UDC Chapter 177.03C7b,c*	X		
d. Soil amendments notes include that soil is amended and sod removed *UDC Chapter 177.03C6b*	X		
e. Mulch notes indicate organic mulching around trees and within landscape beds *UDC Chapter 177.03C6c,d*	X		
f. LSD, LSIP, and Subdivisions (PPL & FPL) plans stamped by a licensed Landscape Architect, others by Landscape Designer *UDC Chapter 177.03B*		X	
g. Planting bed contained by edging *UDC Chapter 177.03C6f*	X		
h. Planting details according to Fayetteville's Landscape Manual *UDC Chapter 177.03C6g*	X		
i. Provide information about 3-Year Maintenance plan. The owner shall deposit with the City of Fayetteville a surety for approved landscape estimate. *UDC Chapter 177.05 A2g*	X		

2. Parking Lot Requirements 1 Tree : 12 Parking Spaces	Yes	No	N/A
a. Side and Rear Property Lines (5' Wide Landscape Area) *UDC Chapter 177D1*			X
b. Wheel Stops/Curbs *UDC Chapter 177.04B1*	Yes		

c.	Narrow Tree Lawn (8’ min. width, 37.5’ length) *UDC Chapter 177.04C*			**X**
d.	Tree Island (8’ min. width, 18.7’ min length, 150 square feet) *UDC Chapter 177.04C*			**X**
e.	Placement of Trees (either side at entrances and exits) *UDC Chapter 177.04C2*			**X**

3.	**Perimeter Landscaping Requirements**	**Yes**	**No**	**N/A**
a.	Front Property Line (15’ wide landscape) and 5’ on sides and rear. *UDC Chapter 177.04D2a*			**X**
b.	Shade trees planted on south and west sides of parking lots *UDC Chapter 177.04D2e*			**X**
c.	Screening of parking lot from adjacent residential properties.			**X**

4.	**Street Tree Planting Requirements**	**Yes**	**No**	**N/A**
a.	Residential Subdivisions 1 Large Shade Species Tree per Lot *UDC Chapter 177.05B1a*			**X**
b.	Non-Residential Subdivisions 1 Large Species Shade Tree every 30’ (planted in greenspace) *UDC Chapter 177.05B2a*			**X**
c.	Urban Tree Well – Urban Streetscapes Trees every 30’ (8’ sidewalk) *UDC Chapter 177.05B3a-f*	**X**		
d.	Structural Soil – Urban Tree Wells Include a note and/or detail of structural soil on Landscape Plan *UDC Chapter 177.05B3a-f*	**X**		
e.	Residential Subdivisions Timing of planting indicated on plans *UDC Chapter 177.05A4*			**X**
f.	Residential Subdivisions Written description for method of tracking planting *UDC Chapter 177.05A4e*			**X**

5. Landscape Requirement Totals	Amount
Mitigation Trees	**48 required** **35 provided** **13 paid into escrow** **($675/tree= $8,775 total)**
Parking Lot Trees	**N/A**
Street Trees	**22**
Detention Pond – Large Trees (1 Tree/3,000 square feet)	**0**
Detention Pond – Small Tree/Large Shrub (4 small trees or large shrubs/3,000 square feet)	**0**
Detention Pond – Small Shrubs/Large Grasses (6 shrubs or grasses (1 gallon)/3,000 square feet)	**0**

6. Review Status (See Comments)	Tech Plat	Subdivision Committee	Planning Commission
Conditionally Approved	**1-8-2025**	**1-27-25**	**2-5-25**
Approved			
Tabled			
Denied			

Appeal Process: A final administrative determination by the Urban Forester may be appealed in accordance with Chapter 155 of the Unified Development Code.

Comments

1. Address items above marked “No” and all Redlines provided.

TREE CLIMBERS LLC

1160 E. Pump Station Rd
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Registered Consulting Arborist®

ISA Board Certified Master Arborist #S0-6263BT
ASCA Registered Consulting Arborist #801
TCIA Certified Tree Care Safety Professional #1267
ISA Qualified Tree Risk Assessor
ISA Certified Climber Specialist and Wildfire Risk Reduction Qualified Instructor

07-15,24

McClelland Consulting Engineers
Chris Bakunas
cbakunas@mce.us.com
402-320-2130

Trinitas: Grace Ames
games@trinitas ventures
765-787-1946

Re: 151 W. Dickson tress addendum #2

Background and Assignment

Chris contacted me to assess the condition and survival of several trees on the south of the property at 151 W. Dickson St. in Fayetteville, AR. His primary concern is the likelihood of the trees' survival with the current proposed construction. I prepared an initial report dated 5-10,24 on the likelihood of survival with the then-current plans. Chris asked me to review new plans aimed at preserving several of the trees that would have had a poor chance of survival and the new likelihood of survival. This report supersedes my previous reports for this site and is based on the information given to me and contained herein.

Site Visit Observations and Analysis

I revisited the site with Chris Bakunas on Friday, 05- 31, 2024. Chris measured out and placed flags where changes to the building plan had been made, and I provided input. Grace Ames from Trinitas joined us by phone while we were on site. I also had a second phone conversation with Chris Bakunas and Todd Wendell from Trinitas on 06-17,2024. Chris sent me updated plans on 06-19,2024, after Chris verified the locations of the trees with him on site with Blew and Associates and added missing small trees from the original inventory. Chris and I agreed that we would only focus on trees 4" and larger pursuant to the city of Fayetteville chapter 167.07 guidelines that high-priority trees for small species is greater than 4" in diameter. Low-priority trees are invasive species or unhealthy, as determined by a tree care professional. Low-priority trees are less than 8" in diameter for large and medium species.
Some trees are on the subject property, some are in a gap between the property lines, and others are on the neighboring property. Chris provided the updated survey that shows these updates. Please see the attached survey for which tree is where. This is attached as Appendix A.
Chris and I also had follow-up phone calls on 06-24, 2024, and 07-15, 2024. I reviewed the excerpt from the newest updated landscape plan sent on 07-09, 2024, showing the changes to the planting plan near the trees in question. This latest plan calls for 3 Magnolias as mitigation trees in the area with small shrubs. This detail is attached as Appendix B.

Tree #	Actual Size (diameter at 4.5ft)	Plan size	Species	Notes
T32	12"	12"	Black Locust	Shown to be removed due to proximity to building. Two stem tree has tip dieback and unlikely to survive long term with or without construction. Significant lean towards road.

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Tree #	Actual Size (diameter at 4.5ft)	Plan size	Species	Notes
T54	4”	4”	Sugar Maple	Shown to be removed. Tree is being crowded by #31. Is not a good candidate for preservation with #31 planning to be preserved.
T31	18”	18”	American Elm	Shown to be preserved due to good condition. With the new 4ft setback from the old plan AND no activity further than 2ft from the footing edge this tree would be at closer than ideal but acceptable distance for root disturbance. Aerial pruning would be needed to give clearance for the building provided the construction methods used would not require additional pruning for swing stage or scaffolding. With the maximum pruning I estimate that there would be 2-5ft clearance from the building to the branches. I would also recommend a paclobutrazol soil injection to aid with stress response and preventative injections for dutch elm disease. I feel this tree would have a good chance of survival with recommended care and modifications to the building.
T30	12”	12”	Black Locust	Shown to be removed. Not recommended for preservation due to significant lean towards the north/ building and species characteristics.
T29	5”	5”	Sugar Maple	Shown to be removed.
T28	5.5”	5.5”	Sugar Maple	Shown to be removed.
T27	11”	11”	Black Locust	Shown to be removed. Not recommended for preservation due to significant lean towards the north/ building, and species characteristics. This tree already has decay at the base of tree and is a risk of failure regardless of construction.
T26	21.5”	21.5”	Hackberry	Shown to be preserved. This tree sits 16” south of the existing fence. According to Chris the new proposed building line is 10ft north of the fence. The same 2ft maximum extent of activity past footing would put the maximum extent of disturbance at much closer than ideal but at an acceptable level. Aerial pruning would be needed to give clearance for the building provided the construction methods used will not require additional pruning for swing stage or scaffolding. With the maximum pruning I estimate that there would be 3-5ft clearance from the building to the branches. I would also recommend a paclobutrazol soil injection to aid with stress response. I feel this tree will have a good chance of survival with recommended care and modifications to the building.

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Tree #	Actual Size (diameter at 4.5ft)	Plan size	Species	Notes
T25	10.5"	11"	Black Cherry	Should be removed. This tree is growing 16" south of the existing fence. It has significant decay and is crowded by #26 hackberry which is forcing this trees' canopy to grow north over the fence. Nearly 100% of this tree's canopy is north of the fence line. This tree will either fail in the future due to poor structure and/or negatively affect the hackberry by crowding. This tree should not be preserved due to risk, condition, and to give the hackberry the best chance of survival.
T53	5.5"	9"	Sugar Maple	Shown to be preserved. Is crowded by #26 hackberry, #25 cherry and the existing house. This tree currently does not have ample space to grow. Due to impact on the neighboring trees this tree will need to be removed in the future if the hackberry is to continue to occupy this space.
T52	13	13"	American Elm	Shown to be preserved. This tree is 55" south of the existing fence. This tree has heavy lean toward south due to crowding by other trees. With the new plans this tree would have ample root space provided the same 2ft from building as maximum extent of activity.
T24	6"	6"	Sugar Maple	Shown to be preserved. This tree is touching and being compressed by Tree #23. This tree will not likely survive long term due to the compression from the elm regardless of construction. Careful monitoring will be needed for structural issues due to elm choking this tree.
T23	13"	13"	American Elm	Shown to be removed. Has heavy lean to the north. This tree's entire canopy is growing north of the existing fence. This tree also currently has a metal cable wrapped around the stem and is choking the tree. This cable is supporting the gate into the rear of the property south of the fence. The cable will kill this tree and cause failure in the very near future. The cable appears to have been in place several years.
T22	7"	7"	Hackberry	Shown to be preserved. Poor condition and structure. This tree can be preserved but will encroach on #51 and the building in the future.
T51	7"	7"	Sugar Maple	Shown to be preserved.

Discussion

For this case, it is important to understand critical root zone. Critical root zone is defined as the zone where most of the roots of a tree exist and are needed for survival. Tree roots are fairly shallow typically residing in the top 6-16" of soil and occasionally as deep as 24" in ideal conditions. Tree roots will seek out the ideal ratio of moisture and oxygen. Without both oxygen and moisture, roots will die. Roots will spread out quite far, typically 1.5 times the spread of the tree. The generally recommended distance to avoid root disturbance is a 1:1 ratio of diameter to distance. What this means is for a 20" diameter tree, it is recommended to stay 20 feet from the tree. For trees that do not have outside competition for light this ratio typically corresponds to the edge of the canopy (dripline). For healthy trees, that ratio can sometimes be reduced to .5:1 if the impact is only on one side of the tree. The tree's structural stability is compromised if the impact is inside a .25:1 ratio.

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Conclusions and Recommendations

With the new wall setbacks on the plans shown to me, the trees indicated above will have an adequate chance of survival based on industry guidelines. It will be critical to ensure that the construction methods employed will not further encroach on the trees beyond the 2ft from the edge of the footing as described. All pruning should be performed by an ISA Certified Arborist or by an apprentice under the direct supervision of an ISA Certified Arborist. I should personally be present to ensure proper cuts in the locations recommended. A proposal for Tree Climbers to perform the recommended pruning and other actions has been provided. Treatments recommended should be done as soon as possible to allow time before construction. I also recommend weekly arborist site visits during construction to ensure proper care is taken during construction and no further encroachment occurs.

Qualifications

A few pertinent qualifications that qualify me to write this report are:
ASCA (*American Society of Consulting Arborists)* Registered Consulting Arborist #801
ASCA (*American Society of Consulting Arborists)* Tree and Plant Qualified Appraiser
ISA *(International Society of Arboriculture)* Board Certified Master Arborist, #SO-6263BT
ISA Tree Risk Assessor Qualification, #SO-6263BT
ISA Certified Tree Worker certification, #SO-6263AT
ISA Certified Arborist certification, #SO-6263A
TCIA (*Tree Care Industry Association*) CTSP safety auditor and trainer certification, #1267
Full-time practice as an arborist and have served as an expert witness and consultant on numerous cases since 2009.

The above report is accurate and true to the best of my knowledge with the information available to me at the time of this report. Any observations are based on conditions visible during my site visit or information provided to me by the client. Opinions or determinations are based on generally accepted industry guidelines and years of full-time practice as an Arborist in Northwest Arkansas. I have no bias or interest in any particular outcome or findings from this report. Any additional consulting, fact, or expert witness services needed will be billed separately and is not included in the cost of this report. Use and acceptance of this report and any information contained herein or given on-site is contingent on payment for services rendered. Any use of this report or information without payment will result in appropriate legal action. Copyright 2024 Tree Climbers LLC all rights reserved.



Jeremy Williams, RCA

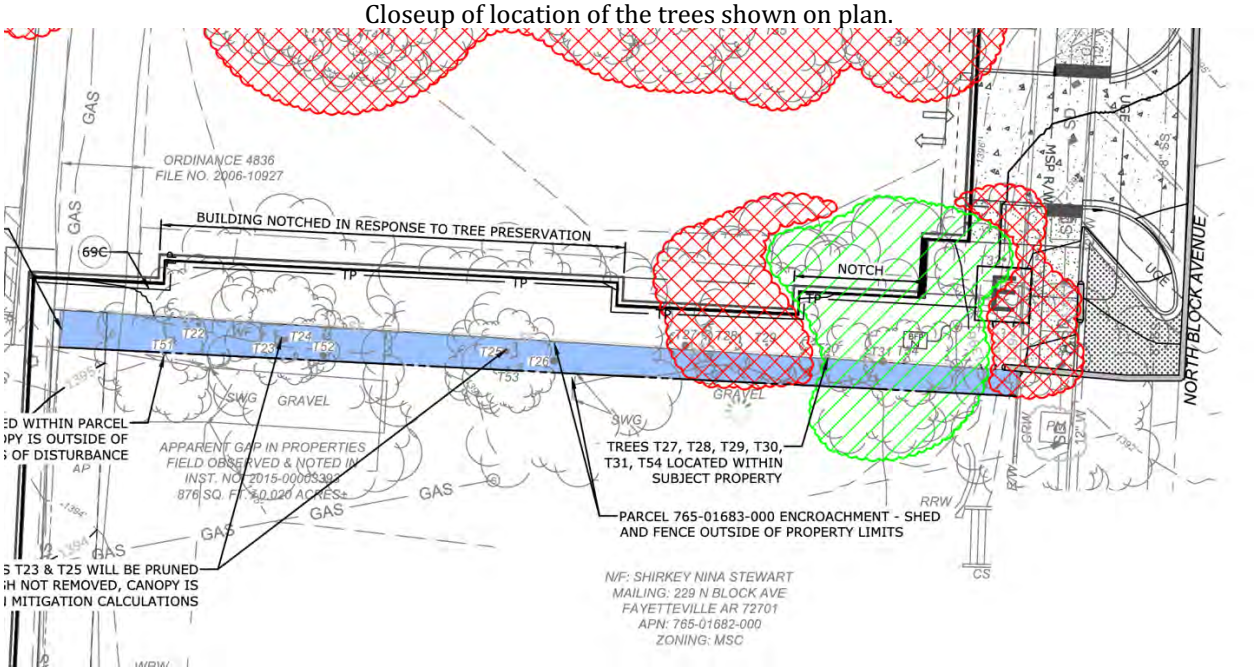
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Appendix A.1

Closeup of location of the trees shown on plan.



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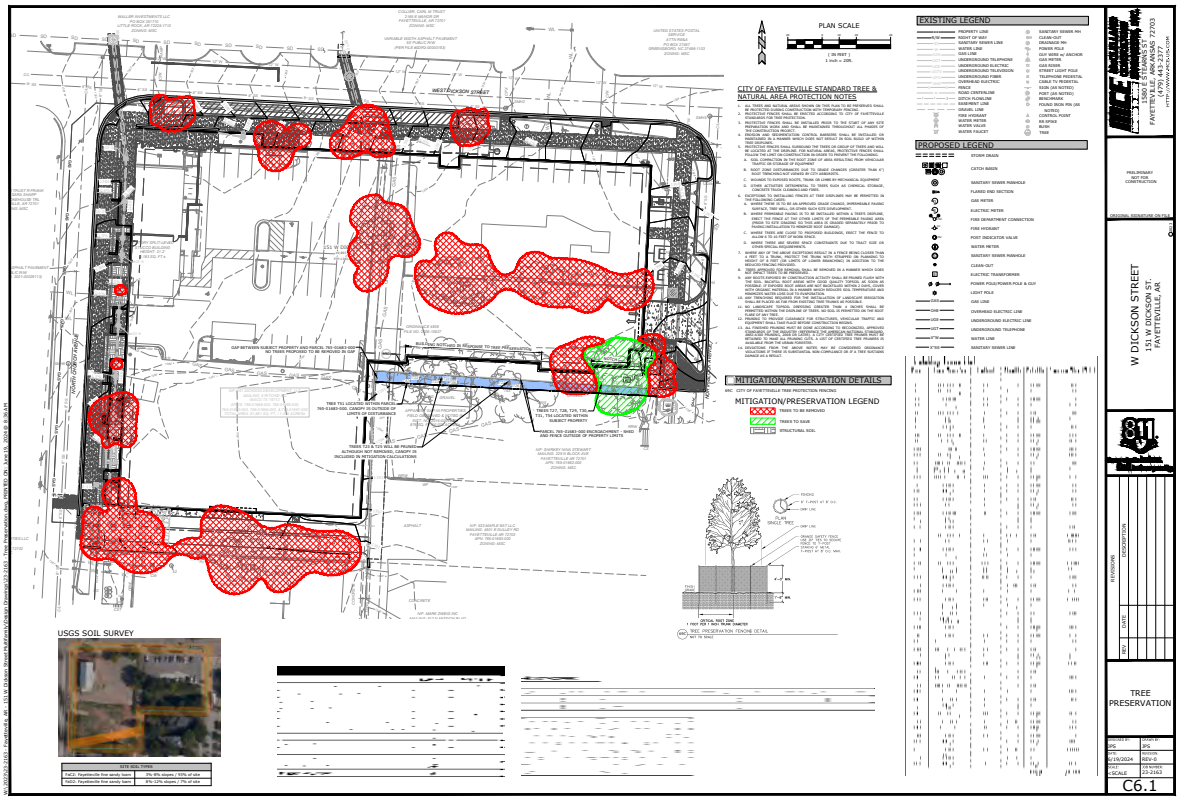
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Appendix A.2

Full view of the plan sent to me 06-29,2024

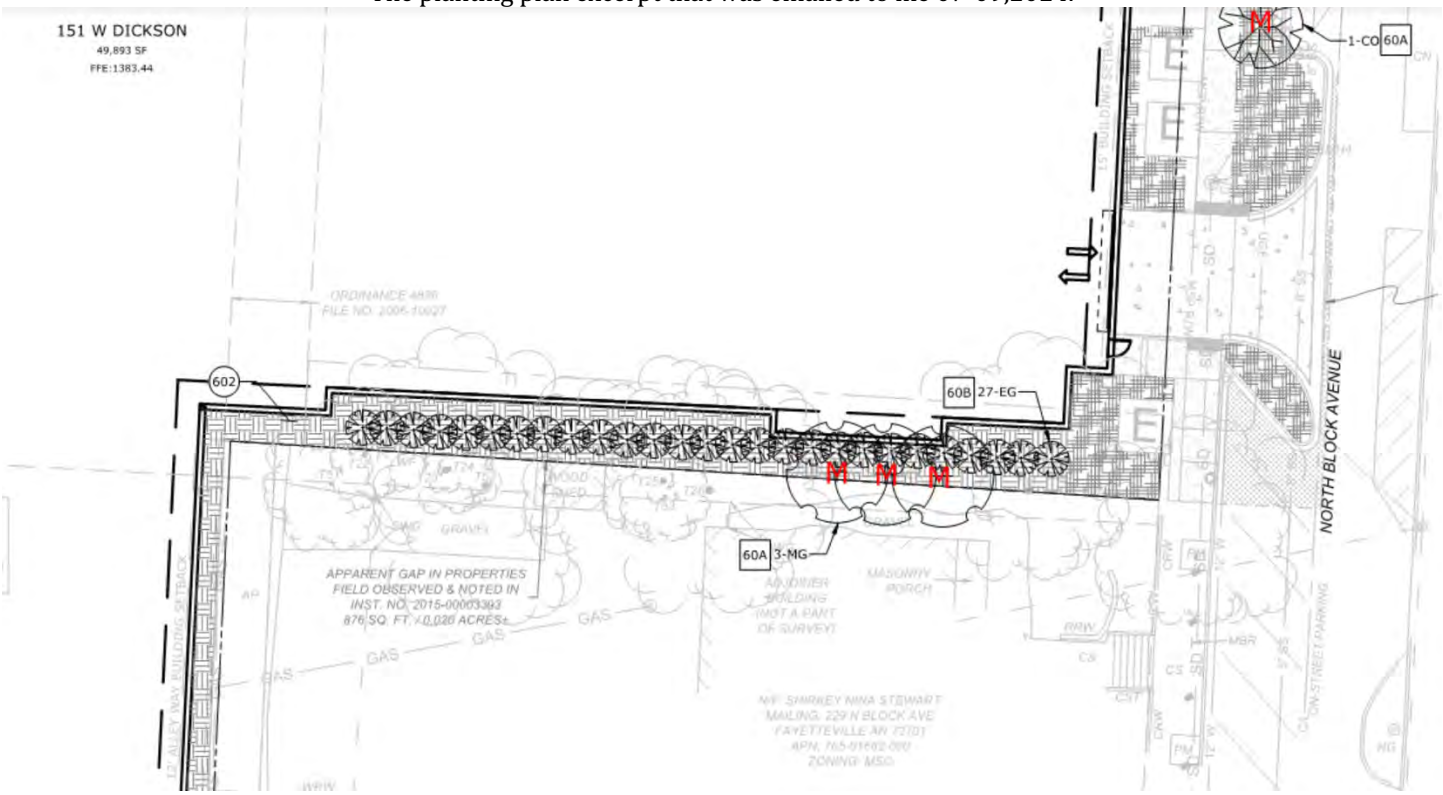


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Appendix B

The planting plan excerpt that was emailed to me 07-09,2024.



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Appendix C

Flags from 05-31,2024 site visit.



McCLELLAND CONSULTING ENGINEERS, INC.
DESIGNED TO SERVE

1580 East Stearns Street
Fayetteville, AR 72703
(479) 443.2377 P | (479) 443.9241 F
mce.us.com

To: **The City of Fayetteville**

From: **McClelland Consulting Engineers**

Date: **December 31, 2024**

Subject: 151 W Dickson St

Planning Staff,

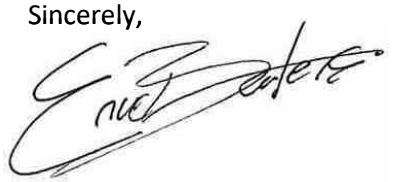
On behalf of Trenatas Ventures, please accept the following Large Scale Development plans for a new mixed-use development on the south side of W Dickson St, between the blocks of Church and Block. The project will consist of a 7-story building (3 basement levels and 5 stories above grade. The use will comprise of retail, parking structure, residential apartments, indoor and outdoor amenity spaces.

The fire apparatus access will be from Dickson Street. Underground detention is located on the north side of the building. The parking structure access is located on the east side, with access to Block Ave. Preceding this largescale application, an administrative right-of-way reduction was submitted, as well as documents to vacate the existing access/bench easement adjacent to Dickson St. In addition to required right-of-way, a new alley will be dedicated on the southwest side of the property as agreed on in the alley way vacation, ordinance 4836, file number 2006-10927.

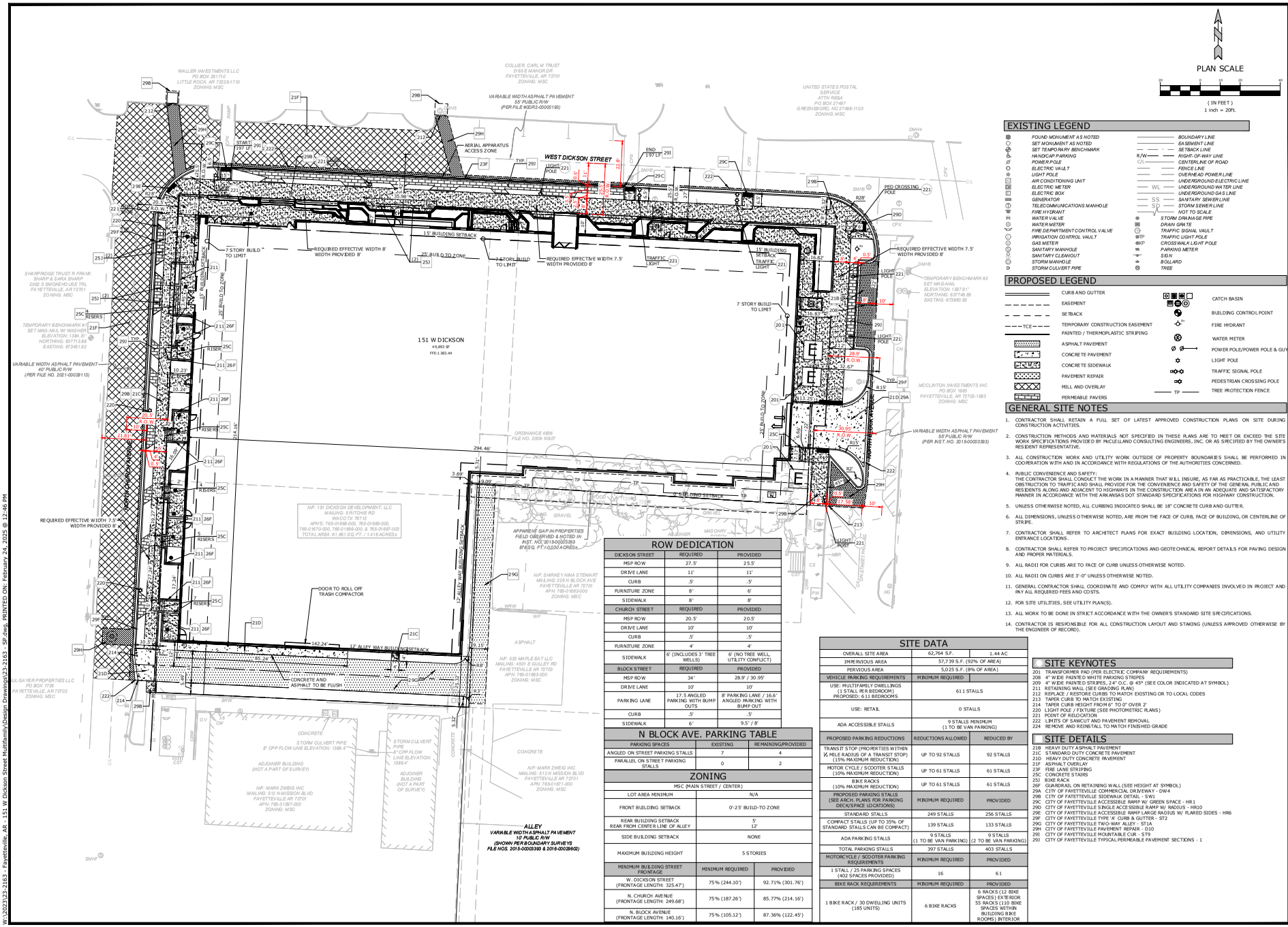
No variances are requested are requested at this time.

Please do not hesitate to contact me if you should have any questions or concerns regarding this project.

Sincerely,



Eric Bartels, PLA
Land Development Project Manager
(479) 443.2377
ebartels@mce.us.com



EXISTING LEGEND

- FOUND MONUMENT AS NOTED
- SET MONUMENT AS NOTED
- SET TEMPORARY BENCHMARK
- HANDICAP PARKING
- POWER POLE
- ELECTRIC VAULT
- LIGHT POLE
- AIR CONDITIONING UNIT
- ELECTRIC METER
- ELECTRIC BOX
- GENERATOR
- TELECOMMUNICATIONS MANHOLE
- FIRE HYDRANT
- WATER VALVE
- WATER METER
- FIRE DEPARTMENT CONTROL VALVE
- IRRIGATION CONTROL VAULT
- GAS METER
- SANITARY MANHOLE
- SANITARY CLEANOUT
- STORM MANHOLE
- STORM CULVERT PIPE
- BOUNDARY LINE
- EASEMENT LINE
- SETBACK LINE
- R/W — RIGHT-OF-WAY LINE
- CL — CENTERLINE OF ROAD
- FENCE LINE
- OHE — OVERHEAD POWER LINE
- UNDERGROUND ELECTRIC LINE
- WL — UNDERGROUND WATER LINE
- UNDERGROUND GAS LINE
- SS — SANITARY SEWER LINE
- SD — STORM SEWER LINE
- NOT TO SCALE
- STORM DRAINAGE PIPE
- DRAIN GRATE
- TRAFFIC SIGNAL VAULT
- TP — TRAFFIC LIGHT POLE
- CWP — CROSSWALK LIGHT POLE
- PARKING METER
- SIGN
- BOLLARD
- TREE

PROPOSED LEGEND

- CURB AND GUTTER
- EASEMENT
- SETBACK
- TCE — TEMPORARY CONSTRUCTION EASEMENT
- PAINTED / THERMOPLASTIC STRIPING
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- PAVEMENT REPAIR
- MILL AND OVERLAY
- PERMEABLE PAVERS
- CATCH BASIN
- BUILDING CONTROL POINT
- FIRE HYDRANT
- WATER METER
- POWER POLE/POWER POLE & GUY
- LIGHT POLE
- TRAFFIC SIGNAL POLE
- PEDESTRIAN CROSSING POLE
- TP — TREE PROTECTION FENCE

GENERAL SITE NOTES

1. CONTRACTOR SHALL RETAIN A FULL SET OF LATEST APPROVED CONSTRUCTION PLANS ON SITE DURING CONSTRUCTION ACTIVITIES.
2. CONSTRUCTION METHODS AND MATERIALS NOT SPECIFIED IN THESE PLANS ARE TO MEET OR EXCEED THE SITE WORK SPECIFICATIONS PROVIDED BY McCLELAND CONSULTING ENGINEERS, INC. OR AS SPECIFIED BY THE OWNER'S RESIDENT REPRESENTATIVE.
3. ALL CONSTRUCTION WORK AND UTILITY WORK OUTSIDE OF PROPERTY BOUNDARIES SHALL BE PERFORMED IN COOPERATION WITH AND IN ACCORDANCE WITH REGULATIONS OF THE AUTHORITIES CONCERNED.
4. PUBLIC CONVENIENCE AND SAFETY: THE CONTRACTOR SHALL CONDUCT THE WORK IN A MANNER THAT WILL INSURE, AS FAR AS PRACTICABLE, THE LEAST OBSTRUCTION TO TRAFFIC AND SHALL PROVIDE FOR THE CONVENIENCE AND SAFETY OF THE GENERAL PUBLIC AND RESIDENTS ALONG AND ADJACENT TO HIGHWAYS IN THE CONSTRUCTION AREA IN AN ADEQUATE AND SATISFACTORY MANNER IN ACCORDANCE WITH THE ARKANSAS DOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
5. UNLESS OTHERWISE NOTED, ALL CURBING INDICATED SHALL BE 18" CONCRETE CURB AND GUTTER.
6. ALL DIMENSIONS, UNLESS OTHERWISE NOTED, ARE FROM THE FACE OF CURB, FACE OF BUILDING, OR CENTERLINE OF STRIPE.
7. CONTRACTOR SHALL REFER TO ARCHITECT PLANS FOR EXACT BUILDING LOCATION, DIMENSIONS, AND UTILITY ENTRANCE LOCATIONS.
8. CONTRACTOR SHALL REFER TO PROJECT SPECIFICATIONS AND GEOTECHNICAL REPORT DETAILS FOR PAVING DESIGN AND PROPER MATERIALS.
9. ALL RAD11 FOR CURBS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
10. ALL RAD11 ON CURBS ARE 3'-0" UNLESS OTHERWISE NOTED.
11. GENERAL CONTRACTOR SHALL COORDINATE AND COMPLY WITH ALL UTILITY COMPANIES INVOLVED IN PROJECT AND PAY ALL REQUIRED FEES AND COSTS.
12. FOR SITE UTILITIES, SEE UTILITY PLAN(S).
13. ALL WORK TO BE DONE IN STRICT ACCORDANCE WITH THE OWNER'S STANDARD SITE SPECIFICATIONS.
14. CONTRACTOR IS RESPONSIBLE FOR ALL CONSTRUCTION LAYOUT AND STAKING (UNLESS APPROVED OTHERWISE BY THE ENGINEER OF RECORD).

ROW DEDICATION

DICKSON STREET	REQUIRED	PROVIDED
MSP ROW	27.5'	25.5'
DRIVE LANE	11'	11'
CURB	.5'	.5'
FURNITURE ZONE	8'	6'
SIDEWALK	8'	8'
CHURCH STREET	**REQUIRED**	**PROVIDED**
MSP ROW	20.5'	20.5'
DRIVE LANE	10'	10'
CURB	.5'	.5'
FURNITURE ZONE	4'	4'
SIDEWALK	6' (INCLUDES 3' TREE WELLS)	6' (NO TREE WELL, UTILITY CONFLICT)
BLOCK STREET	**REQUIRED**	**PROVIDED**
MSP ROW	34'	28.9' / 30.95'
DRIVE LANE	10'	10'
PARKING LANE	17.5 ANGLED PARKING WITH BUMP OUTS	8' PARKING LANE / 16.6' ANGLED PARKING WITH BUMP OUT
CURB	.5'	.5'
SIDEWALK	6'	9.5' / 8'

N BLOCK AVE. PARKING TABLE

PARKING SPACES	EXISTING	REMAINING/PROVIDED
ANGLED ON STREET PARKING STALLS	7	4
PARALLEL ON STREET PARKING STALLS	0	2

ZONING

MSC (MAIN STREET / CENTER)	
LOT AREA MINIMUM	N/A
FRONT BUILDING SETBACK	0'-2'S' BUILD-TO ZONE
REAR BUILDING SETBACK REAR FROM CENTER LINE OF ALLEY	5' 12'
SIDE BUILDING SETBACK	NONE
MAXIMUM BUILDING HEIGHT	5 STORIES

MINIMUM BUILDING STREET FRONTAGE	MINIMUM REQUIRED	PROVIDED
W. DICKSON STREET (FRONTAGE LENGTH: 325.47')	75% (244.10')	92.71% (301.76')
N. CHURCH AVENUE (FRONTAGE LENGTH: 249.68')	75% (187.26')	85.77% (214.16')
N. BLOCK AVENUE (FRONTAGE LENGTH: 140.16')	75% (105.12')	87.36% (122.45')

SITE DATA

OVERALL SITE AREA	62,764 S.F.	1.44 AC
IMPERVIOUS AREA	57,739 S.F. (92% OF AREA)	
PERVIOUS AREA	5,025 S.F. (8% OF AREA)	
VEHICLE PARKING REQUIREMENTS	MINIMUM REQUIRED	
USE: MULTIFAMILY DWELLINGS (1 STALL PER BEDROOM) PROPOSED: 611 BEDROOMS	611 STALLS	
USE: RETAIL	0 STALLS	
ADA ACCESSIBLE STALLS	9 STALLS MINIMUM (1 TO BE VAN PARKING)	
PROPOSED PARKING REDUCTIONS	REDUCTIONS ALLOWED	REDUCED BY
TRANSIT STOP (PROPERTIES WITHIN ¼ MILE RADIUS OF A TRANSIT STOP) (15% MAXIMUM REDUCTION)	UP TO 92 STALLS	92 STALLS
MOTOR CYCLE / SCOOTER STALLS (10% MAXIMUM REDUCTION)	UP TO 61 STALLS	61 STALLS
BIKE RACKS (10% MAXIMUM REDUCTION)	UP TO 61 STALLS	61 STALLS
PROPOSED PARKING STALLS (SEE ARCH. PLANS FOR PARKING DECK/SPACE LOCATIONS)	MINIMUM REQUIRED	PROVIDED
STANDARD STALLS	249 STALLS	256 STALLS
COMPACT STALLS (UP TO 35% OF STANDARD STALLS CAN BE COMPACT)	139 STALLS	133 STALLS
ADA PARKING STALLS	9 STALLS (1 TO BE VAN PARKING)	9 STALLS (2 TO BE VAN PARKING)
TOTAL PARKING STALLS	397 STALLS	403 STALLS
MOTORCYCLE / SCOOTER PARKING REQUIREMENTS	MINIMUM REQUIRED	PROVIDED
1 STALL / 25 PARKING SPACES (402 SPACES PROVIDED)	16	61
BIKE RACK REQUIREMENTS	MINIMUM REQUIRED	PROVIDED
1 BIKE RACK / 30 DWELLING UNITS (185 UNITS)	6 BIKE RACKS	6 RACKS (12 BIKE SPACES) EXTERIOR 55 RACKS (110 BIKE SPACES WITHIN BUILDING BIKE ROOMS) INTERIOR

SITE KEYNOTES

201 TRANSFORMER PAD (PER ELECTRIC COMPANY REQUIREMENTS)
208 4" WIDE PAINTED WHITE PARKING STRIPES
209 4" WIDE PAINTED STRIPES, 2.4" O.C. @ 45° (SEE COLOR INDICATED AT SYMBOL)
211 RETAINING WALL (SEE GRADING PLAN)
212 REPLACE / RESTORE CURBS TO MATCH EXISTING OR TO LOCAL CODES
213 TAPER CURB TO MATCH EXISTING
214 TAPER CURB HEIGHT FROM 6" TO 0" OVER 2'
220 LIGHT POLE / FIXTURE (SEE PHOTOMETRIC PLANS)
221 POINT OF RELOCATION
222 LIMITS OF SAWCUT AND PAVEMENT REMOVAL
224 REMOVE AND REINSTALL TO MATCH FINISHED GRADE

SITE DETAILS

21B HEAVY DUTY ASPHALT PAVEMENT
21C STANDARD DUTY CONCRETE PAVEMENT
21D HEAVY DUTY CONCRETE PAVEMENT
21F ASPHALT OVERLAY
23F FIRE LANE STRIPING
25C CONCRETE STAIRS
25J BIKE RACK
26F GUARDRAIL ON RETAINING WALL (SEE HEIGHT AT SYMBOL)
29A CITY OF FAYETTEVILLE COMMERCIAL DRIVEWAY - DW4
29B CITY OF FAYETTEVILLE SIDEWALK DETAIL - SW1
29C CITY OF FAYETTEVILLE ACCESSIBLE RAMP W/ GREEN SPACE - HR1
29D CITY OF FAYETTEVILLE SINGLE ACCESSIBLE RAMP W/ RADIUS - HR10
29E CITY OF FAYETTEVILLE ACCESSIBLE RAMP LARGE RADIUS W/ FLARED SIDES - HR6
29F CITY OF FAYETTEVILLE TYPE 'A' CURB & GUTTER - ST2
29G CITY OF FAYETTEVILLE TWO-WAY ALLEY - ST3A
29H CITY OF FAYETTEVILLE PAVEMENT REPAIR - D10
291 CITY OF FAYETTEVILLE MOUNTABLE CUR - ST9
290 CITY OF FAYETTEVILLE TYPICAL PERMEABLE PAVEMENT SECTIONS - 1

McCLELAND CONSULTING ENGINEERS, INC.
CIVIL & LAND DEVELOPMENT
1977 W. RIVER ROAD, SUITE 201 RENO, NEVADA 89523 (775) 746-3500 FAX (775) 746-3520

Planning Comments
March 24, 2025

PRELIMINARY NOT FOR CONSTRUCTION

ORIGINAL SIGNATURE ON FILE

LSD-2024-0038 (TRINITAS VENTURES)

W DICKSON STREET
151 W DICKSON ST.
FAYETTEVILLE, AR

811 Know what's below. Call before you dig.

REV	DATE	DESCRIPTION

REVISIONS

SITE PLAN

DESIGNED BY:	DRAWN BY:
JPS	JPS
DATE:	REVISION:
2/24/2025	REV-0
SCALE:	JOB NUMBER:
<SCALE	23-2163

C2.0

W:\2023\23-2163 - Fayetteville, AR - 151 W Dickson Street Multifamily\Design Drawings\23-2163 - SP.dwg, PRINTED ON: February 24, 2025 @ 12:46 PM



DICKSON ST. ELEVATION

1 ELEVATION - DICKSON ST. ELEVATION (LOOKING SOUTH)
3/32" = 1'-0"



CHURCH ST. ELEVATION

2 ELEVATION - CHURCH ST. ELEVATION (LOOKING EAST)
3/32" = 1'-0"

ELEVATION GENERAL NOTES

1. ALL EXTERIOR MATERIALS SHALL BE SELECTED AND REVIEWED BY THE ARCHITECT.
2. EXTERIOR SIGNAGE & ARTWORK IS BY OWNER WITH APPROVAL OF THE CITY OF FAYETTEVILLE AS REQUIRED.
3. REFER TO WINDOW SCHEDULE FOR WINDOW TYPES & DETAILS.
4. PROJECT 0,0 ELEVATION = 1384 FT.

EXTERIOR MATERIAL LEGEND

ST-01 ADHERED STONE MASONRY VENEER (FIELDSTONE)

FC-01 FIBER CEMENT, PRIMED FOR PAINT (HORIZONTAL) - BRONZE
A. 5.25" WIDTH (4" EXPOSURE) PLANK LAP SIDING, SMOOTH
B. 9.25" WIDTH (8" EXPOSURE) PLANK LAP SIDING, SMOOTH
C. PANEL WITH BATTEN TRIM, SMOOTH

FC-02 FIBER CEMENT PANEL, PRIMED FOR PAINT, FINE SAND (VERTICAL) - CREAM

FC-03 FIBER CEMENT VERTICAL SIDING, PRIMED FOR PAINT - ALMOND

FC-04 FIBER CEMENT, PRIMED FOR PAINT (HORIZONTAL) - WARM GRAY
A. 9.25" WIDTH (8" EXPOSURE) PLANK LAP SIDING, SMOOTH
B. PANEL WITH BATTEN TRIM, SMOOTH

FC-05 FIBER CEMENT, PRIMED FOR PAINT (HORIZONTAL) - CREAM
A. 9.25" WIDTH (8" EXPOSURE) PLANK LAP SIDING, SMOOTH
B. PANEL WITH BATTEN TRIM, SMOOTH

FC-06 FIBER CEMENT PANEL, PRIMED FOR PAINT, FINE SAND (VERTICAL) - CHARCOAL

CMU-01 INTEGRAL COLOR SCORED FACE CMU

MTL-01 FRAMED, PERFORATED METAL PANEL SCREEN

SF-01 ALUMINUM STOREFRONT SYSTEM. FLUOROPOLYMER PAINTED FINISH AND GLASS AS SELECTED BY ARCHITECT.

GR-01 CLIP-ON BALCONY SYSTEM. PERFORATED METAL PANEL INFILLS. PAINT FINISH AS SELECTED BY ARCHITECT.

GR-02 CLIP-ON BALCONY SYSTEM. 1" x 1", 4" O.C. METAL PICKET GUARDRAIL. PAINT FINISH AS SELECTED BY ARCHITECT.

GR-03 CLIP-ON BALCONY SYSTEM. CUSTOM CORNER DETAIL. PERFORATED METAL PANEL INFILLS. PAINT FINISH AS SELECTED BY ARCHITECT.

GR-04 METAL GUARDRAIL SYSTEM

GR-05 GLASS GUARDRAIL SYSTEM

RD-01 HIGH CYCLE, HIGH SPEED OVERHEAD COILING SERVICE DOOR

RD-02 OVERHEAD COILING SERVICE DOOR

APPROVAL STAMPS:

Planning Commission
March 24, 2025
LSD-2024-0038 (TRINITAS VENTURES)
Page 26 of 292

No.	Date	Description
	01.22.25	LARGE SCALE DEVELOPMENT
3	03.28.24	INTERMEDIATE REVIEW ISSUE FOR DD
2	02.26.24	ISSUE FOR SD
1	02.09.24	ISSUE FOR SD DRAFT

SUBMISSIONS & REVISIONS

OWNER
Trinitas Ventures
201 MAIN STREET, STE 1000
LAFAYETTE, IN 47901
(765) 464-2800
www.trinitas.ventures

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ANTUNOVICH ASSOCIATES
ARCHITECTURE PLANNING INTERIOR DESIGN
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AMT@ANTA.COM

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515 S CONGRESS AVE, STE 600
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www.dci-engineers.com

M.E.P. & F.P. ENGINEERS

CIVIL ENGINEER
MCCLELLAND ENGINEERS
1580 E STEARNS STREET
FAYETTEVILLE, AR 72703
(479) 443-2377
www.mce.us.com

LANDSCAPE ARCHITECT

GENERAL CONTRACTOR

PROJECT LOCATION
151 W. DICKSON STREET
151 DICKSON ST.
FAYETTEVILLE, AR 72701

DRAWING TITLE
OVERALL BUILDING ELEVATIONS

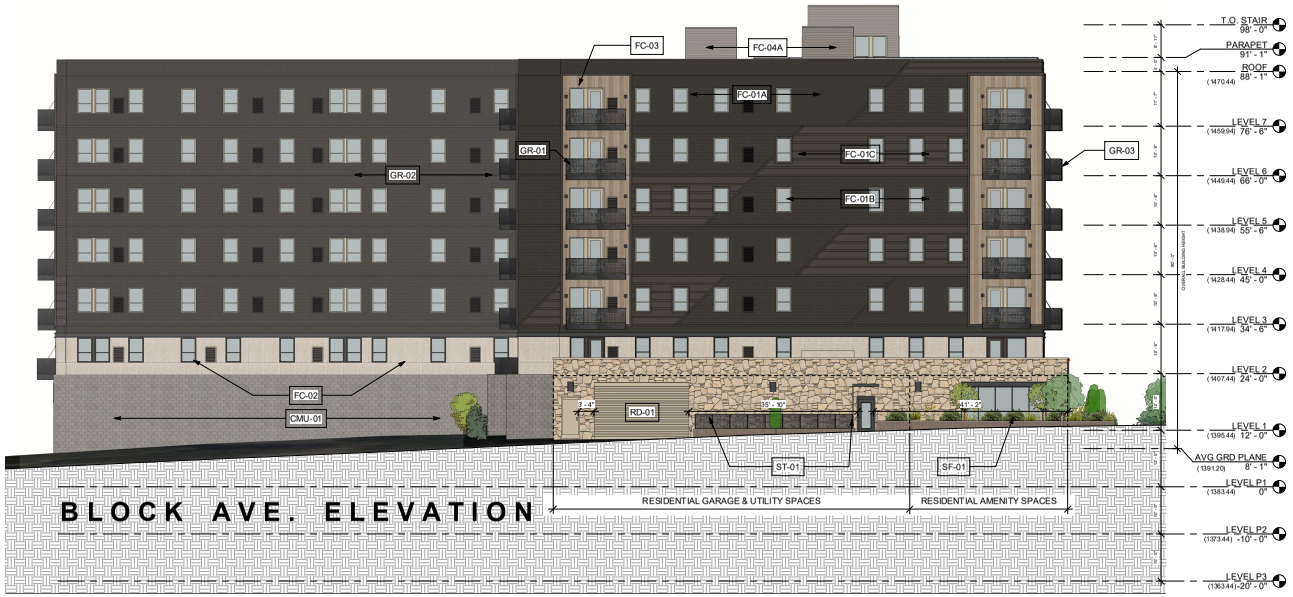
SEAL

DATE:
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO:
A3.01



1 ELEVATION - ALLEY ELEVATION (LOOKING NORTH)
3/32" = 1'-0"



2 ELEVATION - BLOCK AVE. ELEVATION (LOOKING WEST)
3/32" = 1'-0"

ELEVATION GENERAL NOTES

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DRAWING TITLE
OVERALL BUILDING ELEVATIONS

SEAL

DATE
DRAWN BY:
CHECKED BY:
PROJECT NO:

DRAWING NO:
A3.02

TRAFFIC IMPACT ANALYSIS REVIEW

151 W Dickson Street

Fayetteville, Arkansas

Prepared for:

Trinitas Development

March 2025

Prepared by:

Traffic Engineering Consultants, Inc.

CERTIFICATE OF AUTHORIZATION
TRAFFIC ENGINEERING CONSULTANTS, INC.
No. 194
ARKANSAS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
No. 13621
NATHAN LEE BECKNELL

3 / 17 / 2025

1.0 INTRODUCTION

Traffic Engineering Consultants, Inc. (TEC) was retained to review a traffic impact analysis (TIA) for a proposed student-housing development to be located in Fayetteville, Arkansas. The study was requested to determine the effects the proposed development would have on the adjacent street system, to review the available access to the development and to provide recommendations for improvements that may be necessary to accommodate the traffic expected to be generated by the development.

2.0 BACKGROUND

2.1 PROPOSED DEVELOPMENT

The site of the proposed development is located south of West Dickson Street between North Church Street and North Block Avenue. The proposed development consists of a 611 bedroom off-campus student apartment community.

Access to the new development is proposed via one right-in/right-out drive along North Block Avenue.

3.0 TRAFFIC DATA

3.1 EXISTING TRAFFIC

Existing traffic volume data was collected at the study intersections in February 2025 while area schools were in session. Data was collected at the study intersections of West Dickson Street & North Church Avenue, West Dickson Street & alley, West Dickson Street & St. Charles Avenue, West Dickson Street & North Block Avenue, West Dickson Street & North College Avenue, West Spring Street & North Church Avenue, West Spring Street & alley, West Spring Street & North Block Avenue, and North Meadow Street & North Block Avenue. The study intersections exhibited a non-traditional delayed peak hour during the morning hours that is likely attributed to shifted inbound trips for the nearby University of Arkansas and restaurant/entertainment venues. For this reason the a.m. analysis was replaced with a mid-day peak hour analysis. The p.m. peak hour coincided with traditional peaking characteristics.

3.2 FUTURE BACKGROUND TRAFFIC

Previous ARDOT AADT traffic count volumes along roadways in the study area were tabulated and combined to determine a historical growth rate for use in projecting a background growth rate. The measured historical data indicates a negative vehicular growth trend. The declining rates represent a matured development area likely due to an increased usage of other modes. The analysis chose to utilize a 3% growth rate for future background traffic as a conservative approach.

4.0 PROJECTED TRAFFIC

4.1 PROPOSED DEVELOPMENT TRAFFIC

To determine the effects a new development will have on an existing street system, the new or additional traffic must be projected. The latest edition of the *Trip Generation Manual*, published by the Institute of Transportation Engineers, was used to determine the amount of traffic the development is expected to generate. The report is a nationally accepted reference which provides trip rates for determining the traffic expected to be generated by different land use types. The *Off-Campus Student Apartment (Mid-Rise)* category was selected to determine the trip generation for the proposed site. The resulting traffic volumes were less than those typically used to warrant the need for a full traffic impact analysis.

4.2 DISTRIBUTION OF SITE GENERATED TRAFFIC

The traffic expected to be generated by the proposed development was distributed among the points of access and surrounding study intersections for the mid-day and p.m. peak hours. The distribution of site generated traffic was reviewed and found to be reasonable and properly calculated. The City of Fayetteville staff has reviewed the traffic distribution and concurred with the data.

4.3 TOTAL TRAFFIC

The proposed development traffic was then added to the background traffic. The future total traffic (background traffic + proposed site traffic) is summarized in **Exhibit 9** from the report.

5.0 CAPACITY ANALYSIS

5.1 METHODOLOGY

The capacity analyses were conducted using *Synchro 12*, which is a software package for modeling and optimizing traffic signal timings at signalized intersections and analyzing unsignalized intersections in accordance with the methodology of the latest edition of the *Highway Capacity Manual.*

The capacity analysis provides a measure of the amount of traffic that a given facility can accommodate. Traffic facilities generally operate poorly at or near capacity. The analysis is intended to estimate the maximum amount of traffic that can be accommodated by a facility while maintaining prescribed operational qualities. The definition of operational criteria is accomplished using levels-of-service. The concept of levels-of-service is defined as a qualitative measure and describes operational conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels-of-service are defined for each type of facility for which analysis procedures are available. They are given letter designations, from "A" to "F", with level-of-service "A" representing the best operating conditions and level-of-service "F" the worst.

The average control delay for signalized intersections is estimated for each lane group and aggregated for each approach and for the intersection as a whole. The level-of-service for this type of traffic control is directly related to the control delay value. The criteria for stop controlled or unsignalized intersections and roundabouts have different threshold values than do those for signalized intersections. The level-of-service criteria are summarized in **Table 1**. The *Highway Capacity Manual* considers an overall intersection level-of-service "D" or better and a critical approach (approach with the lowest level-of-service) level-of-service "E" or better to be acceptable level-of-service.

TABLE 1

LEVEL OF SERVICE CRITERIA

Level of Service	Average Delay (seconds/vehicle)		Traffic Condition
	Unsignalized	Signalized	
A	≤10	≤10	Free Flow
B	> 10 - 15	> 10 - 20	Stable Flow (slight delays)
C	> 15 - 25	> 20 - 35	Stable Flow (acceptable delays)
D	> 25 - 35	> 35 - 55	Approaching Unstable Flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	> 35 - 50	> 55 - 80	Unstable Flow (intolerable delay)
F	> 50	> 80	Forced Flow (congested and queues fail to clear)

5.2 SCENARIOS

Capacity analyses were conducted for the mid-day and p.m. peak hours at the proposed drives to the site as well as the adjacent study intersections. The intersections were analyzed and reviewed under future total traffic. The results of the capacity analyses conducted are summarized in **Table 2** and the raw data sheets have been included in the appendix.

TABLE 2

Intersection Capacity Analysis Results

Intersection	Type of Traffic Control	Mid-Day Peak Hour					PM Peak Hour				
		Critical Approach			Intersection		Critical Approach			Intersection	
		Approach	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Approach	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Total Traffic											
Dickson Street and Church Avenue	Unsignalized / N Stop	NB	13.9	B	2.2	A	NB	18.1	C	3.1	A
Dickson Street and St Charles Avenue/Block Avenu	Signalized	EB	14.7	B	13.2	B	EB	13.7	B	12.2	B
Dickson Street and College Avenue	Signalized	WB	50.3	D	20.5	C	WB	49.8	D	25.5	C
Spring Street and Church Avenue	Unsignalized / All Stop	NB	7.8	A	7.6	A	NB	8.3	A	8.0	A
Dickson Street and alley	Unsignalized / N/S Stop	SB	8.9	A	0.4	A	SB	9.1	A	0.2	A
Dickson Street and Block Avenue	Unsignalized / E/W Stop	WB	10.5	B	3.6	A	WB	10.9	B	4.1	A
Meadow Street and Block Avenue	Unsignalized / E/W Stop	WB	10.6	B	5.6	A	WB	11.5	B	6.3	A
drive and Block Avenue	Unsignalized / E Stop	EB	9.1	A	2.0	A	EB	9.5	A	2.6	A

Critical Approach represents the approach with the highest delay value.

5.2.1 FUTURE TOTAL TRAFFIC

The analyses conducted under the future total traffic indicate that the critical approaches at the study intersections currently operate at acceptable levels-of-service “D” or better during the mid-day and p.m. peak hours. The study intersections operate at acceptable overall level-of-service “C” or better during the a.m. and p.m. peak hours.

The review delay values are very similar but not exactly the same as the primary study delay values. This is likely attributed to minor variations in the modeling. The model used for this review analysis did not use site specific peaking factors or truck percentages as they were likely negligible and the results support that assumption. The signalized study intersections of West Dickson Street & St. Charles Avenue and West Dickson Street & North Block Avenue were modeled slightly different, with the primary study modeling the intersections separately but paired, and the review modeling the intersections as combined. Both models resulted in acceptable levels-of-service values.

6.0 MULTI-MODAL

The multi-modal calculations and recommendations for the site were reviewed. The site is proposing the inclusion and construction of improvedactive transportation facilities that enhance the existing walkable and bikeable nature of the existing site. The site is surrounded by transit facilities that will increase bus ridership and likely continue to reduce the background vehicle trips as desired for downtown Fayetteville.

7.0 CONCLUSIONS

7.1 SUMMARY

TEC was requested to review a traffic impact analysis on a proposed student-housing development in Fayetteville, Arkansas. Existing traffic volume data was collected adjacent to the proposed development. The existing growth rates were evaluated and are negative, representing a matured development area. A conservative growth rate of 3% was used to predict future background traffic for 2029. The proposed development traffic was then determined and added to the background traffic for conducting the reviews and analyses.

The data was modeled separately and the separate results concur with the capacity analysis results of the study. The study intersections and proposed site drive would be expected to operate at overall acceptable levels-of-service during the mid-day and p.m. peak hours.

7.2 RECOMMENDATIONS

Based on the results of the analyses conducted, no traffic control or geometric roadway improvements are necessary as a result of the proposed site for traffic to continue operating at acceptable levels-of-service both now and in the future. The proposed development does not create or compound a dangerous traffic condition on the existing adjacent streets surrounding the development.

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	305	19	20	295	47	59
Future Vol, veh/h	305	19	20	295	47	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	332	21	22	321	51	64

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	352	0	706	342
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	364	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1207	-	402	701
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	703	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1207	-	393	701
Mov Cap-2 Maneuver	-	-	-	-	393	-
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	687	-

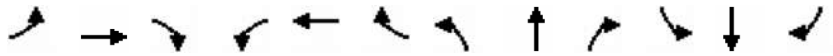
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.51	13.87
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	520	-	-	114	-
HCM Lane V/C Ratio	0.221	-	-	0.018	-
HCM Ctrl Dly (s/v)	13.9	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	283	52	72	271	57	0	0	0	46	14	54
Future Volume (veh/h)	35	283	52	72	271	57	0	0	0	46	14	54
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870				1870	1870	1870
Adj Flow Rate, veh/h	38	308	57	78	295	62				50	15	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				2	2	2
Cap, veh/h	113	429	75	422	484	102				325	98	384
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32				0.48	0.48	0.48
Sat Flow, veh/h	78	1329	232	1017	1499	315				682	205	805
Grp Volume(v), veh/h	403	0	0	78	0	357				124	0	0
Grp Sat Flow(s),veh/h/ln	1638	0	0	1017	0	1814				1691	0	0
Q Serve(g_s), s	2.7	0.0	0.0	0.0	0.0	7.5				1.9	0.0	0.0
Cycle Q Clear(g_c), s	10.2	0.0	0.0	3.7	0.0	7.5				1.9	0.0	0.0
Prop In Lane	0.09		0.14	1.00		0.17				0.40		0.48
Lane Grp Cap(c), veh/h	617	0	0	422	0	586				807	0	0
V/C Ratio(X)	0.65	0.00	0.00	0.18	0.00	0.61				0.15	0.00	0.00
Avail Cap(c_a), veh/h	1179	0	0	759	0	1187				807	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	13.5	0.0	0.0	11.6	0.0	12.9				6.6	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	1.0				0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	0.5	0.0	2.6				0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.7	0.0	0.0	11.8	0.0	13.9				7.1	0.0	0.0
LnGrp LOS	B			B		B				A		
Approach Vol, veh/h		403			435						124	
Approach Delay, s/veh		14.7			13.5						7.1	
Approach LOS		B			B						A	

Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				19.1		26.0		19.1				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				29.5		21.5		29.5				
Max Q Clear Time (g_c+I1), s				12.2		3.9		9.5				
Green Ext Time (p_c), s				2.4		0.6		2.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			13.2									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	34	100	44	27	21	110	934	50	39	940	215
Future Volume (veh/h)	245	34	100	44	27	21	110	934	50	39	940	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	266	37	109	48	29	23	120	1015	54	42	1022	234
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	71	209	195	48	38	302	2014	107	348	1650	376
Arrive On Green	0.16	0.17	0.17	0.04	0.05	0.05	0.05	0.59	0.59	0.03	0.57	0.57
Sat Flow, veh/h	1781	418	1231	1781	966	766	1781	3432	183	1781	2873	656
Grp Volume(v), veh/h	266	0	146	48	0	52	120	525	544	42	631	625
Grp Sat Flow(s),veh/h/ln	1781	0	1649	1781	0	1732	1781	1777	1837	1781	1777	1752
Q Serve(g_s), s	14.1	0.0	8.4	2.6	0.0	3.1	2.8	18.0	18.0	1.0	24.4	24.6
Cycle Q Clear(g_c), s	14.1	0.0	8.4	2.6	0.0	3.1	2.8	18.0	18.0	1.0	24.4	24.6
Prop In Lane	1.00		0.75	1.00		0.44	1.00		0.10	1.00		0.37
Lane Grp Cap(c), veh/h	375	0	280	195	0	86	302	1043	1078	348	1020	1006
V/C Ratio(X)	0.71	0.00	0.52	0.25	0.00	0.60	0.40	0.50	0.50	0.12	0.62	0.62
Avail Cap(c_a), veh/h	397	0	476	227	0	302	416	1043	1078	380	1020	1006
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	0.0	39.3	44.6	0.0	48.4	12.0	12.6	12.6	9.6	14.6	14.7
Incr Delay (d2), s/veh	5.4	0.0	1.5	0.6	0.0	6.6	0.8	1.7	1.7	0.2	2.8	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.0	3.5	1.2	0.0	1.5	1.1	7.2	7.5	0.4	10.0	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.2	0.0	40.8	45.3	0.0	54.9	12.9	14.3	14.3	9.8	17.4	17.6
LnGrp LOS	D		D	D		D	B	B	B	A	B	B
Approach Vol, veh/h		412			100			1189			1298	
Approach Delay, s/veh		41.7			50.3			14.2			17.2	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	65.5	8.2	22.2	9.3	64.2	20.7	9.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.4	61.0	5.6	30.0	11.5	54.9	17.5	18.1
Max Q Clear Time (g_c+I1), s	3.0	20.0	4.6	10.4	4.8	26.6	16.1	5.1
Green Ext Time (p_c), s	0.0	9.0	0.0	0.8	0.1	10.6	0.1	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	20.5
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	39	11	8	36	19	18	69	7	5	28	5
Future Vol, veh/h	7	39	11	8	36	19	18	69	7	5	28	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	42	12	9	39	21	20	75	8	5	30	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.6	7.5	7.8	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	12%	13%	13%
Vol Thru, %	73%	68%	57%	74%
Vol Right, %	7%	19%	30%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	94	57	63	38
LT Vol	18	7	8	5
Through Vol	69	39	36	28
RT Vol	7	11	19	5
Lane Flow Rate	102	62	68	41
Geometry Grp	1	1	1	1
Degree of Util (X)	0.119	0.071	0.078	0.048
Departure Headway (Hd)	4.186	4.146	4.076	4.187
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	847	851	865	842
Service Time	2.259	2.237	2.166	2.277
HCM Lane V/C Ratio	0.12	0.073	0.079	0.049
HCM Control Delay, s/veh	7.8	7.6	7.5	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.2	0.3	0.2

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	46	0	0	61	0	0	0	0	2	0	2
Future Vol, veh/h	2	46	0	0	61	0	0	0	0	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	50	0	0	66	0	0	0	0	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	50	0	0	121	121	50	121	121	66
Stage 1	-	-	-	-	-	-	54	54	-	66	66	-
Stage 2	-	-	-	-	-	-	66	66	-	54	54	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1535	-	-	1557	-	-	855	770	1018	855	770	997
Stage 1	-	-	-	-	-	-	958	850	-	944	840	-
Stage 2	-	-	-	-	-	-	944	840	-	958	850	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1535	-	-	1557	-	-	851	769	1018	853	769	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	851	769	-	853	769	-
Stage 1	-	-	-	-	-	-	957	848	-	944	840	-
Stage 2	-	-	-	-	-	-	942	840	-	957	848	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.31	0	0	8.93
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	75	-	-	1557	-	-	920
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.005
HCM Ctrl Dly (s/v)	0	7.3	0	-	0	-	-	8.9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	37	10	14	28	0	0	0	0	22	113	29
Future Vol, veh/h	0	37	10	14	28	0	0	0	0	22	113	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	40	11	15	30	0	0	0	0	24	123	32

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	186	139	191	202	-		0	0	0
Stage 1	-	186	-	0	0	-		-	-	-
Stage 2	-	0	-	191	202	-		-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-		4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-		-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-		2.218	-	-
Pot Cap-1 Maneuver	0	708	910	769	694	0		-	-	-
Stage 1	0	746	-	-	-	0		-	-	-
Stage 2	0	-	-	811	734	0		-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	708	910	717	694	-		-	-	-
Mov Cap-2 Maneuver	-	708	-	717	694	-		-	-	-
Stage 1	-	746	-	-	-	-		-	-	-
Stage 2	-	-	-	758	734	-		-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	10.2	10.49	
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	743	701	-	-	-
HCM Lane V/C Ratio	0.069	0.065	-	-	-
HCM Ctrl Dly (s/v)	10.2	10.5	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0.2	0.2	-	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	60	25	37	33	0	0	0	0	18	90	24
Future Vol, veh/h	0	60	25	37	33	0	0	0	0	18	90	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	65	27	40	36	0	0	0	0	20	98	26

Major/Minor	Minor2			Minor1					Major2		
Conflicting Flow All	-	150	111	170	163	-			0	0	0
Stage 1	-	150	-	0	0	-			-	-	-
Stage 2	-	0	-	170	163	-			-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-			4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-			-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-			2.218	-	-
Pot Cap-1 Maneuver	0	742	942	794	729	0			-	-	-
Stage 1	0	773	-	-	-	0			-	-	-
Stage 2	0	-	-	832	763	0			-	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	-	742	942	703	729	-			-	-	-
Mov Cap-2 Maneuver	-	742	-	703	729	-			-	-	-
Stage 1	-	773	-	-	-	-			-	-	-
Stage 2	-	-	-	740	763	-			-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	10.15	10.63	
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	791	715	-	-	-
HCM Lane V/C Ratio	0.117	0.106	-	-	-
HCM Ctrl Dly (s/v)	10.2	10.6	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0.4	0.4	-	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	0	0	109	29
Future Vol, veh/h	0	38	0	0	109	29
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	41	0	0	118	32

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	134		-	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	915		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	915		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Ctrl Dly, s/v	9.12	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	915	-	-
HCM Lane V/C Ratio	0.045	-	-
HCM Ctrl Dly (s/v)	9.1	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	414	25	25	321	62	87
Future Vol, veh/h	414	25	25	321	62	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	450	27	27	349	67	95

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	477	0	867	464
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1085	-	323	598
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1085	-	313	598
Mov Cap-2 Maneuver	-	-	-	-	313	-
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	654	-

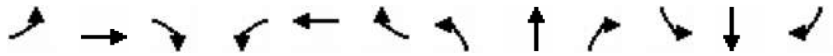
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.61	18.15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	434	-	-	130	-
HCM Lane V/C Ratio	0.373	-	-	0.025	-
HCM Ctrl Dly (s/v)	18.1	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.7	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	359	81	63	295	53	0	0	0	29	37	59
Future Volume (veh/h)	44	359	81	63	295	53	0	0	0	29	37	59
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870				1870	1870	1870
Adj Flow Rate, veh/h	48	390	88	68	321	58				32	40	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				2	2	2
Cap, veh/h	119	517	111	426	590	107				170	212	339
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38				0.42	0.42	0.42
Sat Flow, veh/h	89	1351	289	916	1542	279				401	502	803
Grp Volume(v), veh/h	526	0	0	68	0	379				136	0	0
Grp Sat Flow(s),veh/h/ln	1728	0	0	916	0	1820				1706	0	0
Q Serve(g_s), s	4.8	0.0	0.0	0.0	0.0	7.5				2.3	0.0	0.0
Cycle Q Clear(g_c), s	12.3	0.0	0.0	3.6	0.0	7.5				2.3	0.0	0.0
Prop In Lane	0.09		0.17	1.00		0.15				0.24		0.47
Lane Grp Cap(c), veh/h	746	0	0	426	0	696				721	0	0
V/C Ratio(X)	0.70	0.00	0.00	0.16	0.00	0.54				0.19	0.00	0.00
Avail Cap(c_a), veh/h	1252	0	0	701	0	1242				721	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	12.5	0.0	0.0	9.9	0.0	11.1				8.4	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.7				0.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	0.0	0.4	0.0	2.5				0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.7	0.0	0.0	10.1	0.0	11.8				8.9	0.0	0.0
LnGrp LOS	B			B		B				A		
Approach Vol, veh/h		526			447						136	
Approach Delay, s/veh		13.7			11.5						8.9	
Approach LOS		B			B						A	

Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				22.2		24.0		22.2				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				31.5		19.5		31.5				
Max Q Clear Time (g_c+I1), s				14.3		4.3		9.5				
Green Ext Time (p_c), s				3.4		0.6		2.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			12.2									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	86	111	82	34	50	108	969	81	16	1142	197
Future Volume (veh/h)	282	86	111	82	34	50	108	969	81	16	1142	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	307	93	121	89	37	54	117	1053	88	17	1241	214
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	126	164	234	51	74	238	1933	161	292	1683	288
Arrive On Green	0.16	0.17	0.17	0.06	0.07	0.07	0.05	0.58	0.58	0.02	0.55	0.55
Sat Flow, veh/h	1781	738	960	1781	687	1003	1781	3320	277	1781	3034	519
Grp Volume(v), veh/h	307	0	214	89	0	91	117	563	578	17	723	732
Grp Sat Flow(s),veh/h/ln	1781	0	1698	1781	0	1690	1781	1777	1820	1781	1777	1777
Q Serve(g_s), s	16.7	0.0	12.8	4.9	0.0	5.6	3.0	20.7	20.7	0.4	32.6	33.3
Cycle Q Clear(g_c), s	16.7	0.0	12.8	4.9	0.0	5.6	3.0	20.7	20.7	0.4	32.6	33.3
Prop In Lane	1.00		0.57	1.00		0.59	1.00		0.15	1.00		0.29
Lane Grp Cap(c), veh/h	374	0	290	234	0	125	238	1034	1060	292	986	986
V/C Ratio(X)	0.82	0.00	0.74	0.38	0.00	0.73	0.49	0.54	0.55	0.06	0.73	0.74
Avail Cap(c_a), veh/h	374	0	447	239	0	287	315	1034	1060	344	986	986
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	0.0	42.0	42.2	0.0	48.3	16.7	13.6	13.6	11.3	17.8	18.0
Incr Delay (d2), s/veh	13.5	0.0	3.7	1.0	0.0	7.8	1.6	2.1	2.0	0.1	4.8	5.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0	5.6	2.2	0.0	2.6	1.2	8.4	8.6	0.2	13.9	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.2	0.0	45.6	43.2	0.0	56.2	18.3	15.7	15.7	11.4	22.7	23.0
LnGrp LOS	D		D	D		E	B	B	B	B	C	C
Approach Vol, veh/h		521			180			1258			1472	
Approach Delay, s/veh		48.3			49.8			15.9			22.7	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	66.6	10.9	22.7	9.4	63.7	21.2	12.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	62.1	6.7	28.1	9.5	57.7	16.7	18.1
Max Q Clear Time (g_c+I1), s	2.4	22.7	6.9	14.8	5.0	35.3	18.7	7.6
Green Ext Time (p_c), s	0.0	9.9	0.0	1.0	0.1	11.5	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	25.5
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	51	7	6	40	27	19	105	23	0	37	8
Future Vol, veh/h	15	51	7	6	40	27	19	105	23	0	37	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	55	8	7	43	29	21	114	25	0	40	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8	7.7	8.3	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	21%	8%	0%
Vol Thru, %	71%	70%	55%	82%
Vol Right, %	16%	10%	37%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	147	73	73	45
LT Vol	19	15	6	0
Through Vol	105	51	40	37
RT Vol	23	7	27	8
Lane Flow Rate	160	79	79	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.19	0.099	0.094	0.059
Departure Headway (Hd)	4.292	4.471	4.286	4.358
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	840	804	838	824
Service Time	2.292	2.487	2.302	2.375
HCM Lane V/C Ratio	0.19	0.098	0.094	0.059
HCM Control Delay, s/veh	8.3	8	7.7	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.3	0.3	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	72	1	1	69	0	0	0	0	1	0	1
Future Vol, veh/h	0	72	1	1	69	0	0	0	0	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	78	1	1	75	0	0	0	0	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	75	0	0	79	0	0	156	156	79	155	157	75
Stage 1	-	-	-	-	-	-	79	79	-	77	77	-
Stage 2	-	-	-	-	-	-	77	77	-	78	79	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1524	-	-	1519	-	-	810	736	982	811	735	986
Stage 1	-	-	-	-	-	-	930	829	-	932	831	-
Stage 2	-	-	-	-	-	-	932	831	-	931	829	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1524	-	-	1519	-	-	809	735	982	810	735	986
Mov Cap-2 Maneuver	-	-	-	-	-	-	809	735	-	810	735	-
Stage 1	-	-	-	-	-	-	930	829	-	931	830	-
Stage 2	-	-	-	-	-	-	930	830	-	931	829	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.11	0	9.06
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1524	-	-	26	-	-	890
HCM Lane V/C Ratio	-	-	-	-	0.001	-	-	0.002
HCM Ctrl Dly (s/v)	0	0	-	-	7.4	0	-	9.1
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	51	23	20	27	0	0	0	0	23	126	45
Future Vol, veh/h	0	51	23	20	27	0	0	0	0	23	126	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	55	25	22	29	0	0	0	0	25	137	49

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	211	161	215	236	-		0	0	0
Stage 1	-	211	-	0	0	-		-	-	-
Stage 2	-	0	-	215	236	-		-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-		4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-		-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-		2.218	-	-
Pot Cap-1 Maneuver	0	686	884	742	665	0		-	-	-
Stage 1	0	727	-	-	-	0		-	-	-
Stage 2	0	-	-	788	710	0		-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	686	884	663	665	-		-	-	-
Mov Cap-2 Maneuver	-	686	-	663	665	-		-	-	-
Stage 1	-	727	-	-	-	-		-	-	-
Stage 2	-	-	-	707	710	-		-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	10.48	10.87	
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	737	664	-	-	-
HCM Lane V/C Ratio	0.109	0.077	-	-	-
HCM Ctrl Dly (s/v)	10.5	10.9	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0.4	0.2	-	-	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	110	19	46	28	0	0	0	0	17	116	22
Future Vol, veh/h	0	110	19	46	28	0	0	0	0	17	116	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	120	21	50	30	0	0	0	0	18	126	24

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	175	138	223	187	-		0	0	0
Stage 1	-	175	-	0	0	-		-	-	-
Stage 2	-	0	-	223	187	-		-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-		4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-		-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-		2.218	-	-
Pot Cap-1 Maneuver	0	718	910	733	708	0		-	-	-
Stage 1	0	754	-	-	-	0		-	-	-
Stage 2	0	-	-	780	745	0		-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	718	910	597	708	-		-	-	-
Mov Cap-2 Maneuver	-	718	-	597	708	-		-	-	-
Stage 1	-	754	-	-	-	-		-	-	-
Stage 2	-	-	-	641	745	-		-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	10.98	11.5	
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	741	635	-	-	-
HCM Lane V/C Ratio	0.189	0.127	-	-	-
HCM Ctrl Dly (s/v)	11	11.5	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0.7	0.4	-	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	68	0	0	120	60
Future Vol, veh/h	0	68	0	0	120	60
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	74	0	0	130	65

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	163		-	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	882		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	882		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Ctrl Dly, s/v	9.46	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	882	-	-
HCM Lane V/C Ratio	0.084	-	-
HCM Ctrl Dly (s/v)	9.5	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Traffic Impact Analysis

151 W Dickson Street
Fayetteville, Arkansas

2nd Submittal: March 17th, 2025

Kimley-Horn and Associates, Inc.
Bentonville, Arkansas

Project #069419102
Registered Firm F-928

Kimley»Horn

Transportation Impact Study

151 West Dickson Street Development
Fayetteville, Arkansas

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EXHIBIT 13: UNIVERSITY OF ARKANSAS TRANSIT ACCESS 35

EXECUTIVE SUMMARY

The 151 W Dickson Street development, located between Block Avenue and Church Avenue along Dickson Street in Fayetteville, Arkansas, is proposed as a 611-bedroom off-campus student apartment community. This Transportation Impact Study (TIS) was conducted in accordance with Chapter 3 of the 2020 Edition Fayetteville *Minimum Street Standards* (MSS) to evaluate trip generation, potential impacts on the local street network, and the need for mitigation measures.

Traffic operations were analyzed for existing conditions (2025), 2029 background conditions (with projected growth), and 2029 buildout conditions (with site-generated traffic). The analysis considered weekday midday and PM peak hours, aligning with observed traffic patterns in the area.

The 151 W Dickson Street development is expected to generate approximately 67 new weekday midday peak hour one-way vehicle trips and 128 new weekday PM peak hour one-way vehicle trips at buildout. The distribution of the site-generated traffic volumes onto the street system was based on the surrounding roadway network, existing traffic patterns, and the project's proposed access locations.

The study evaluated the project's trip generation, multimodal access, traffic operations, and pedestrian and transit infrastructure, verifying compliance with the City of Fayetteville's transportation policies.

Traffic Operations Analysis

Traffic analysis for the 2025 Existing, 2029 Background, and 2029 Buildout scenarios indicates that all study intersections will continue to operate at LOS D or better, meaning no significant negative traffic impacts are anticipated per MSS Section 3.5.1. The redistributed alleyway traffic is effectively handled by adjacent streets, and the site-generated traffic does not warrant additional roadway or intersection improvements. Given these findings, no traffic mitigation measures are required, as the existing network can accommodate the projected volumes without adverse operational impacts.

Pedestrian and Bicycle Evaluation

The 151 W Dickson Street development is expected to generate high pedestrian and multimodal activity due to its proximity to the University of Arkansas and its integration with the city's bicycle and pedestrian network. The project enhances pedestrian safety and walkability by:

- Providing new sidewalk infrastructure that meets or exceeds standards, including an 8-foot-wide sidewalk with a 5-foot buffer on Dickson Street and expanded sidewalks on Block Avenue and Church Avenue.
- Eliminating driveways on Dickson Street, which reduces pedestrian-vehicle conflict points and improves the safety and continuity of the walking environment.

Access Spacing and Site Circulation

The proposed driveway on Block Avenue meets spacing requirements and provides safe and efficient access to the site while minimizing traffic impact on Dickson Street. By removing the existing driveways on Dickson Street, the project limits vehicular access along a critical multimodal corridor, further enhancing pedestrian safety and preserving the urban streetscape. The driveway on Block Avenue is expected to operate efficiently at LOS or better, supporting site circulation without causing operational concerns for surrounding roadways.

Conclusion

The 151 W Dickson Street development aligns with Fayetteville's transportation and mobility goals by enhancing pedestrian, bicycle, and transit accessibility while maintaining efficient roadway operations. With improved sidewalk infrastructure, reduced pedestrian-vehicle conflicts, and a well-placed site driveway, the project effectively integrates into the existing multimodal network without significant negative impacts. The proposed development does not create or compound a dangerous traffic condition on the existing adjacent streets surrounding the development and is in keeping with the requirements and ideals of the City of Fayetteville Master Street Plan. No further mitigation measures are necessary, and the site is well-positioned to support sustainable, multimodal transportation in the downtown core.

I. INTRODUCTION

A. Purpose

This Transportation Impact Study (TIS) has been prepared in accordance with Chapter 3 – Transportation Impact Study of the Fayetteville *Minimum Street Standards (2020 Edition)* to assess the potential transportation impacts of the proposed 151 W Dickson Street Development. The development is located between Church Avenue and Block Avenue along the southern side of Dickson Street in Fayetteville, Arkansas.

The purpose of this study is to evaluate the project's trip generation characteristics, assess potential capacity and safety impacts on the local street network, and recommend mitigation measures if necessary to maintain safe and efficient multimodal transportation operations.

B. When a TIS is Required

Per Section 3.2.3 of the Fayetteville *Minimum Street Standards (MSS)*, an Individual Site TIS is required when one or more of the following conditions are met:

1. The development generates more than 100 peak hour trips on a Residential Link
2. The development generates more than 150 peak hour trips on a Neighborhood Link
3. The development generates more than 200 peak hour trips on a Regional Link
4. New high-volume access is requested on a Regional Link or State Highway
5. The City Engineer determines that a TIS is necessary due to other development-specific conditions

For this project, the highest peak hour trips on any link were:

- Block Avenue – 68 vehicles
- Spring Street – 34 vehicles
- Dickson Street – 41 vehicles

These values do not exceed the standard thresholds for requiring a TIS. However, due to the development's location within the urban center, the City Engineer determined that a TIS should be conducted to evaluate potential impacts and ensure appropriate transportation planning.

C. Scoping Meeting

A scoping meeting was conducted on February 25th, 2025, with the City to determine the parameters for the Traffic Impact Study (TIS). The agreed-upon methodology, as summarized below, follows the City's TIS requirements and criteria:

- Trip Generation (ITE Trip Generation Manual, 11th Edition, Land Use Code 226)
- Trip Distribution
- Growth Rate (3% annually)
- Study Intersections
- Data Collection Time Periods
- Analysis Scenarios (2025 Existing, 2029 Background, 2029 Buildout)
- Analysis Methodology (Synchro™ and HCM methodologies)
- Level of Service (LOS) Criteria (LOS D or better)
- Multimodal Analysis Components (pedestrian, bicycle, and transit)
- Type of Study (Individual Site Transportation Impact Study)

D. Roadway Characteristics

The study analyzed both unsignalized and signalized intersections within the project area. **Table 1** lists the evaluated intersections and their respective traffic control types. The locations of these intersections are shown in **Exhibit 1**.

Table 1 – Intersection Control Type

Intersection	Control Type
Dickson St at College Ave	Traffic Signal
Dickson St at St Charles Ave	Traffic Signal
Dickson St at Block Ave	Traffic Signal
Dickson St at Alleyway	Minor-Road-Only Stop Control (NB)
Dickson St at Church Ave	Minor-Road-Only Stop Control (NB)
Spring St at Block Ave	Minor-Road-Only Stop Control (EB & WB)
Spring St at Alleyway	Minor-Road-Only Stop Control (NB & SB)
Spring St at Church Ave	Multi-Way Stop Control (All)
Meadow St at Block Ave	Minor-Road-Only Stop Control (EB & WB)

The study area roadways fall within Fayetteville's Downtown/Urban Street Design Standards, which emphasize low-speed, pedestrian-friendly design with the following key elements relevant to this study:

- Target Speed: 20-25 mph
- On-Street Parking: Encouraged where feasible
- Sidewalks: Wide sidewalks with furnishing/tree zones recommended
- Bicycle Facilities: Should intermix with traffic or have protected lanes where warranted
- Intersection Sightlines: Must remain unobstructed for safety
- Transit Considerations: Lane widths may increase to 11 feet on planned transit routes

The major study area roadway characteristics are summarized in the table below:

Table 2 – Roadway Characteristics

Roadway	Lanes	Orientation	Speed Limit	Classification
Dickson St	2 (Undivided)	East-West	20 MPH (per City Map)	Urban Center
Spring St	2 (Undivided)	East-West	20 MPH (per City Map)	Urban Center
Meadow St	2 (Undivided)	East-West	20 MPH (per City Map)	Urban Center
College Ave	4 (Divided)	North-South	35 MPH (per City Map)	Urban Center
Block Ave	1 (One-Way)	North-South (Southbound)	20 MPH (per City Map)	Urban Center
St Charles Ave	2 (Undivided)	North-South	20 MPH (per City Map)	Urban Center
Church Ave	2 (Undivided)	North-South	20 MPH (per City Map)	Urban Center

Exhibit 3 depicts the intersection lane configurations and control types for existing and background scenarios, while **Exhibit 4** illustrates the planned intersection geometry for buildout conditions.

E. Existing Site Characteristics

The 151 W Dickson Street property is zoned Main Street Center (MSC) with a future land use designation of City Neighborhood, per the City of Fayetteville GIS maps. The zoning is expected to remain unchanged, as apartments are permitted under existing regulations. The property is located less than 1 mile from University of Arkansas's campus in Fayetteville's downtown core, a mixed-use, pedestrian-friendly area with multimodal connectivity.

The site consists of multiple lots with two land uses:

- A surface parking lot with vehicular access on Dickson Street and Block Avenue
- A jewelry store with vehicular access on Dickson Street and Church Avenue

Two of the four existing driveways do not meet the City's spacing standards, as they are located within 100 feet of adjacent signalized intersections. Additionally, the sidewalks adjacent to the site do not meet the 6-foot minimum required under Fayetteville's Street Design Standards, with:

- 5-foot sidewalks along Dickson Street
- 4-foot sidewalks along Church Avenue

The site has direct access to Fayetteville's multimodal transportation network, offering connectivity for pedestrians, cyclists, and transit users. However, existing infrastructure does not fully meet city standards, particularly in sidewalk width and driveway spacing, which may affect pedestrian accessibility and safety.

- Multimodal Infrastructure:
    - Sidewalks: Present along Dickson St, Block Ave, and Church Ave, but substandard widths
    - Bicycle Facilities: Marked shared-use lanes along Block Avenue, East Avenue and Spring Street (matching City of Fayetteville Active Transportation Plan map)
- Transit Access:
    - Bus Stop on Highland Avenue, north of Dickson Street (2-3 min walk)
    - Bus Stop on Dickson Street, east of Locust Avenue (2-3 min walk)
    - Bus Stop on Dickson Street at School Avenue (2-3 min walk)
    - Bus Stop on Dickson Street, west of West Avenue (5 min walk)

Fayetteville's Active Transportation Plan map and bus stops adjacent to the site can be found in **Exhibit 12**.

F. Proposed Site Improvements

The proposed development consists of a 185-unit multifamily residential project with 611 bedrooms, spanning approximately 1.42 acres.

As shown in **Exhibit 4**, the site will be served by a single driveway providing vehicular access to Block Avenue, replacing four existing driveways:

Proposed Driveway Configuration

- Access Type: Right-in, right-out onto Block Avenue
- Lane Configuration: One inbound lane, one outbound lane
- Access Spacing: 105 feet south of Dickson Street, exceeding the 100' spacing criteria

As part of the 151 W Dickson Street development, a portion of the alleyway south of Dickson Street, will be permanently relocated to exit onto Church Avenue. Given the low traffic volumes currently using the alley, analysis confirms that vehicles can be effectively rerouted to adjacent streets without operational impacts or significant modifications to user routes. The proposed intersection geometry, reflecting the alleyway closure, is shown in **Exhibit 4**. Traffic redistribution volumes are provided in the **Appendix**.

The project will enhance pedestrian connectivity in accordance with Fayetteville *Master Street Plan* while maintaining some parking on Block Avenue.

- Dickson Street: The existing substandard sidewalk will be replaced with a new 8-foot-wide sidewalk accompanied by a 5-foot landscaped buffer zone, improving pedestrian comfort and separation from traffic.
- Church Avenue: A new 6-foot-wide sidewalk will be installed with a 4-foot buffer zone.
- Block Avenue: The project includes an 8-foot-wide sidewalk with a 12-foot buffer zone, which accommodates two 8-foot-wide parking spaces, preserving some on-street parking while a comfortable pedestrian path to and from downtown.

The site is adjacent to existing shared-use lanes on Spring Street and Block Avenue and will connect to future shared-use lanes on Dickson Street, as outlined in Fayetteville's Active Transportation Plan, ensuring multimodal connectivity. On-site bicycle infrastructure includes 61 bicycle racks, with most located in secured bicycle storage rooms, along with 61 designated scooter parking spaces, further supporting alternative transportation options and reducing reliance on personal vehicles.

G. Existing Traffic Volumes

To assess existing traffic conditions, traffic count data was collected in accordance with City of Fayetteville *Minimum Street Standards* and the scoping meeting with City of Fayetteville staff on February 25, 2025. A combination of 24-hour counts, and targeted peak-hour counts were conducted at key intersections.

Traffic counts were collected on Thursday, February 27, 2025, while the University of Arkansas was in session with regularly scheduled classes. This ensures the data reflects typical traffic patterns without the influence of holidays or semester breaks.

Since Dickson Street does not exhibit a significant AM peak hour, but rather a distinct midday (lunchtime) peak, a midday peak hour was analyzed instead of an AM peak hour. This trend is confirmed by 24-hour counts and is illustrated in **Figure 1**.

Table 3 summarizes data collection durations and the identified midday and PM peak hours at each study intersection.

Table 3 – Data Collection Summary

Intersection	Data Collection Duration	Midday Peak Hour Analyzed	PM Peak Hour Analyzed
Dickson Street & College Avenue	11:00AM - 1:00PM, 4:00PM - 6:00PM	12:00PM - 1:00 PM	4:30PM - 5:30PM (Overall Peak Hour)
Dickson Street & Block Avenue	12:00AM - 12:00AM (24-Hour Count)	11:45AM - 12:45PM	4:15PM - 5:15PM (Overall Peak Hour)
Dickson Street & St Charles Avenue	12:00AM - 12:00AM (24-Hour Count)	11:45AM - 12:45PM	4:15PM - 5:15PM (Overall Peak Hour)
Dickson Street & Alleyway	11:00AM - 1:00PM, 4:00PM - 6:00PM	11:45AM - 12:45PM	4:15PM - 5:15PM (Overall Peak Hour)
Dickson Street & Church Avenue	12:00AM - 12:00AM (24-Hour Count)	11:45AM - 12:45PM	4:15PM - 5:15PM (Overall Peak Hour)
Spring Street & Church Avenue	9:00AM - 2:00PM, 4:00PM - 7:00PM	11:45AM - 12:45PM	4:00PM - 5:00PM (Overall Peak Hour)
Spring Street & Alleyway	11:00AM - 1:00PM, 4:00PM - 6:00PM	11:45AM - 12:45PM	4:00PM - 5:00PM (Overall Peak Hour)
Spring Street & Block Avenue	9:00AM - 2:00PM, 4:00PM - 7:00PM	1:00PM - 2:00PM	4:15PM - 5:15PM (Overall Peak Hour)
Meadow Street & Block Avenue	9:00AM - 2:00PM, 4:00PM - 7:00PM	1:00PM - 2:00PM	4:30PM - 5:30PM (Overall Peak Hour)

To validate peak traffic conditions, rolling hourly traffic volumes were analyzed across key roadway links. This approach identifies the highest continuous one-hour traffic period within the dataset, ensuring that the study accurately reflects true peak demand and congestion patterns.

Figure 1 – Rolling Hourly Traffic Volumes

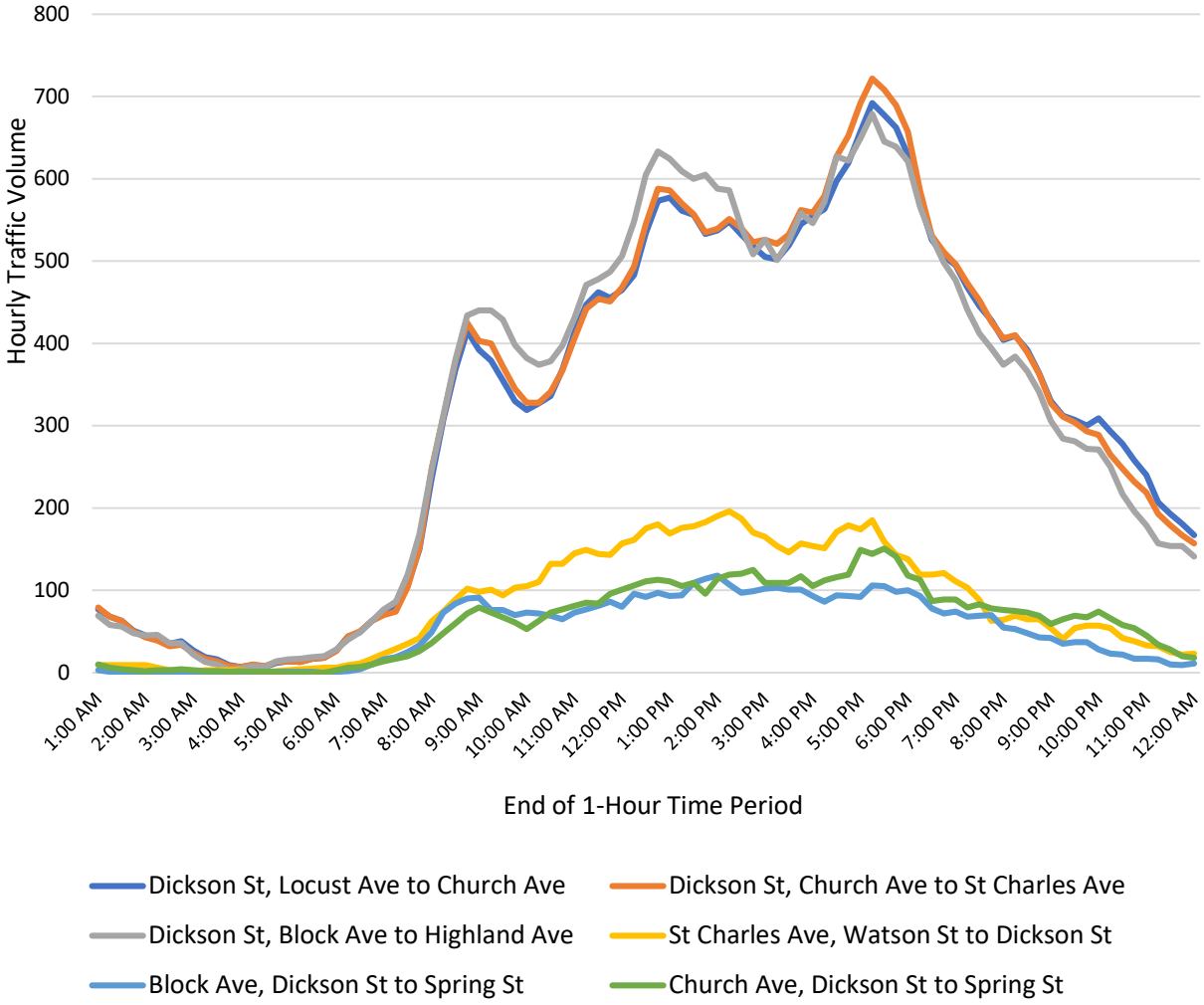




EXHIBIT 1

Vicinity Map

151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn

LEGEND:

= Study Intersections

North

Not To Scale

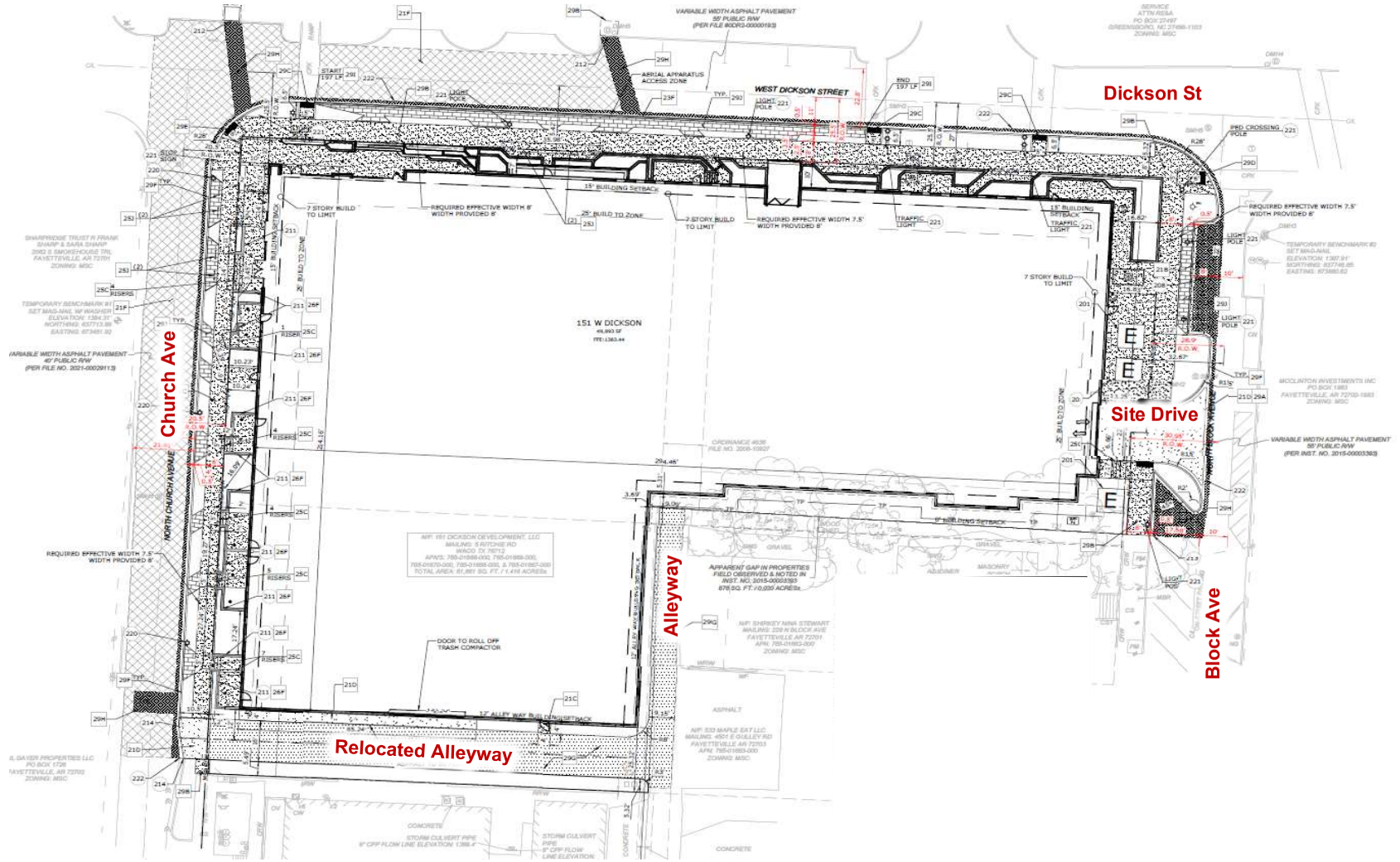


EXHIBIT 2

Conceptual Site Plan

151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn

North

Not To Scale

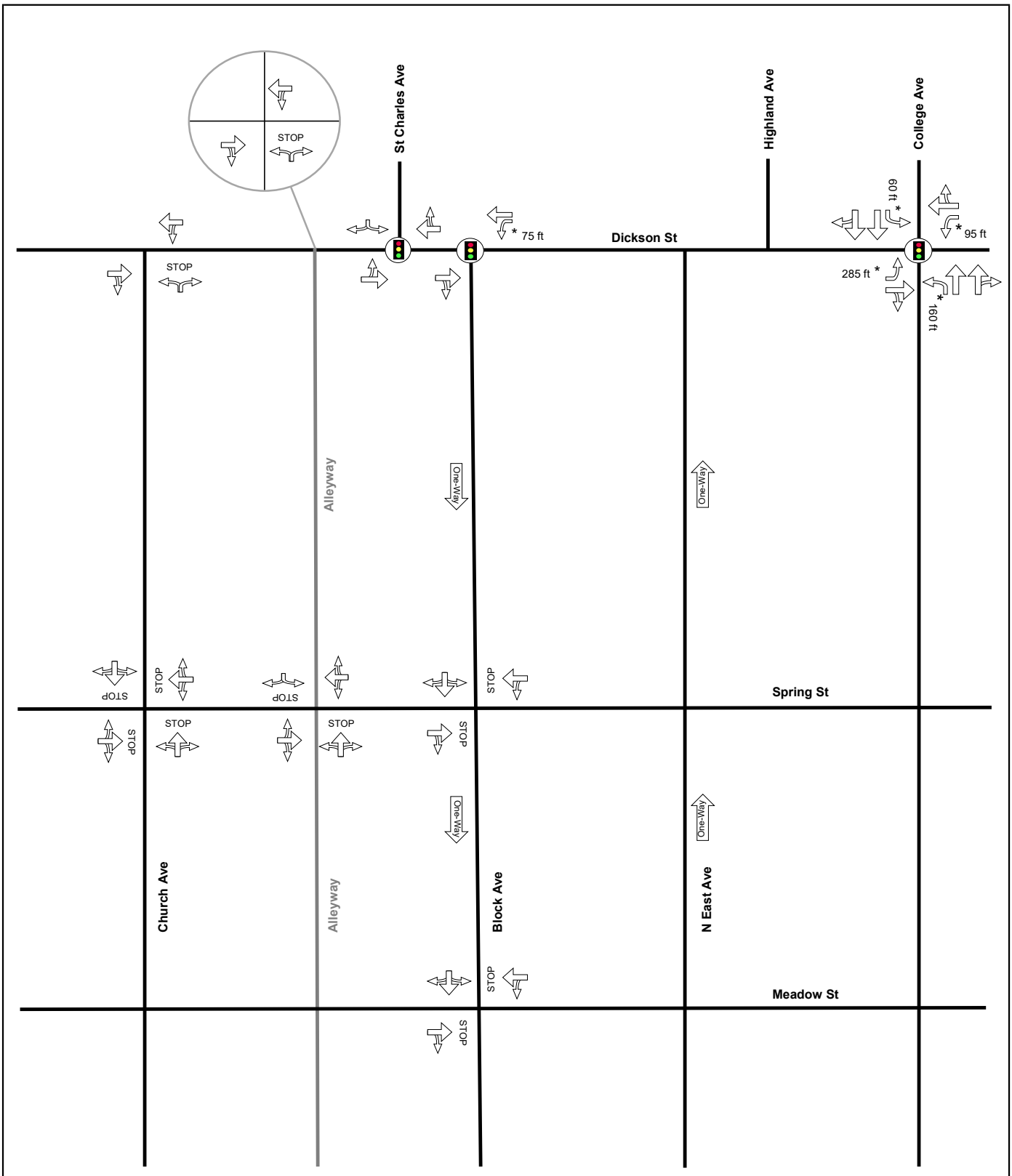


EXHIBIT 3

Existing Lane Assignment and Intersection Control

151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn

LEGEND:

= Signalized Intersection

STOP = Stop-Controlled Approach

= Travel Lane

* = Turn Bay

= Driveway Lanes or Off-Site Improvements

TWLTL = Two-Way Left Turn Lane

North

Not To Scale

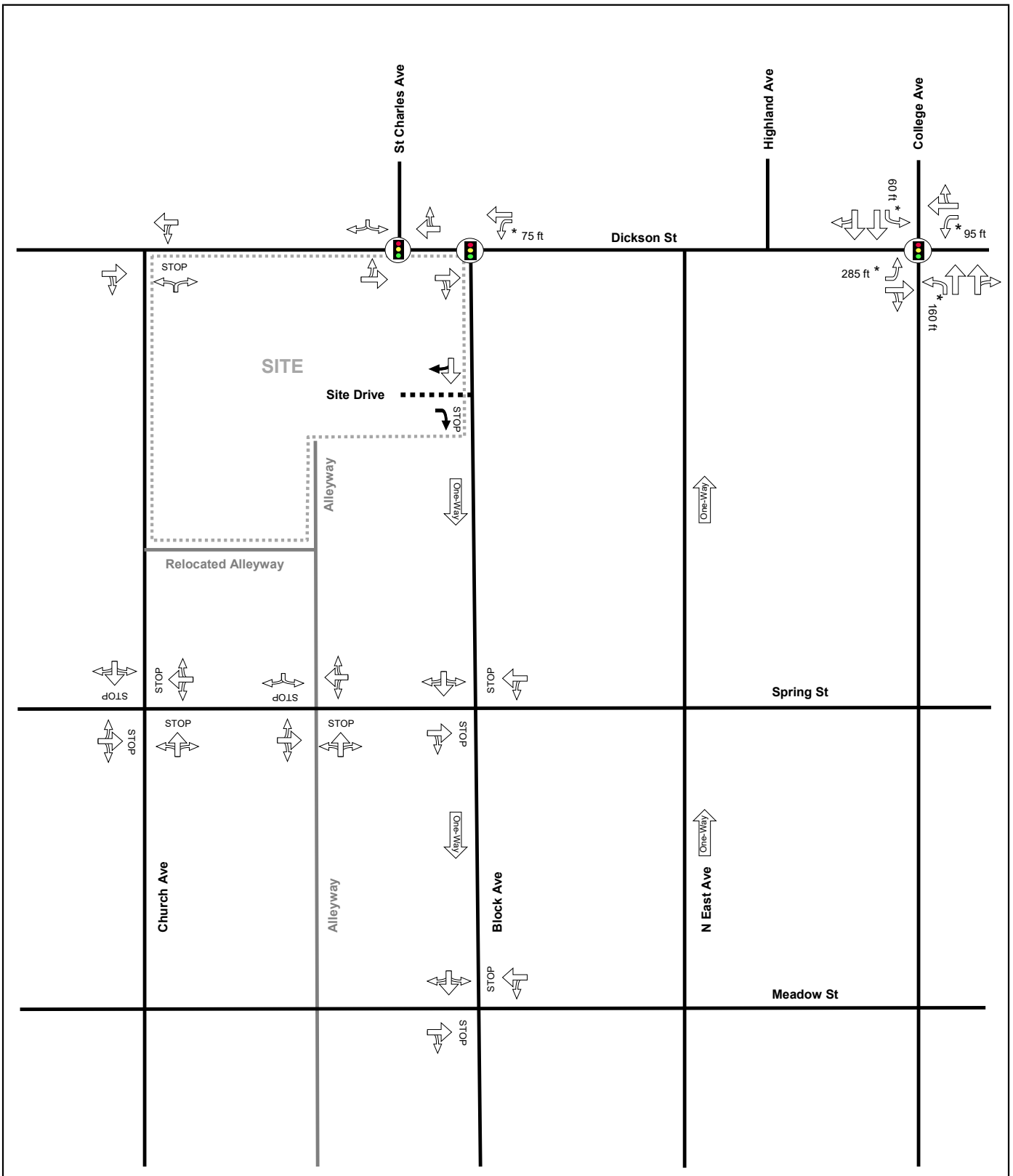


EXHIBIT 4

Proposed Lane Assignment and Intersection Control

151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn

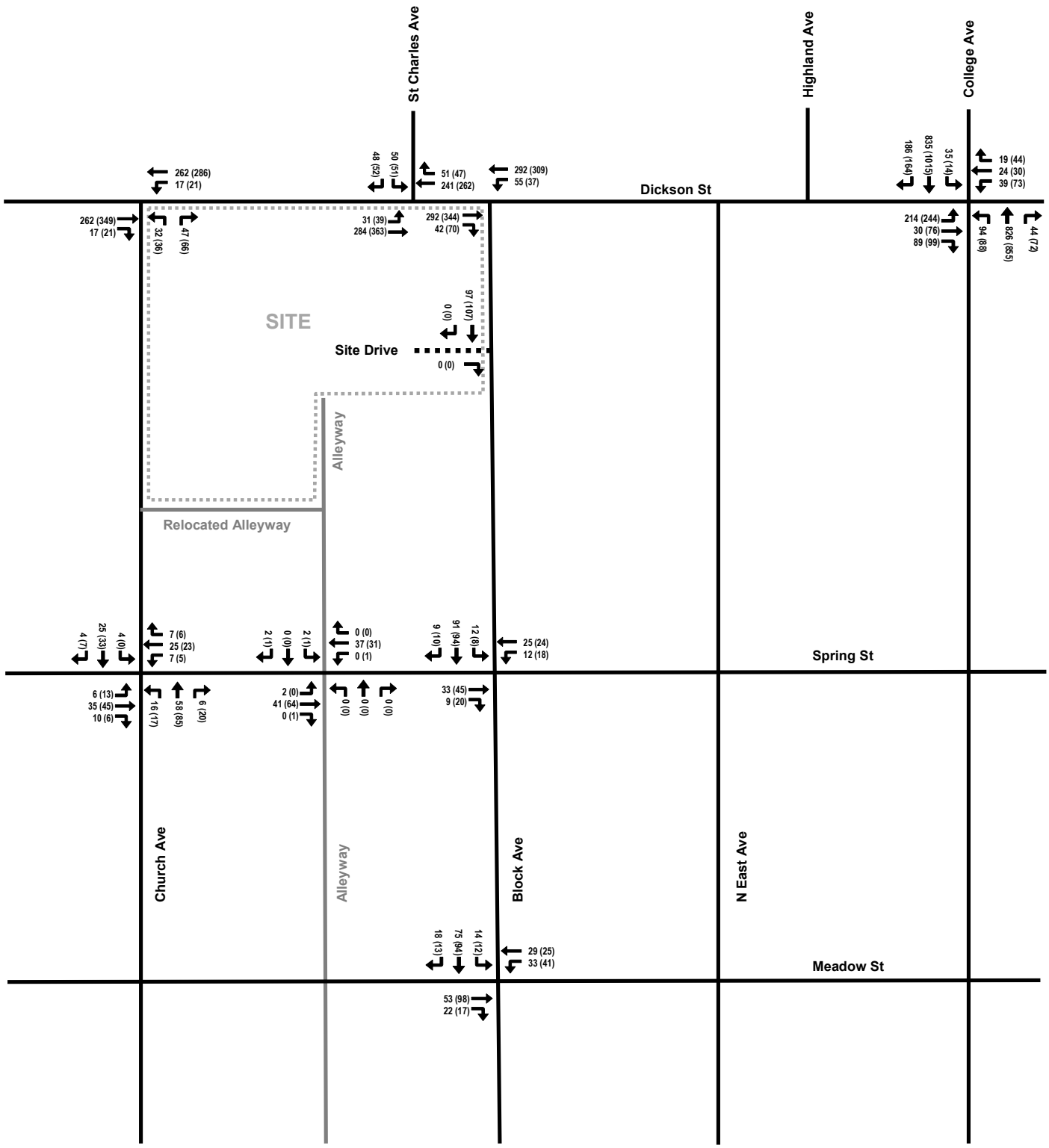


EXHIBIT 5

2025 Existing Traffic

151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn

LEGEND:

X (Y)

X = Weekday Midday Peak Hour Turning Movements

Y = Weekday PM Peak Hour Turning Movements

Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale

II. PROJECT TRAFFIC CHARACTERISTICS

A. Site Generated Traffic

Trip generation estimates for the proposed development were calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition,* which provides standardized trip rates based on nationwide studies of similar land uses. The proposed development consists of 611 bedrooms in an off-campus student apartment (mid-rise) setting, classified under ITE Land Use Code 226. The trip generation methodology and land use classification were confirmed with City of Fayetteville staff during the February 25th, 2025, scoping meeting to confirm alignment with the City of Fayetteville *Minimum Street Standards* (MSS).

ITE trip rates were applied to estimate the number of vehicle trips generated during a 24-hour period and during the midday and PM peak hours. Each vehicle trip represents a one-way trip (either entering or exiting the site), meaning that a vehicle entering and later exiting is counted as two trip ends.

No reductions were applied for pass-by trips, internal capture, or multimodal use, and trips associated with the existing parking lot and retail site (jewelry store) were not subtracted, ensuring a conservative estimate of new external traffic generated by the development.

The peak hours for site-generated traffic were selected based on ITE trip generation rates and observed adjacent street volumes.

- Midday Peak Hour: The study applies the AM peak hour of the generator rather than the adjacent street's peak hour, in accordance with ITE Land Use Code 226 methodology. This approach more accurately represents the peak travel demand for off-campus student apartments, reflecting when students generate the most trips—primarily heading to campus. Additionally, the resulting entering and exiting volumes align with the hourly distribution patterns of the adjacent street's midday peak (11:45 AM – 12:45 PM), ensuring consistency with observed traffic conditions on Dickson Street. This is illustrated within **Figure 2**.
- PM Peak Hour: The standard adjacent street peak hour methodology was followed in accordance with ITE guidance, as the adjacent street peak hour occurred between 4PM and 6PM.

Table 4 presents the daily trip generation and the analyzed peak-hour trip generation for the development.

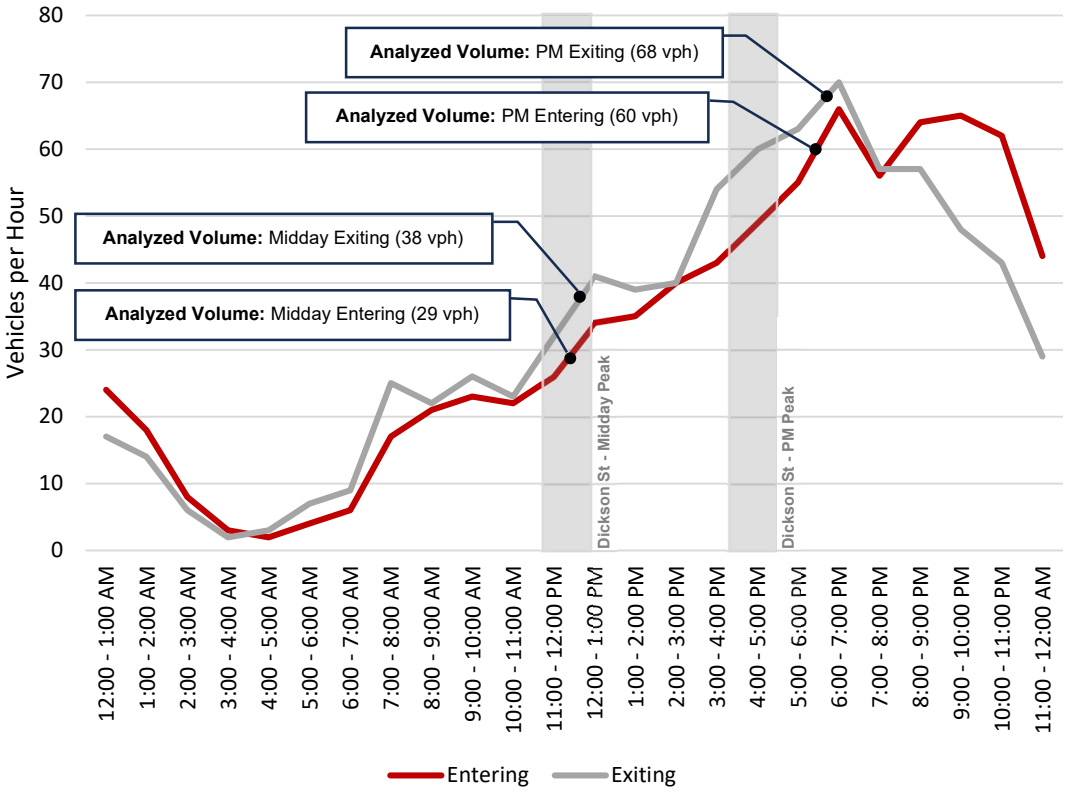
Table 4 –Trip Generation

Land Uses	Amount	Units	ITE Code	Daily One-Way Trips	Midday Peak Hour One-Way Trips			PM Peak Hour One-Way Trips		
					IN	OUT	TOTAL	IN	OUT	TOTAL
Off-Campus Apartment (Mid-Rise)	611	Bedrooms	226	1,570	29	38	67	60	68	128

To better understand site-generated traffic patterns, hourly trip distribution was analyzed using ITE's hourly percentage breakdown for Land Use Code 226.

Figure 2 illustrates the hourly distribution of daily entering and exiting trips, based on national ITE data. The ITE hourly percentage breakdown was multiplied by the site's estimated daily trips (1,570) to estimate the hourly entering and exiting volumes at the site.

Figure 2 – Hourly Distribution of Entering and Exiting Vehicle Trips



B. Trip Distribution and Assignment

The distribution of site-generated traffic volumes was determined based on a combination of best traffic engineering practices, City of Fayetteville *Minimum Street Standards* (MSS), and the unique characteristics of the development and surrounding street network.

Unlike a purely existing conditions-based approach, the distribution was heavily weighted toward the University of Arkansas, reflecting the dominant trip purpose for student residents. This methodology ensures a realistic assignment of traffic flow that better captures travel demand patterns.

Key factors considered in the distribution process include:

- Proximity to major trip generators, particularly the University of Arkansas
- Area street system characteristics and functional classifications
- Existing traffic patterns, including major routes used during peak periods
- Relative land use density and activity hubs within the downtown core
- Locations of the proposed driveway access and how traffic naturally disperses

The site-generated trips were distributed onto the roadway network using the most probable travel paths based on these considerations.

- Inbound and outbound trip distribution was reviewed and approved by City of Fayetteville staff on March 11th, 2025. The reviewed trip distribution is shown in **Table 5**.
- The corresponding directional distributions for each turning movement at study intersections are illustrated in **Exhibit 6**.
- Weekday midday and PM peak hour turning movements, after applying the new external trip generation and assignment percentages, are provided in **Exhibit 7**.
- Inbound routes are illustrated in **Exhibit A1**, while outbound routes are illustrated in **Exhibit A2**.

Table 5 – Approved Trip Distribution

Direction	Route	Percentage
Inbound	Dickson St (West)	35%
	College Ave (North)	20%
	Church Ave (South)	15%
	St Charles Ave (North)	15%
	College Ave (South)	15%
Outbound	Dickson St (West)	30%
	Spring St (West)	20%
	College Ave (North)	20%
	Block Ave (South)	15%
	Meadow Ave (West)	10%
	Meadow Ave (East)	5%

C. Development of 2029 Background Traffic

The year 2029 was selected for analysis as it represents one year after the completion of the proposed development, ensuring that traffic conditions are evaluated under full occupancy. To project background traffic conditions, historical trends from the Arkansas Department of Transportation (ARDOT) Average Daily Traffic (ADT) data were analyzed. The data indicates that traffic volumes in the vicinity of the site have exhibited negative or minimal growth in recent years.

To apply a conservative approach in forecasting future traffic demand, a 3% annual background growth rate was selected for the 2029 study year. This assumed rate exceeds the observed historical growth trends, which have been largely negative or stagnant, as shown in **Table 6**. Applying this approach ensures that the analysis accounts for potential fluctuations in traffic conditions.

Exhibit 8 illustrates the projected traffic volumes utilized in the SYNCHRO analysis, which are calculated by compounding a 3% growth rate annually over four years.

Dickson Street (Between N College Ave and N Washington Ave)

Traffic volume trends for this segment of Dickson Street show an overall decline in ADT between 2015 and 2023, with an average annual growth rate of -4.3%. The data suggests fluctuating traffic volumes, with a significant drop in 2020, likely due to external factors such as the COVID-19 pandemic, followed by a moderate recovery.

Dickson Street (Between N Arkansas Ave and N University Ave)

This section of Dickson Street has also exhibited negative overall traffic growth (-5.6% annually), with notable fluctuations in volume, including a steep drop in 2020 and a temporary rebound in 2021. Despite occasional growth spikes, the long-term trend suggests declining traffic.

Lafayette Street (Between St Charles and Thompson)

Unlike Dickson Street, Lafayette Street has maintained a more stable volume trend, with an overall average growth rate of -0.8% from 2015 to 2023. While there were some fluctuations, including a sharp decrease in 2020 and subsequent recovery, the volumes have generally remained within a consistent range.

Table 6 - Historical Link Volumes & Growth Rates

Dickson St Between N College Ave and N Washington Ave				
Record	**Year**	**Source**	**24-Hour Volume**	**Annual Growth Rate**
1	2015	ARDOT	2,500	-
2	2016	ARDOT	2,600	4.0%
3	2017	ARDOT	2,400	-7.7%
4	2018	ARDOT	2,500	4.2%
5	2019	ARDOT	2,300	-8.0%
6	2020	ARDOT	1,800	-21.7%
7	2021	ARDOT	1,900	5.6%
8	2022	ARDOT	1,900	0.0%
9	2023	ARDOT	2,000	-4.4%
ARDOT ID: 720340			**Average Growth 2015 - 2023:**	**-4.3%**

Dickson St Between N Arkansas Ave and N University Ave				
Record	**Year**	**Source**	**24-Hour Volume**	**Annual Growth Rate**
1	2015	ARDOT	9,000	-
2	2016	ARDOT	9,300	3.3%
3	2017	ARDOT	9,200	-1.1%
4	2018	ARDOT	8,200	-10.9%
5	2019	ARDOT	8,300	1.2%
6	2020	ARDOT	6,000	-27.7%
7	2021	ARDOT	7,600	26.7%
8	2022	ARDOT	7,700	1.3%
9	2023	ARDOT	5,200	-11.0%
ARDOT ID: 720418			**Average Growth 2015 - 2023:**	**-5.6%**

Lafayette St Between St Charles & Thompson				
Record	**Year**	**Source**	**24-Hour Volume**	**Annual Growth Rate**
1	2015	ARDOT	4,600	-
2	2016	ARDOT	4,300	-6.5%
3	2017	ARDOT	4,900	14.0%
4	2018	ARDOT	4,300	-12.2%
5	2019	ARDOT	4,500	4.7%
6	2020	ARDOT	3,500	-22.2%
7	2021	ARDOT	4,400	25.7%
8	2022	ARDOT	4,200	-4.5%
9	2023	ARDOT	4,600	0.6%
ARDOT ID: 720418			**Average Growth 2015 - 2023:**	**-0.8%**

Average Growth Rate:	**-3.6%**
Assumed Growth Rate:	**3.0%**

D. Development of 2029 Buildout Traffic

The buildout year (2029) total traffic volumes were developed by combining the projected 2029 background traffic volumes with the site-generated traffic associated with the proposed 151 W Dickson Street development. The methodology for determining these volumes ensures consistency with MSS transportation modeling requirements and provides a realistic assessment of future traffic conditions.

The proposed development is expected to generate:

- 67 new weekday midday peak hour one-way vehicle trips
- 128 new weekday PM peak hour one-way vehicle trips

These trips were assigned to the roadway network based on existing traffic distribution patterns, access constraints, and key regional trip attractors, such as the University of Arkansas, and added to the 2029 background traffic volumes, which were grown using a 3% annual growth rate (**Exhibit 8**).

As part of the site plan, a portion of the alleyway south of Dickson Street will be permanently relocated to Church Avenue, redistributing existing alleyway traffic to adjacent roadways. This reassignment follows standard traffic engineering principles and accounts for existing turning movement counts.

- The proposed intersection geometry, reflecting the site's driveway access and alleyway closure, is shown in **Exhibit 4**.
- A detailed traffic redistribution exhibit, illustrating the reassignment of alleyway trips onto alternative routes, is provided in the **Appendix**.

The 2029 buildout traffic volumes analyzed in this study are shown in **Exhibit 9**.

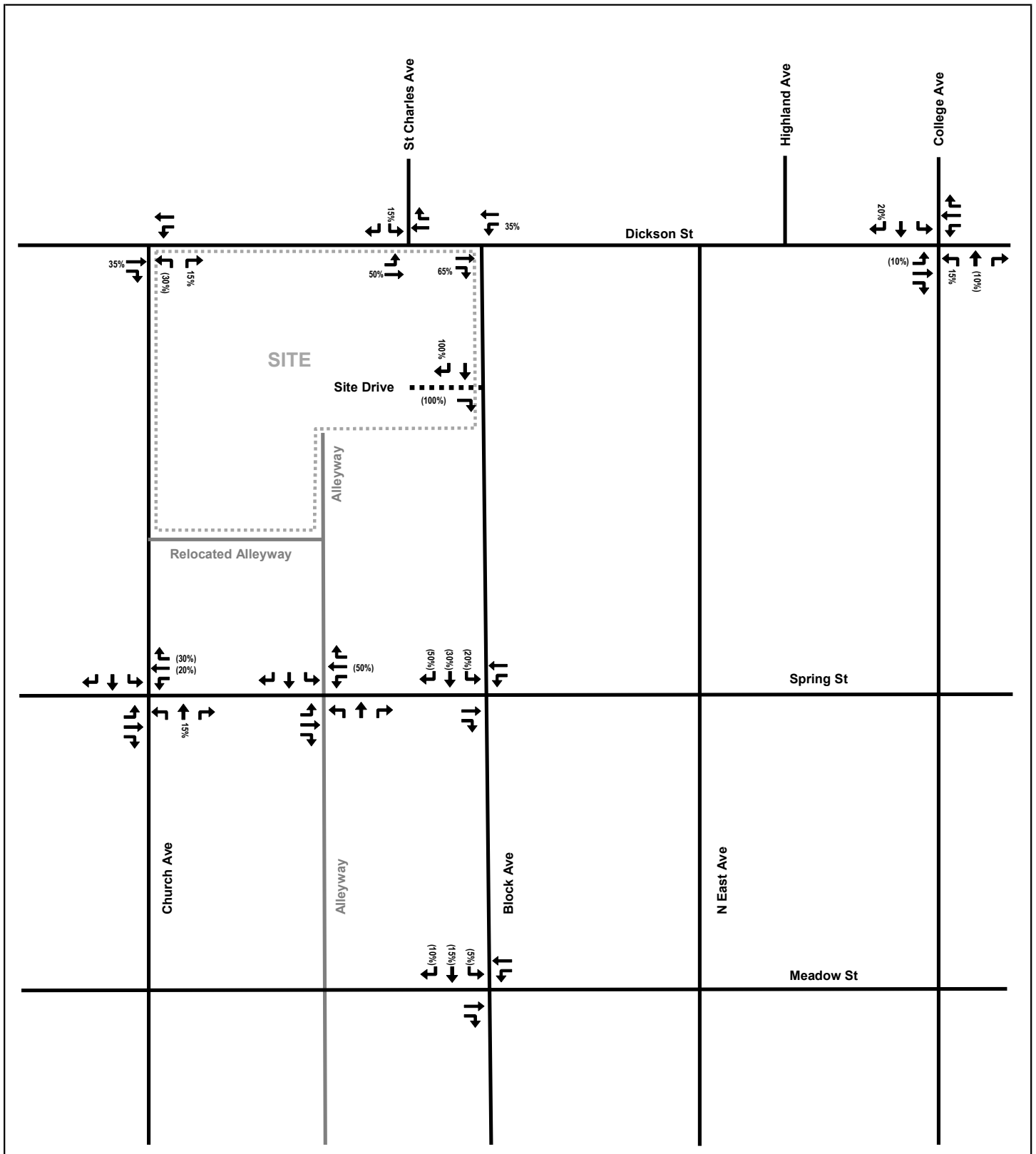


EXHIBIT 6

Trip Distribution & Assignment

151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn

LEGEND:
X% (Y%)
X% = Percentage of Inbound Site-Generated Traffic
(Y%) = Percentage of Outbound Site-Generated Traffic

North

Not To Scale

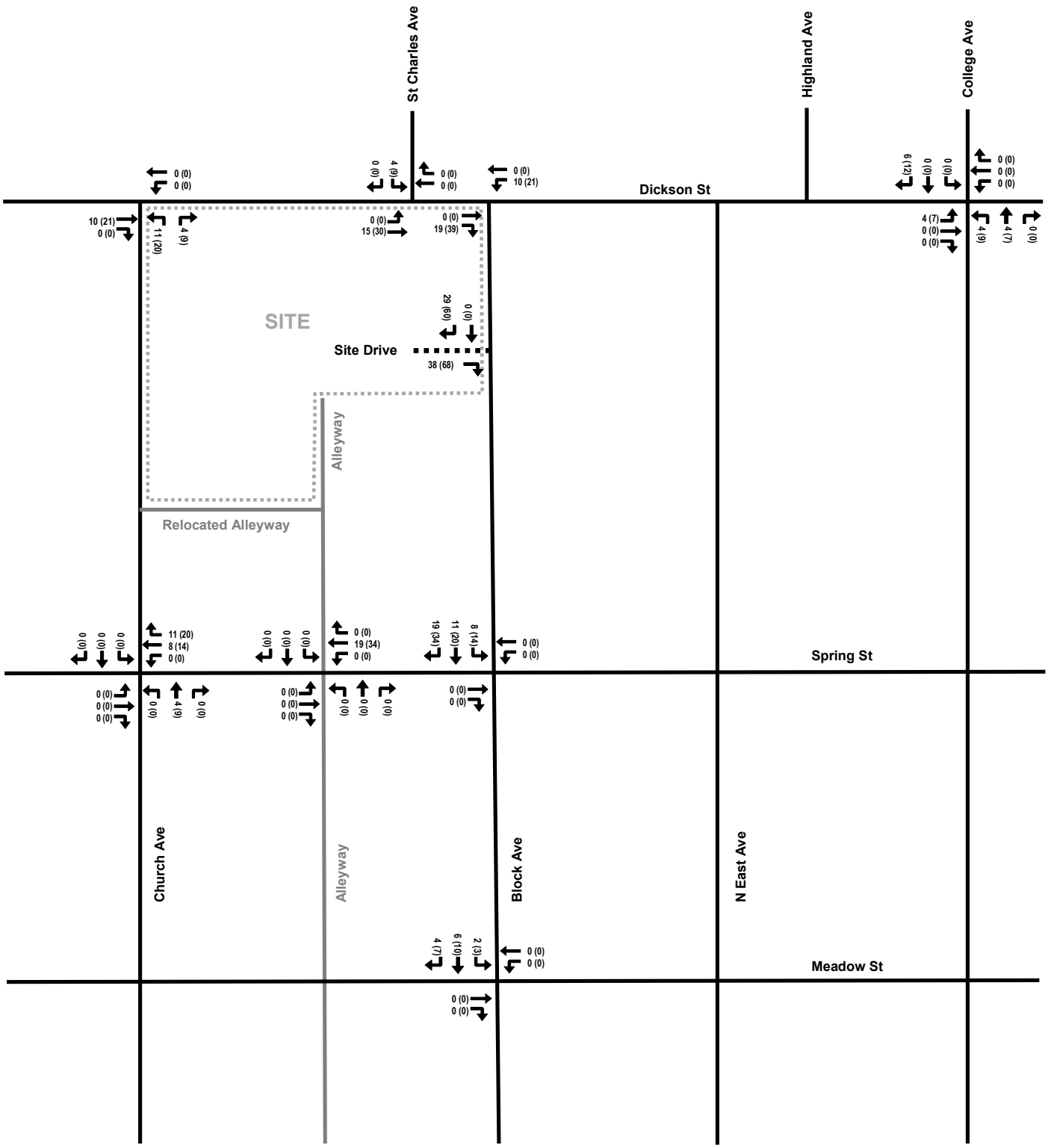


EXHIBIT 7

Site-Generated Traffic Volumes

151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn

LEGEND:

X (Y)

X = Weekday Midday Peak Hour Turning Movements

Y = Weekday PM Peak Hour Turning Movements

Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale

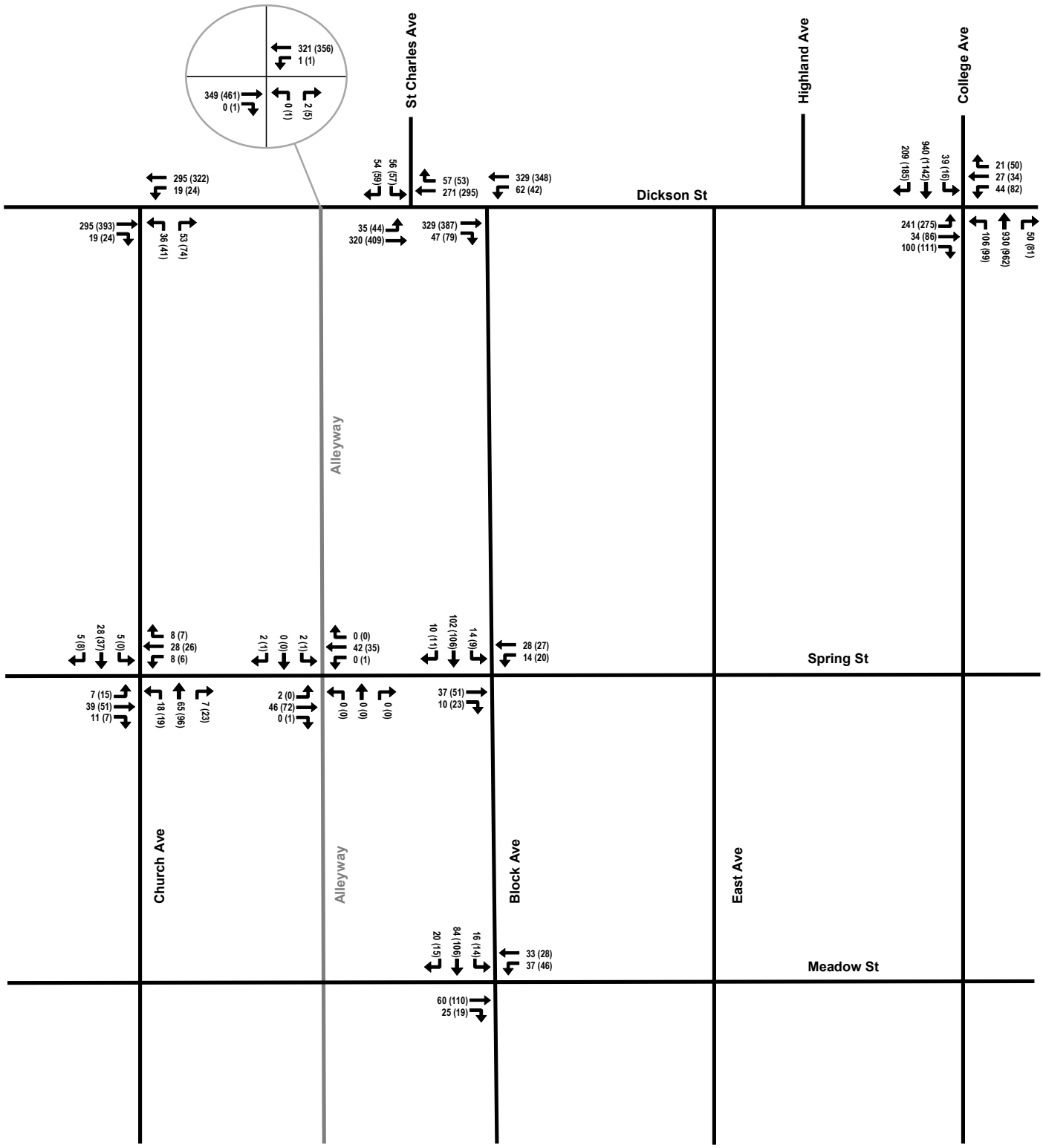


EXHIBIT 8

2029 Background Traffic Volumes

151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn

LEGEND:

X (Y)

X = Weekday Midday Peak Hour Turning Movements

Y = Weekday PM Peak Hour Turning Movements

Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale

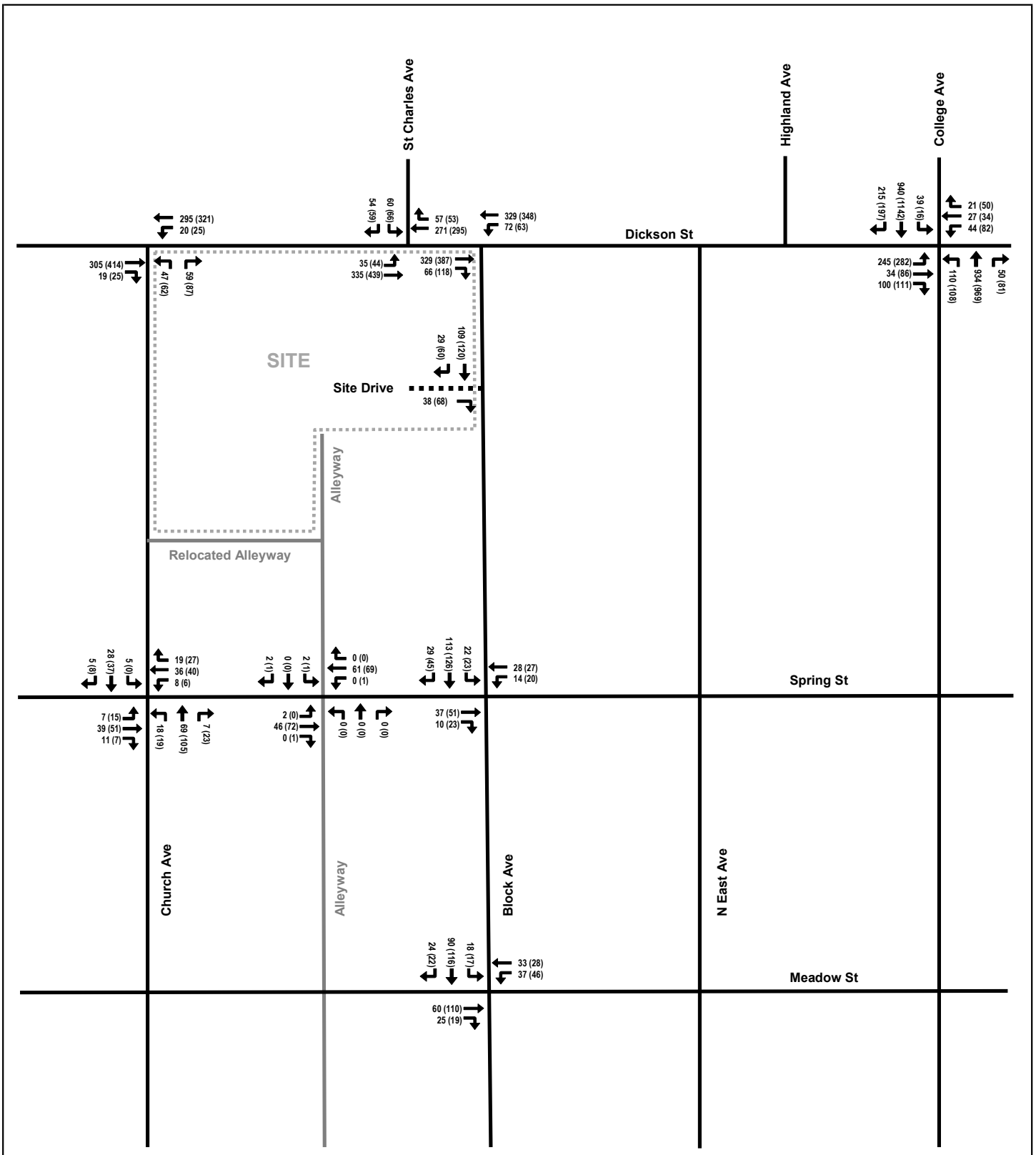


EXHIBIT 9

2029 Background Plus Site-Generated Traffic Volumes

151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn

LEGEND:

X (Y)

X = Weekday Midday Peak Hour Turning Movements

Y = Weekday PM Peak Hour Turning Movements

Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale

III. TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn conducted a traffic operations analysis to determine potential capacity deficiencies in the 2025 and 2029 study years at the study intersections. The acknowledged source for determining overall capacity is the current edition of the *Highway Capacity Manual.*

A. Analysis Methodology

Traffic operations were analyzed at the study intersections for Midday and PM peak hours for the following scenarios:

- 2025 Existing Traffic
- 2029 Background Traffic (Existing traffic grown at 3% annually)
- 2029 Buildout Traffic (Background traffic plus site-generated traffic, including rerouted alleyway volumes)

For standard signalized and unsignalized intersections, operational performance was assessed using HCM methodologies through Synchro-generated Intersection Capacity Analysis and Level of Service (LOS) reports. However, for the intersection of Dickson Street and Block Avenue / St Charles Avenue, Synchro's Intersection reports were used in place of the *HCM 7th Edition* methodology, as HCM does not support clustered intersections.

Level of Service (LOS) is a qualitative measure used to describe traffic conditions based on average vehicle delay (measured in seconds per vehicle). LOS is categorized from A (free-flow traffic) to F (high congestion and long delays). **Table 7** provides the definitions for both signalized and unsignalized intersections, as per the Highway Capacity Manual.

The Fayetteville *Minimum Street Standards* consider **LOS D or better** to represent stable operations and an acceptable level of service. As a result, mitigation is not required for the proposed development at intersections that continue to operate at LOS D or better under buildout conditions.

Table 7 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Definitions provided from the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2010.

Study area intersections were analyzed based on average total intersection delay for signalized and multi-way stop-controlled intersections. For minor-road-only stop-controlled intersections, LOS is evaluated for each stop-controlled movement and left-turn movements from the major roadway.

Traffic Operation Analysis Assumptions

- The existing and background scenarios assumed intersection lane configurations and traffic control as presented in **Exhibit 3** (Existing Lane Assignment and Intersection Control).
- The buildout scenario (2029) reflects the planned intersection lane configurations and control types shown in **Exhibit 4** (Proposed Lane Assignment and Intersection Control), including site driveway access and modifications related to the alleyway relocation.
- Peak Hour Factors (PHF): Existing PHF values were derived from field data. Future projections assume PHF values remain unchanged for a conservative analysis. While higher traffic volumes typically increase PHF—indicating more evenly distributed flow and lower delays—keeping PHF constant prevents underestimating future congestion.

The methodology ensures compliance with Fayetteville MSS, conservatively estimating anticipated traffic demand and operational impacts following the development's completion.

B. Analysis Results

Table 8 shows the intersection operational results for the weekday Midday and PM peak hours, respectively.

Table 8 – Traffic Operational Results – Weekday Midday and PM Peak Hours

INTERSECTION	APPROACH	2025 Existing Traffic		2029 Background Traffic		2029 Buildout Traffic		2025 Existing Traffic		2029 Background Traffic		2029 Buildout Traffic	
		MIDDAY PEAK HOUR		MIDDAY PEAK HOUR		MIDDAY PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR		PM PEAK HOUR	
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS
Signalized Intersection													
Dickson Street & St Charles Avenue	EB	16.5	B	16.3	B	16.3	B	15.9	B	16.7	B	16.6	B
	WB	4.4	A	4.3	A	4.1	A	2.7	A	2.8	A	2.5	A
	SB	7.9	A	9.0	A	9.6	A	9.4	A	9.9	A	10.9	B
	Overall	**10.3**	**B**	**10.3**	**B**	**10.4**	**B**	**10.1**	**B**	**10.6**	**B**	**10.7**	**B**
Dickson Street & Block Avenue	EB	0.2	A	0.3	A	0.3	A	0.3	A	0.4	A	0.4	A
	WB	13.3	B	12.9	B	12.5	B	12.3	B	12.4	B	11.8	B
	Overall	**6.9**	**A**	**6.7**	**A**	**6.5**	**A**	**5.8**	**A**	**5.8**	**A**	**5.5**	**A**
Dickson Street & College Avenue	EB	40.5	D	41.6	D	48.0	D	43.1	D	47.9	D	49.4	D
	WB	47.1	D	48.2	D	52.6	D	47.5	D	48.1	D	48.2	D
	NB	12.3	B	14.0	B	13.2	B	14.0	B	15.6	B	15.6	B
	SB	14.5	B	16.7	B	15.6	B	18.8	B	21.4	C	21.8	C
	Overall	**18.3**	**B**	**20.1**	**C**	**20.3**	**C**	**22.2**	**C**	**24.7**	**C**	**25.1**	**C**
Unsignalized Intersection													
Dickson Street & Church Avenue	WBL	8.1	A	8.2	A	8.2	A	8.5	A	8.6	A	8.7	A
	NB	13.4	B	14.5	B	15.5	C	16.6	C	19.0	C	23.2	C
Dickson Street & Alleyway	WBL	-	-	-	-	-	-	8.4	A	8.5	A	-	-
	NB	10.8	B	11.1	B	-	-	12.7	B	13.2	B	-	-
Spring Street & Church Avenue	EB	7.4	A	7.5	A	7.6	A	7.7	A	7.8	A	7.9	A
	WB	7.4	A	7.5	A	7.5	A	7.5	A	7.6	A	7.7	A
	NB	7.7	A	7.8	A	7.8	A	7.8	A	8.0	A	8.2	A
	SB	7.4	A	7.4	A	7.5	A	7.4	A	7.5	A	7.6	A
	Overall	**7.5**	**A**	**7.6**	**A**	**7.6**	**A**	**7.7**	**A**	**7.8**	**A**	**7.9**	**A**
Spring Street & Alleyway	EBL	7.3	A	7.3	A	7.4	A	-	-	-	-	-	-
	WBL	-	-	-	-	-	-	7.4	A	7.4	A	7.4	A
	SB	8.9	A	9.0	A	9.1	A	8.9	A	9.0	A	9.2	A
Spring Street & Block Avenue	EB	10.4	B	10.6	B	10.9	B	10.4	B	10.6	B	11.3	B
	WB	10.6	B	10.8	B	11.3	B	10.6	B	10.9	B	11.7	B
	SBL	7.3	A	7.4	A	7.4	A	7.3	A	7.3	A	7.3	A
Meadow Street & Block Avenue	EB	11.1	B	11.3	B	11.5	B	12.2	B	12.6	B	12.9	B
	WB	11.6	B	12.0	B	12.2	B	12.6	B	13.3	B	13.6	B
	SBL	7.4	A	7.4	A	7.4	A	7.3	A	7.4	A	7.4	A
Site Drive & Block Avenue	EBR	-	-	-	-	9.1	A	-	-	-	-	9.5	A

1. Signalized LOS Criteria (Delay per Vehicle): A (≤10s), B (10-20s), C (20-35s), D (35-55s), E (55-80s), F (>80s).
2. Unsignalized LOS Criteria (Delay per Vehicle): A (≤10s), B (10-15s), C (15-25s), D (25-35s), E (35-50s), F (>50s).
3. "-" Symbol: Indicates no vehicle movements analyzed for that period.
4. City Standard: Fayetteville considers LOS D or better acceptable.
5. Minor Street Signalized Approaches: Overall LOS determines signalized intersection performance. Side street LOS (e.g., EB/WB at College & Dickson) is often lower because minor approaches receive less green time in long signal cycles and therefore experience longer delays per vehicle.

The traffic operations analysis evaluates conditions for the 2025 Existing, 2029 Background, and 2029 Buildout Scenarios using Highway Capacity Manual (HCM) methodologies and Synchro™ software. Site impact is assessed by comparing background to buildout conditions, identifying any significant changes in delay (seconds per vehicle) and Level of Service (LOS).

According to the City of Fayetteville *Minimum Street Standards* (MSS) Section 3.5.1 – Significant Negative Impacts, a project is considered to have a significant traffic impact if it meets any of the following conditions:

- For signalized intersections:
  - When the added project traffic causes an intersection to drop below the minimum acceptable LOS standard (LOS D or better); or
  - If the intersection already operates at LOS E or F under background conditions, the project traffic increases overall intersection delay by more than 2%.

- For unsignalized intersections:
  - When backstacking to adjacent intersections would create impeded traffic flows and/or excessive congestion; or
  - When added project traffic is determined to create potential safety problems.

C. 2025 Existing Traffic Operations

Under existing conditions (2025), all intersections and approaches operate at LOS D or better, indicating that the roadway network effectively accommodates current traffic volumes.

The highest delays occur at Dickson Street & College Avenue, where overall LOS remains acceptable (LOS B or C overall, with EB/WB approaches operating at LOS D). This is typical for urban corridors with high pedestrian activity and side street demand. The analyzed traffic volume data is provided in **Exhibit 5** for reference.

D. 2029 Background Traffic Operations

The 2029 background scenario incorporates a 3% annual growth rate applied to existing traffic volumes. Despite this growth, all study intersections continue to function within acceptable LOS limits.

- The highest delays occur at Dickson Street & College Avenue, where EB/WB approaches remain at LOS D, consistent with existing conditions.
- All other intersections and movements maintain LOS A, B, or C, demonstrating stable operations.
- No intersections experience significant increases in delay.

The analyzed traffic volumes for the 2029 background traffic operations are provided in **Exhibit 8**.

E. 2029 Buildout Traffic Operations

In the 2029 buildout scenario, site-generated trips and alleyway traffic redistribution are added to the background traffic. The analyzed traffic volumes for the 2029 buildout traffic operations can be found in **Exhibit 9** for reference.

The impact assessment reveals no major changes in intersection performance, with all study intersections and approaches remaining at LOS D or better.

The only change in LOS occurs at northbound Church Avenue at Dickson Street during the midday peak hour, where delay increases from 14.5 seconds to 15.5 seconds, causing LOS to shift from B to C. This 1-second delay increase is negligible and imperceptible to most drivers. The intersection remains within acceptable limits per City of Fayetteville requirements.

At this same location during the PM peak hour, an increase of approximately 4.2 seconds in average delay is observed, but the intersection still operates at an acceptable LOS C.

Summary of Key Findings

- No intersections experience LOS degradation to E or F, and no significant delays occur at any study approach.
- The site-generated traffic does not create operational issues or significantly increase queue lengths at any unsignalized approaches, and all intersections continue to operate effectively.
- The site driveway provides efficient access with minimal delay, operating at LOS A during both the midday and PM peak hours.
- No mitigation measures are required, as the existing roadway network can accommodate the development without significant impacts on traffic flow.

The 151 W Dickson Street development can be successfully integrated into the surrounding transportation system while maintaining acceptable traffic conditions under 2029 buildout conditions.

F. Deceleration Lane Analysis

Right-turn deceleration lanes can improve traffic operations by separating turning vehicles from through traffic, reducing potential conflicts, and enhancing overall flow efficiency. The City of Fayetteville *Minimum Street Standards* (MSS) references *National Cooperative Highway Research Program* (NCHRP) methodology to determine when right-turn lanes are warranted, based on approach volumes and speed thresholds.

Table 9 evaluates the driveway location with right-turn access to the site, comparing approach volumes against NCHRP thresholds for deceleration lane justification. The highest inbound volume occurs during the PM peak hour in this analysis.

Based on the findings, a right-turn deceleration lane is not recommended for the site driveway, as traffic volumes do not meet the criteria necessary to justify a right-turn lane. The existing roadway configuration is sufficient to accommodate projected traffic demand without negatively impacting southbound through vehicles on Block Avenue.

Table 9 - Right-Turn Lane Analysis

Right-Turn Location	Projected Maximum Peak Hour Approach Volume	Projected Maximum Peak Hour Right-Turn Volume	NCHRP 457 Right-Turn Volume Threshold	Right-Turn Lane Recommended?
Site Driveway from Block Ave	180 vph	60 vph	200+ vph *(Analysis in Appendix)*	**No**

G. Access Spacing

The City of Fayetteville *Unified Development Code* (UDC) and *Minimum Street Standards* (MSS) establish driveway spacing requirements to limit access points and promote safe and efficient traffic flow. Block Avenue is classified as an Urban Center Link, which has no minimum spacing requirement, but is analyzed as a Neighborhood Link based on its function, requiring a minimum 100-foot driveway spacing from intersections or other driveways.

As shown in **Figure 3** and **Table 10**, the proposed driveway meets City standards, ensuring safe and efficient access.

Table 10 - Driveway Spacing

Main Roadway	Intersecting Roadways	Minimum Curb Cut Spacing Per Fayetteville UDC 166.08	Spacing Length
Block Ave	Dickson St to Site Driveway	100 feet	105 feet
Block Ave	Site Driveway to Zweig Group Driveway	100 feet	~120 feet

Where possible, access should be taken from lower-classification streets, and driveways on higher-classification streets should be shared to minimize conflicts. The site achieves this by accessing Block Avenue instead of Dickson Street.

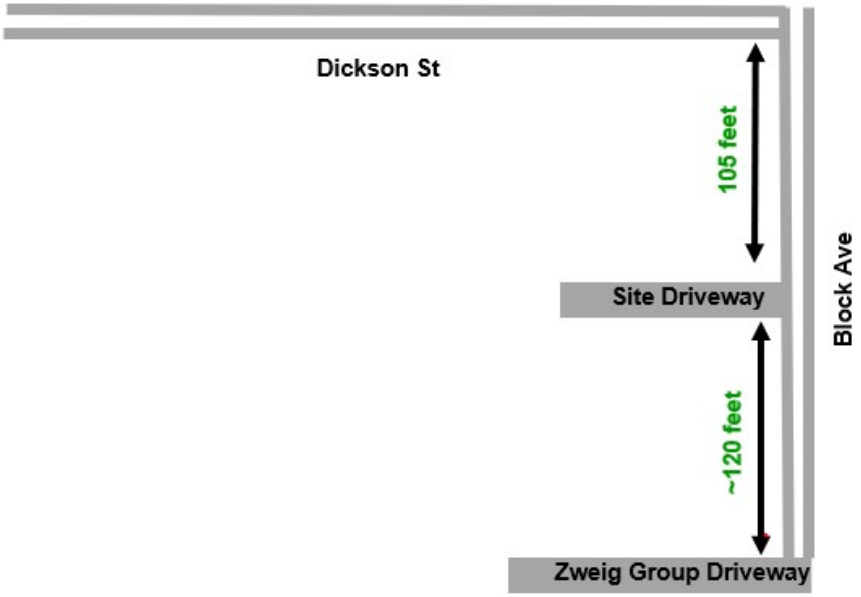


Figure 3 - Driveway Spacing Diagram

H. Pedestrian and Bicycle Evaluation

The 151 W Dickson Street development is expected to generate high pedestrian and multimodal demand due to its proximity to the University of Arkansas. The project enhances pedestrian infrastructure adjacent to the site, improving safety, connectivity, and accessibility.

Key pedestrian improvements include:

- Dickson Street: The existing substandard sidewalk will be replaced with an 8-foot-wide sidewalk and a 5-foot landscaped buffer zone, improving pedestrian comfort and separation from traffic.
- Church Avenue: A 6-foot-wide sidewalk with a 4-foot buffer zone will be installed.
- Block Avenue: The project includes an 8-foot-wide sidewalk with a 12-foot buffer zone, allowing for on-street parking while providing a comfortable pedestrian facility.

The project reduces pedestrian-vehicle conflicts by eliminating the alleyway and two (2) existing driveways along Dickson Street, which currently serve the site's existing parking lots. This removal enhances pedestrian safety by reducing points of vehicular crossings and improves Dickson Street's urban streetscape.

Exhibit 10 highlights existing pedestrian crossing patterns, showing that most east-west crossings on Dickson Street occur at Church Avenue on the south side, while the highest north-south crossings are at the signalized intersection at St. Charles Avenue.

Additional existing pedestrian safety measures include:

- Well-marked crosswalks adjacent to the site, improving pedestrian crossing along Dickson Street.
- Bulb-outs at Dickson Street & Block Avenue and that at Dickson Street & Church Avenue, shortening crossing distances and improving visibility.

The site is 0.9 miles from the University of Arkansas Union, approximately a 20-25 minute walk, as shown in **Exhibit 11**, which details pedestrian access and estimated walk times.

Given the low-speed (20 MPH) environment along Dickson Street, the development also provides a comfortable and manageable biking distance to the University. A shared on-street bicycle facility is proposed along Dickson Street within the City's Active Transportation Plan, supporting bicycle access to campus. Additionally, existing bike sharrows on Block Avenue, East Avenue, and Spring Street provide connectivity towards the University of Arkansas and downtown. Proposed active transportation projects, including the proposed bicycle facility on Dickson Street, can be found in **Exhibit 12**.

By integrating with these pedestrian and multimodal facilities, the development aligns with Fayetteville's mobility goals, improves pedestrian conditions, and enhances multimodal access while maintaining efficient traffic flow.

I. Transit Access Evaluation

The 151 W Dickson Street development benefits from strong transit access, with multiple Razorback Transit and Ozark Regional Transit (ORT) bus stops within walking distance. The project aligns with the Fayetteville *Minimum Street Standards* (MSS) by improving pedestrian access to transit, maintaining connectivity to key destinations, and promoting transit use.

The site is primarily served by Razorback Transit Routes 14 and 17, both operating along Dickson Street, providing direct access to the University of Arkansas and surrounding areas. As shown in **Exhibit 12**, transit accessibility includes:

- Five (5) Razorback Transit stops within 0.25 miles of the site.
- Four (4) additional Razorback Transit stops within 0.5 miles of the site.
- Seven (7) Ozark Regional Transit (ORT) stops within 0.5 miles of the site.

Transit travel times are competitive with other modes. As shown in **Exhibit 13**, the estimated transit travel time between the site and the Arkansas Union is 10-15 minutes, reinforcing the site's strong connectivity to the university and other key destinations.

Pedestrian accessibility to transit stops is a key factor in MSS compliance, ensuring that safe and continuous pedestrian facilities connect the development to nearby transit services. The project supports this by integrating:

- ADA-compliant sidewalks along Dickson Street, Church Avenue, and Block Avenue.
- An 8-foot sidewalk with a 5-foot buffer zone between travel lanes on Dickson Street, increasing pedestrian comfort and separation from traffic.

The MSS also recommends bus stop infrastructure enhancements, such as shelters, benches, and ADA-compliant boarding areas. While existing stops on Dickson Street provide key transit access, future improvements could include additional passenger amenities to enhance the transit experience.

With multiple transit routes, strong pedestrian connections, and short travel times, the 151 W Dickson Street development is well-positioned to support transit as a viable, accessible, and convenient mobility option.

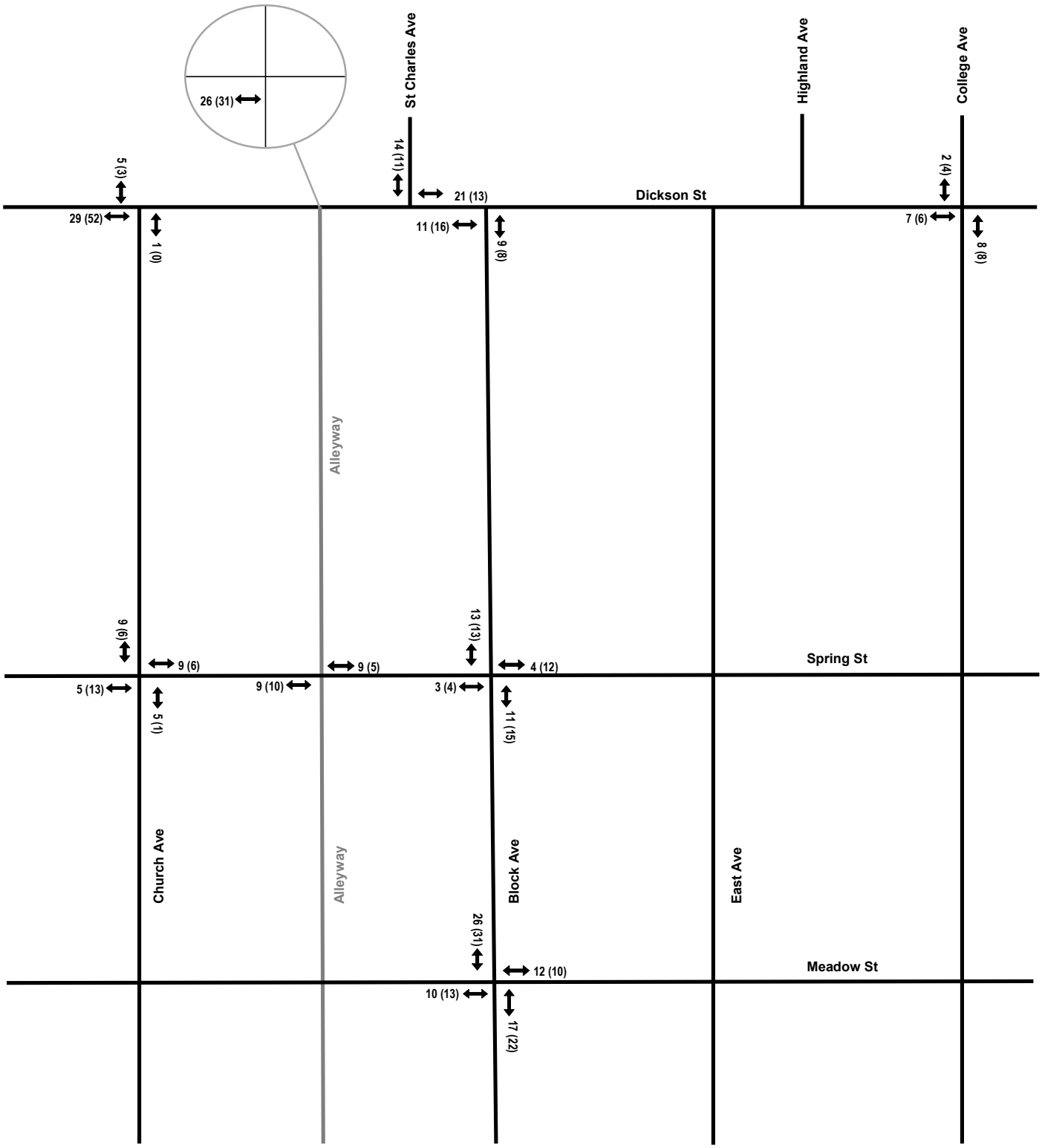


EXHIBIT 10

Existing Pedestrian Crossings

151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn

LEGEND:

X (Y)

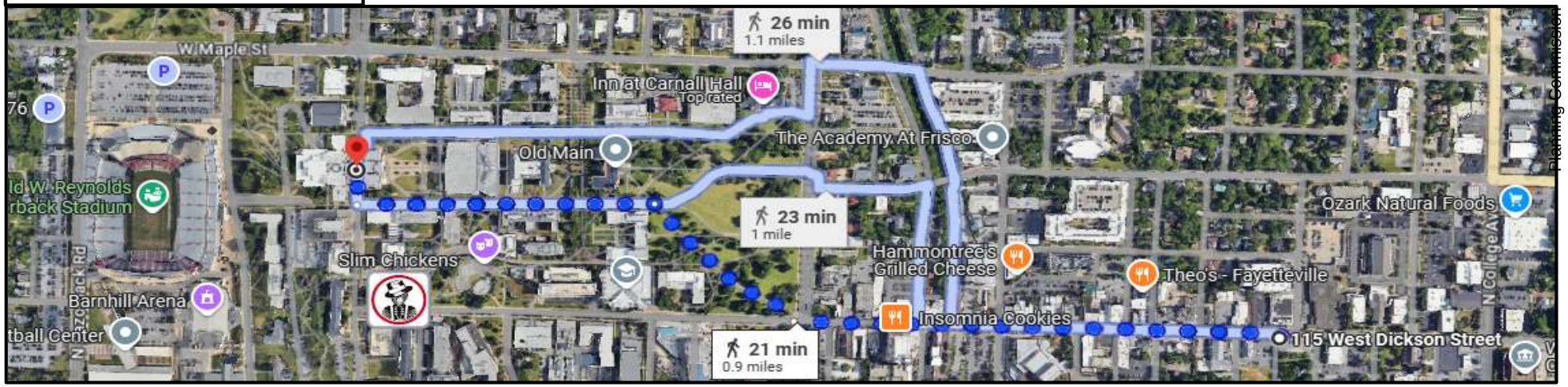
X = Weekday Midday Peak Hour Pedestrian Crossings

Y = Weekday PM Peak Hour Pedestrian Crossings

North

Not To Scale

Pedestrian Route - 151 W Dickson St to Arkansas Union



Pedestrian Route - Arkansas Union to 151 W Dickson St

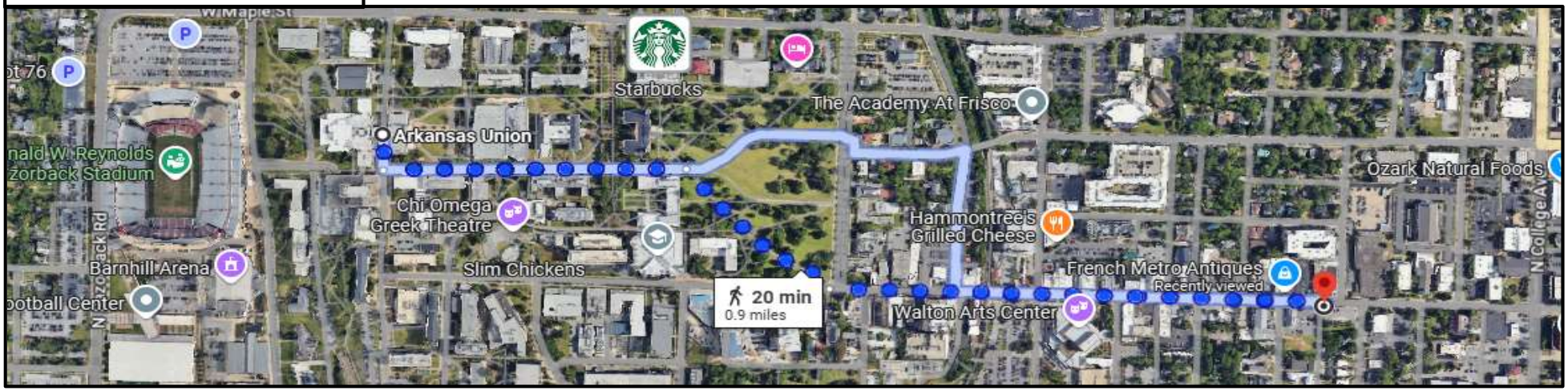


EXHIBIT 11

University of Arkansas Pedestrian Access

151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn

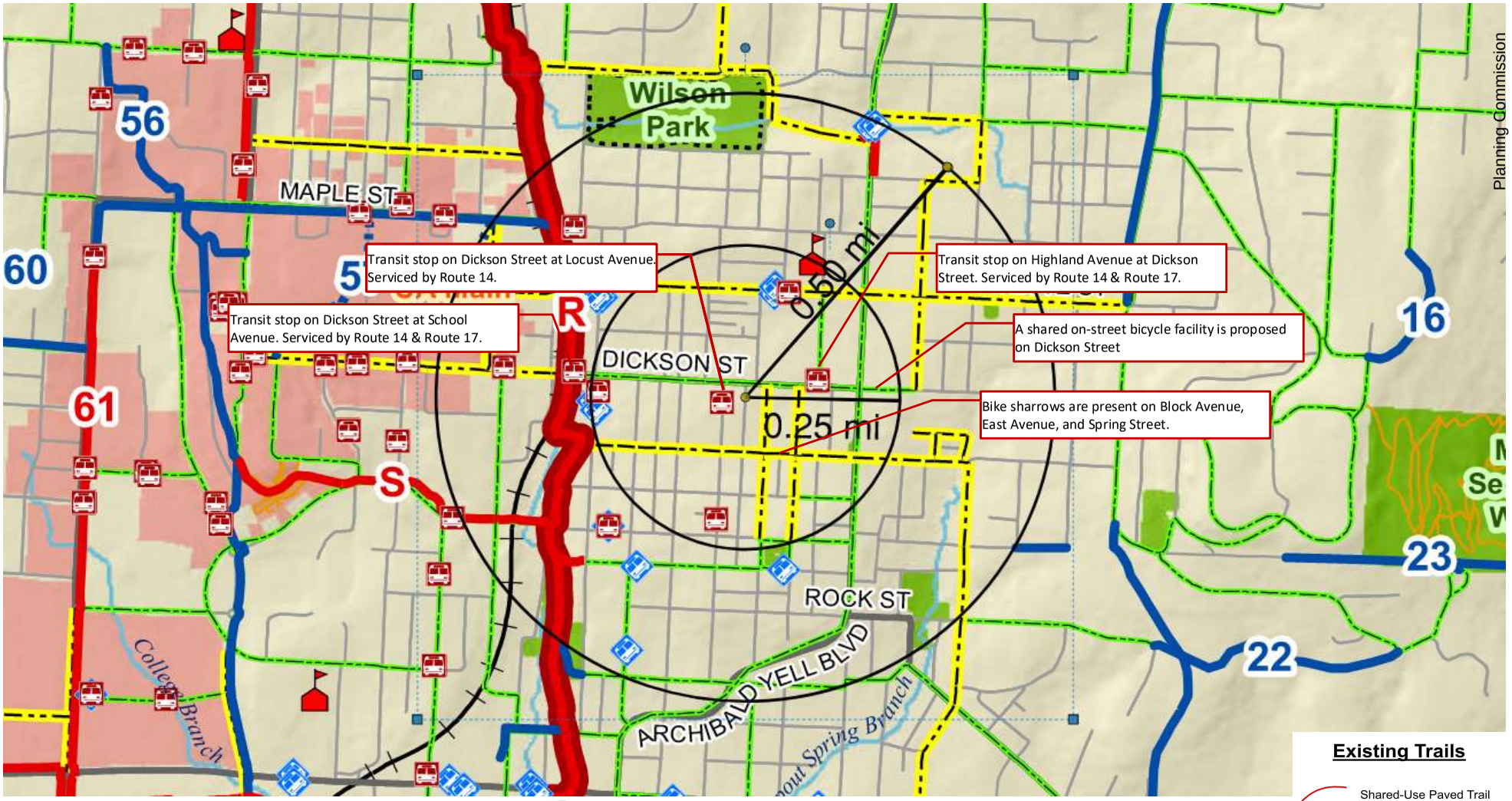


EXHIBIT 12

Active Transportation Map & Bus Stop Locations

151 W Dickson Street - Fayetteville, Arkansas

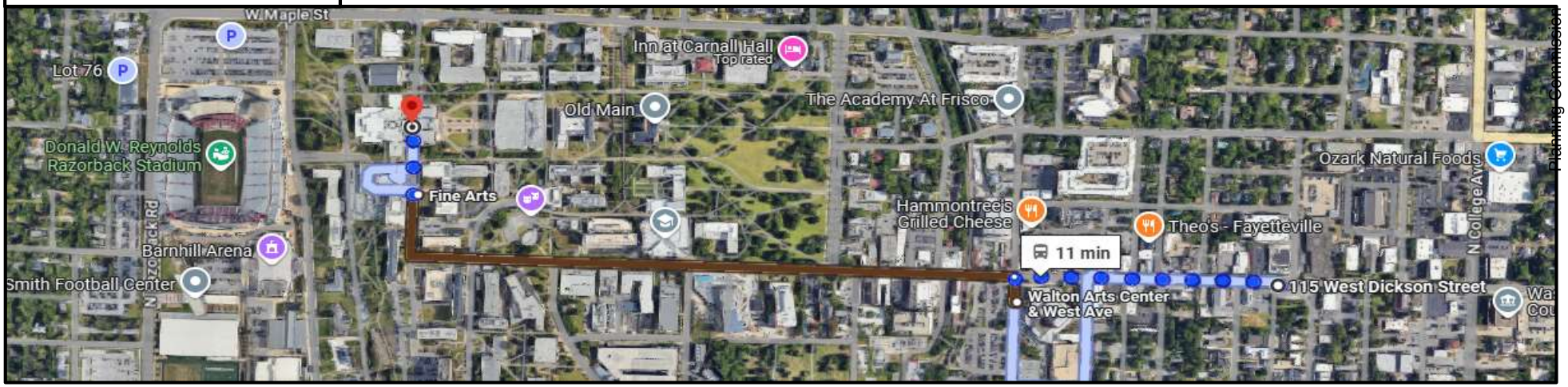
Kimley»Horn

Lake
Stream
School
Fayetteville City Limits
Razorback Transit Bus Stop
Ozark Regional Transit Bus Stop
Street (Major)
Street

Active Transportation Plan

Proposed Shared-Use Paved Trail
Proposed U of A Campus Connections
Proposed On-Street Bicycle Facility

Transit Route - 151 W Dickson St to Arkansas Union



Transit Route - Arkansas Union to 151 W Dickson St

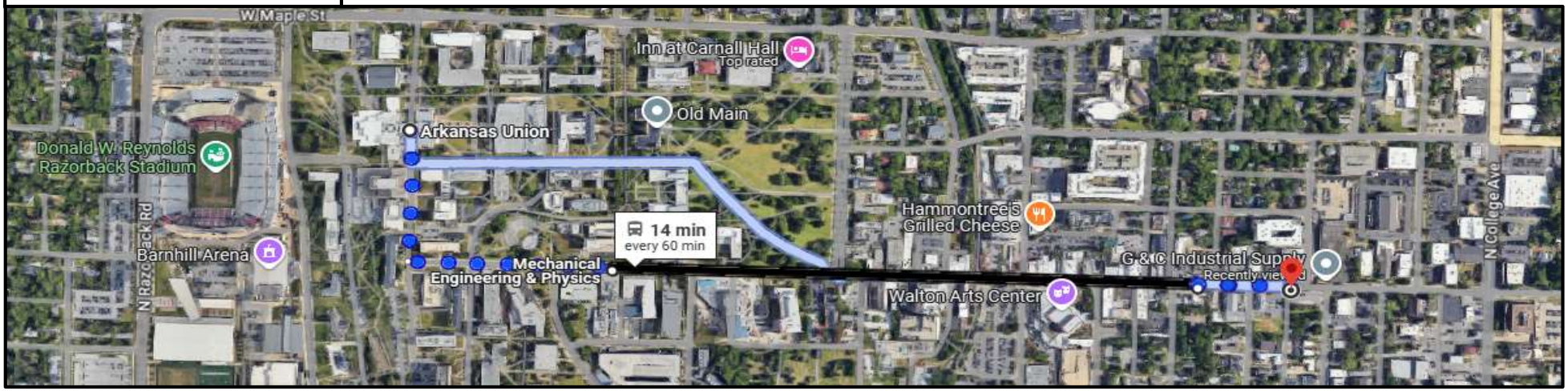


EXHIBIT 13

University of Arkansas Transit Access

151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn

Planning Commission
March 24, 2025
LSD-2024-0038 (TRINITAS VENTURES)

J. Parking Requirements

A parking requirement calculation was conducted for the Dickson Street site, using the regulations outlined in City of Fayetteville *Uniform Development Code* Chapter 172 Table 3. As per these regulations for multifamily land-use, the site contains 611 bedrooms, resulting in the need for 611 parking spaces. However, the site can apply the following reductions:

- Transit Stop - Properties located within a ¼ mile radius of a transit stop may further reduce the minimum off-street parking requirements by up to 15%.
- Motorcycle and Scooter Spaces - Up to 10% of the required automobile parking spaces may be substituted with motorcycle/scooter parking at a rate of one (1) motorcycle/scooter space for one (1) automobile space.
- Bike Racks- Up to 10% of required automobile parking may be substituted with bicycle parking at a rate of one (1) additional bicycle rack for one (1) automobile space. This reduction shall be allowed in addition to other variances, reductions and shared parking agreements.

The development plans to build a large amount of small, motorized vehicle (61 spaces) and bicycle parking (61 racks) allowing for a 20% reduction. Additionally, there are transit options from Razorback Transit to the University of Arkansas as outlined in the Transit Access Evaluation section. The total parking reduction is equal to 35% and the required off-street parking spaces equates to 397 parking spaces. The site as proposed includes 398 off-street parking spaces and preserves 3 on-street spaces meeting the minimum parking requirement.

IV. CONCLUSIONS AND RECOMMENDATIONS

The Transportation Impact Study (TIS) for 151 W Dickson Street was conducted in accordance with Chapter 3 of the Fayetteville *Minimum Street Standards* (MSS, 2020 Edition) to assess the development's transportation impacts and identify any necessary mitigation measures. The study evaluated the project's trip generation, multimodal access, traffic operations, and pedestrian and transit infrastructure, ensuring compliance with the City of Fayetteville's transportation policies.

Traffic Operations Analysis

Traffic analysis for the 2025 Existing, 2029 Background, and 2029 Buildout scenarios indicates that all study intersections will continue to operate at LOS D or better, meaning no significant negative traffic impacts are anticipated per MSS Section 3.5.1. The redistributed alleyway traffic is effectively handled by adjacent streets, and the site-generated traffic does not warrant additional roadway or intersection improvements. Given these findings, no traffic mitigation measures are required, as the existing network can accommodate the projected volumes without adverse operational impacts.

Pedestrian and Bicycle Evaluation

The 151 W Dickson Street development is expected to generate high pedestrian and multimodal activity due to its proximity to the University of Arkansas and its integration with the city's bicycle and pedestrian network. The project enhances pedestrian safety and walkability by:

- Providing new sidewalk infrastructure that meets or exceeds standards, including an 8-foot-wide sidewalk with a 5-foot buffer on Dickson Street and expanded sidewalks on Block Avenue and Church Avenue.
- Eliminating driveways on Dickson Street, reducing pedestrian-vehicle conflict points and improving the safety and continuity of the walking environment.

Access Spacing and Site Circulation

The proposed driveway on Block Avenue meets spacing requirements and provides safe and efficient access to the site while minimizing traffic impact on Dickson Street. By removing the existing driveways on Dickson Street, the project limits vehicular access along a critical multimodal corridor, further enhancing pedestrian safety and preserving the urban streetscape. The driveway on Block Avenue is expected to operate efficiently, supporting site circulation without causing operational concerns for surrounding roadways.

Conclusion

The 151 W Dickson Street development aligns with Fayetteville's transportation and mobility goals by enhancing pedestrian, bicycle, and transit accessibility while maintaining efficient roadway operations. With improved sidewalk infrastructure, reduced pedestrian-vehicle conflicts, and a well-placed site driveway, the project effectively integrates into the existing multimodal network without significant negative impacts. The proposed development does not create or compound a dangerous traffic condition on the existing adjacent streets surrounding the development and is in keeping with the requirements and ideals of the City of Fayetteville Master Street Plan. No further mitigation measures are necessary, and the site is well-positioned to support sustainable, multimodal transportation in the downtown core.

APPENDIX

1. **Appendix Exhibits**
   - Inbound Site Traffic Distribution
   - Outbound Site Traffic Distribution
   - Redistributed Traffic from Alleyway Closure
2. **Scoping Meeting Methodology Notes**
3. **Raw Count Sheets**
4. **NCHRP Right-Turn Deceleration Lane Analysis**
5. **Synchro Outputs**
   - 2025 Existing Traffic Operations (Midday & PM Peak Hour)
   - 2029 Background Traffic Operations (Midday & PM Peak Hour)
   - 2029 Buildout Traffic Operations (Midday & PM Peak Hour)

APPENDIX

Appendix Exhibits

Inbound Site Traffic Distribution
Outbound Site Traffic Distribution
Redistributed Traffic from Alleyway Closure

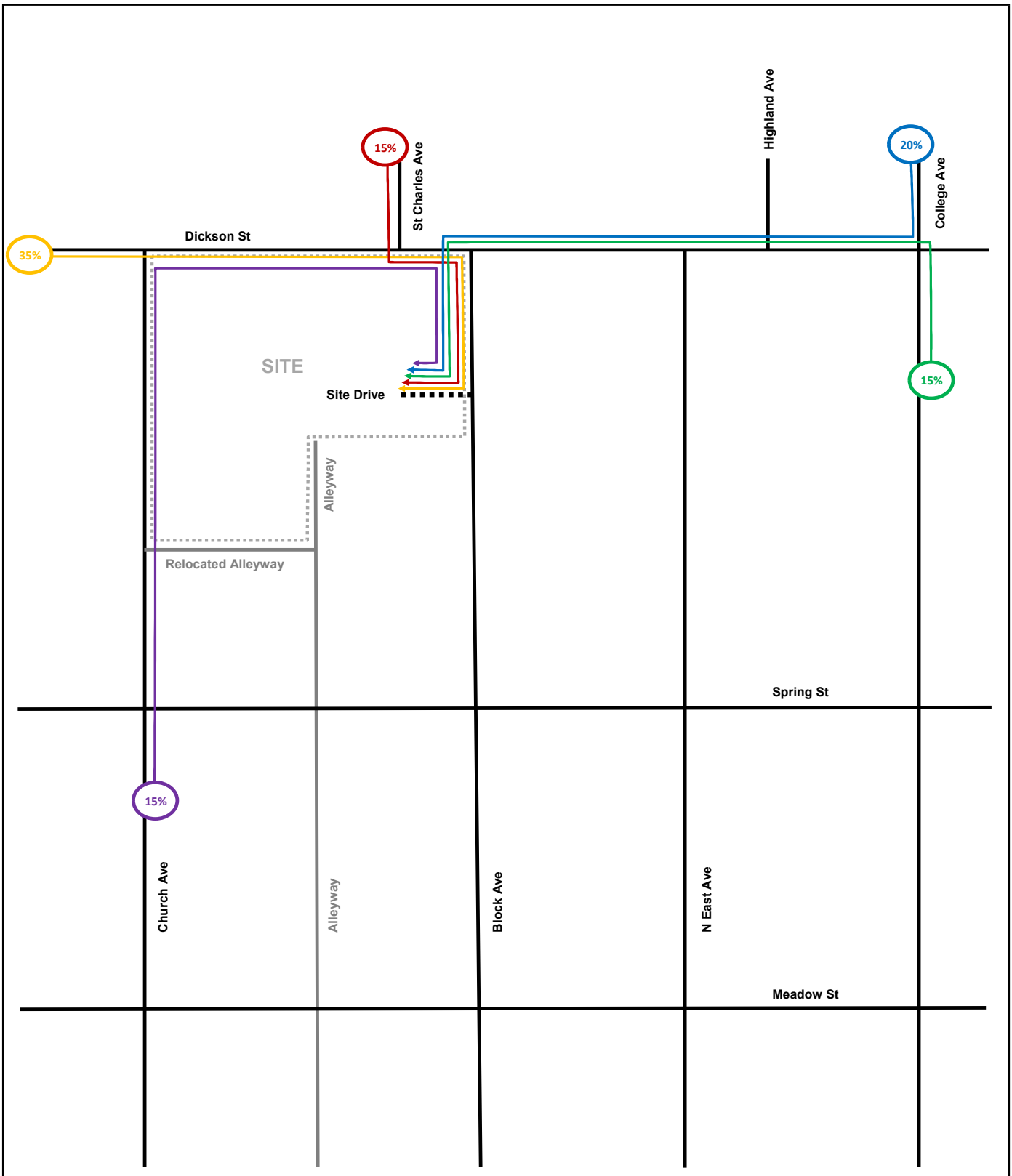


EXHIBIT A1

Inbound Site Traffic Distribution

151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn

LEGEND:

XX% = Site Traffic Percentage

North

Not To Scale

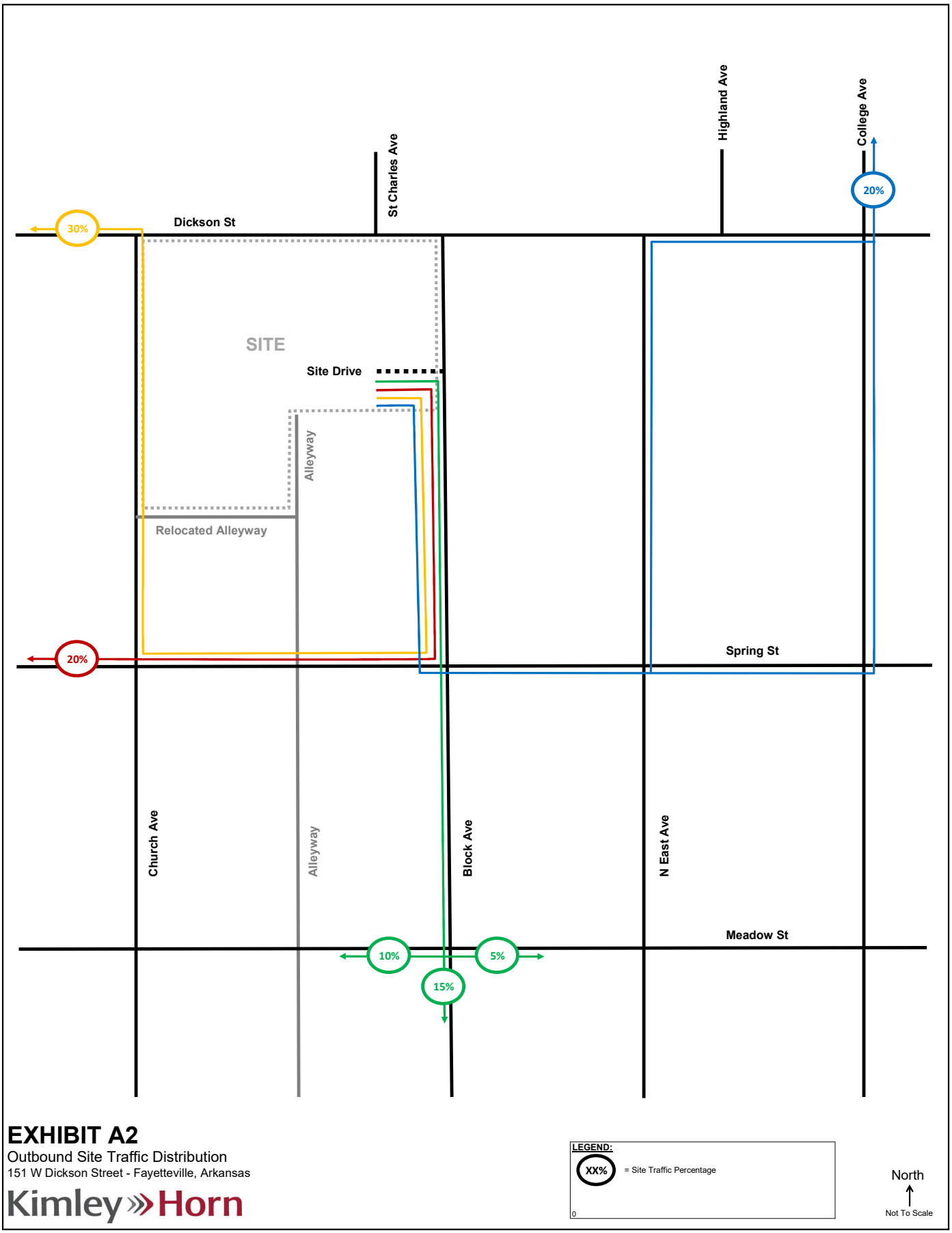


EXHIBIT A2

Outbound Site Traffic Distribution

151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn

LEGEND:

XX% = Site Traffic Percentage

North

Not To Scale

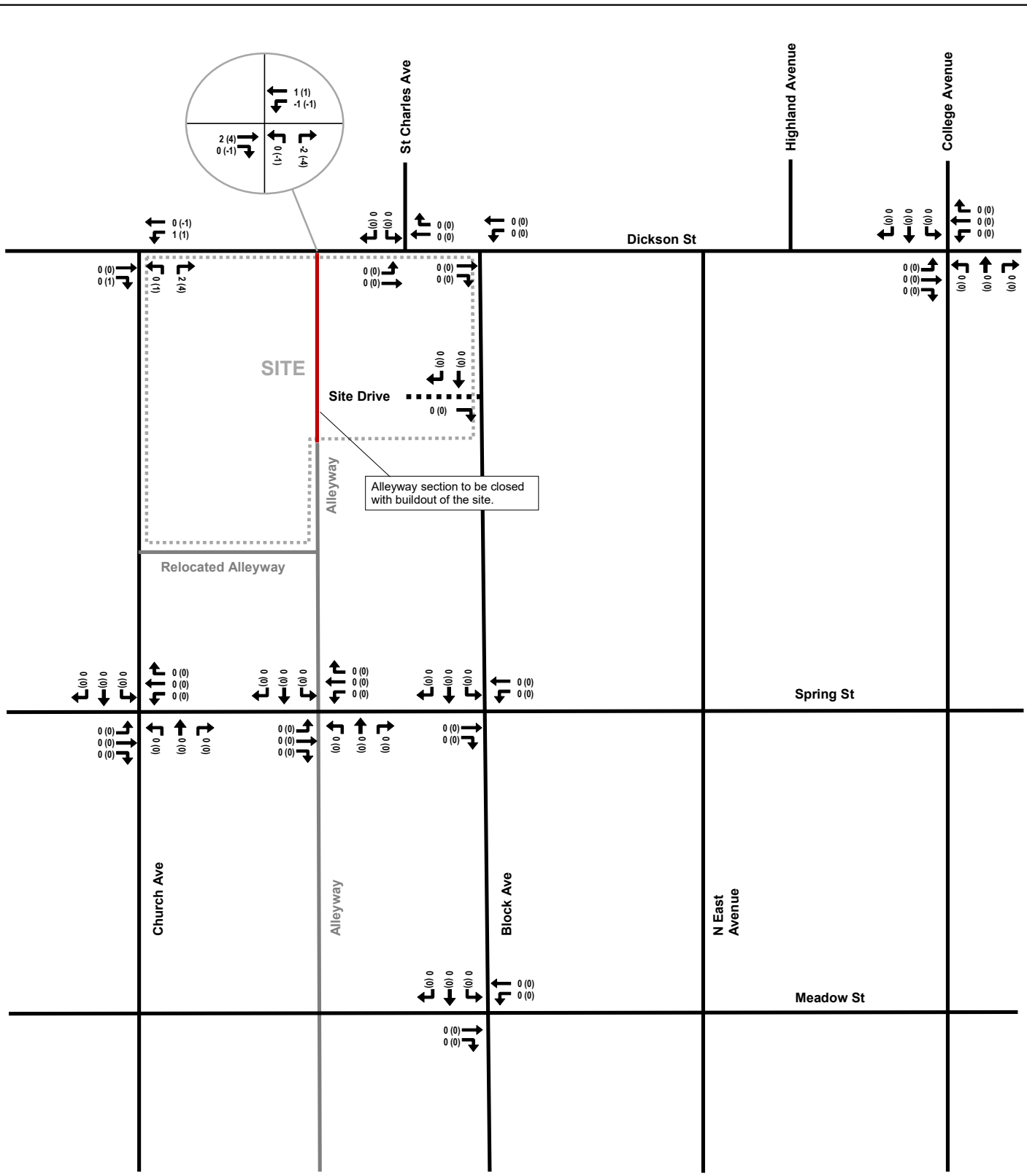


EXHIBIT A3

Redistributed Traffic From Alleyway Closure

151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn

LEGEND:

X (Y)

X = Weekday Midday Peak Hour Turning Movements

Y = Weekday PM Peak Hour Turning Movements

Volumes may not sum from point to point due to rounding and presence of smaller driveways not included in analysis.

North

Not To Scale

APPENDIX

Scoping Meeting Methodology Notes

151 W Dickson Street Traffic Assumptions and Methodology – February 25th Meeting Notes

Analysis Assumption	Previous Assumption	Proposed Assumption
Trip Generation:	Off-Campus Apartment **(ITE Code 226)** AM Peak: Peak Hour of Adjacent Street PM Peak: Peak Hour of Adjacent Street	Off-Campus Apartment **(ITE Code 226)** Midday Peak: AM Peak Hour of Generator (Higher One-Way Trips) PM Peak: Peak Hour of Adjacent Street
Trip Distribution:	**Inbound:** 45% Dickson West 40% Dickson East 15% Church South **Outbound:** 30% Dickson West 20% Spring East 20% Spring West 30% Block South	**Inbound:** 35% Dickson West 15% College South 15% Church South 15% St Charles North 20% College North **Outbound:** 30% Dickson West 20% Spring West 20% College North 15% Block South 5% Meadow East 10% Meadow West
Growth Rate:	3%	3%
Intersection Locations:	1. **Dickson St & Church Ave** (24 Hours) 2. **Dickson St & St Charles Ave** (4 hours, 6:30AM-8:30AM, 4-6PM) 3. **Dickson St & N Block Ave** (4 hours, 6:30AM-8:30AM, 4-6PM) 4. **Dickson St & Alleyway** (4 hours, 6:30AM-8:30AM, 4-6PM) 5. **Spring St & Church Ave** (4 hours, 6:30AM-8:30AM, 4-6PM) 6. **Spring St & N Block Ave** (4 hours, 6:30AM-8:30AM, 4-6PM) 7. **Spring St & Alleyway** (4 hours, 6:30AM-8:30AM, 4-6PM)	1. **Dickson St & Church Ave** (24 hours) 2. **Dickson St & St Charles Ave/N Block Ave** (24 hours – count as 1 intersection) 3. **Dickson St & Alleyway** (4 hours, 11AM-1PM, 4-6 PM) 4. **Spring St & Church Ave** (8 hours, 9AM-2PM, 4-7 PM) 5. **Spring St & N Block Ave** (8 hours, 9AM-2PM, 4-7 PM) 6. **Spring St & Alleyway** (4 hours, 11AM-1PM, 4-6 PM) 7. **Meadow St & N Block Ave** (8 hours, 9AM-2PM, 4-7 PM) 8. **Dickson Ave & College Ave** (4 hours, 7AM-9AM, 4-6 PM)
Multimodal Analysis	Existing Conditions Narrative Site Improvements Pedestrian and Bicycle Conclusions	Existing Conditions Narrative Site Improvements Transit Access Exhibit School Access Exhibit Pedestrian Count Exhibit Pedestrian and Bicycle Conclusions
Analysis Period	Existing (2023) Short Range Horizon (2027)	Existing (2025) Short Range Horizon (2029)

APPENDIX

Raw Count Sheets

1. Dickson Street at Church Avenue - TMC

Thu Feb 27, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272705, Location: 36.066354, -94.161734

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	W Dickson Street Eastbound					W Dickson Street Westbound					N Church Avenue Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-02-27 12:00AM	8	2	0	**10**	2	0	13	0	**13**	0	0	3	0	**3**	4	**26**
12:15AM	10	1	0	**11**	0	1	6	0	**7**	0	0	0	0	**0**	1	**18**
12:30AM	11	0	0	**11**	0	0	6	0	**6**	0	0	1	0	**1**	1	**18**
12:45AM	11	1	0	**12**	0	0	8	0	**8**	0	0	1	0	**1**	1	**21**
Hourly Total	40	4	0	**44**	2	1	33	0	**34**	0	0	5	0	**5**	7	**83**
1:00AM	7	1	0	**8**	0	0	6	0	**6**	0	0	0	0	**0**	0	**14**
1:15AM	6	0	0	**6**	0	0	6	0	**6**	0	0	0	0	**0**	0	**12**
1:30AM	3	0	0	**3**	1	0	2	0	**2**	0	0	0	0	**0**	0	**5**
1:45AM	7	1	0	**8**	0	0	6	0	**6**	0	0	0	0	**0**	2	**14**
Hourly Total	23	2	0	**25**	1	0	20	0	**20**	0	0	0	0	**0**	2	**45**
2:00AM	7	0	0	**7**	0	0	2	0	**2**	0	2	0	0	**2**	0	**11**
2:15AM	2	0	0	**2**	0	0	3	0	**3**	0	0	0	0	**0**	0	**5**
2:30AM	4	0	0	**4**	0	0	3	0	**3**	0	1	0	0	**1**	0	**8**
2:45AM	1	0	0	**1**	0	0	2	0	**2**	0	0	0	0	**0**	0	**3**
Hourly Total	14	0	0	**14**	0	0	10	0	**10**	0	3	0	0	**3**	0	**27**
3:00AM	1	0	0	**1**	0	0	1	0	**1**	0	1	0	0	**1**	0	**3**
3:15AM	1	0	0	**1**	0	0	1	0	**1**	0	0	0	0	**0**	0	**2**
3:30AM	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	**1**
3:45AM	0	0	0	**0**	0	0	1	0	**1**	0	0	1	0	**1**	0	**2**
Hourly Total	3	0	0	**3**	0	0	3	0	**3**	0	1	1	0	**2**	0	**8**
4:00AM	1	0	0	**1**	0	0	4	0	**4**	0	0	0	0	**0**	0	**5**
4:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	1	**0**
4:30AM	5	0	0	**5**	0	0	1	0	**1**	0	0	0	0	**0**	0	**6**
4:45AM	1	0	0	**1**	0	0	2	0	**2**	0	0	0	0	**0**	0	**3**
Hourly Total	7	0	0	**7**	0	0	7	0	**7**	0	0	0	0	**0**	1	**14**
5:00AM	1	0	0	**1**	0	0	3	0	**3**	0	0	0	0	**0**	0	**4**
5:15AM	1	0	0	**1**	0	0	3	0	**3**	0	0	0	0	**0**	0	**4**
5:30AM	5	0	0	**5**	0	0	2	0	**2**	0	0	0	0	**0**	0	**7**
5:45AM	5	1	0	**6**	0	1	5	0	**6**	0	1	0	0	**1**	2	**13**
Hourly Total	12	1	0	**13**	0	1	13	0	**14**	0	1	0	0	**1**	2	**28**
6:00AM	7	1	0	**8**	1	1	13	0	**14**	0	0	1	0	**1**	2	**23**
6:15AM	3	0	0	**3**	0	0	6	0	**6**	0	0	1	0	**1**	1	**10**
6:30AM	11	1	0	**12**	0	1	8	0	**9**	0	1	0	0	**1**	0	**22**
6:45AM	7	3	0	**10**	0	0	9	0	**9**	0	2	2	0	**4**	1	**23**
Hourly Total	28	5	0	**33**	1	2	36	0	**38**	0	3	4	0	**7**	4	**78**
7:00AM	11	2	0	**13**	0	1	12	0	**13**	0	1	2	0	**3**	4	**29**
7:15AM	15	0	0	**15**	0	0	22	0	**22**	0	1	3	0	**4**	3	**41**
7:30AM	19	1	0	**20**	0	4	43	0	**47**	0	2	2	0	**4**	5	**71**
7:45AM	37	1	0	**38**	0	6	64	0	**70**	0	4	6	0	**10**	3	**118**
Hourly Total	82	4	0	**86**	0	11	141	0	**152**	0	8	13	0	**21**	15	**259**
8:00AM	37	6	0	**43**	2	5	48	0	**53**	0	7	0	0	**7**	1	**103**
8:15AM	39	4	0	**43**	0	3	56	0	**59**	0	0	9	0	**9**	3	**111**
8:30AM	32	3	0	**35**	0	1	71	0	**72**	0	6	11	0	**17**	1	**124**
8:45AM	28	4	0	**32**	3	6	47	0	**53**	0	4	10	0	**14**	2	**99**
Hourly Total	136	17	0	**153**	5	15	222	0	**237**	0	17	30	0	**47**	7	**437**
9:00AM	32	3	0	**35**	0	2	48	0	**50**	0	2	5	0	**7**	6	**92**
9:15AM	29	3	0	**32**	0	3	43	0	**46**	0	0	4	0	**4**	8	**82**
9:30AM	31	6	0	**37**	2	4	49	0	**53**	0	1	4	0	**5**	3	**95**
9:45AM	31	4	0	**35**	0	2	34	0	**36**	0	3	7	0	**10**	5	**81**
Hourly Total	123	16	0	**139**	2	11	174	0	**185**	0	6	20	0	**26**	22	**350**
10:00AM	30	7	0	**37**	0	1	49	0	**50**	0	7	7	0	**14**	6	**101**
10:15AM	31	2	0	**33**	0	4	47	0	**51**	1	4	10	0	**14**	7	**98**

Leg	W Dickson Street					W Dickson Street					N Church Avenue					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
10:30AM	37	3	0	**40**	1	1	70	0	**71**	0	9	6	0	**15**	6	**126**
10:45AM	56	4	0	**60**	0	3	49	0	**52**	0	8	5	0	**13**	9	**125**
Hourly Total	154	16	0	**170**	1	9	215	0	**224**	1	28	28	0	**56**	28	**450**
11:00AM	58	4	0	**62**	0	4	54	0	**58**	0	11	7	0	**18**	4	**138**
11:15AM	42	5	0	**47**	2	6	50	0	**56**	0	2	6	0	**8**	9	**111**
11:30AM	52	5	0	**57**	2	4	44	0	**48**	0	11	11	0	**22**	2	**127**
11:45AM	56	6	0	**62**	2	4	60	0	**64**	0	5	10	0	**15**	5	**141**
Hourly Total	208	20	0	**228**	6	18	208	0	**226**	0	29	34	0	**63**	20	**517**
12:00PM	55	3	0	**58**	0	6	76	0	**82**	0	11	11	0	**22**	7	**162**
12:15PM	75	5	0	**80**	3	3	66	0	**69**	0	4	12	0	**16**	11	**165**
12:30PM	76	3	0	**79**	0	4	60	0	**64**	1	12	14	0	**26**	6	**169**
12:45PM	47	6	0	**53**	0	3	71	0	**74**	0	7	7	0	**14**	8	**141**
Hourly Total	253	17	0	**270**	3	16	273	0	**289**	1	34	44	0	**78**	32	**637**
1:00PM	59	2	0	**61**	4	6	59	0	**65**	0	9	8	0	**17**	9	**143**
1:15PM	61	3	0	**64**	5	3	69	0	**72**	0	12	10	0	**22**	10	**158**
1:30PM	52	1	0	**53**	0	3	68	0	**71**	4	7	9	0	**16**	19	**140**
1:45PM	55	7	0	**62**	2	6	58	0	**64**	0	15	13	0	**28**	7	**154**
Hourly Total	227	13	0	**240**	11	18	254	0	**272**	4	43	40	0	**83**	45	**595**
2:00PM	63	8	0	**71**	0	6	64	0	**70**	1	5	11	0	**16**	12	**157**
2:15PM	56	4	0	**60**	2	4	60	0	**64**	0	9	12	0	**21**	4	**145**
2:30PM	59	1	0	**60**	0	2	43	0	**45**	0	11	11	0	**22**	6	**127**
2:45PM	58	4	0	**62**	6	3	58	0	**61**	0	2	16	0	**18**	11	**141**
Hourly Total	236	17	0	**253**	8	15	225	0	**240**	1	27	50	0	**77**	33	**570**
3:00PM	65	7	0	**72**	0	2	58	0	**60**	0	7	14	0	**21**	6	**153**
3:15PM	72	9	0	**81**	0	4	58	0	**62**	0	7	9	0	**16**	14	**159**
3:30PM	74	5	0	**79**	3	4	52	0	**56**	0	9	15	0	**24**	16	**159**
3:45PM	55	2	0	**57**	1	2	70	0	**72**	0	4	5	0	**9**	5	**138**
Hourly Total	266	23	0	**289**	4	12	238	0	**250**	0	27	43	0	**70**	41	**609**
4:00PM	77	5	0	**82**	4	6	57	0	**63**	0	7	19	0	**26**	9	**171**
4:15PM	95	5	0	**100**	0	7	74	0	**81**	0	6	15	0	**21**	18	**202**
4:30PM	72	5	0	**77**	1	2	76	0	**78**	0	9	20	0	**29**	6	**184**
4:45PM	87	6	0	**93**	0	8	62	0	**70**	0	14	15	0	**29**	14	**192**
Hourly Total	331	21	0	**352**	5	23	269	0	**292**	0	36	69	0	**105**	47	**749**
5:00PM	95	5	0	**100**	2	4	74	0	**78**	0	7	16	0	**23**	14	**201**
5:15PM	72	6	0	**78**	0	1	79	0	**80**	0	8	25	0	**33**	27	**191**
5:30PM	64	4	0	**68**	0	4	72	0	**76**	0	7	11	0	**18**	9	**162**
5:45PM	64	2	0	**66**	0	4	64	0	**68**	0	6	8	0	**14**	11	**148**
Hourly Total	295	17	0	**312**	2	13	289	0	**302**	0	28	60	0	**88**	61	**702**
6:00PM	46	7	0	**53**	14	4	61	0	**65**	0	9	7	0	**16**	11	**134**
6:15PM	57	1	0	**58**	2	2	57	0	**59**	0	5	6	0	**11**	17	**128**
6:30PM	53	4	0	**57**	5	6	62	0	**68**	0	8	10	0	**18**	13	**143**
6:45PM	56	3	0	**59**	3	5	59	0	**64**	0	7	5	0	**12**	12	**135**
Hourly Total	212	15	0	**227**	24	17	239	0	**256**	0	29	28	0	**57**	53	**540**
7:00PM	47	2	0	**49**	0	2	40	0	**42**	0	7	6	0	**13**	3	**104**
7:15PM	34	4	0	**38**	0	1	56	0	**57**	0	3	10	0	**13**	5	**108**
7:30PM	45	2	0	**47**	5	0	51	0	**51**	0	12	9	0	**21**	13	**119**
7:45PM	44	3	0	**47**	1	1	50	0	**51**	0	4	10	0	**14**	23	**112**
Hourly Total	170	11	0	**181**	6	4	197	0	**201**	0	26	35	0	**61**	44	**443**
8:00PM	58	1	0	**59**	0	0	34	0	**34**	0	8	7	0	**15**	22	**108**
8:15PM	35	4	0	**39**	5	2	37	0	**39**	0	4	6	0	**10**	12	**88**
8:30PM	31	0	0	**31**	0	1	40	0	**41**	0	11	7	0	**18**	4	**90**
8:45PM	35	1	0	**36**	2	2	29	0	**31**	2	2	3	0	**5**	15	**72**
Hourly Total	159	6	0	**165**	7	5	140	0	**145**	2	25	23	0	**48**	53	**358**
9:00PM	42	2	0	**44**	0	3	30	0	**33**	4	9	8	0	**17**	10	**94**
9:15PM	28	5	0	**33**	0	5	36	0	**41**	0	6	4	0	**10**	8	**84**
9:30PM	30	4	0	**34**	4	1	33	0	**34**	0	8	4	0	**12**	15	**80**
9:45PM	25	5	0	**30**	0	0	38	0	**38**	0	8	2	0	**10**	16	**78**
Hourly Total	125	16	0	**141**	4	9	137	0	**146**	4	31	18	0	**49**	49	**336**
10:00PM	26	2	0	**28**	2	0	30	0	**30**	2	9	3	0	**12**	10	**70**
10:15PM	31	3	0	**34**	0	1	21	0	**22**	0	5	3	0	**8**	9	**64**

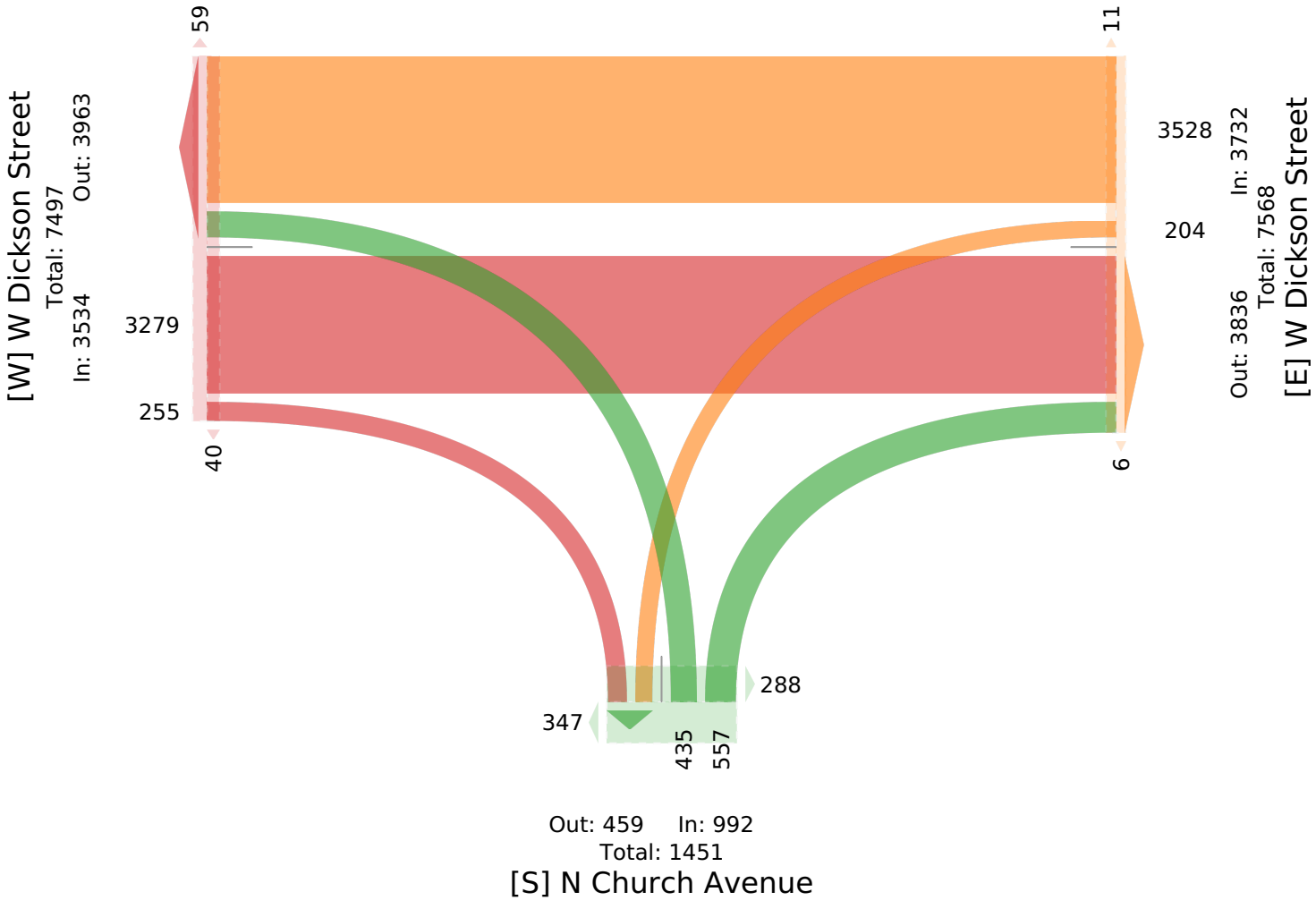
Leg	W Dickson Street					W Dickson Street					N Church Avenue					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
10:30PM	23	3	0	**26**	1	2	24	0	**26**	2	5	3	0	**8**	18	**60**
10:45PM	28	2	0	**30**	1	0	24	0	**24**	0	4	0	0	**4**	16	**58**
Hourly Total	108	10	0	**118**	4	3	99	0	**102**	4	23	9	0	**32**	53	**252**
11:00PM	13	2	0	**15**	0	1	19	0	**20**	0	0	0	0	**0**	7	**35**
11:15PM	17	1	0	**18**	1	0	24	0	**24**	0	4	1	0	**5**	6	**47**
11:30PM	17	1	0	**18**	2	0	22	0	**22**	0	3	1	0	**4**	3	**44**
11:45PM	20	0	0	**20**	0	0	21	0	**21**	0	3	1	0	**4**	0	**45**
Hourly Total	67	4	0	**71**	3	1	86	0	**87**	0	10	3	0	**13**	16	**171**
Total	3279	255	0	**3534**	99	204	3528	0	**3732**	17	435	557	0	**992**	635	**8258**
% Approach	92.8%	7.2%	0%	**-**	-	5.5%	94.5%	0%	**-**	-	43.9%	56.1%	0%	**-**	-	**-**
% Total	39.7%	3.1%	0%	**42.8%**	-	2.5%	42.7%	0%	**45.2%**	-	5.3%	6.7%	0%	**12.0%**	-	**-**
Lights	3256	251	0	**3507**	-	199	3464	0	**3663**	-	432	554	0	**986**	-	8156
% Lights	99.3%	98.4%	0%	**99.2%**	-	97.5%	98.2%	0%	**98.2%**	-	99.3%	99.5%	0%	**99.4%**	-	98.8%
Articulated Trucks	3	0	0	**3**	-	1	4	0	**5**	-	0	0	0	**0**	-	8
% Articulated Trucks	0.1%	0%	0%	**0.1%**	-	0.5%	0.1%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	20	4	0	**24**	-	4	60	0	**64**	-	3	3	0	**6**	-	94
% Buses and Single-Unit Trucks	0.6%	1.6%	0%	**0.7%**	-	2.0%	1.7%	0%	**1.7%**	-	0.7%	0.5%	0%	**0.6%**	-	1.1%
Pedestrians	-	-	-	-	86	-	-	-	-	17	-	-	-	-	623	
% Pedestrians	-	-	-	-	86.9%	-	-	-	-	100%	-	-	-	-	98.1%	-
Bicycles on Crosswalk	-	-	-	-	13	-	-	-	-	0	-	-	-	-	12	
% Bicycles on Crosswalk	-	-	-	-	13.1%	-	-	-	-	0%	-	-	-	-	1.9%	-

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

1. Dickson Street at Church Avenue - TMC

Thu Feb 27, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272705, Location: 36.066354, -94.161734

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



1. Dickson Street at Church Avenue - TMC

Thu Feb 27, 2025
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272705, Location: 36.066354, -94.161734

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

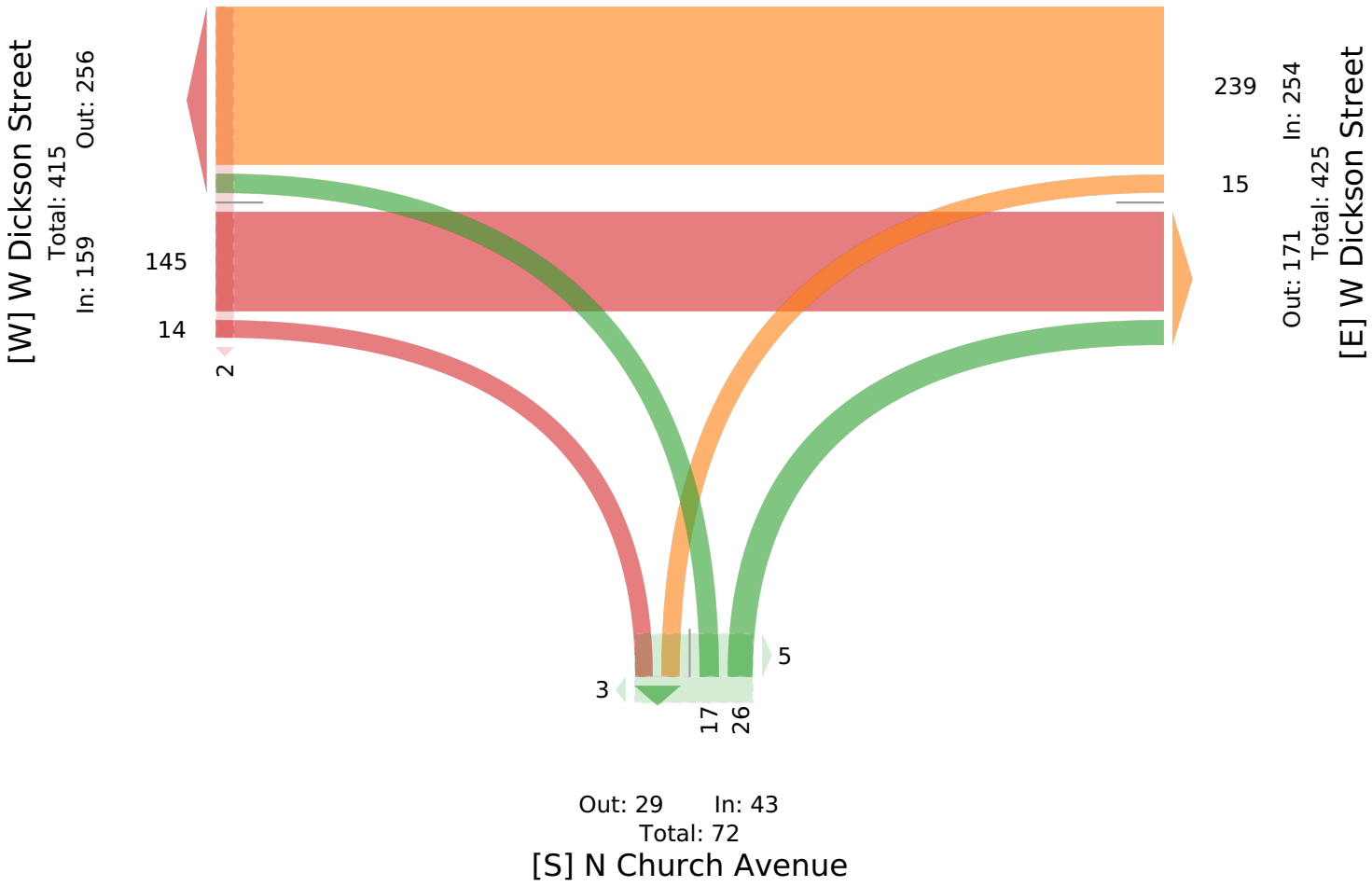
Leg	W Dickson Street					W Dickson Street					N Church Avenue					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-02-27 7:45AM	37	1	0	**38**	0	6	64	0	**70**	0	4	6	0	**10**	3	**118**
8:00AM	37	6	0	**43**	2	5	48	0	**53**	0	7	0	0	**7**	1	**103**
8:15AM	39	4	0	**43**	0	3	56	0	**59**	0	0	9	0	**9**	3	**111**
8:30AM	32	3	0	**35**	0	1	71	0	**72**	0	6	11	0	**17**	1	**124**
Total	145	14	0	**159**	2	15	239	0	**254**	0	17	26	0	**43**	8	**456**
% Approach	91.2%	8.8%	0%	**-**	-	5.9%	94.1%	0%	**-**	-	39.5%	60.5%	0%	**-**	-	**-**
% Total	31.8%	3.1%	0%	**34.9%**	-	3.3%	52.4%	0%	**55.7%**	-	3.7%	5.7%	0%	**9.4%**	-	**-**
PHF	0.929	0.583	-	**0.924**	-	0.625	0.842	-	**0.882**	-	0.607	0.591	-	**0.632**	-	0.919
Lights	143	14	0	**157**	-	15	236	0	**251**	-	17	26	0	**43**	-	451
% Lights	98.6%	100%	0%	**98.7%**	-	100%	98.7%	0%	**98.8%**	-	100%	100%	0%	**100%**	-	98.9%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	2	0	0	**2**	-	0	3	0	**3**	-	0	0	0	**0**	-	5
% Buses and Single-Unit Trucks	1.4%	0%	0%	**1.3%**	-	0%	1.3%	0%	**1.2%**	-	0%	0%	0%	**0%**	-	1.1%
Pedestrians	-	-	-	-	2	-	-	-	-	0	-	-	-	-	8	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

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

1. Dickson Street at Church Avenue - TMC

Thu Feb 27, 2025
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272705, Location: 36.066354, -94.161734

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



1. Dickson Street at Church Avenue - TMC

Thu Feb 27, 2025
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272705, Location: 36.066354, -94.161734

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

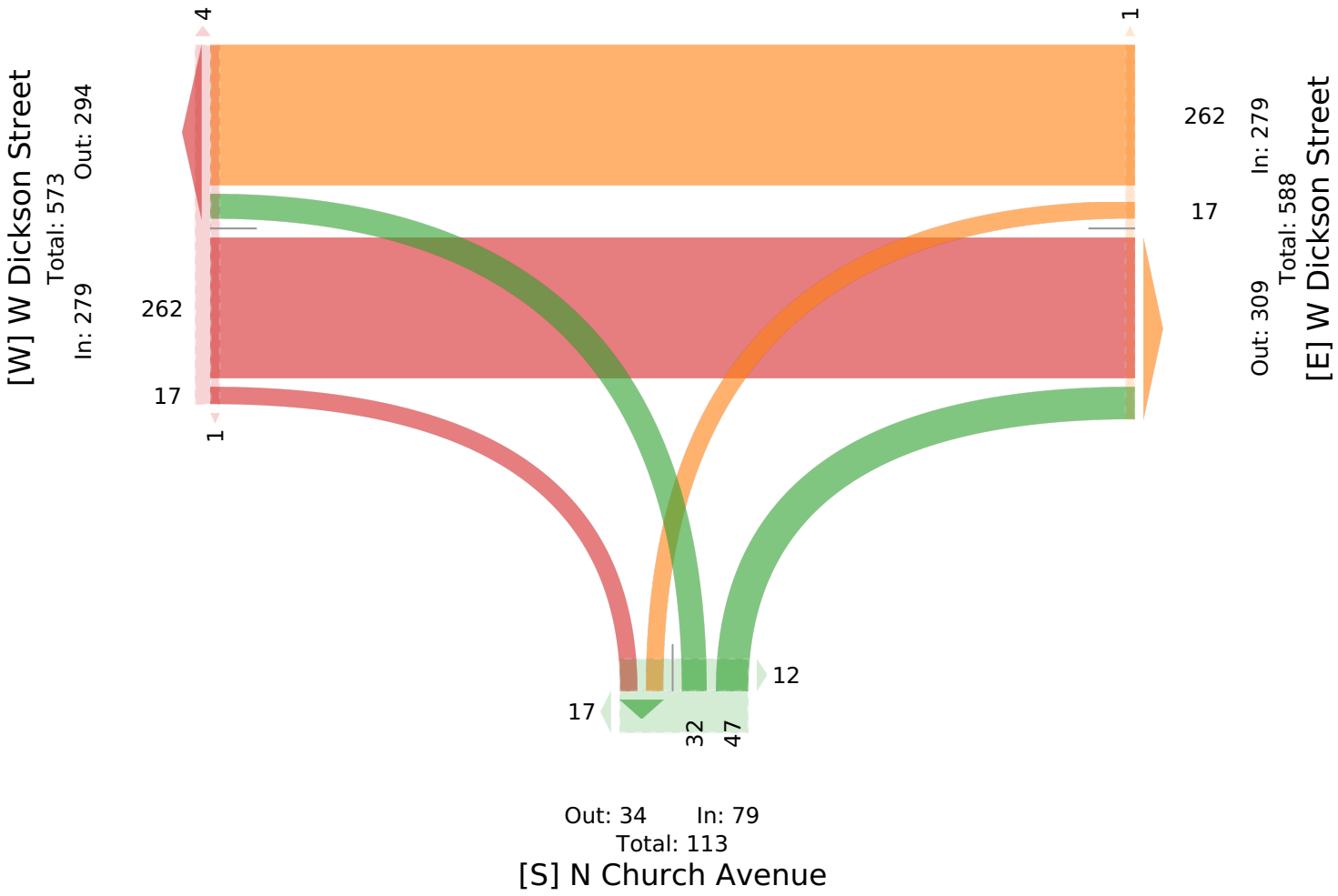
Leg / Direction	W Dickson Street Eastbound					W Dickson Street Westbound					N Church Avenue Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-02-27 11:45AM	56	6	0	**62**	2	4	60	0	**64**	0	5	10	0	**15**	5	**141**
12:00PM	55	3	0	**58**	0	6	76	0	**82**	0	11	11	0	**22**	7	**162**
12:15PM	75	5	0	**80**	3	3	66	0	**69**	0	4	12	0	**16**	11	**165**
12:30PM	76	3	0	**79**	0	4	60	0	**64**	1	12	14	0	**26**	6	**169**
Total	262	17	0	**279**	5	17	262	0	**279**	1	32	47	0	**79**	29	**637**
% Approach	93.9%	6.1%	0%	**-**	-	6.1%	93.9%	0%	**-**	-	40.5%	59.5%	0%	**-**	-	**-**
% Total	41.1%	2.7%	0%	**43.8%**	-	2.7%	41.1%	0%	**43.8%**	-	5.0%	7.4%	0%	**12.4%**	-	**-**
PHF	0.862	0.708	**-**	**0.872**	-	0.708	0.862	**-**	**0.851**	-	0.667	0.839	**-**	**0.760**	-	0.942
Lights	259	17	0	**276**	-	16	259	0	**275**	-	32	47	0	**79**	-	630
% Lights	98.9%	100%	0%	**98.9%**	-	94.1%	98.9%	0%	**98.6%**	-	100%	100%	0%	**100%**	-	98.9%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	3	0	0	**3**	-	1	3	0	**4**	-	0	0	0	**0**	-	7
% Buses and Single-Unit Trucks	1.1%	0%	0%	**1.1%**	-	5.9%	1.1%	0%	**1.4%**	-	0%	0%	0%	**0%**	-	1.1%
Pedestrians	-	-	-	-	5	-	-	-	-	1	-	-	-	-	28	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	96.6%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	3.4%	-

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

1. Dickson Street at Church Avenue - TMC

Thu Feb 27, 2025
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272705, Location: 36.066354, -94.161734

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



1. Dickson Street at Church Avenue - TMC

Thu Feb 27, 2025
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272705, Location: 36.066354, -94.161734

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

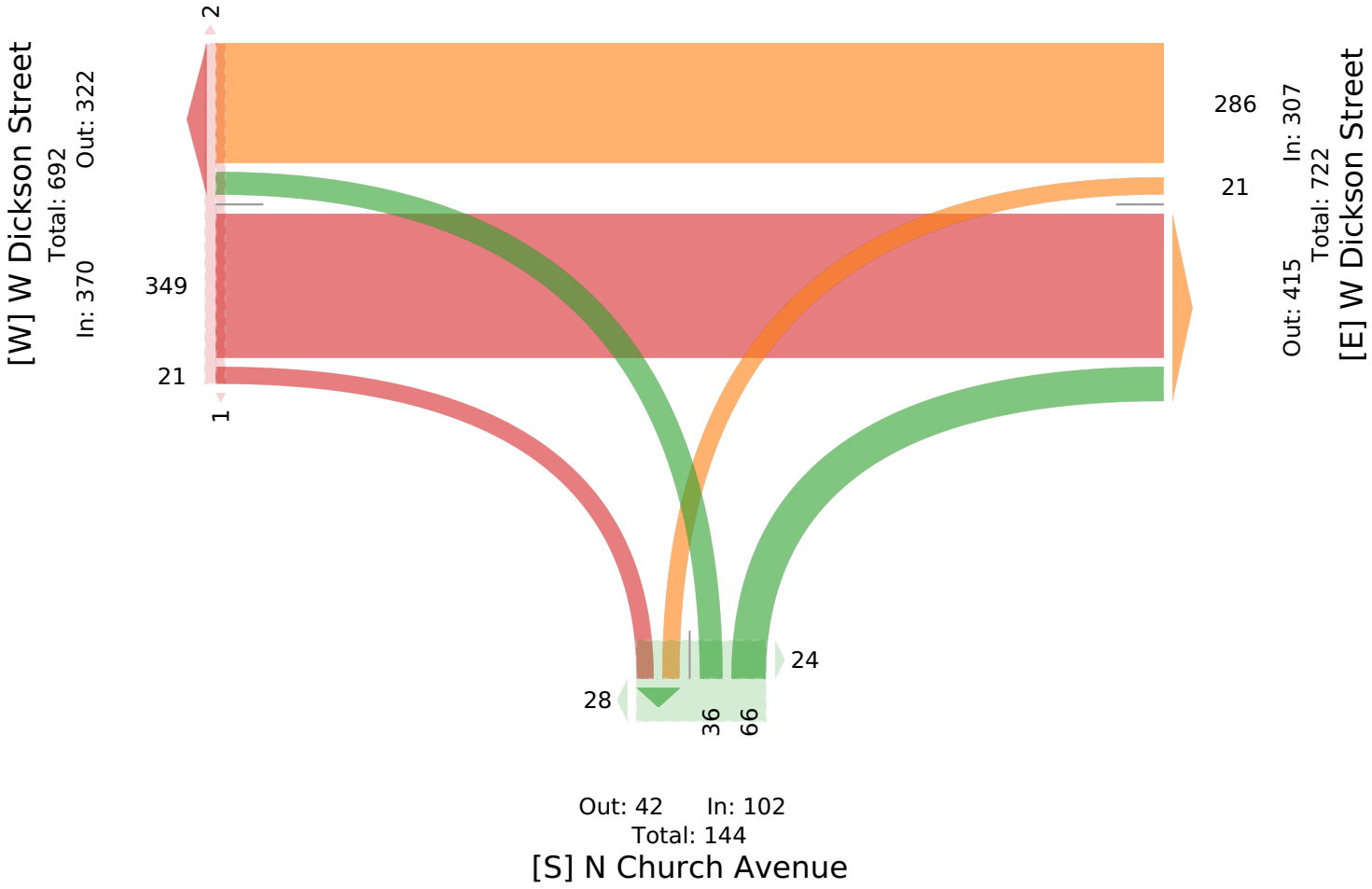
Leg	W Dickson Street					W Dickson Street					N Church Avenue					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-02-27 4:15PM	95	5	0	**100**	0	7	74	0	**81**	0	6	15	0	**21**	18	**202**
4:30PM	72	5	0	**77**	1	2	76	0	**78**	0	9	20	0	**29**	6	**184**
4:45PM	87	6	0	**93**	0	8	62	0	**70**	0	14	15	0	**29**	14	**192**
5:00PM	95	5	0	**100**	2	4	74	0	**78**	0	7	16	0	**23**	14	**201**
Total	349	21	0	**370**	3	21	286	0	**307**	0	36	66	0	**102**	52	**779**
% Approach	94.3%	5.7%	0%	**-**	-	6.8%	93.2%	0%	**-**	-	35.3%	64.7%	0%	**-**	-	**-**
% Total	44.8%	2.7%	0%	**47.5%**	-	2.7%	36.7%	0%	**39.4%**	-	4.6%	8.5%	0%	**13.1%**	-	**-**
PHF	0.918	0.875	-	**0.925**	-	0.656	0.941	-	**0.948**	-	0.643	0.825	-	**0.879**	-	0.964
Lights	349	21	0	**370**	-	21	279	0	**300**	-	35	66	0	**101**	-	771
% Lights	100%	100%	0%	**100%**	-	100%	97.6%	0%	**97.7%**	-	97.2%	100%	0%	**99.0%**	-	99.0%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	**0**	-	0	7	0	**7**	-	1	0	0	**1**	-	8
% Buses and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	2.4%	0%	**2.3%**	-	2.8%	0%	0%	**1.0%**	-	1.0%
Pedestrians	-	-	-	-	3	-	-	-	-	0	-	-	-	-	51	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	98.1%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	1.9%	-

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

1. Dickson Street at Church Avenue - TMC

Thu Feb 27, 2025
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272705, Location: 36.066354, -94.161734

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



2. Dickson Street at St Charles Avenue/Block... - TMC

Thu Feb 27, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272706, Location: 36.066319, -94.160601

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	W Dickson Street						W Dickson Street						N Block Avenue					
Direction	Eastbound						Westbound						Northbound					
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*
2025-02-27 12:00AM	1	8	1	0	**10**	0	0	11	1	0	**12**	0	0	0	0	0	**0**	0
12:15AM	1	9	0	0	**10**	0	0	7	1	0	**8**	0	0	0	0	0	**0**	0
12:30AM	1	10	0	0	**11**	0	0	4	0	0	**4**	0	0	0	0	0	**0**	0
12:45AM	1	11	0	0	**12**	0	0	7	0	0	**7**	0	0	0	0	0	**0**	0
Hourly Total	4	38	1	0	**43**	0	0	29	2	0	**31**	0	0	0	0	0	**0**	0
1:00AM	1	6	0	0	**7**	0	0	3	0	0	**3**	0	0	0	0	0	**0**	1
1:15AM	0	6	0	0	**6**	0	0	6	2	0	**8**	0	0	0	0	0	**0**	0
1:30AM	0	2	0	0	**2**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0
1:45AM	0	8	0	0	**8**	0	0	6	1	0	**7**	0	0	0	0	0	**0**	0
Hourly Total	1	22	0	0	**23**	0	0	17	3	0	**20**	0	0	0	0	0	**0**	1
2:00AM	0	8	0	0	**8**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0
2:15AM	0	2	0	0	**2**	0	0	3	0	0	**3**	0	0	0	0	0	**0**	0
2:30AM	0	3	1	0	**4**	0	0	3	0	0	**3**	0	0	0	0	0	**0**	0
2:45AM	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0
Hourly Total	0	13	1	0	**14**	0	0	9	0	0	**9**	0	0	0	0	0	**0**	0
3:00AM	1	0	0	0	**1**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0
3:15AM	0	1	0	0	**1**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0
3:30AM	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0
3:45AM	0	1	0	0	**1**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0
Hourly Total	1	2	1	0	**4**	0	0	2	1	0	**3**	0	0	0	0	0	**0**	0
4:00AM	0	1	0	0	**1**	0	0	4	0	0	**4**	0	0	0	0	0	**0**	0
4:15AM	0	0	0	0	**0**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0
4:30AM	0	5	0	0	**5**	0	1	1	2	0	**4**	0	0	0	0	0	**0**	0
4:45AM	0	1	0	0	**1**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0
Hourly Total	0	7	0	0	**7**	0	1	7	3	0	**11**	0	0	0	0	0	**0**	0
5:00AM	0	1	0	0	**1**	0	0	3	0	0	**3**	0	0	0	0	0	**0**	0
5:15AM	0	1	0	0	**1**	0	0	2	2	0	**4**	0	0	0	0	0	**0**	0
5:30AM	0	5	0	0	**5**	0	0	2	2	0	**4**	0	0	0	0	0	**0**	0
5:45AM	0	5	0	0	**5**	0	1	6	0	0	**7**	0	0	0	0	0	**0**	1
Hourly Total	0	12	0	0	**12**	0	1	13	4	0	**18**	0	0	0	0	0	**0**	1
6:00AM	0	4	1	0	**5**	0	0	11	2	0	**13**	0	0	0	0	0	**0**	0
6:15AM	2	2	0	0	**4**	0	2	6	1	0	**9**	0	0	0	0	0	**0**	1
6:30AM	2	7	3	0	**12**	0	2	9	3	0	**14**	0	0	0	0	0	**0**	0
6:45AM	1	8	1	0	**10**	0	5	8	5	0	**18**	0	0	0	0	0	**0**	2
Hourly Total	5	21	5	0	**31**	0	9	34	11	0	**54**	0	0	0	0	0	**0**	3
7:00AM	0	10	3	0	**13**	1	0	11	5	0	**16**	0	0	0	0	0	**0**	2
7:15AM	0	13	2	0	**15**	3	6	21	2	0	**29**	0	0	0	0	0	**0**	2
7:30AM	2	13	5	0	**20**	1	6	47	5	0	**58**	0	0	0	0	0	**0**	1
7:45AM	6	22	11	0	**39**	6	11	64	7	0	**82**	0	0	0	0	0	**0**	1
Hourly Total	8	58	21	0	**87**	11	23	143	19	0	**185**	0	0	0	0	0	**0**	6
8:00AM	3	19	11	0	**33**	5	13	51	3	0	**67**	0	0	0	0	0	**0**	1
8:15AM	5	39	8	0	**52**	1	8	55	9	0	**72**	0	0	0	0	0	**0**	1
8:30AM	6	33	5	0	**44**	1	12	69	7	0	**88**	0	0	0	0	0	**0**	0
8:45AM	2	31	1	0	**34**	9	19	50	5	0	**74**	0	0	0	0	0	**0**	2
Hourly Total	16	122	25	0	**163**	16	52	225	24	0	**301**	0	0	0	0	0	**0**	4
9:00AM	3	31	4	0	**38**	5	7	45	6	0	**58**	0	0	0	1	0	**1**	1
9:15AM	1	31	7	0	**39**	1	11	48	7	0	**66**	1	0	0	0	0	**0**	2
9:30AM	3	31	3	0	**37**	4	8	40	11	0	**59**	0	0	0	0	0	**0**	0
9:45AM	3	28	8	0	**39**	2	16	37	3	1	**57**	0	0	0	0	0	**0**	2
Hourly Total	10	121	22	0	**153**	12	42	170	27	1	**240**	1	0	0	1	0	**1**	5
10:00AM	5	22	5	0	**32**	1	4	44	11	0	**59**	0	0	0	0	0	**0**	0
10:15AM	6	31	4	0	**41**	0	12	41	13	0	**66**	0	0	0	0	0	**0**	1

Leg	W Dickson Street						W Dickson Street						N Block Avenue					
Direction	Eastbound						Westbound						Northbound					
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*
10:30AM	6	34	4	0	**44**	1	5	58	8	0	**71**	0	0	0	0	0	**0**	2
10:45AM	5	50	7	1	**63**	0	24	38	10	0	**72**	0	0	0	0	0	**0**	6
Hourly Total	22	137	20	1	**180**	2	45	181	42	0	**268**	0	0	0	0	0	**0**	9
11:00AM	5	54	3	0	**62**	0	11	42	9	0	**62**	0	0	0	1	0	**1**	1
11:15AM	7	41	4	0	**52**	1	12	48	6	0	**66**	0	0	0	0	0	**0**	4
11:30AM	6	53	3	0	**62**	0	9	43	15	0	**67**	0	0	0	0	0	**0**	2
11:45AM	5	53	9	0	**67**	1	15	54	15	0	**84**	0	0	0	0	0	**0**	4
Hourly Total	23	201	19	0	**243**	2	47	187	45	0	**279**	0	0	0	1	0	**1**	11
12:00PM	5	59	8	0	**72**	4	22	69	9	0	**100**	0	0	0	0	0	**0**	2
12:15PM	12	69	7	0	**88**	4	9	65	16	0	**90**	0	0	0	0	0	**0**	4
12:30PM	9	70	9	0	**88**	5	9	53	11	0	**73**	0	0	0	0	0	**0**	1
12:45PM	4	40	10	0	**54**	3	13	63	13	0	**89**	0	0	0	1	0	**1**	2
Hourly Total	30	238	34	0	**302**	16	53	250	49	0	**352**	0	0	0	1	0	**1**	9
1:00PM	9	49	14	0	**72**	5	16	61	14	0	**91**	1	0	0	0	0	**0**	4
1:15PM	6	61	14	0	**81**	8	13	60	18	0	**91**	0	0	0	0	0	**0**	1
1:30PM	8	49	11	0	**68**	2	12	69	16	0	**97**	0	0	0	0	0	**0**	6
1:45PM	9	43	16	0	**68**	6	7	53	12	0	**72**	0	0	0	0	0	**0**	2
Hourly Total	32	202	55	0	**289**	21	48	243	60	0	**351**	1	0	0	0	0	**0**	13
2:00PM	11	55	12	0	**78**	1	6	68	14	0	**88**	0	0	0	0	0	**0**	7
2:15PM	13	44	12	0	**69**	0	7	55	8	0	**70**	0	0	0	0	0	**0**	0
2:30PM	9	53	14	0	**76**	5	12	46	9	0	**67**	0	0	0	0	0	**0**	1
2:45PM	13	53	12	0	**78**	2	12	59	10	0	**81**	0	0	0	0	0	**0**	3
Hourly Total	46	205	50	0	**301**	8	37	228	41	0	**306**	0	0	0	0	0	**0**	11
3:00PM	10	49	11	0	**70**	3	10	49	14	0	**73**	0	0	0	0	0	**0**	2
3:15PM	9	62	8	0	**79**	4	10	55	10	0	**75**	0	0	0	0	0	**0**	6
3:30PM	6	76	8	0	**90**	2	11	51	12	0	**74**	0	0	0	0	0	**0**	3
3:45PM	7	45	10	0	**62**	8	10	56	12	0	**78**	0	0	0	0	0	**0**	3
Hourly Total	32	232	37	0	**301**	17	41	211	48	0	**300**	0	0	0	0	0	**0**	14
4:00PM	11	70	5	0	**86**	5	11	52	12	0	**75**	0	0	0	1	0	**1**	7
4:15PM	14	87	11	0	**112**	1	13	70	18	0	**101**	0	0	0	0	0	**0**	7
4:30PM	10	64	5	0	**79**	1	10	66	8	0	**84**	0	0	0	0	0	**0**	1
4:45PM	4	82	15	0	**101**	0	3	60	11	0	**74**	0	0	0	1	0	**1**	5
Hourly Total	39	303	36	0	**378**	7	37	248	49	0	**334**	0	0	0	2	0	**2**	20
5:00PM	11	85	14	0	**110**	9	11	66	10	0	**87**	0	0	0	0	0	**0**	3
5:15PM	12	70	12	0	**94**	2	11	72	1	0	**84**	0	0	0	0	0	**0**	1
5:30PM	5	59	12	0	**76**	1	6	67	7	0	**80**	0	0	0	0	0	**0**	7
5:45PM	6	58	13	0	**77**	0	10	58	6	0	**74**	0	0	0	1	0	**1**	4
Hourly Total	34	272	51	0	**357**	12	38	263	24	0	**325**	0	0	0	1	0	**1**	15
6:00PM	4	44	9	0	**57**	12	12	56	7	0	**75**	0	0	0	0	0	**0**	3
6:15PM	6	59	5	0	**70**	3	4	49	5	0	**58**	0	0	0	0	0	**0**	11
6:30PM	5	48	6	0	**59**	0	4	52	5	0	**61**	0	0	0	0	0	**0**	5
6:45PM	6	44	13	0	**63**	0	10	59	1	0	**70**	0	0	0	0	0	**0**	0
Hourly Total	21	195	33	0	**249**	15	30	216	18	0	**264**	0	0	0	0	0	**0**	19
7:00PM	8	38	8	0	**54**	0	6	39	2	0	**47**	0	0	0	0	0	**0**	0
7:15PM	3	27	5	0	**35**	0	7	52	5	0	**64**	0	0	0	0	0	**0**	1
7:30PM	3	44	9	0	**56**	1	5	45	0	0	**50**	2	0	0	0	0	**0**	3
7:45PM	4	46	5	0	**55**	1	7	38	2	0	**47**	1	0	0	0	0	**0**	11
Hourly Total	18	155	27	0	**200**	2	25	174	9	0	**208**	3	0	0	0	0	**0**	15
8:00PM	4	50	12	0	**66**	0	3	30	9	0	**42**	0	0	0	0	0	**0**	10
8:15PM	2	35	1	0	**38**	0	4	34	2	0	**40**	0	0	0	0	0	**0**	1
8:30PM	1	31	6	0	**38**	0	3	32	1	0	**36**	0	0	0	0	0	**0**	0
8:45PM	4	28	8	0	**40**	0	2	27	2	0	**31**	0	0	0	0	0	**0**	5
Hourly Total	11	144	27	0	**182**	0	12	123	14	0	**149**	0	0	0	0	0	**0**	16
9:00PM	5	39	6	0	**50**	0	2	31	3	0	**36**	0	0	0	0	0	**0**	1
9:15PM	3	28	5	0	**36**	0	1	34	3	0	**38**	0	0	0	1	0	**1**	2
9:30PM	3	26	3	0	**32**	0	5	28	3	0	**36**	0	0	0	0	0	**0**	3
9:45PM	4	23	1	0	**28**	0	1	32	3	0	**36**	0	0	0	0	0	**0**	0
Hourly Total	15	116	15	0	**146**	0	9	125	12	0	**146**	0	0	0	1	0	**1**	6
10:00PM	5	24	1	0	**30**	0	1	27	4	0	**32**	0	0	0	0	0	**0**	0
10:15PM	6	22	6	0	**34**	0	0	18	1	0	**19**	0	0	0	0	0	**0**	1

Leg	W Dickson Street						W Dickson Street						N Block Avenue					
Direction	Eastbound						Westbound						Northbound					
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*
10:30PM	6	16	4	0	**26**	0	0	24	0	0	**24**	0	0	0	0	0	**0**	0
10:45PM	3	20	1	0	**24**	0	0	21	0	0	**21**	0	0	0	0	0	**0**	0
Hourly Total	20	82	12	0	**114**	0	1	90	5	0	**96**	0	0	0	0	0	**0**	1
11:00PM	0	11	1	0	**12**	0	0	17	2	0	**19**	0	1	0	0	0	**1**	3
11:15PM	1	15	2	0	**18**	0	0	21	1	0	**22**	0	0	0	0	0	**0**	0
11:30PM	0	17	2	0	**19**	0	1	20	3	0	**24**	0	0	0	0	0	**0**	3
11:45PM	5	13	3	0	**21**	0	1	15	0	0	**16**	0	0	0	0	0	**0**	0
Hourly Total	6	56	8	0	**70**	0	2	73	6	0	**81**	0	1	0	0	0	**1**	6
Total	394	2954	500	1	**3849**	141	553	3261	516	1	**4331**	5	1	0	7	0	**8**	185
% Approach	10.2%	76.7%	13.0%	0%	**-**	-	12.8%	75.3%	11.9%	0%	**-**	-	12.5%	0%	87.5%	0%	**-**	-
% Total	4.3%	31.9%	5.4%	0%	**41.6%**	-	6.0%	35.2%	5.6%	0%	**46.8%**	-	0%	0%	0.1%	0%	**0.1%**	-
Lights	388	2938	494	1	**3821**	-	552	3194	507	1	**4254**	-	1	0	7	0	**8**	-
% Lights	98.5%	99.5%	98.8%	100%	**99.3%**	-	99.8%	97.9%	98.3%	100%	**98.2%**	-	100%	0%	100%	0%	**100%**	-
Articulated Trucks	1	3	0	0	**4**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-
% Articulated Trucks	0.3%	0.1%	0%	0%	**0.1%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-
Buses and Single-Unit Trucks	5	13	6	0	**24**	-	1	62	9	0	**72**	-	0	0	0	0	**0**	-
% Buses and Single-Unit Trucks	1.3%	0.4%	1.2%	0%	**0.6%**	-	0.2%	1.9%	1.7%	0%	**1.7%**	-	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	139	-	-	-	-	-	5	-	-	-	-	-	180
% Pedestrians	-	-	-	-	-	98.6%	-	-	-	-	-	100%	-	-	-	-	-	97.3%
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	5
% Bicycles on Crosswalk	-	-	-	-	-	1.4%	-	-	-	-	-	0%	-	-	-	-	-	2.7%

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

2. Dickson Street at St Charles Avenue/Block... - TMC

Thu Feb 27, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272706, Location: 36.066319, -94.160601

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	N St Charles Avenue						Southwest		
Direction	Southbound						Northeastbound		
Time	L	T	R	U	**App**	Ped*	**App**	Ped*	**Int**
2025-02-27 12:00AM	0	1	0	0	**1**	3	**0**	0	**23**
12:15AM	0	1	0	0	**1**	0	**0**	0	**19**
12:30AM	0	0	1	0	**1**	0	**0**	0	**16**
12:45AM	0	0	0	0	**0**	0	**0**	0	**19**
Hourly Total	0	2	1	0	**3**	3	**0**	0	**77**
1:00AM	0	0	2	0	**2**	1	**0**	0	**12**
1:15AM	1	0	0	0	**1**	0	**0**	0	**15**
1:30AM	2	0	0	0	**2**	1	**0**	0	**6**
1:45AM	0	0	0	0	**0**	0	**0**	0	**15**
Hourly Total	3	0	2	0	**5**	2	**0**	0	**48**
2:00AM	0	0	0	0	**0**	0	**0**	0	**10**
2:15AM	0	0	0	0	**0**	0	**0**	0	**5**
2:30AM	0	0	0	0	**0**	0	**0**	0	**7**
2:45AM	0	0	0	0	**0**	0	**0**	0	**1**
Hourly Total	0	0	0	0	**0**	0	**0**	0	**23**
3:00AM	0	0	1	0	**1**	0	**0**	0	**3**
3:15AM	0	0	0	0	**0**	0	**0**	0	**2**
3:30AM	0	0	0	0	**0**	0	**0**	0	**1**
3:45AM	1	0	0	0	**1**	0	**0**	0	**3**
Hourly Total	1	0	1	0	**2**	0	**0**	0	**9**
4:00AM	0	0	0	0	**0**	0	**0**	0	**5**
4:15AM	0	0	0	0	**0**	0	**0**	0	**1**
4:30AM	0	0	0	0	**0**	0	**0**	0	**9**
4:45AM	2	0	0	0	**2**	0	**0**	0	**5**
Hourly Total	2	0	0	0	**2**	0	**0**	0	**20**
5:00AM	2	0	0	0	**2**	0	**0**	0	**6**
5:15AM	0	1	1	0	**2**	0	**0**	0	**7**
5:30AM	1	0	0	0	**1**	0	**0**	0	**10**
5:45AM	1	0	0	0	**1**	0	**0**	0	**13**
Hourly Total	4	1	1	0	**6**	0	**0**	0	**36**
6:00AM	0	0	2	0	**2**	0	**0**	0	**20**
6:15AM	1	0	0	0	**1**	0	**0**	0	**14**
6:30AM	2	1	0	0	**3**	1	**0**	0	**29**
6:45AM	0	1	0	0	**1**	1	**0**	0	**29**
Hourly Total	3	2	2	0	**7**	2	**0**	0	**92**
7:00AM	1	1	3	0	**5**	0	**0**	0	**34**
7:15AM	4	0	4	0	**8**	1	**0**	0	**52**
7:30AM	1	4	3	0	**8**	3	**0**	2	**86**
7:45AM	4	1	10	0	**15**	0	**0**	0	**136**
Hourly Total	10	6	20	0	**36**	4	**0**	2	**308**
8:00AM	7	4	5	0	**16**	2	**0**	0	**116**
8:15AM	3	3	5	0	**11**	0	**0**	0	**135**
8:30AM	5	4	6	0	**15**	1	**0**	0	**147**
8:45AM	7	4	5	0	**16**	2	**0**	3	**124**
Hourly Total	22	15	21	0	**58**	5	**0**	3	**522**
9:00AM	5	2	9	0	**16**	4	**0**	3	**113**
9:15AM	6	1	3	0	**10**	3	**0**	0	**115**
9:30AM	6	3	14	0	**23**	2	**0**	0	**119**
9:45AM	12	3	4	0	**19**	1	**0**	1	**115**
Hourly Total	29	9	30	0	**68**	10	**0**	4	**462**
10:00AM	4	3	7	0	**14**	2	**0**	0	**105**
10:15AM	11	1	9	0	**21**	1	**0**	0	**128**

Leg	N St Charles Avenue						Southwest		
Direction	Southbound						Northeastbound		
Time	L	T	R	U	**App**	Ped*	**App**	Ped*	**Int**
10:30AM	9	1	14	0	**24**	2	**0**	0	**139**
10:45AM	9	4	11	0	**24**	3	**0**	0	**159**
Hourly Total	33	9	41	0	**83**	8	**0**	0	**531**
11:00AM	8	2	11	0	**21**	3	**0**	4	**146**
11:15AM	9	4	9	0	**22**	4	**0**	2	**140**
11:30AM	6	3	6	0	**15**	1	**0**	3	**144**
11:45AM	12	5	15	0	**32**	1	**0**	2	**183**
Hourly Total	35	14	41	0	**90**	9	**0**	11	**613**
12:00PM	9	2	13	0	**24**	6	**0**	1	**196**
12:15PM	12	0	9	0	**21**	8	**0**	2	**199**
12:30PM	8	2	11	0	**21**	6	**0**	3	**182**
12:45PM	10	2	13	0	**25**	3	**0**	2	**169**
Hourly Total	39	6	46	0	**91**	23	**0**	8	**746**
1:00PM	13	3	6	0	**22**	11	**0**	0	**185**
1:15PM	12	5	14	0	**31**	6	**0**	2	**203**
1:30PM	10	3	9	0	**22**	5	**0**	2	**187**
1:45PM	7	6	14	0	**27**	3	**0**	0	**167**
Hourly Total	42	17	43	0	**102**	25	**0**	4	**742**
2:00PM	9	5	12	0	**26**	0	**0**	1	**192**
2:15PM	5	2	15	0	**22**	11	**0**	0	**161**
2:30PM	4	2	5	0	**11**	3	**0**	2	**154**
2:45PM	5	8	7	0	**20**	2	**0**	0	**179**
Hourly Total	23	17	39	0	**79**	16	**0**	3	**686**
3:00PM	5	2	9	0	**16**	7	**0**	4	**159**
3:15PM	5	2	8	0	**15**	3	**0**	2	**169**
3:30PM	7	8	7	0	**22**	7	**0**	2	**186**
3:45PM	6	4	12	0	**22**	4	**0**	2	**162**
Hourly Total	23	16	36	0	**75**	21	**0**	10	**676**
4:00PM	5	0	9	0	**14**	10	**0**	4	**176**
4:15PM	8	3	12	0	**23**	3	**0**	0	**236**
4:30PM	6	11	13	0	**30**	1	**0**	2	**193**
4:45PM	2	6	14	0	**22**	3	**0**	1	**198**
Hourly Total	21	20	48	0	**89**	17	**0**	7	**803**
5:00PM	10	5	13	0	**28**	6	**0**	3	**225**
5:15PM	7	3	5	0	**15**	0	**0**	2	**193**
5:30PM	8	1	12	0	**21**	3	**0**	0	**177**
5:45PM	6	2	10	0	**18**	5	**0**	0	**170**
Hourly Total	31	11	40	0	**82**	14	**0**	5	**765**
6:00PM	8	2	9	0	**19**	4	**0**	0	**151**
6:15PM	6	2	9	0	**17**	1	**0**	0	**145**
6:30PM	5	3	16	0	**24**	0	**0**	0	**144**
6:45PM	2	4	8	0	**14**	0	**0**	0	**147**
Hourly Total	21	11	42	0	**74**	5	**0**	0	**587**
7:00PM	4	3	4	0	**11**	0	**0**	0	**112**
7:15PM	3	0	2	0	**5**	2	**0**	0	**104**
7:30PM	2	0	4	0	**6**	1	**0**	0	**112**
7:45PM	4	0	12	0	**16**	1	**0**	0	**118**
Hourly Total	13	3	22	0	**38**	4	**0**	0	**446**
8:00PM	7	0	6	0	**13**	0	**0**	0	**121**
8:15PM	1	2	2	0	**5**	0	**0**	1	**83**
8:30PM	4	0	3	0	**7**	0	**0**	0	**81**
8:45PM	2	1	2	0	**5**	0	**0**	0	**76**
Hourly Total	14	3	13	0	**30**	0	**0**	1	**361**
9:00PM	2	0	3	0	**5**	0	**0**	0	**91**
9:15PM	7	3	6	0	**16**	0	**0**	0	**91**
9:30PM	0	1	5	0	**6**	0	**0**	0	**74**
9:45PM	1	0	3	0	**4**	0	**0**	0	**68**
Hourly Total	10	4	17	0	**31**	0	**0**	0	**324**
10:00PM	0	1	0	0	**1**	0	**0**	0	**63**
10:15PM	0	2	2	0	**4**	3	**0**	0	**57**

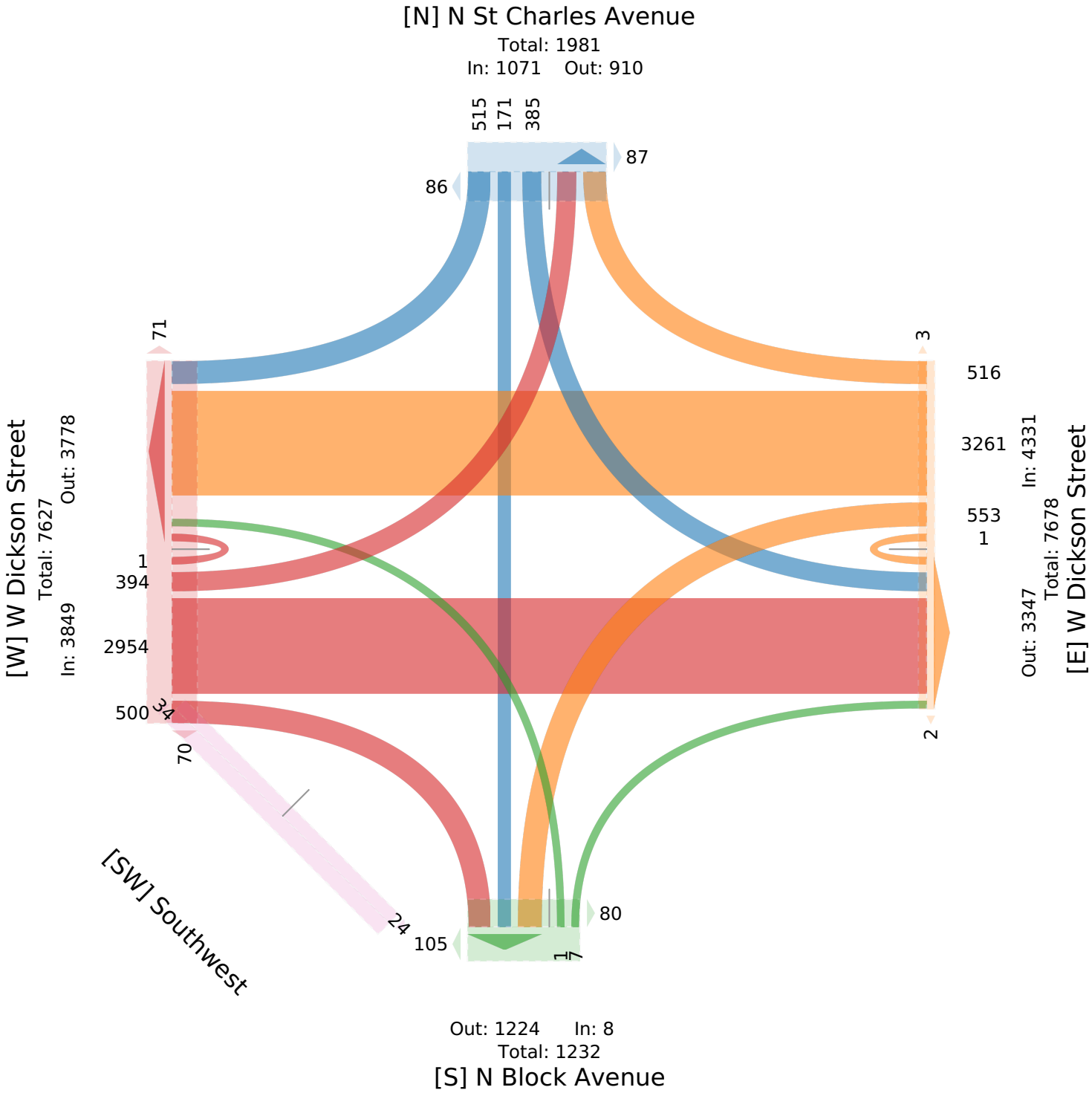
Leg	N St Charles Avenue						Southwest		
Direction	Southbound						Northeastbound		
Time	L	T	R	U	**App**	Ped*	**App**	Ped*	**Int**
10:30PM	1	0	1	0	**2**	0	**0**	0	**52**
10:45PM	1	1	0	0	**2**	0	**0**	0	**47**
Hourly Total	2	4	3	0	**9**	3	**0**	0	**219**
11:00PM	4	1	2	0	**7**	0	**0**	0	**39**
11:15PM	0	0	1	0	**1**	0	**0**	0	**41**
11:30PM	0	0	2	0	**2**	2	**0**	0	**45**
11:45PM	0	0	1	0	**1**	0	**0**	0	**38**
Hourly Total	4	1	6	0	**11**	2	**0**	0	**163**
Total	385	171	515	0	**1071**	173	**0**	58	**9259**
% Approach	35.9%	16.0%	48.1%	0%	**-**	-	**-**	-	**-**
% Total	4.2%	1.8%	5.6%	0%	**11.6%**	-	**0%**	-	**-**
Lights	378	168	511	0	**1057**	-	**0**	-	9140
% Lights	98.2%	98.2%	99.2%	0%	**98.7%**	-	**-**	-	98.7%
Articulated Trucks	0	0	0	0	**0**	-	**0**	-	9
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	**-**	-	0.1%
Buses and Single-Unit Trucks	7	3	4	0	**14**	-	**0**	-	110
% Buses and Single-Unit Trucks	1.8%	1.8%	0.8%	0%	**1.3%**	-	**-**	-	1.2%
Pedestrians	-	-	-	-	-	173	-	58	
% Pedestrians	-	-	-	-	-	100%	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	0%	-

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

2. Dickson Street at St Charles Avenue/Block... - TMC

Thu Feb 27, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272706, Location: 36.066319, -94.160601

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



2. Dickson Street at St Charles Avenue/Block... - TMC

Thu Feb 27, 2025
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272706, Location: 36.066319, -94.160601

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	W Dickson Street						W Dickson Street						N Block Avenue					
Direction	Eastbound						Westbound						Northbound					
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*
2025-02-27 7:45AM	6	22	11	0	**39**	6	11	64	7	0	**82**	0	0	0	0	0	**0**	1
8:00AM	3	19	11	0	**33**	5	13	51	3	0	**67**	0	0	0	0	0	**0**	1
8:15AM	5	39	8	0	**52**	1	8	55	9	0	**72**	0	0	0	0	0	**0**	1
8:30AM	6	33	5	0	**44**	1	12	69	7	0	**88**	0	0	0	0	0	**0**	0
Total	20	113	35	0	**168**	13	44	239	26	0	**309**	0	0	0	0	0	**0**	3
% Approach	11.9%	67.3%	20.8%	0%	**-**	-	14.2%	77.3%	8.4%	0%	**-**	-	0%	0%	0%	0%	**-**	-
% Total	3.7%	21.2%	6.6%	0%	**31.5%**	-	8.2%	44.8%	4.9%	0%	**57.9%**	-	0%	0%	0%	0%	**0%**	-
PHF	0.833	0.724	0.795	-	**0.808**	-	0.846	0.866	0.722	-	**0.878**	-	-	-	-	-	**-**	-
Lights	20	111	34	0	**165**	-	44	235	25	0	**304**	-	0	0	0	0	**0**	-
% Lights	100%	98.2%	97.1%	0%	**98.2%**	-	100%	98.3%	96.2%	0%	**98.4%**	-	0%	0%	0%	0%	**-**	-
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-
Buses and Single-Unit Trucks	0	2	1	0	**3**	-	0	4	1	0	**5**	-	0	0	0	0	**0**	-
% Buses and Single-Unit Trucks	0%	1.8%	2.9%	0%	**1.8%**	-	0%	1.7%	3.8%	0%	**1.6%**	-	0%	0%	0%	0%	**-**	-
Pedestrians	-	-	-	-	-	13	-	-	-	-	-	0	-	-	-	-	-	3
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%

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

2. Dickson Street at St Charles Avenue/Block... - TMC

Thu Feb 27, 2025
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272706, Location: 36.066319, -94.160601

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

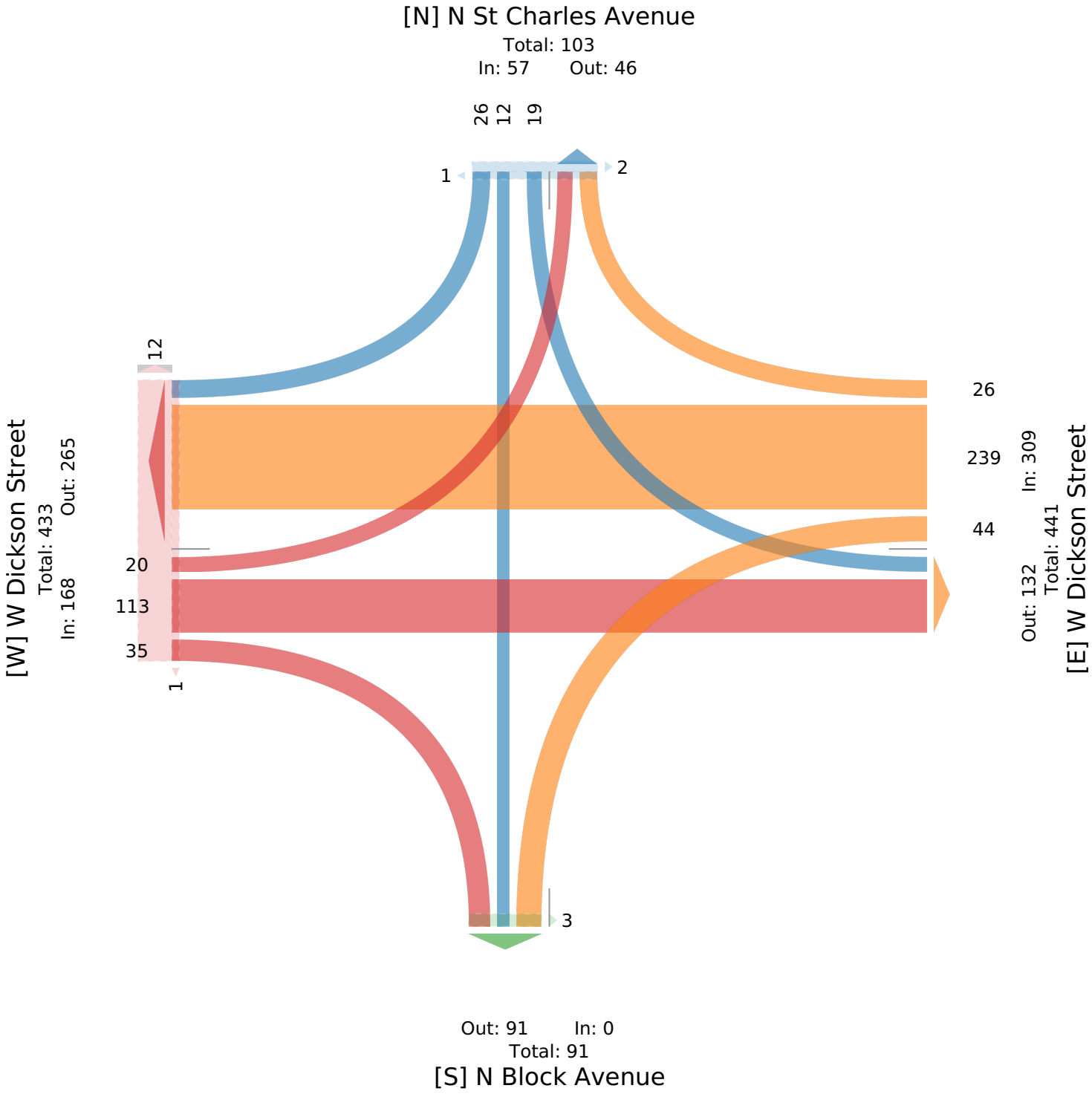
Leg Direction	N St Charles Avenue Southbound						Southwest Northeastbound		
Time	L	T	R	U	**App**	Ped*	**App**	Ped*	**Int**
2025-02-27 7:45AM	4	1	10	0	**15**	0	**0**	0	**136**
8:00AM	7	4	5	0	**16**	2	**0**	0	**116**
8:15AM	3	3	5	0	**11**	0	**0**	0	**135**
8:30AM	5	4	6	0	**15**	1	**0**	0	**147**
Total	19	12	26	0	**57**	3	**0**	0	**534**
% Approach	33.3%	21.1%	45.6%	0%	**-**	-	**-**	-	-
% Total	3.6%	2.2%	4.9%	0%	**10.7%**	-	**0%**	-	-
PHF	0.679	0.750	0.650	-	**0.891**	-	**-**	-	0.908
Lights	19	12	26	0	**57**	-	**0**	-	526
% Lights	100%	100%	100%	0%	**100%**	-	**-**	-	98.5%
Articulated Trucks	0	0	0	0	**0**	-	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	**-**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	**0**	-	8
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	**-**	-	1.5%
Pedestrians	-	-	-	-	-	3	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-

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

2. Dickson Street at St Charles Avenue/Block... - TMC

Thu Feb 27, 2025
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272706, Location: 36.066319, -94.160601

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



2. Dickson Street at St Charles Avenue/Block... - TMC

Thu Feb 27, 2025
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272706, Location: 36.066319, -94.160601

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	W Dickson Street						W Dickson Street						N Block Avenue					
Direction	Eastbound						Westbound						Northbound					
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*
2025-02-27 11:45AM	5	53	9	0	**67**	1	15	54	15	0	**84**	0	0	0	0	0	**0**	4
12:00PM	5	59	8	0	**72**	4	22	69	9	0	**100**	0	0	0	0	0	**0**	2
12:15PM	12	69	7	0	**88**	4	9	65	16	0	**90**	0	0	0	0	0	**0**	4
12:30PM	9	70	9	0	**88**	5	9	53	11	0	**73**	0	0	0	0	0	**0**	1
Total	31	251	33	0	**315**	14	55	241	51	0	**347**	0	0	0	0	0	**0**	11
% Approach	9.8%	79.7%	10.5%	0%	**-**	-	15.9%	69.5%	14.7%	0%	**-**	-	0%	0%	0%	0%	**-**	-
% Total	4.1%	33.0%	4.3%	0%	**41.4%**	-	7.2%	31.7%	6.7%	0%	**45.7%**	-	0%	0%	0%	0%	**0%**	-
PHF	0.646	0.896	0.917	-	**0.895**	-	0.625	0.873	0.797	-	**0.868**	-	-	-	-	-	**-**	-
Lights	31	249	33	0	**313**	-	55	237	51	0	**343**	-	0	0	0	0	**0**	-
% Lights	100%	99.2%	100%	0%	**99.4%**	-	100%	98.3%	100%	0%	**98.8%**	-	0%	0%	0%	0%	**-**	-
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-
Buses and Single-Unit Trucks	0	2	0	0	**2**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-
% Buses and Single-Unit Trucks	0%	0.8%	0%	0%	**0.6%**	-	0%	1.7%	0%	0%	**1.2%**	-	0%	0%	0%	0%	**-**	-
Pedestrians	-	-	-	-	-	14	-	-	-	-	-	0	-	-	-	-	-	10
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	90.9%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	9.1%

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

2. Dickson Street at St Charles Avenue/Block... - TMC

Thu Feb 27, 2025
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272706, Location: 36.066319, -94.160601

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

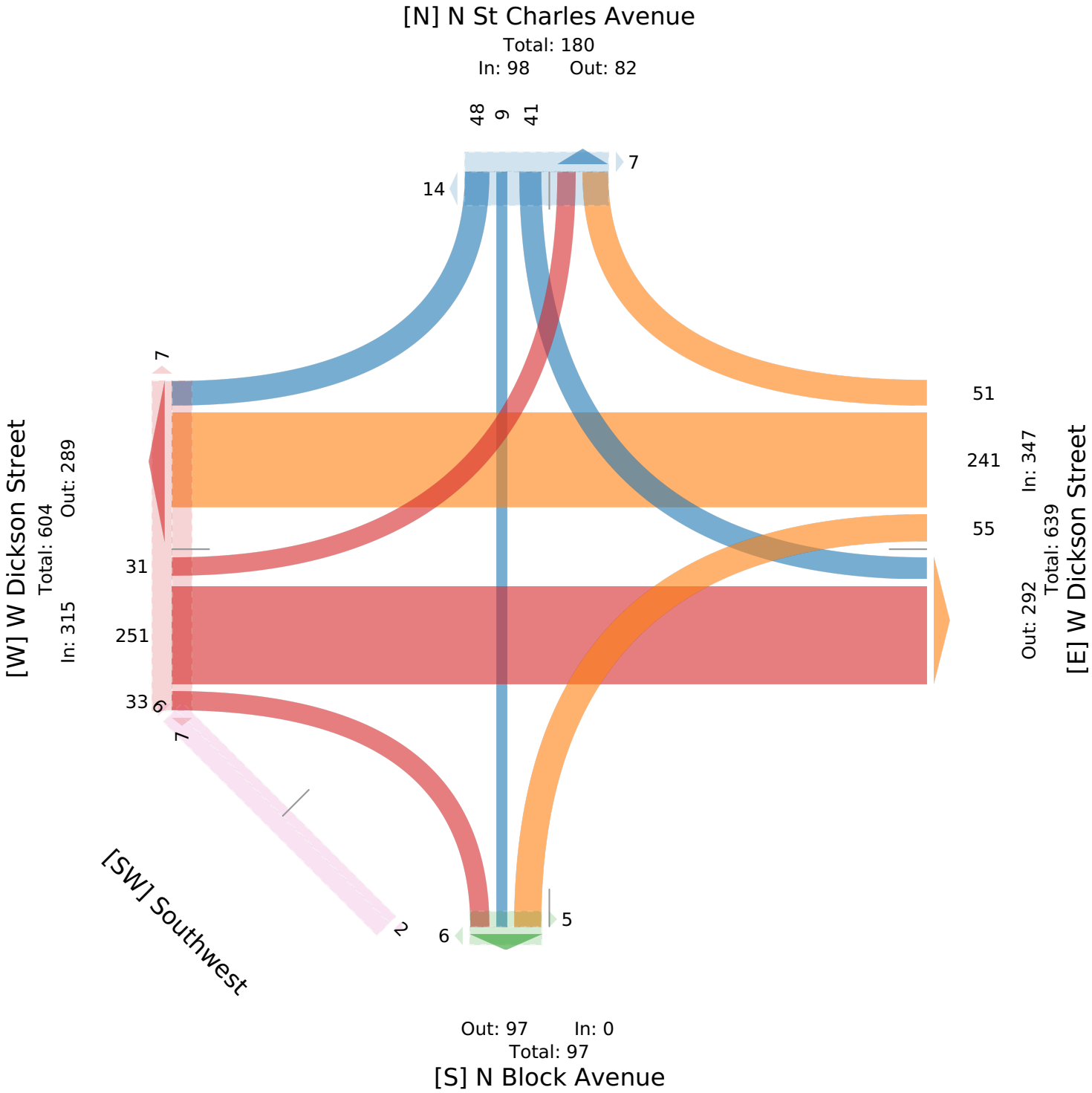
Leg Direction	N St Charles Avenue Southbound						Southwest Northeastbound		
Time	L	T	R	U	**App**	Ped*	**App**	Ped*	**Int**
2025-02-27 11:45AM	12	5	15	0	**32**	1	**0**	2	**183**
12:00PM	9	2	13	0	**24**	6	**0**	1	**196**
12:15PM	12	0	9	0	**21**	8	**0**	2	**199**
12:30PM	8	2	11	0	**21**	6	**0**	3	**182**
Total	41	9	48	0	**98**	21	**0**	8	**760**
% Approach	41.8%	9.2%	49.0%	0%	**-**	-	**-**	-	-
% Total	5.4%	1.2%	6.3%	0%	**12.9%**	-	**0%**	-	-
PHF	0.854	0.450	0.800	-	**0.766**	-	**-**	-	0.955
Lights	41	9	48	0	**98**	-	**0**	-	754
% Lights	100%	100%	100%	0%	**100%**	-	**-**	-	99.2%
Articulated Trucks	0	0	0	0	**0**	-	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	**-**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	**0**	-	6
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	**-**	-	0.8%
Pedestrians	-	-	-	-	-	21	-	8	
% Pedestrians	-	-	-	-	-	100%	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	0%	-

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

2. Dickson Street at St Charles Avenue/Block... - TMC

Thu Feb 27, 2025
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272706, Location: 36.066319, -94.160601

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



2. Dickson Street at St Charles Avenue/Block... - TMC

Thu Feb 27, 2025
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272706, Location: 36.066319, -94.160601

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	W Dickson Street						W Dickson Street						N Block Avenue					
Direction	Eastbound						Westbound						Northbound					
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*
2025-02-27 4:15PM	14	87	11	0	**112**	1	13	70	18	0	**101**	0	0	0	0	0	**0**	7
4:30PM	10	64	5	0	**79**	1	10	66	8	0	**84**	0	0	0	0	0	**0**	1
4:45PM	4	82	15	0	**101**	0	3	60	11	0	**74**	0	0	0	1	0	**1**	5
5:00PM	11	85	14	0	**110**	9	11	66	10	0	**87**	0	0	0	0	0	**0**	3
Total	39	318	45	0	**402**	11	37	262	47	0	**346**	0	0	0	1	0	**1**	16
% Approach	9.7%	79.1%	11.2%	0%	**-**	-	10.7%	75.7%	13.6%	0%	**-**	-	0%	0%	100%	0%	**-**	-
% Total	4.6%	37.3%	5.3%	0%	**47.2%**	-	4.3%	30.8%	5.5%	0%	**40.6%**	-	0%	0%	0.1%	0%	**0.1%**	-
PHF	0.696	0.914	0.750	-	**0.897**	-	0.712	0.936	0.653	-	**0.856**	-	-	-	0.250	-	**0.250**	-
Lights	39	318	45	0	**402**	-	37	254	45	0	**336**	-	0	0	1	0	**1**	-
% Lights	100%	100%	100%	0%	**100%**	-	100%	96.9%	95.7%	0%	**97.1%**	-	0%	0%	100%	0%	**100%**	-
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	8	2	0	**10**	-	0	0	0	0	**0**	-
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	3.1%	4.3%	0%	**2.9%**	-	0%	0%	0%	0%	**0%**	-
Pedestrians	-	-	-	-	-	11	-	-	-	-	-	0	-	-	-	-	-	16
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%

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

2. Dickson Street at St Charles Avenue/Block... - TMC

Thu Feb 27, 2025
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272706, Location: 36.066319, -94.160601

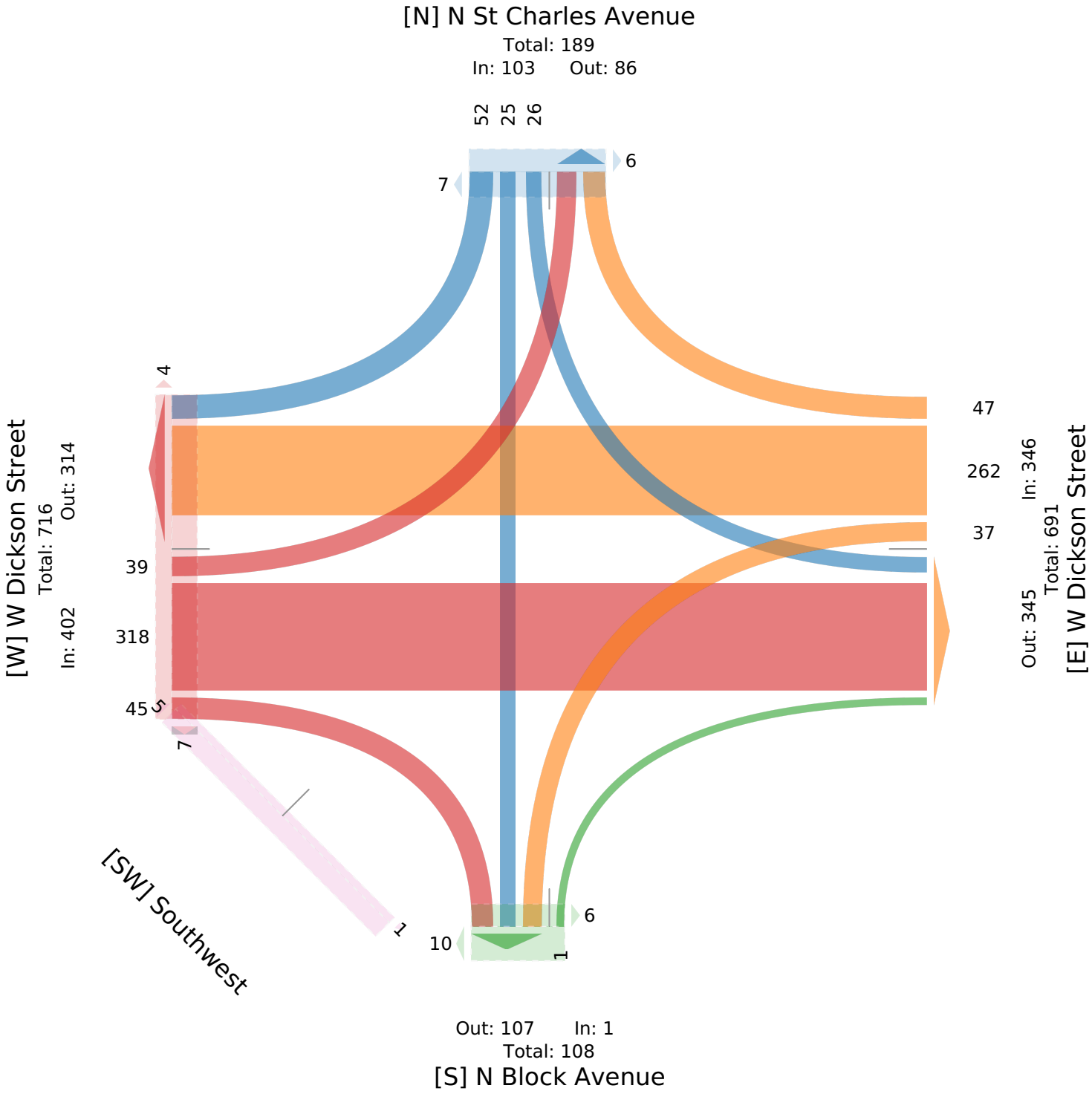
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	N St Charles Avenue Southbound						Southwest Northeastbound		
Time	L	T	R	U	**App**	Ped*	**App**	Ped*	**Int**
2025-02-27 4:15PM	8	3	12	0	**23**	3	**0**	0	**236**
4:30PM	6	11	13	0	**30**	1	**0**	2	**193**
4:45PM	2	6	14	0	**22**	3	**0**	1	**198**
5:00PM	10	5	13	0	**28**	6	**0**	3	**225**
Total	26	25	52	0	**103**	13	**0**	6	**852**
% Approach	25.2%	24.3%	50.5%	0%	**-**	-	**-**	-	-
% Total	3.1%	2.9%	6.1%	0%	**12.1%**	-	**0%**	-	-
PHF	0.650	0.568	0.929	-	**0.858**	-	**-**	-	0.903
Lights	25	24	52	0	**101**	-	**0**	-	840
% Lights	96.2%	96.0%	100%	0%	**98.1%**	-	**-**	-	98.6%
Articulated Trucks	0	0	0	0	**0**	-	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	**-**	-	0%
Buses and Single-Unit Trucks	1	1	0	0	**2**	-	**0**	-	12
% Buses and Single-Unit Trucks	3.8%	4.0%	0%	0%	**1.9%**	-	**-**	-	1.4%
Pedestrians	-	-	-	-	-	13	-	6	
% Pedestrians	-	-	-	-	-	100%	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	0%	-

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

2. Dickson Street at St Charles Avenue/Block... - TMC
Thu Feb 27, 2025
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272706, Location: 36.066319, -94.160601

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



3. Dickson Street at Alleyway - TMC

Thu Feb 27, 2025
Full Length (11 AM-1 PM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272707, Location: 36.066325, -94.161118

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

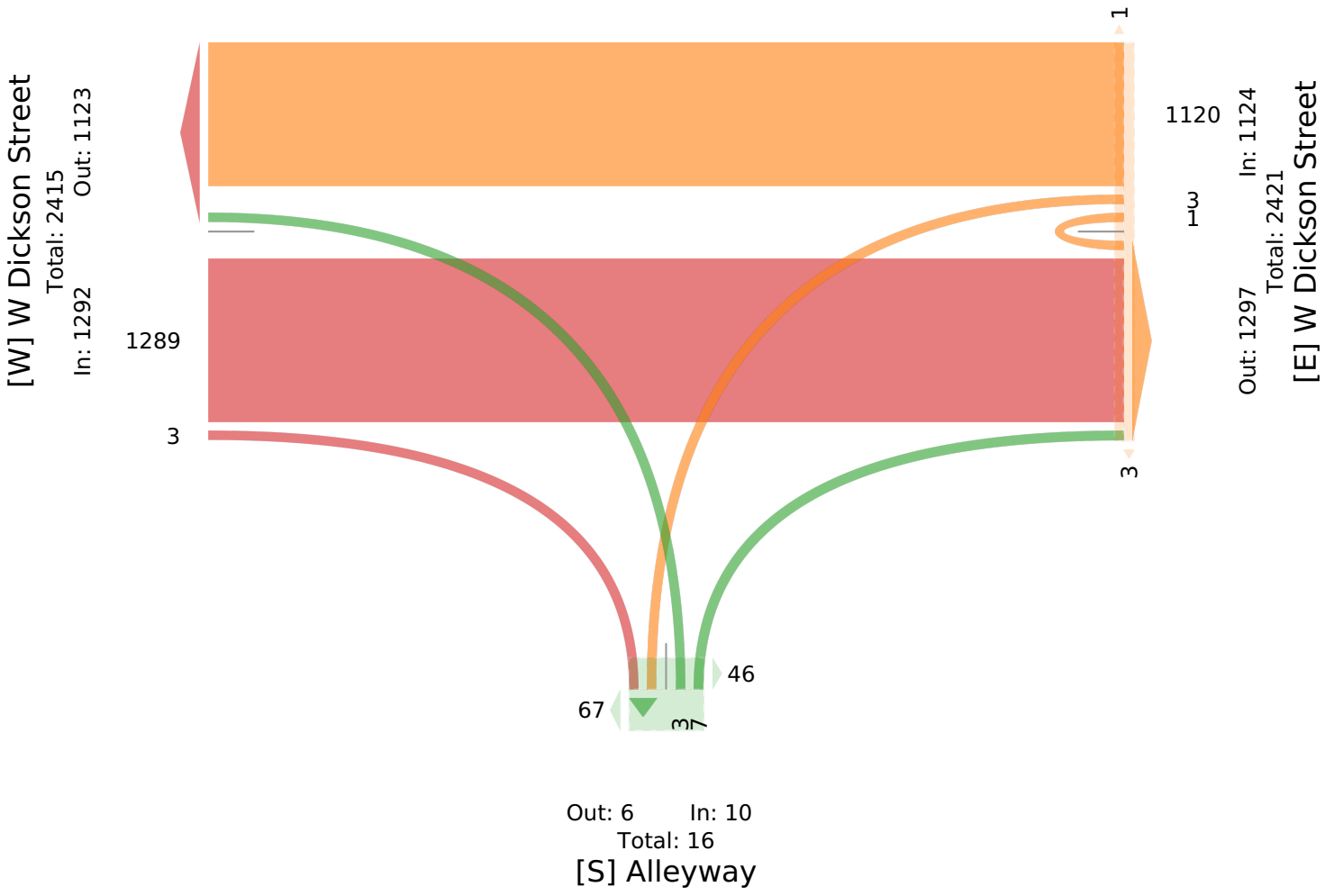
Leg	W Dickson Street					W Dickson Street					Alleyway					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-02-27 11:00AM	62	0	0	**62**	0	1	50	0	**51**	0	2	1	0	**3**	2	**116**
11:15AM	51	0	0	**51**	0	0	58	0	**58**	0	0	0	0	**0**	5	**109**
11:30AM	62	0	0	**62**	0	0	47	0	**47**	0	0	0	0	**0**	3	**109**
11:45AM	69	0	0	**69**	0	0	71	0	**71**	0	0	0	0	**0**	6	**140**
Hourly Total	244	0	0	**244**	0	1	226	0	**227**	0	2	1	0	**3**	16	**474**
12:00PM	69	0	0	**69**	0	1	80	1	**82**	0	0	1	0	**1**	4	**152**
12:15PM	86	0	0	**86**	0	0	72	0	**72**	0	0	1	0	**1**	15	**159**
12:30PM	86	0	0	**86**	0	0	62	0	**62**	0	0	0	0	**0**	5	**148**
12:45PM	55	1	0	**56**	0	0	74	0	**74**	1	0	0	0	**0**	5	**130**
Hourly Total	296	1	0	**297**	0	1	288	1	**290**	1	0	2	0	**2**	29	**589**
4:00PM	96	1	0	**97**	0	0	64	0	**64**	1	0	0	0	**0**	7	**161**
4:15PM	113	0	0	**113**	0	0	81	0	**81**	0	0	2	0	**2**	12	**196**
4:30PM	86	0	0	**86**	0	1	80	0	**81**	1	0	0	0	**0**	5	**167**
4:45PM	106	1	0	**107**	0	0	73	0	**73**	0	0	1	0	**1**	5	**181**
Hourly Total	401	2	0	**403**	0	1	298	0	**299**	2	0	3	0	**3**	29	**705**
5:00PM	105	0	0	**105**	0	0	82	0	**82**	1	1	1	0	**2**	9	**189**
5:15PM	92	0	0	**92**	0	0	76	0	**76**	0	0	0	0	**0**	17	**168**
5:30PM	75	0	0	**75**	0	0	82	0	**82**	0	0	0	0	**0**	6	**157**
5:45PM	76	0	0	**76**	0	0	68	0	**68**	0	0	0	0	**0**	7	**144**
Hourly Total	348	0	0	**348**	0	0	308	0	**308**	1	1	1	0	**2**	39	**658**
Total	1289	3	0	**1292**	0	3	1120	1	**1124**	4	3	7	0	**10**	113	**2426**
% Approach	99.8%	0.2%	0%	**-**	-	0.3%	99.6%	0.1%	**-**	-	30.0%	70.0%	0%	**-**	-	-
% Total	53.1%	0.1%	0%	**53.3%**	-	0.1%	46.2%	0%	**46.3%**	-	0.1%	0.3%	0%	**0.4%**	-	-
Lights	1283	3	0	**1286**	-	3	1099	1	**1103**	-	3	7	0	**10**	-	2399
% Lights	99.5%	100%	0%	**99.5%**	-	100%	98.1%	100%	**98.1%**	-	100%	100%	0%	**100%**	-	98.9%
Articulated Trucks	1	0	0	**1**	-	0	1	0	**1**	-	0	0	0	**0**	-	2
% Articulated Trucks	0.1%	0%	0%	**0.1%**	-	0%	0.1%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	5	0	0	**5**	-	0	20	0	**20**	-	0	0	0	**0**	-	25
% Buses and Single-Unit Trucks	0.4%	0%	0%	**0.4%**	-	0%	1.8%	0%	**1.8%**	-	0%	0%	0%	**0%**	-	1.0%
Pedestrians	-	-	-	-	0	-	-	-	-	4	-	-	-	-	108	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	95.6%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	5	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	4.4%	-

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

3. Dickson Street at Alleyway - TMC

Thu Feb 27, 2025
Full Length (11 AM-1 PM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272707, Location: 36.066325, -94.161118

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



3. Dickson Street at Alleyway - TMC

Thu Feb 27, 2025
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272707, Location: 36.066325, -94.161118

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

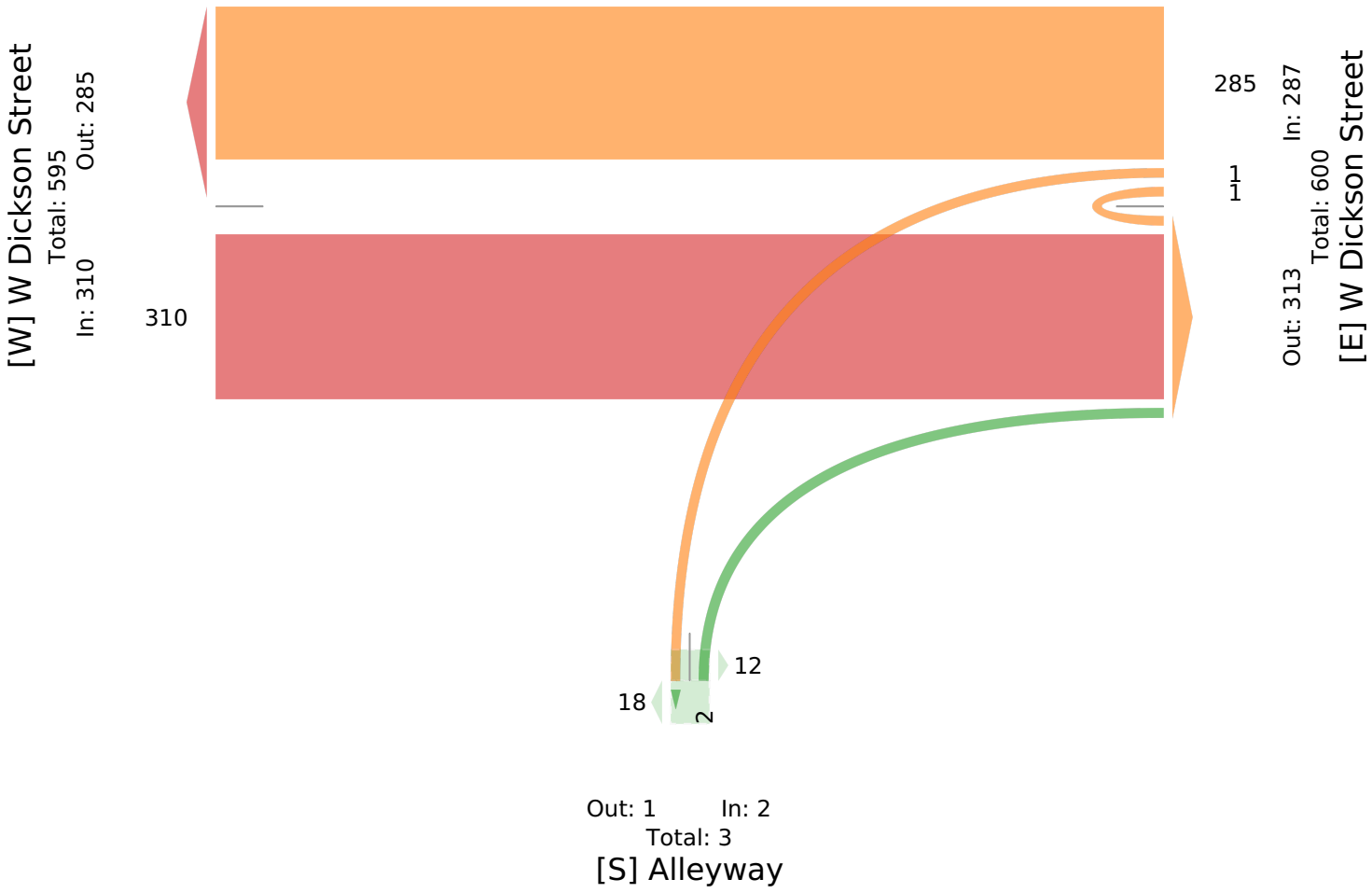
Leg	W Dickson Street					W Dickson Street					Alleyway					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-02-27 11:45AM	69	0	0	**69**	0	0	71	0	**71**	0	0	0	0	**0**	6	**140**
12:00PM	69	0	0	**69**	0	1	80	1	**82**	0	0	1	0	**1**	4	**152**
12:15PM	86	0	0	**86**	0	0	72	0	**72**	0	0	1	0	**1**	15	**159**
12:30PM	86	0	0	**86**	0	0	62	0	**62**	0	0	0	0	**0**	5	**148**
Total	310	0	0	**310**	0	1	285	1	**287**	0	0	2	0	**2**	30	**599**
% Approach	100%	0%	0%	**-**	-	0.3%	99.3%	0.3%	**-**	-	0%	100%	0%	**-**	-	-
% Total	51.8%	0%	0%	**51.8%**	-	0.2%	47.6%	0.2%	**47.9%**	-	0%	0.3%	0%	**0.3%**	-	-
PHF	0.901	-	-	**0.901**	-	0.250	0.891	0.250	**0.875**	-	-	0.500	-	**0.500**	-	0.942
Lights	308	0	0	**308**	-	1	280	1	**282**	-	0	2	0	**2**	-	592
% Lights	99.4%	0%	0%	**99.4%**	-	100%	98.2%	100%	**98.3%**	-	0%	100%	0%	**100%**	-	98.8%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	2	0	0	**2**	-	0	5	0	**5**	-	0	0	0	**0**	-	7
% Buses and Single-Unit Trucks	0.6%	0%	0%	**0.6%**	-	0%	1.8%	0%	**1.7%**	-	0%	0%	0%	**0%**	-	1.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	29	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	96.7%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.3%	-

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

3. Dickson Street at Alleyway - TMC

Thu Feb 27, 2025
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272707, Location: 36.066325, -94.161118

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



3. Dickson Street at Alleyway - TMC

Thu Feb 27, 2025
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272707, Location: 36.066325, -94.161118

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

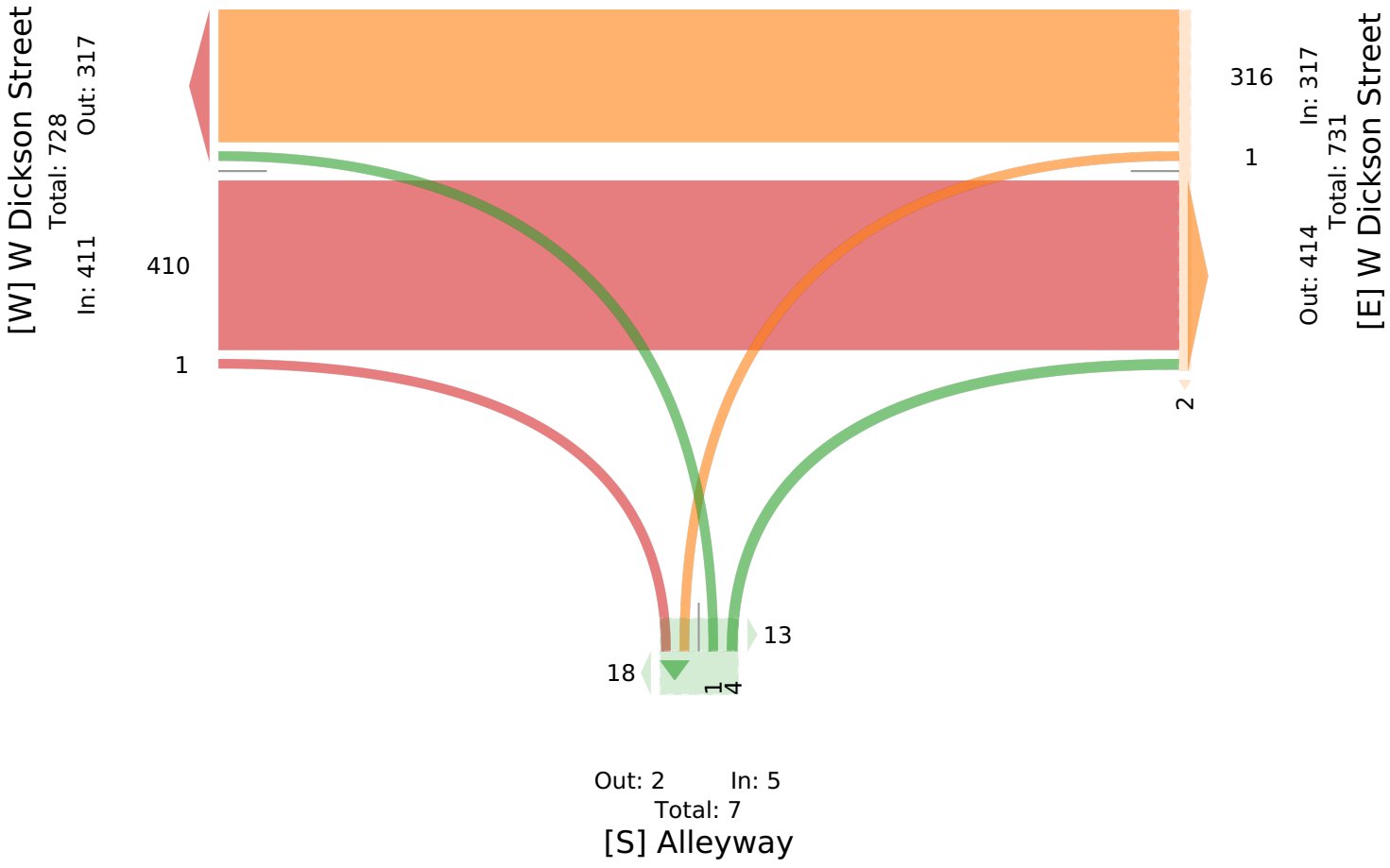
Leg / Direction	W Dickson Street Eastbound					W Dickson Street Westbound					Alleyway Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-02-27 4:15PM	113	0	0	**113**	0	0	81	0	**81**	0	0	2	0	**2**	12	**196**
4:30PM	86	0	0	**86**	0	1	80	0	**81**	1	0	0	0	**0**	5	**167**
4:45PM	106	1	0	**107**	0	0	73	0	**73**	0	0	1	0	**1**	5	**181**
5:00PM	105	0	0	**105**	0	0	82	0	**82**	1	1	1	0	**2**	9	**189**
Total	410	1	0	**411**	0	1	316	0	**317**	2	1	4	0	**5**	31	**733**
% Approach	99.8%	0.2%	0%	**-**	-	0.3%	99.7%	0%	**-**	-	20.0%	80.0%	0%	**-**	-	**-**
% Total	55.9%	0.1%	0%	**56.1%**	-	0.1%	43.1%	0%	**43.2%**	-	0.1%	0.5%	0%	**0.7%**	-	**-**
PHF	0.907	0.250	-	**0.909**	-	0.250	0.963	-	**0.966**	-	0.250	0.500	-	**0.625**	-	0.935
Lights	410	1	0	**411**	-	1	308	0	**309**	-	1	4	0	**5**	-	725
% Lights	100%	100%	0%	**100%**	-	100%	97.5%	0%	**97.5%**	-	100%	100%	0%	**100%**	-	98.9%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	**0**	-	0	8	0	**8**	-	0	0	0	**0**	-	8
% Buses and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	2.5%	0%	**2.5%**	-	0%	0%	0%	**0%**	-	1.1%
Pedestrians	-	-	-	-	0	-	-	-	-	2	-	-	-	-	30	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	96.8%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	3.2%	-

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

3. Dickson Street at Alleyway - TMC

Thu Feb 27, 2025
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272707, Location: 36.066325, -94.161118

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



4. Spring Street at Alleyway - TMC

Thu Feb 27, 2025
Full Length (11 AM-1 PM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272708, Location: 36.064693, -94.161183

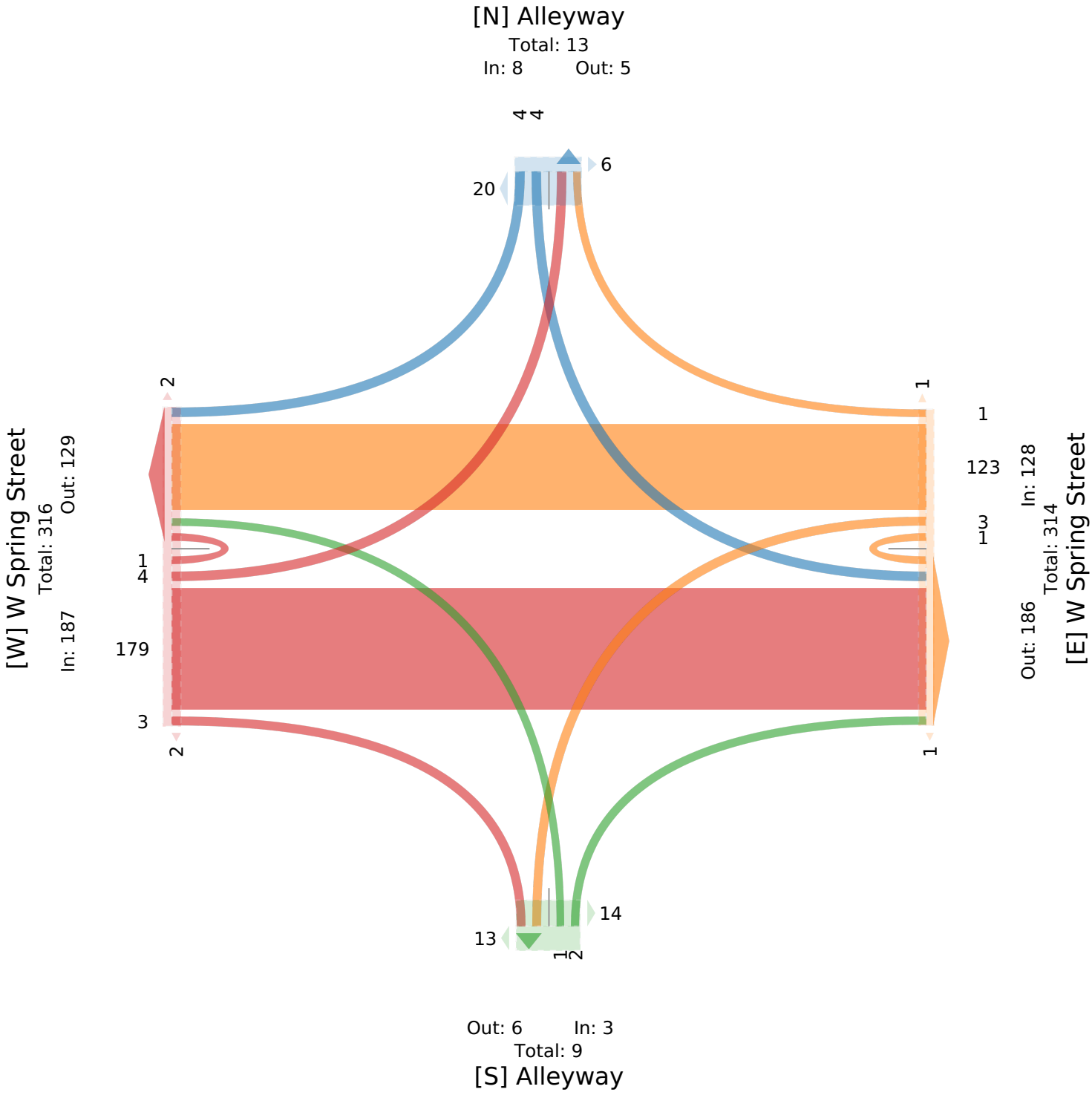
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	W Spring Street						W Spring Street						Alleyway						Alleyway						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-02-27 11:00AM	0	13	0	0	**13**	0	0	5	0	0	**5**	2	0	0	1	0	**1**	0	0	0	0	0	**0**	2	**19**
11:15AM	0	7	0	0	**7**	0	1	5	1	0	**7**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	**14**
11:30AM	0	5	1	0	**6**	0	0	8	0	0	**8**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	2	**14**
11:45AM	0	7	0	0	**7**	0	0	13	0	1	**14**	0	0	0	0	0	**0**	3	0	0	1	0	**1**	2	**22**
Hourly Total	0	32	1	0	**33**	0	1	31	1	1	**34**	2	0	0	1	0	**1**	4	0	0	1	0	**1**	7	**69**
12:00PM	1	15	0	0	**16**	0	0	7	0	0	**7**	0	0	0	0	0	**0**	1	0	0	1	0	**1**	4	**24**
12:15PM	1	9	0	0	**10**	0	0	10	0	0	**10**	0	0	0	0	0	**0**	3	0	0	0	0	**0**	0	**20**
12:30PM	0	10	0	0	**10**	0	0	7	0	0	**7**	0	0	0	0	0	**0**	2	2	0	0	0	**2**	3	**19**
12:45PM	0	8	0	1	**9**	0	1	8	0	0	**9**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	6	**19**
Hourly Total	2	42	0	1	**45**	0	1	32	0	0	**33**	0	0	0	0	0	**0**	6	2	0	2	0	**4**	13	**82**
4:00PM	0	17	0	0	**17**	0	1	7	0	0	**8**	0	0	0	0	0	**0**	3	0	0	0	0	**0**	1	**25**
4:15PM	0	14	1	0	**15**	0	0	8	0	0	**8**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	2	**23**
4:30PM	0	18	0	0	**18**	1	0	8	0	0	**8**	0	0	0	0	0	**0**	3	0	0	0	0	**0**	1	**26**
4:45PM	0	15	0	0	**15**	0	0	8	0	0	**8**	0	0	0	0	0	**0**	3	1	0	1	0	**2**	1	**25**
Hourly Total	0	64	1	0	**65**	1	1	31	0	0	**32**	0	0	0	0	0	**0**	10	1	0	1	0	**2**	5	**99**
5:00PM	0	14	0	0	**14**	0	0	8	0	0	**8**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	**22**
5:15PM	1	10	0	0	**11**	1	0	8	0	0	**8**	0	0	0	1	0	**1**	2	0	0	0	0	**0**	0	**20**
5:30PM	1	10	0	0	**11**	0	0	8	0	0	**8**	0	1	0	0	0	**1**	3	1	0	0	0	**1**	0	**21**
5:45PM	0	7	1	0	**8**	2	0	5	0	0	**5**	0	0	0	0	0	**0**	2	0	0	0	0	**0**	0	**13**
Hourly Total	2	41	1	0	**44**	3	0	29	0	0	**29**	0	1	0	1	0	**2**	7	1	0	0	0	**1**	1	**76**
Total	4	179	3	1	**187**	4	3	123	1	1	**128**	2	1	0	2	0	**3**	27	4	0	4	0	**8**	26	**326**
% Approach	2.1%	95.7%	1.6%	0.5%	**-**	-	2.3%	96.1%	0.8%	0.8%	**-**	-	33.3%	0%	66.7%	0%	**-**	-	50.0%	0%	50.0%	0%	**-**	-	-
% Total	1.2%	54.9%	0.9%	0.3%	**57.4%**	-	0.9%	37.7%	0.3%	0.3%	**39.3%**	-	0.3%	0%	0.6%	0%	**0.9%**	-	1.2%	0%	1.2%	0%	**2.5%**	-	-
Lights	4	178	3	1	**186**	-	3	123	1	1	**128**	-	1	0	2	0	**3**	-	4	0	4	0	**8**	-	325
% Lights	100%	99.4%	100%	100%	**99.5%**	-	100%	100%	100%	100%	**100%**	-	100%	0%	100%	0%	**100%**	-	100%	0%	100%	0%	**100%**	-	99.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Buses and Single-Unit Trucks	0%	0.6%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	26	-	-	-	-	-	26	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	96.3%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	3.7%	-	-	-	-	-	0%	-

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

4. Spring Street at Alleyway - TMC
Thu Feb 27, 2025
Full Length (11 AM-1 PM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272708, Location: 36.064693, -94.161183

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



4. Spring Street at Alleyway - TMC

Thu Feb 27, 2025
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272708, Location: 36.064693, -94.161183



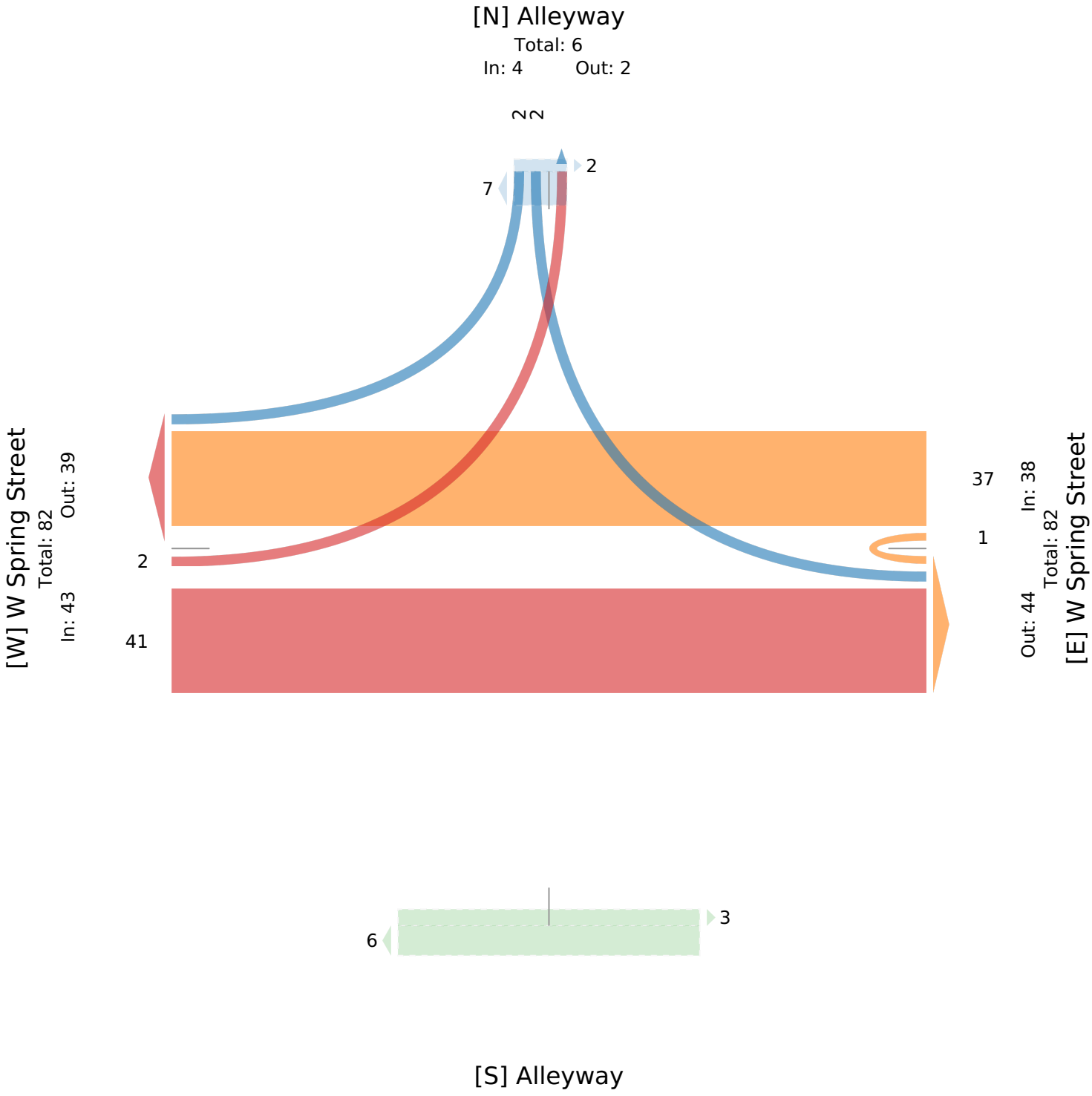
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	W Spring Street Eastbound						W Spring Street Westbound						Alleyway Northbound						Alleyway Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-02-27 11:45AM	0	7	0	0	**7**	0	0	13	0	1	**14**	0	0	0	0	0	**0**	3	0	0	1	0	**1**	2	**22**
12:00PM	1	15	0	0	**16**	0	0	7	0	0	**7**	0	0	0	0	0	**0**	1	0	0	1	0	**1**	4	**24**
12:15PM	1	9	0	0	**10**	0	0	10	0	0	**10**	0	0	0	0	0	**0**	3	0	0	0	0	**0**	0	**20**
12:30PM	0	10	0	0	**10**	0	0	7	0	0	**7**	0	0	0	0	0	**0**	2	2	0	0	0	**2**	3	**19**
Total	2	41	0	0	**43**	0	0	37	0	1	**38**	0	0	0	0	0	**0**	9	2	0	2	0	**4**	9	**85**
% Approach	4.7%	95.3%	0%	0%	**-**	-	0%	97.4%	0%	2.6%	**-**	-	0%	0%	0%	0%	**-**	-	50.0%	0%	50.0%	0%	**-**	-	-
% Total	2.4%	48.2%	0%	0%	**50.6%**	-	0%	43.5%	0%	1.2%	**44.7%**	-	0%	0%	0%	0%	**0%**	-	2.4%	0%	2.4%	0%	**4.7%**	-	-
PHF	0.500	0.683	-	-	**0.672**	-	-	0.712	-	0.250	**0.679**	-	-	-	-	-	**-**	-	0.250	-	0.500	-	**0.500**	-	0.885
Lights	2	41	0	0	**43**	-	0	37	0	1	**38**	-	0	0	0	0	**0**	-	2	0	2	0	**4**	-	85
% Lights	100%	100%	0%	0%	**100%**	-	0%	100%	0%	100%	**100%**	-	0%	0%	0%	0%	**-**	-	100%	0%	100%	0%	**100%**	-	100%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

4. Spring Street at Alleyway - TMC
Thu Feb 27, 2025
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272708, Location: 36.064693, -94.161183

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



4. Spring Street at Alleyway - TMC

Thu Feb 27, 2025
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272708, Location: 36.064693, -94.161183

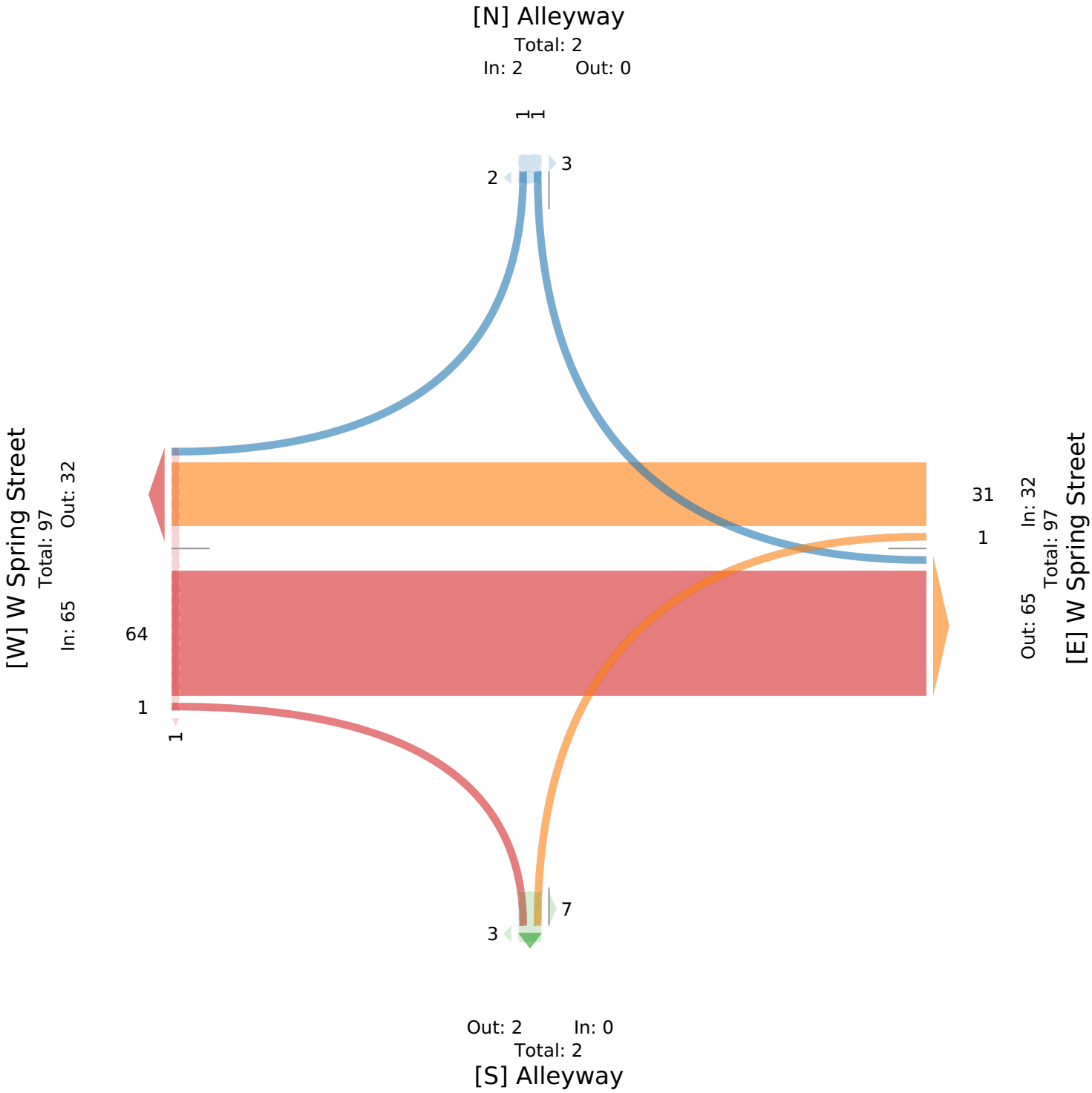
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	W Spring Street						W Spring Street						Alleyway						Alleyway						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-02-27 4:00PM	0	17	0	0	**17**	0	1	7	0	0	**8**	0	0	0	0	0	**0**	3	0	0	0	0	**0**	1	**25**
4:15PM	0	14	1	0	**15**	0	0	8	0	0	**8**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	2	**23**
4:30PM	0	18	0	0	**18**	1	0	8	0	0	**8**	0	0	0	0	0	**0**	3	0	0	0	0	**0**	1	**26**
4:45PM	0	15	0	0	**15**	0	0	8	0	0	**8**	0	0	0	0	0	**0**	3	1	0	1	0	**2**	1	**25**
Total	0	64	1	0	**65**	1	1	31	0	0	**32**	0	0	0	0	0	**0**	10	1	0	1	0	**2**	5	**99**
% Approach	0%	98.5%	1.5%	0%	**-**	-	3.1%	96.9%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	50.0%	0%	50.0%	0%	**-**	-	**-**
% Total	0%	64.6%	1.0%	0%	**65.7%**	-	1.0%	31.3%	0%	0%	**32.3%**	-	0%	0%	0%	0%	**0%**	-	1.0%	0%	1.0%	0%	**2.0%**	-	**-**
PHF	-	0.889	0.250	-	**0.903**	-	0.250	0.969	-	-	**1.000**	-	-	-	-	-	**-**	-	0.250	-	0.250	-	**0.250**	-	0.952
Lights	0	63	1	0	**64**	-	1	31	0	0	**32**	-	0	0	0	0	**0**	-	1	0	1	0	**2**	-	98
% Lights	0%	98.4%	100%	0%	**98.5%**	-	100%	100%	0%	0%	**100%**	-	0%	0%	0%	0%	**-**	-	100%	0%	100%	0%	**100%**	-	99.0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Buses and Single-Unit Trucks	0%	1.6%	0%	0%	**1.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	1.0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	90.0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	10.0%	-	-	-	-	-	0%	-

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

4. Spring Street at Alleyway - TMC
Thu Feb 27, 2025
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272708, Location: 36.064693, -94.161183

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



5. Dickson Street at College Avenue - TMC

Thu Feb 27, 2025
Full Length (11 AM-1 PM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272709, Location: 36.066248, -94.157805

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

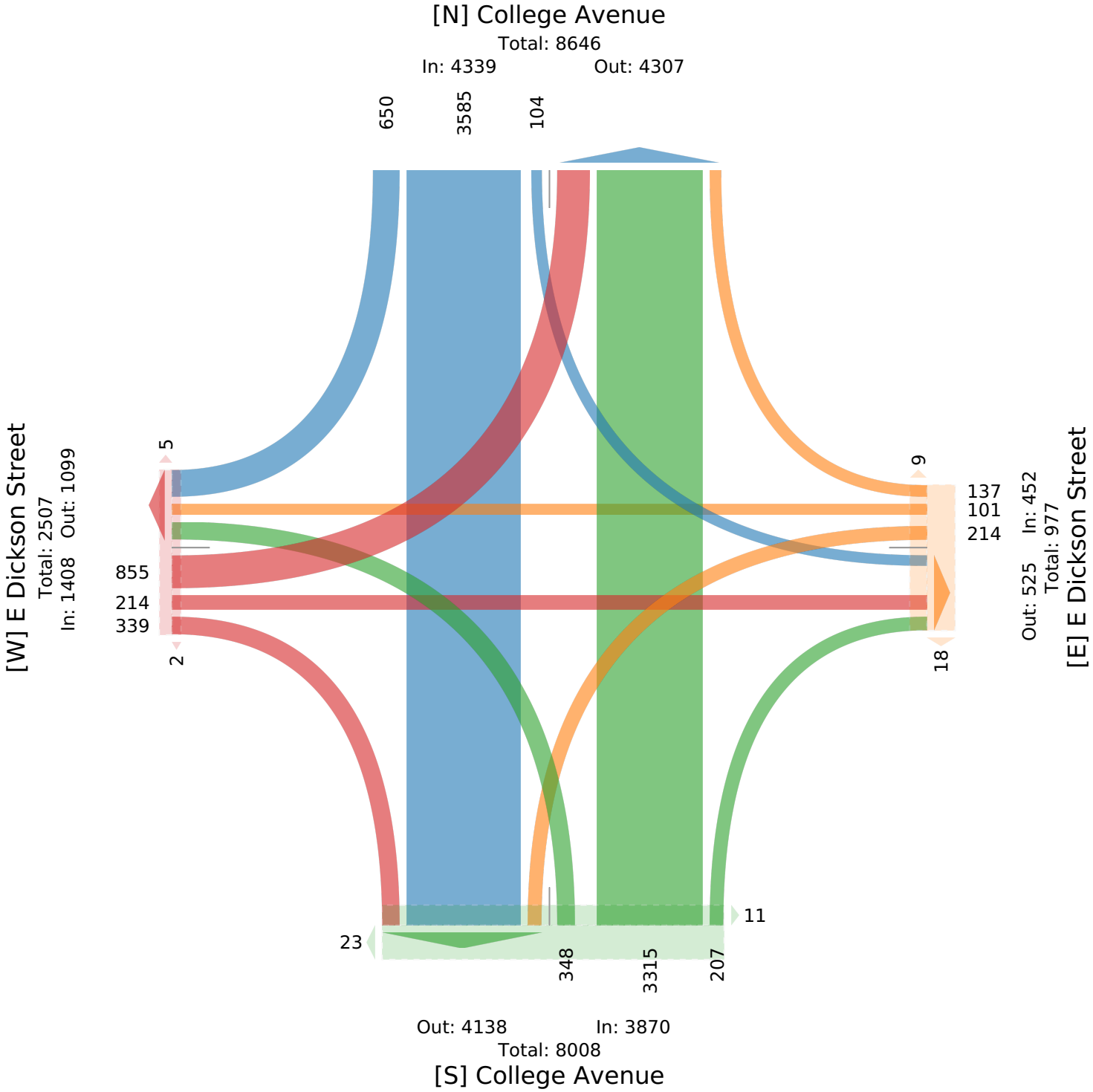
Leg	E Dickson Street						E Dickson Street						College Avenue						College Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-02-27 11:00AM	45	11	20	0	**76**	0	16	2	21	0	**39**	0	16	191	7	0	**214**	2	4	164	29	0	**197**	0	**526**
11:15AM	47	8	16	0	**71**	0	12	5	2	0	**19**	0	19	198	8	0	**225**	0	8	189	33	0	**230**	0	**545**
11:30AM	48	8	13	0	**69**	0	13	6	10	0	**29**	3	17	215	8	0	**240**	3	12	178	30	0	**220**	0	**558**
11:45AM	42	13	16	0	**71**	0	6	7	9	0	**22**	0	17	191	11	0	**219**	0	8	229	44	0	**281**	0	**593**
Hourly Total	182	40	65	0	**287**	0	47	20	42	0	**109**	3	69	795	34	0	**898**	5	32	760	136	0	**928**	0	**2222**
12:00PM	52	10	24	0	**86**	0	9	14	7	0	**30**	1	31	211	11	0	**253**	0	7	185	39	0	**231**	0	**600**
12:15PM	50	6	32	0	**88**	0	10	4	5	0	**19**	0	23	201	13	0	**237**	0	11	210	50	0	**271**	0	**615**
12:30PM	57	10	15	0	**82**	1	7	2	3	0	**12**	3	22	228	10	0	**260**	3	7	200	44	0	**251**	0	**605**
12:45PM	55	4	18	0	**77**	1	13	4	4	0	**21**	4	18	186	10	0	**214**	4	10	240	53	0	**303**	0	**615**
Hourly Total	214	30	89	0	**333**	2	39	24	19	0	**82**	8	94	826	44	0	**964**	7	35	835	186	0	**1056**	0	**2435**
4:00PM	62	23	17	0	**102**	1	15	5	12	0	**32**	0	26	219	14	0	**259**	1	8	250	35	0	**293**	0	**686**
4:15PM	68	23	22	0	**113**	0	27	13	12	0	**52**	6	25	231	22	0	**278**	7	6	219	46	0	**271**	0	**714**
4:30PM	51	16	25	0	**92**	1	33	8	21	0	**62**	4	20	218	18	0	**256**	1	3	254	48	0	**305**	0	**715**
4:45PM	62	17	28	0	**107**	3	12	6	9	0	**27**	0	27	165	15	0	**207**	3	4	235	33	0	**272**	0	**613**
Hourly Total	243	79	92	0	**414**	5	87	32	54	0	**173**	10	98	833	69	0	**1000**	12	21	958	162	0	**1141**	0	**2728**
5:00PM	67	19	30	0	**116**	0	18	9	9	0	**36**	1	20	236	16	0	**272**	0	4	266	37	0	**307**	0	**731**
5:15PM	64	24	16	0	**104**	0	10	7	5	0	**22**	3	21	236	23	0	**280**	2	3	260	46	0	**309**	0	**715**
5:30PM	49	13	22	0	**84**	0	4	5	4	0	**13**	2	25	202	10	0	**237**	5	4	254	41	0	**299**	0	**633**
5:45PM	36	9	25	0	**70**	0	9	4	4	0	**17**	0	21	187	11	0	**219**	3	5	252	42	0	**299**	0	**605**
Hourly Total	216	65	93	0	**374**	0	41	25	22	0	**88**	6	87	861	60	0	**1008**	10	16	1032	166	0	**1214**	0	**2684**
Total	855	214	339	0	**1408**	7	214	101	137	0	**452**	27	348	3315	207	0	**3870**	34	104	3585	650	0	**4339**	0	**10069**
% Approach	60.7%	15.2%	24.1%	0%	**-**	-	47.3%	22.3%	30.3%	0%	**-**	-	9.0%	85.7%	5.3%	0%	**-**	-	2.4%	82.6%	15.0%	0%	**-**	-	-
% Total	8.5%	2.1%	3.4%	0%	**14.0%**	-	2.1%	1.0%	1.4%	0%	**4.5%**	-	3.5%	32.9%	2.1%	0%	**38.4%**	-	1.0%	35.6%	6.5%	0%	**43.1%**	-	-
Lights	852	214	334	0	**1400**	-	211	100	137	0	**448**	-	340	3281	202	0	**3823**	-	102	3549	646	0	**4297**	-	9968
% Lights	99.6%	100%	98.5%	0%	**99.4%**	-	98.6%	99.0%	100%	0%	**99.1%**	-	97.7%	99.0%	97.6%	0%	**98.8%**	-	98.1%	99.0%	99.4%	0%	**99.0%**	-	99.0%
Articulated Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	2	3	0	0	**5**	-	0	5	0	0	**5**	-	11
% Articulated Trucks	0.1%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0.6%	0.1%	0%	0%	**0.1%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	2	0	5	0	**7**	-	3	1	0	0	**4**	-	6	31	5	0	**42**	-	2	31	4	0	**37**	-	90
% Buses and Single-Unit Trucks	0.2%	0%	1.5%	0%	**0.5%**	-	1.4%	1.0%	0%	0%	**0.9%**	-	1.7%	0.9%	2.4%	0%	**1.1%**	-	1.9%	0.9%	0.6%	0%	**0.9%**	-	0.9%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	27	-	-	-	-	-	32	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	71.4%	-	-	-	-	-	100%	-	-	-	-	-	94.1%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	28.6%	-	-	-	-	-	0%	-	-	-	-	-	5.9%	-	-	-	-	-	-	-

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

5. Dickson Street at College Avenue - TMC

Thu Feb 27, 2025
Full Length (11 AM-1 PM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272709, Location: 36.066248, -94.157805

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



5. Dickson Street at College Avenue - TMC

Thu Feb 27, 2025
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272709, Location: 36.066248, -94.157805

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

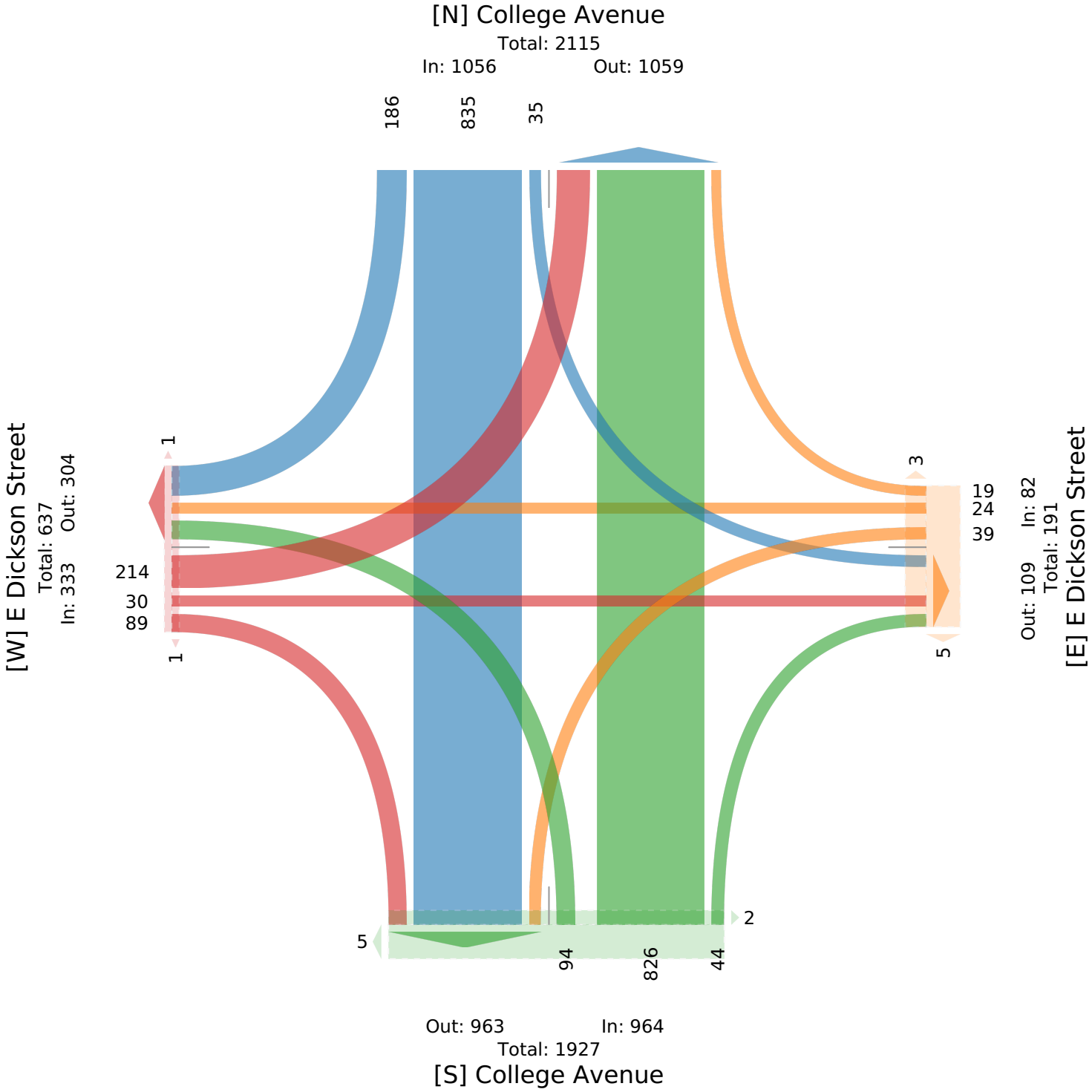
Leg	E Dickson Street						E Dickson Street						College Avenue						College Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-02-27 12:00PM	52	10	24	0	**86**	0	9	14	7	0	**30**	1	31	211	11	0	**253**	0	7	185	39	0	**231**	0	**600**
12:15PM	50	6	32	0	**88**	0	10	4	5	0	**19**	0	23	201	13	0	**237**	0	11	210	50	0	**271**	0	**615**
12:30PM	57	10	15	0	**82**	1	7	2	3	0	**12**	3	22	228	10	0	**260**	3	7	200	44	0	**251**	0	**605**
12:45PM	55	4	18	0	**77**	1	13	4	4	0	**21**	4	18	186	10	0	**214**	4	10	240	53	0	**303**	0	**615**
Total	214	30	89	0	**333**	2	39	24	19	0	**82**	8	94	826	44	0	**964**	7	35	835	186	0	**1056**	0	**2435**
% Approach	64.3%	9.0%	26.7%	0%	**-**	-	47.6%	29.3%	23.2%	0%	**-**	-	9.8%	85.7%	4.6%	0%	**-**	-	3.3%	79.1%	17.6%	0%	**-**	-	-
% Total	8.8%	1.2%	3.7%	0%	**13.7%**	-	1.6%	1.0%	0.8%	0%	**3.4%**	-	3.9%	33.9%	1.8%	0%	**39.6%**	-	1.4%	34.3%	7.6%	0%	**43.4%**	-	-
PHF	0.939	0.750	0.695	-	**0.946**	-	0.750	0.429	0.679	-	**0.683**	-	0.758	0.906	0.846	-	**0.927**	-	0.795	0.870	0.877	-	**0.871**	-	0.990
Lights	213	30	89	0	**332**	-	39	23	19	0	**81**	-	93	817	43	0	**953**	-	35	825	186	0	**1046**	-	2412
% Lights	99.5%	100%	100%	0%	**99.7%**	-	100%	95.8%	100%	0%	**98.8%**	-	98.9%	98.9%	97.7%	0%	**98.9%**	-	100%	98.8%	100%	0%	**99.1%**	-	99.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	2	0	0	**2**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.2%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	1	0	0	**1**	-	1	7	1	0	**9**	-	0	8	0	0	**8**	-	19
% Buses and Single-Unit Trucks	0.5%	0%	0%	0%	**0.3%**	-	0%	4.2%	0%	0%	**1.2%**	-	1.1%	0.8%	2.3%	0%	**0.9%**	-	0%	1.0%	0%	0%	**0.8%**	-	0.8%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	8	-	-	-	-	-	7	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

5. Dickson Street at College Avenue - TMC

Thu Feb 27, 2025
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272709, Location: 36.066248, -94.157805

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



5. Dickson Street at College Avenue - TMC

Thu Feb 27, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272709, Location: 36.066248, -94.157805

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

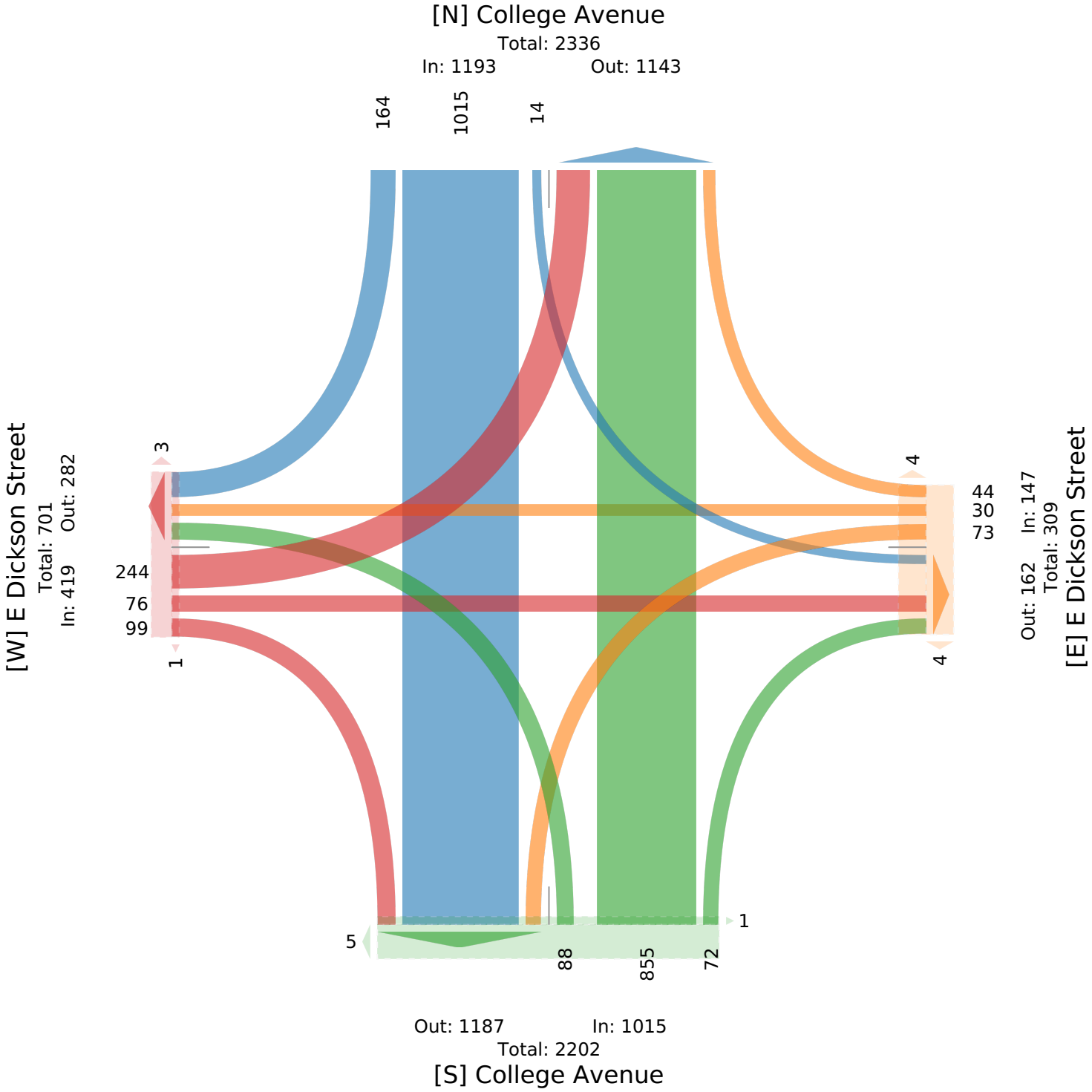
Leg / Direction	E Dickson Street Eastbound						E Dickson Street Westbound						College Avenue Northbound						College Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-02-27 4:30PM	51	16	25	0	**92**	1	33	8	21	0	**62**	4	20	218	18	0	**256**	1	3	254	48	0	**305**	0	**715**
4:45PM	62	17	28	0	**107**	3	12	6	9	0	**27**	0	27	165	15	0	**207**	3	4	235	33	0	**272**	0	**613**
5:00PM	67	19	30	0	**116**	0	18	9	9	0	**36**	1	20	236	16	0	**272**	0	4	266	37	0	**307**	0	**731**
5:15PM	64	24	16	0	**104**	0	10	7	5	0	**22**	3	21	236	23	0	**280**	2	3	260	46	0	**309**	0	**715**
Total	244	76	99	0	**419**	4	73	30	44	0	**147**	8	88	855	72	0	**1015**	6	14	1015	164	0	**1193**	0	**2774**
% Approach	58.2%	18.1%	23.6%	0%	**-**	-	49.7%	20.4%	29.9%	0%	**-**	-	8.7%	84.2%	7.1%	0%	**-**	-	1.2%	85.1%	13.7%	0%	**-**	-	-
% Total	8.8%	2.7%	3.6%	0%	**15.1%**	-	2.6%	1.1%	1.6%	0%	**5.3%**	-	3.2%	30.8%	2.6%	0%	**36.6%**	-	0.5%	36.6%	5.9%	0%	**43.0%**	-	-
PHF	0.910	0.792	0.825	-	**0.903**	-	0.553	0.833	0.524	-	**0.593**	-	0.815	0.906	0.783	-	**0.906**	-	0.875	0.954	0.854	-	**0.965**	-	0.949
Lights	244	76	98	0	**418**	-	72	30	44	0	**146**	-	85	847	71	0	**1003**	-	14	1010	162	0	**1186**	-	2753
% Lights	100%	100%	99.0%	0%	**99.8%**	-	98.6%	100%	100%	0%	**99.3%**	-	96.6%	99.1%	98.6%	0%	**98.8%**	-	100%	99.5%	98.8%	0%	**99.4%**	-	99.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.1%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	1	0	0	0	**1**	-	2	8	1	0	**11**	-	0	5	2	0	**7**	-	20
% Buses and Single-Unit Trucks	0%	0%	1.0%	0%	**0.2%**	-	1.4%	0%	0%	0%	**0.7%**	-	2.3%	0.9%	1.4%	0%	**1.1%**	-	0%	0.5%	1.2%	0%	**0.6%**	-	0.7%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	8	-	-	-	-	-	6	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	75.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	25.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

5. Dickson Street at College Avenue - TMC

Thu Feb 27, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272709, Location: 36.066248, -94.157805

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



6. Spring Street at Church Avenue - TMC

Thu Feb 27, 2025
Full Length (9 AM-2 PM, 4 PM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272701, Location: 36.064699, -94.161786

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

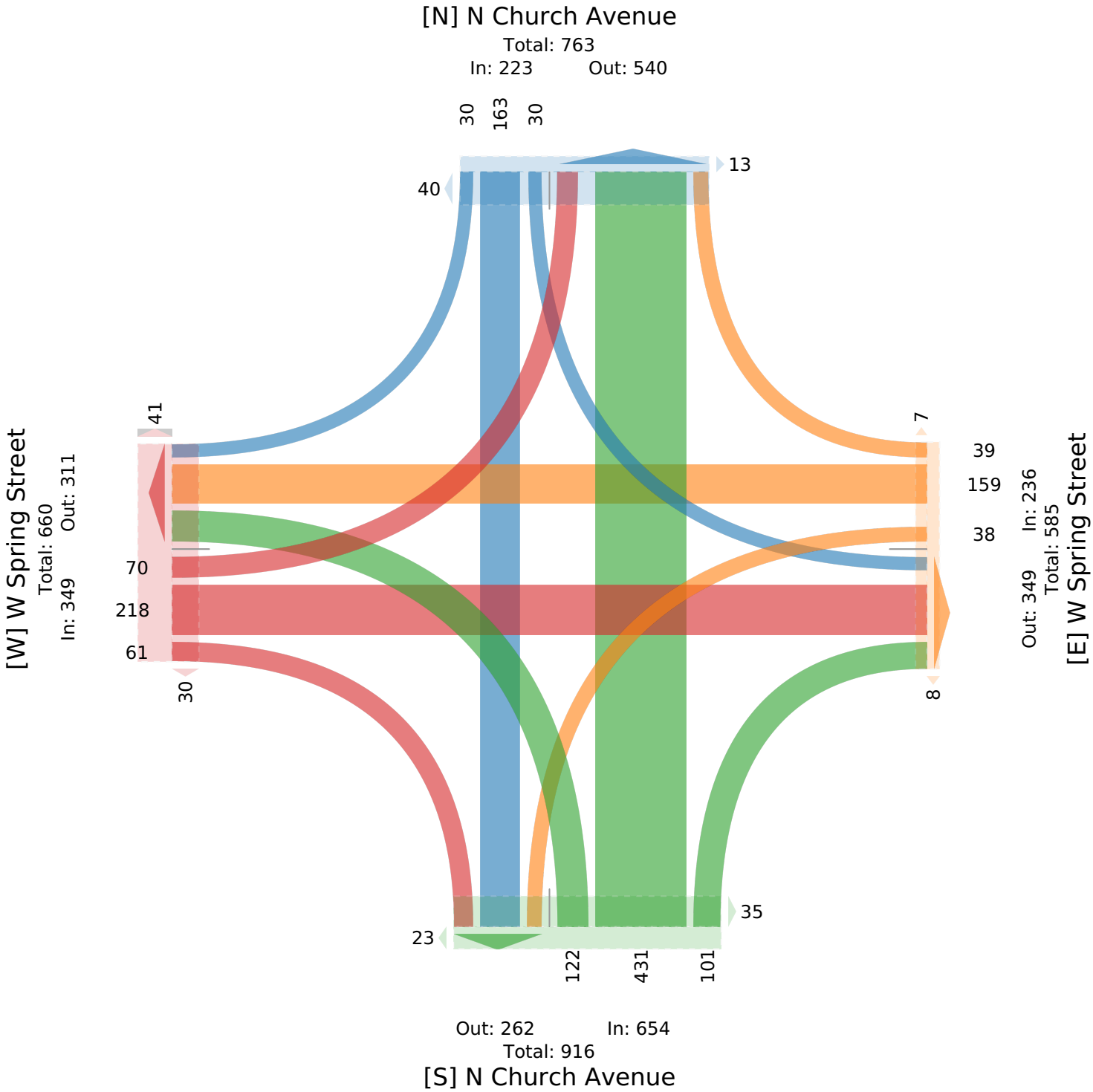
Leg	W Spring Street						W Spring Street						N Church Avenue						N Church Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-02-27 9:00AM	0	2	2	0	**4**	0	2	6	1	0	**9**	0	2	6	2	0	**10**	0	1	6	1	0	**8**	0	**31**
9:15AM	0	3	1	0	**4**	2	3	2	0	0	**5**	0	2	3	2	0	**7**	1	0	4	0	0	**4**	1	**20**
9:30AM	0	6	2	0	**8**	4	1	4	0	0	**5**	0	1	5	2	0	**8**	2	0	7	0	0	**7**	2	**28**
9:45AM	4	5	1	0	**10**	2	1	6	1	0	**8**	0	4	6	2	0	**12**	0	1	7	0	0	**8**	0	**38**
Hourly Total	4	16	6	0	**26**	8	7	18	2	0	**27**	0	9	20	8	0	**37**	3	2	24	1	0	**27**	3	**117**
10:00AM	1	6	1	0	**8**	2	0	4	3	0	**7**	0	5	10	4	0	**19**	0	1	4	1	0	**6**	3	**40**
10:15AM	2	8	2	0	**12**	1	0	5	0	0	**5**	0	4	13	3	0	**20**	2	1	4	0	0	**5**	1	**42**
10:30AM	2	7	0	0	**9**	1	1	6	0	0	**7**	1	7	12	4	0	**23**	1	0	4	0	0	**4**	1	**43**
10:45AM	1	12	1	0	**14**	2	0	5	2	0	**7**	0	1	8	4	0	**13**	0	2	3	0	0	**5**	1	**39**
Hourly Total	6	33	4	0	**43**	6	1	20	5	0	**26**	1	17	43	15	0	**75**	3	4	15	1	0	**20**	6	**164**
11:00AM	0	3	0	0	**3**	2	1	3	0	0	**4**	0	1	15	8	0	**24**	0	1	3	1	0	**5**	1	**36**
11:15AM	1	4	2	0	**7**	4	2	4	0	0	**6**	1	2	5	2	0	**9**	0	1	5	1	0	**7**	0	**29**
11:30AM	2	3	0	0	**5**	0	2	6	0	0	**8**	0	2	21	3	0	**26**	0	0	7	0	0	**7**	1	**46**
11:45AM	0	6	2	0	**8**	1	4	8	1	0	**13**	1	3	11	1	0	**15**	1	0	9	1	0	**10**	3	**46**
Hourly Total	3	16	4	0	**23**	7	9	21	1	0	**31**	2	8	52	14	0	**74**	1	2	24	3	0	**29**	5	**157**
12:00PM	1	7	0	0	**8**	2	1	6	1	0	**8**	1	5	21	4	0	**30**	1	3	4	1	0	**8**	3	**54**
12:15PM	3	11	4	0	**18**	5	1	8	0	0	**9**	1	5	10	1	0	**16**	1	0	4	0	0	**4**	1	**47**
12:30PM	2	11	4	0	**17**	1	1	3	5	0	**9**	2	3	16	0	0	**19**	2	1	8	2	0	**11**	2	**56**
12:45PM	3	4	1	0	**8**	4	1	5	0	0	**6**	0	5	12	2	0	**19**	0	1	7	1	0	**9**	7	**42**
Hourly Total	9	33	9	0	**51**	12	4	22	6	0	**32**	4	18	59	7	0	**84**	4	5	23	4	0	**32**	13	**199**
1:00PM	2	5	5	0	**12**	7	3	3	1	0	**7**	3	4	15	4	0	**23**	1	3	5	0	0	**8**	2	**50**
1:15PM	1	2	1	0	**4**	0	1	4	3	0	**8**	0	4	19	5	0	**28**	1	1	1	0	0	**2**	1	**42**
1:30PM	2	11	4	0	**17**	2	1	3	3	0	**7**	0	4	10	7	0	**21**	2	0	2	2	0	**4**	1	**49**
1:45PM	5	4	2	0	**11**	2	1	6	4	0	**11**	0	5	21	3	0	**29**	6	1	9	0	0	**10**	3	**61**
Hourly Total	10	22	12	0	**44**	11	6	16	11	0	**33**	3	17	65	19	0	**101**	10	5	17	2	0	**24**	7	**202**
4:00PM	5	13	1	0	**19**	0	1	7	1	0	**9**	1	4	20	4	0	**28**	4	0	7	1	0	**8**	1	**64**
4:15PM	2	10	0	0	**12**	1	1	6	1	0	**8**	0	3	21	6	0	**30**	2	0	11	3	0	**14**	1	**64**
4:30PM	2	13	5	0	**20**	2	3	2	2	0	**7**	0	5	24	5	0	**34**	3	0	6	0	0	**6**	2	**67**
4:45PM	4	9	0	0	**13**	3	0	8	2	0	**10**	0	5	20	5	0	**30**	4	0	9	3	0	**12**	2	**65**
Hourly Total	13	45	6	0	**64**	6	5	23	6	0	**34**	1	17	85	20	0	**122**	13	0	33	7	0	**40**	6	**260**
5:00PM	6	10	5	0	**21**	3	2	4	2	0	**8**	1	3	17	2	0	**22**	5	2	5	2	0	**9**	1	**60**
5:15PM	2	7	3	0	**12**	4	3	3	2	0	**8**	0	3	25	3	0	**31**	2	1	2	1	0	**4**	1	**55**
5:30PM	3	5	4	0	**12**	3	0	7	1	0	**8**	0	5	14	3	0	**22**	3	2	4	1	0	**7**	0	**49**
5:45PM	2	7	3	0	**12**	2	0	6	1	0	**7**	0	8	10	2	0	**20**	1	1	5	0	0	**6**	0	**45**
Hourly Total	13	29	15	0	**57**	12	5	20	6	0	**31**	1	19	66	10	0	**95**	11	6	16	4	0	**26**	2	**209**
6:00PM	4	8	0	0	**12**	0	0	5	1	0	**6**	0	6	13	3	0	**22**	6	2	0	3	0	**5**	4	**45**
6:15PM	2	7	1	0	**10**	6	0	5	0	0	**5**	0	3	8	3	0	**14**	2	2	3	0	0	**5**	5	**34**
6:30PM	3	4	2	0	**9**	1	0	5	0	0	**5**	1	5	12	1	0	**18**	2	1	3	3	0	**7**	0	**39**
6:45PM	3	5	2	0	**10**	2	1	4	1	0	**6**	2	3	8	1	0	**12**	3	1	5	2	0	**8**	2	**36**
Hourly Total	12	24	5	0	**41**	9	1	19	2	0	**22**	3	17	41	8	0	**66**	13	6	11	8	0	**25**	11	**154**
Total	70	218	61	0	**349**	71	38	159	39	0	**236**	15	122	431	101	0	**654**	58	30	163	30	0	**223**	53	**1462**
% Approach	20.1%	62.5%	17.5%	0%	**-**	-	16.1%	67.4%	16.5%	0%	**-**	-	18.7%	65.9%	15.4%	0%	**-**	-	13.5%	73.1%	13.5%	0%	**-**	-	-
% Total	4.8%	14.9%	4.2%	0%	**23.9%**	-	2.6%	10.9%	2.7%	0%	**16.1%**	-	8.3%	29.5%	6.9%	0%	**44.7%**	-	2.1%	11.1%	2.1%	0%	**15.3%**	-	-
Lights	68	216	60	0	**344**	-	38	158	39	0	**235**	-	119	425	101	0	**645**	-	30	160	29	0	**219**	-	1443
% Lights	97.1%	99.1%	98.4%	0%	**98.6%**	-	100%	99.4%	100%	0%	**99.6%**	-	97.5%	98.6%	100%	0%	**98.6%**	-	100%	98.2%	96.7%	0%	**98.2%**	-	98.7%
Articulated Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	1	0	**1**	-	3
% Articulated Trucks	1.4%	0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0.8%	0%	0%	0%	**0.2%**	-	0%	0%	3.3%	0%	**0.4%**	-	0.2%
Buses and Single-Unit Trucks	1	2	1	0	**4**	-	0	1	0	0	**1**	-	2	6	0	0	**8**	-	0	3	0	0	**3**	-	16
% Buses and Single-Unit Trucks	1.4%	0.9%	1.6%	0%	**1.1%**	-	0%	0.6%	0%	0%	**0.4%**	-	1.6%	1.4%	0%	0%	**1.2%**	-	0%	1.8%	0%	0%	**1.3%**	-	1.1%
Pedestrians	-	-	-	-	-	71	-	-	-	-	-	15	-	-	-	-	-	53	-	-	-	-	-	50	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	91.4%	-	-	-	-	-	94.3%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	8.6%	-	-	-	-	-	5.7%	-

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

6. Spring Street at Church Avenue - TMC

Thu Feb 27, 2025
Full Length (9 AM-2 PM, 4 PM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272701, Location: 36.064699, -94.161786

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



6. Spring Street at Church Avenue - TMC

Thu Feb 27, 2025
AM Peak (10 AM - 11 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272701, Location: 36.064699, -94.161786

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

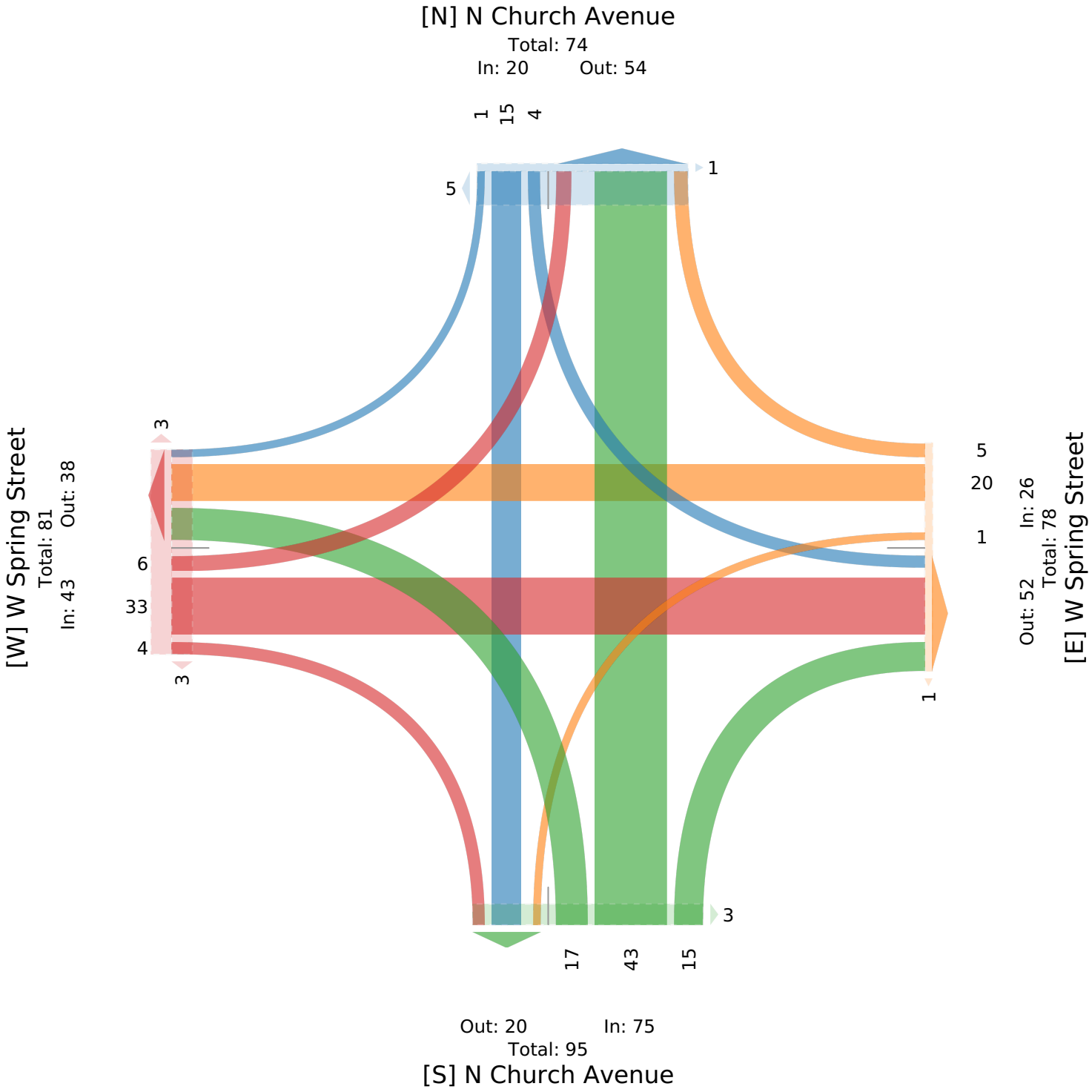
Leg / Direction	W Spring Street Eastbound						W Spring Street Westbound						N Church Avenue Northbound						N Church Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-02-27 10:00AM	1	6	1	0	**8**	2	0	4	3	0	**7**	0	5	10	4	0	**19**	0	1	4	1	0	**6**	3	**40**
10:15AM	2	8	2	0	**12**	1	0	5	0	0	**5**	0	4	13	3	0	**20**	2	1	4	0	0	**5**	1	**42**
10:30AM	2	7	0	0	**9**	1	1	6	0	0	**7**	1	7	12	4	0	**23**	1	0	4	0	0	**4**	1	**43**
10:45AM	1	12	1	0	**14**	2	0	5	2	0	**7**	0	1	8	4	0	**13**	0	2	3	0	0	**5**	1	**39**
Total	6	33	4	0	**43**	6	1	20	5	0	**26**	1	17	43	15	0	**75**	3	4	15	1	0	**20**	6	**164**
% Approach	14.0%	76.7%	9.3%	0%	**-**	-	3.8%	76.9%	19.2%	0%	**-**	-	22.7%	57.3%	20.0%	0%	**-**	-	20.0%	75.0%	5.0%	0%	**-**	-	-
% Total	3.7%	20.1%	2.4%	0%	**26.2%**	-	0.6%	12.2%	3.0%	0%	**15.9%**	-	10.4%	26.2%	9.1%	0%	**45.7%**	-	2.4%	9.1%	0.6%	0%	**12.2%**	-	-
PHF	0.750	0.688	0.500	-	**0.768**	-	0.250	0.833	0.417	-	**0.929**	-	0.607	0.827	0.938	-	**0.815**	-	0.500	0.938	0.250	-	**0.833**	-	0.953
Lights	6	33	3	0	**42**	-	1	20	5	0	**26**	-	16	42	15	0	**73**	-	4	15	1	0	**20**	-	161
% Lights	100%	100%	75.0%	0%	**97.7%**	-	100%	100%	100%	0%	**100%**	-	94.1%	97.7%	100%	0%	**97.3%**	-	100%	100%	100%	0%	**100%**	-	98.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	0	0	0	0	**0**	-	3
% Buses and Single-Unit Trucks	0%	0%	25.0%	0%	**2.3%**	-	0%	0%	0%	0%	**0%**	-	5.9%	2.3%	0%	0%	**2.7%**	-	0%	0%	0%	0%	**0%**	-	1.8%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	66.7%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	33.3%	-

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

6. Spring Street at Church Avenue - TMC

Thu Feb 27, 2025
AM Peak (10 AM - 11 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272701, Location: 36.064699, -94.161786

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



6. Spring Street at Church Avenue - TMC

Thu Feb 27, 2025
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272701, Location: 36.064699, -94.161786

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

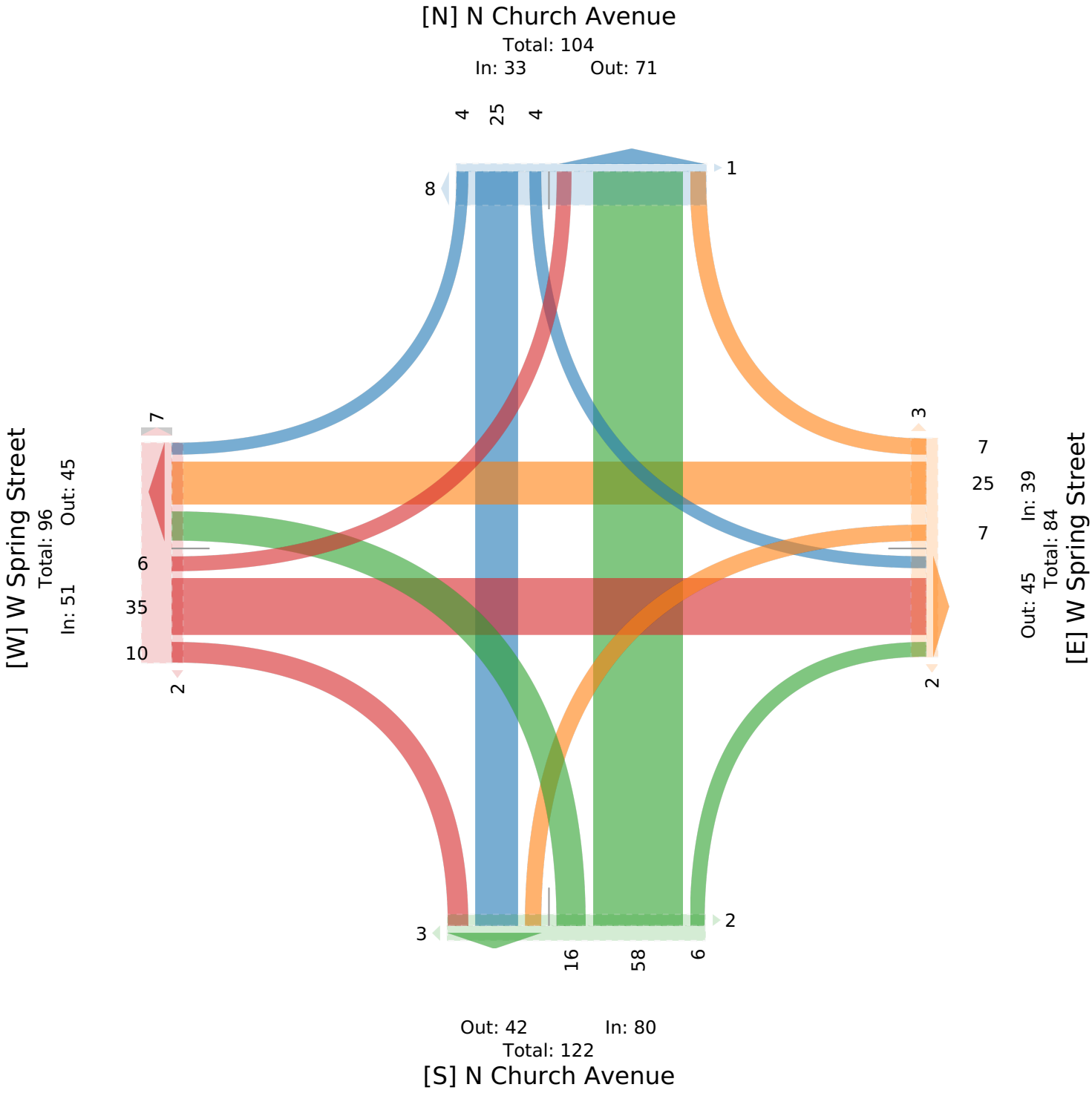
Leg / Direction	W Spring Street Eastbound						W Spring Street Westbound						N Church Avenue Northbound						N Church Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-02-27 11:45AM	0	6	2	0	**8**	1	4	8	1	0	**13**	1	3	11	1	0	**15**	1	0	9	1	0	**10**	3	**46**
12:00PM	1	7	0	0	**8**	2	1	6	1	0	**8**	1	5	21	4	0	**30**	1	3	4	1	0	**8**	3	**54**
12:15PM	3	11	4	0	**18**	5	1	8	0	0	**9**	1	5	10	1	0	**16**	1	0	4	0	0	**4**	1	**47**
12:30PM	2	11	4	0	**17**	1	1	3	5	0	**9**	2	3	16	0	0	**19**	2	1	8	2	0	**11**	2	**56**
Total	6	35	10	0	**51**	9	7	25	7	0	**39**	5	16	58	6	0	**80**	5	4	25	4	0	**33**	9	**203**
% Approach	11.8%	68.6%	19.6%	0%	**-**	-	17.9%	64.1%	17.9%	0%	**-**	-	20.0%	72.5%	7.5%	0%	**-**	-	12.1%	75.8%	12.1%	0%	**-**	-	-
% Total	3.0%	17.2%	4.9%	0%	**25.1%**	-	3.4%	12.3%	3.4%	0%	**19.2%**	-	7.9%	28.6%	3.0%	0%	**39.4%**	-	2.0%	12.3%	2.0%	0%	**16.3%**	-	-
PHF	0.500	0.795	0.625	-	**0.708**	-	0.438	0.781	0.350	-	**0.750**	-	0.800	0.690	0.375	-	**0.667**	-	0.333	0.694	0.500	-	**0.750**	-	0.906
Lights	6	35	10	0	**51**	-	7	25	7	0	**39**	-	15	56	6	0	**77**	-	4	24	3	0	**31**	-	198
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	93.8%	96.6%	100%	0%	**96.3%**	-	100%	96.0%	75.0%	0%	**93.9%**	-	97.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	1	0	**1**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	6.3%	0%	0%	0%	**1.3%**	-	0%	0%	25.0%	0%	**3.0%**	-	1.0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	1	0	0	**1**	-	3
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	3.4%	0%	0%	**2.5%**	-	0%	4.0%	0%	0%	**3.0%**	-	1.5%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

6. Spring Street at Church Avenue - TMC

Thu Feb 27, 2025
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272701, Location: 36.064699, -94.161786

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



6. Spring Street at Church Avenue - TMC

Thu Feb 27, 2025
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272701, Location: 36.064699, -94.161786

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

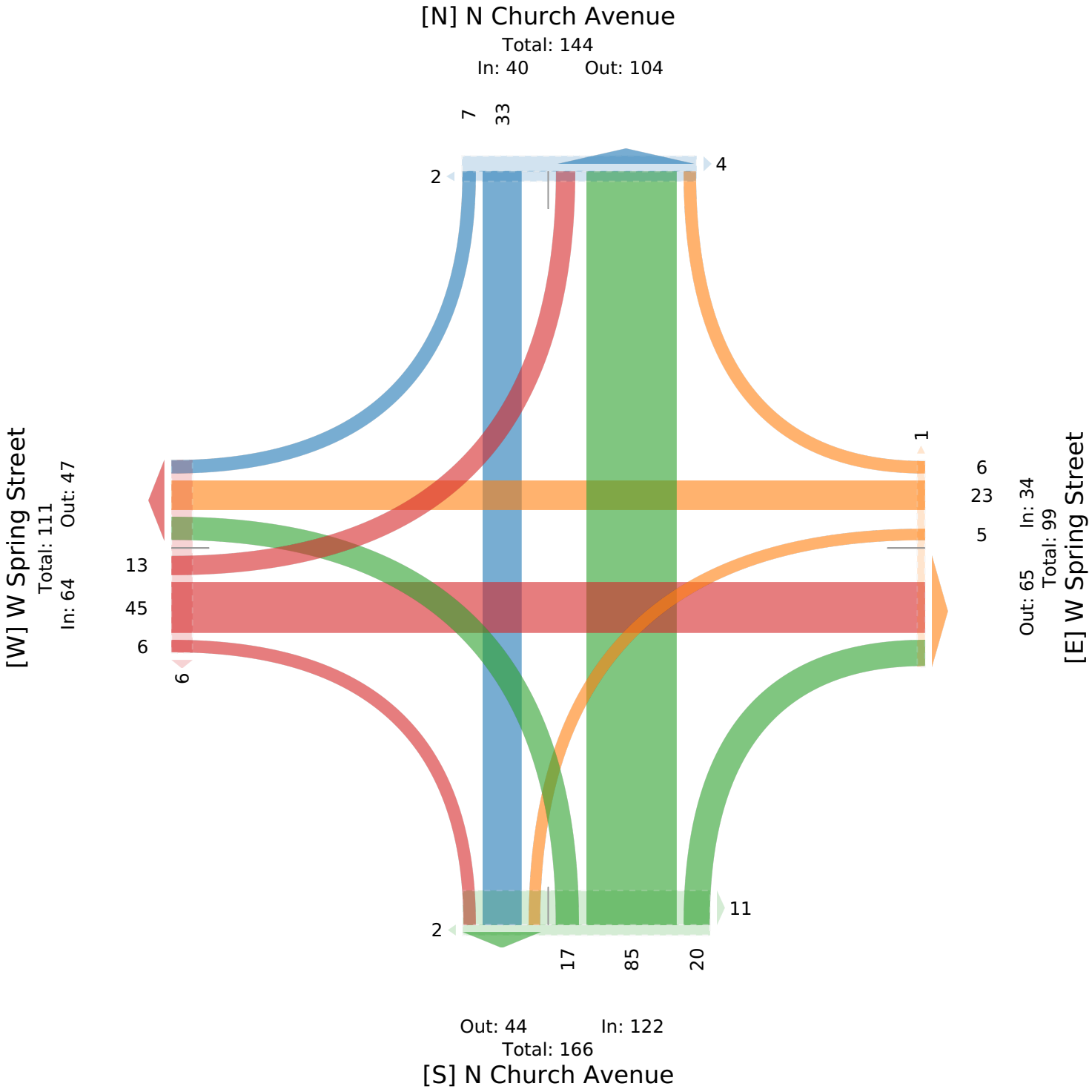
Leg / Direction	W Spring Street Eastbound						W Spring Street Westbound						N Church Avenue Northbound						N Church Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-02-27 4:00PM	5	13	1	0	**19**	0	1	7	1	0	**9**	1	4	20	4	0	**28**	4	0	7	1	0	**8**	1	**64**
4:15PM	2	10	0	0	**12**	1	1	6	1	0	**8**	0	3	21	6	0	**30**	2	0	11	3	0	**14**	1	**64**
4:30PM	2	13	5	0	**20**	2	3	2	2	0	**7**	0	5	24	5	0	**34**	3	0	6	0	0	**6**	2	**67**
4:45PM	4	9	0	0	**13**	3	0	8	2	0	**10**	0	5	20	5	0	**30**	4	0	9	3	0	**12**	2	**65**
Total	13	45	6	0	**64**	6	5	23	6	0	**34**	1	17	85	20	0	**122**	13	0	33	7	0	**40**	6	**260**
% Approach	20.3%	70.3%	9.4%	0%	**-**	-	14.7%	67.6%	17.6%	0%	**-**	-	13.9%	69.7%	16.4%	0%	**-**	-	0%	82.5%	17.5%	0%	**-**	-	**-**
% Total	5.0%	17.3%	2.3%	0%	**24.6%**	-	1.9%	8.8%	2.3%	0%	**13.1%**	-	6.5%	32.7%	7.7%	0%	**46.9%**	-	0%	12.7%	2.7%	0%	**15.4%**	-	**-**
PHF	0.650	0.865	0.300	-	**0.800**	-	0.417	0.719	0.750	-	**0.850**	-	0.850	0.885	0.833	-	**0.897**	-	-	0.750	0.583	-	**0.714**	-	0.970
Lights	13	44	6	0	**63**	-	5	23	6	0	**34**	-	16	84	20	0	**120**	-	0	33	7	0	**40**	-	257
% Lights	100%	97.8%	100%	0%	**98.4%**	-	100%	100%	100%	0%	**100%**	-	94.1%	98.8%	100%	0%	**98.4%**	-	0%	100%	100%	0%	**100%**	-	98.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	0	0	0	0	**0**	-	3
% Buses and Single-Unit Trucks	0%	2.2%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	5.9%	1.2%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	1.2%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	11	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	84.6%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	15.4%	-	-	-	-	-	0%	-

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

6. Spring Street at Church Avenue - TMC

Thu Feb 27, 2025
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272701, Location: 36.064699, -94.161786

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



7. Spring Street at N Block Avenue - TMC

Thu Feb 27, 2025
Full Length (9 AM-2 PM, 4 PM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272702, Location: 36.064678, -94.160534

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

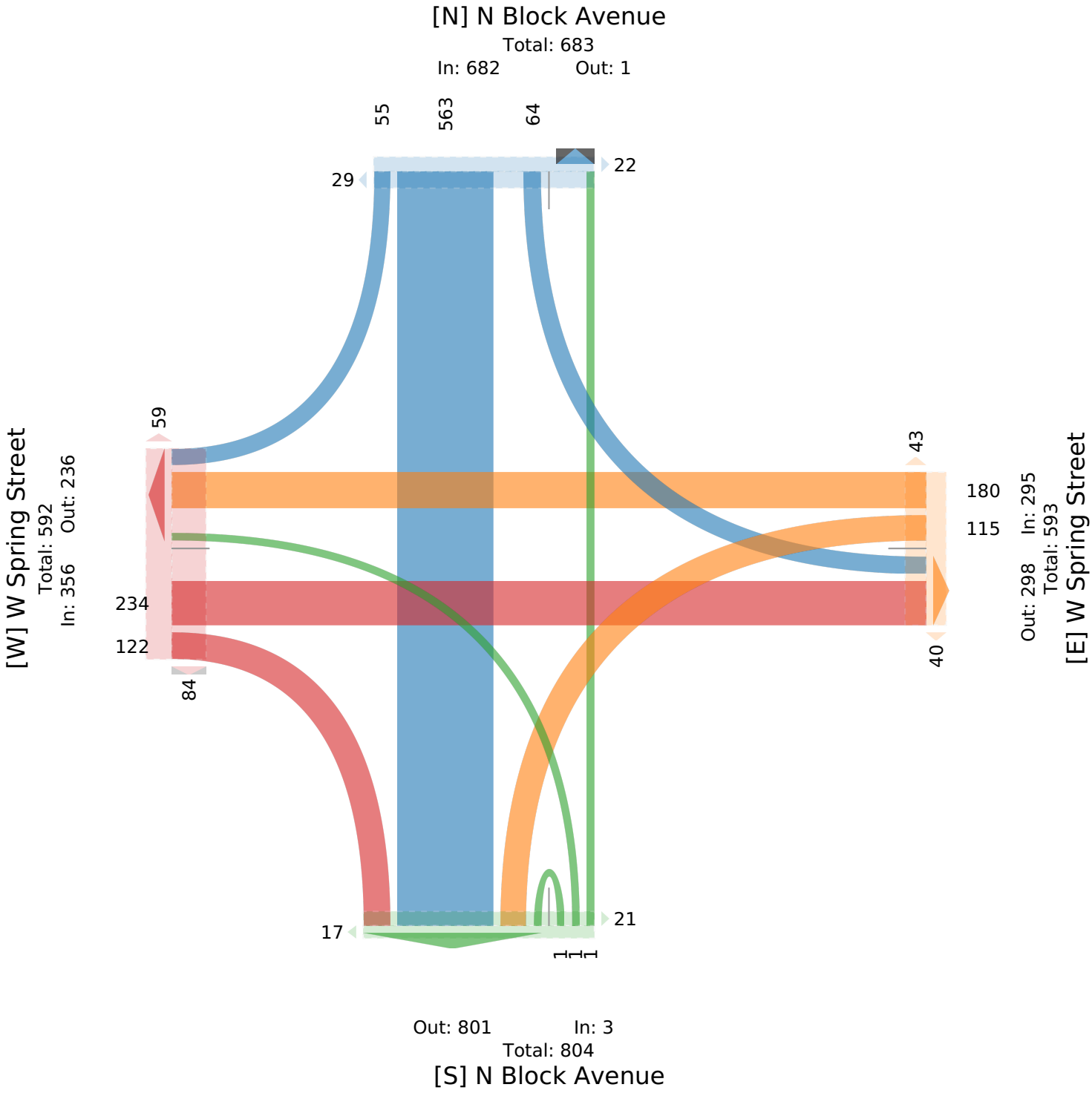
Leg / Direction	W Spring Street Eastbound						W Spring Street Westbound						N Block Avenue Northbound						N Block Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-02-27 9:00AM	0	6	2	0	**8**	1	2	8	0	0	**10**	0	0	0	0	0	**0**	0	1	10	0	0	**11**	0	**29**
9:15AM	0	4	1	0	**5**	6	7	5	0	0	**12**	2	0	0	0	0	**0**	0	4	11	0	0	**15**	0	**32**
9:30AM	0	6	3	0	**9**	6	3	4	0	0	**7**	0	0	0	0	0	**0**	1	1	10	0	0	**11**	2	**27**
9:45AM	0	2	5	0	**7**	2	4	6	0	0	**10**	4	0	0	0	0	**0**	1	3	14	1	0	**18**	0	**35**
Hourly Total	0	18	11	0	**29**	15	16	23	0	0	**39**	6	0	0	0	0	**0**	2	9	45	1	0	**55**	2	**123**
10:00AM	0	9	4	0	**13**	4	1	4	0	0	**5**	4	0	0	0	0	**0**	0	0	11	2	0	**13**	2	**31**
10:15AM	0	2	10	0	**12**	3	4	6	0	0	**10**	2	0	0	0	0	**0**	1	1	14	0	0	**15**	1	**37**
10:30AM	0	9	3	0	**12**	2	1	7	0	0	**8**	1	0	0	0	0	**0**	1	1	10	1	0	**12**	0	**32**
10:45AM	0	9	7	0	**16**	4	6	3	0	0	**9**	4	0	0	0	0	**0**	1	1	22	3	0	**26**	1	**51**
Hourly Total	0	29	24	0	**53**	13	12	20	0	0	**32**	11	0	0	0	0	**0**	3	3	57	6	0	**66**	4	**151**
11:00AM	0	6	9	0	**15**	5	3	4	0	0	**7**	2	0	0	0	0	**0**	1	1	15	0	0	**16**	0	**38**
11:15AM	0	3	4	0	**7**	4	4	4	0	0	**8**	4	0	0	0	1	**1**	0	2	17	2	0	**21**	1	**37**
11:30AM	0	1	5	0	**6**	11	6	6	0	0	**12**	3	0	0	0	0	**0**	1	3	11	2	0	**16**	1	**34**
11:45AM	0	5	2	0	**7**	1	2	9	0	0	**11**	3	0	0	0	0	**0**	2	8	19	2	0	**29**	2	**47**
Hourly Total	0	15	20	0	**35**	21	15	23	0	0	**38**	12	0	0	0	1	**1**	4	14	62	6	0	**82**	4	**156**
12:00PM	0	11	5	0	**16**	4	2	9	0	0	**11**	2	0	0	0	0	**0**	0	3	23	0	0	**26**	3	**53**
12:15PM	0	8	1	0	**9**	9	3	8	0	0	**11**	7	0	0	0	0	**0**	2	2	19	1	0	**22**	0	**42**
12:30PM	0	8	4	0	**12**	3	1	3	0	0	**4**	2	0	0	0	0	**0**	1	1	12	4	0	**17**	2	**33**
12:45PM	0	8	1	0	**9**	5	4	6	0	0	**10**	3	0	0	0	0	**0**	0	3	18	2	0	**23**	4	**42**
Hourly Total	0	35	11	0	**46**	21	10	26	0	0	**36**	14	0	0	0	0	**0**	3	9	72	7	0	**88**	9	**170**
1:00PM	0	8	1	0	**9**	4	7	5	0	0	**12**	4	0	0	0	0	**0**	2	3	25	2	0	**30**	4	**51**
1:15PM	0	5	2	0	**7**	4	2	7	0	0	**9**	4	0	0	0	0	**0**	1	5	28	1	0	**34**	2	**50**
1:30PM	0	13	5	0	**18**	3	2	4	0	0	**6**	3	0	0	0	0	**0**	1	0	19	3	0	**22**	2	**46**
1:45PM	0	7	1	0	**8**	2	1	9	0	0	**10**	4	1	0	0	0	**1**	0	4	19	3	0	**26**	4	**45**
Hourly Total	0	33	9	0	**42**	13	12	25	0	0	**37**	15	1	0	0	0	**1**	4	12	91	9	0	**112**	12	**192**
4:00PM	0	14	3	0	**17**	1	5	8	0	0	**13**	2	0	0	0	0	**0**	2	1	22	1	0	**24**	1	**54**
4:15PM	0	12	4	0	**16**	7	3	5	0	0	**8**	2	0	0	0	0	**0**	1	1	20	3	0	**24**	1	**48**
4:30PM	0	12	5	0	**17**	8	5	7	0	0	**12**	3	0	0	0	0	**0**	2	3	28	2	0	**33**	2	**62**
4:45PM	0	11	6	0	**17**	4	7	5	0	0	**12**	0	0	0	0	0	**0**	2	1	22	2	0	**25**	0	**54**
Hourly Total	0	49	18	0	**67**	20	20	25	0	0	**45**	7	0	0	0	0	**0**	7	6	92	8	0	**106**	4	**218**
5:00PM	0	10	5	0	**15**	4	3	7	0	0	**10**	1	0	0	0	0	**0**	0	3	24	3	0	**30**	1	**55**
5:15PM	0	8	2	0	**10**	10	3	5	0	0	**8**	2	0	0	0	0	**0**	0	1	23	4	0	**28**	3	**46**
5:30PM	0	7	3	0	**10**	13	5	4	0	0	**9**	4	0	0	0	0	**0**	5	1	14	4	0	**19**	0	**38**
5:45PM	0	4	5	0	**9**	2	9	3	0	0	**12**	1	0	1	0	0	**1**	0	1	17	2	0	**20**	1	**42**
Hourly Total	0	29	15	0	**44**	29	20	19	0	0	**39**	8	0	1	0	0	**1**	5	6	78	13	0	**97**	5	**181**
6:00PM	0	8	5	0	**13**	3	2	4	0	0	**6**	1	0	0	0	0	**0**	2	1	24	1	0	**26**	4	**45**
6:15PM	0	9	4	0	**13**	2	4	4	0	0	**8**	7	0	0	0	0	**0**	3	1	11	1	0	**13**	2	**34**
6:30PM	0	3	3	0	**6**	3	2	6	0	0	**8**	2	0	0	0	0	**0**	2	1	13	2	0	**16**	2	**30**
6:45PM	0	6	2	0	**8**	3	2	5	0	0	**7**	0	0	0	0	0	**0**	3	2	18	1	0	**21**	3	**36**
Hourly Total	0	26	14	0	**40**	11	10	19	0	0	**29**	10	0	0	0	0	**0**	10	5	66	5	0	**76**	11	**145**
Total	0	234	122	0	**356**	143	115	180	0	0	**295**	83	1	1	0	1	**3**	38	64	563	55	0	**682**	51	**1336**
% Approach	0%	65.7%	34.3%	0%	**-**	-	39.0%	61.0%	0%	0%	**-**	-	33.3%	33.3%	0%	33.3%	**-**	-	9.4%	82.6%	8.1%	0%	**-**	-	-
% Total	0%	17.5%	9.1%	0%	**26.6%**	-	8.6%	13.5%	0%	0%	**22.1%**	-	0.1%	0.1%	0%	0.1%	**0.2%**	-	4.8%	42.1%	4.1%	0%	**51.0%**	-	-
Lights	0	231	122	0	**353**	-	115	179	0	0	**294**	-	1	1	0	1	**3**	-	63	559	55	0	**677**	-	1327
% Lights	0%	98.7%	100%	0%	**99.2%**	-	100%	99.4%	0%	0%	**99.7%**	-	100%	100%	0%	100%	**100%**	-	98.4%	99.3%	100%	0%	**99.3%**	-	99.3%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0.4%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	2	0	0	**2**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1	4	0	0	**5**	-	8
% Buses and Single-Unit Trucks	0%	0.9%	0%	0%	**0.6%**	-	0%	0.6%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	1.6%	0.7%	0%	0%	**0.7%**	-	0.6%
Pedestrians	-	-	-	-	-	142	-	-	-	-	-	82	-	-	-	-	-	36	-	-	-	-	-	51	
% Pedestrians	-	-	-	-	-	99.3%	-	-	-	-	-	98.8%	-	-	-	-	-	94.7%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0.7%	-	-	-	-	-	1.2%	-	-	-	-	-	5.3%	-	-	-	-	-	0%	-

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

7. Spring Street at N Block Avenue - TMC

Thu Feb 27, 2025
Full Length (9 AM-2 PM, 4 PM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272702, Location: 36.064678, -94.160534

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



7. Spring Street at N Block Avenue - TMC

Thu Feb 27, 2025
AM Peak (10 AM - 11 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272702, Location: 36.064678, -94.160534

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

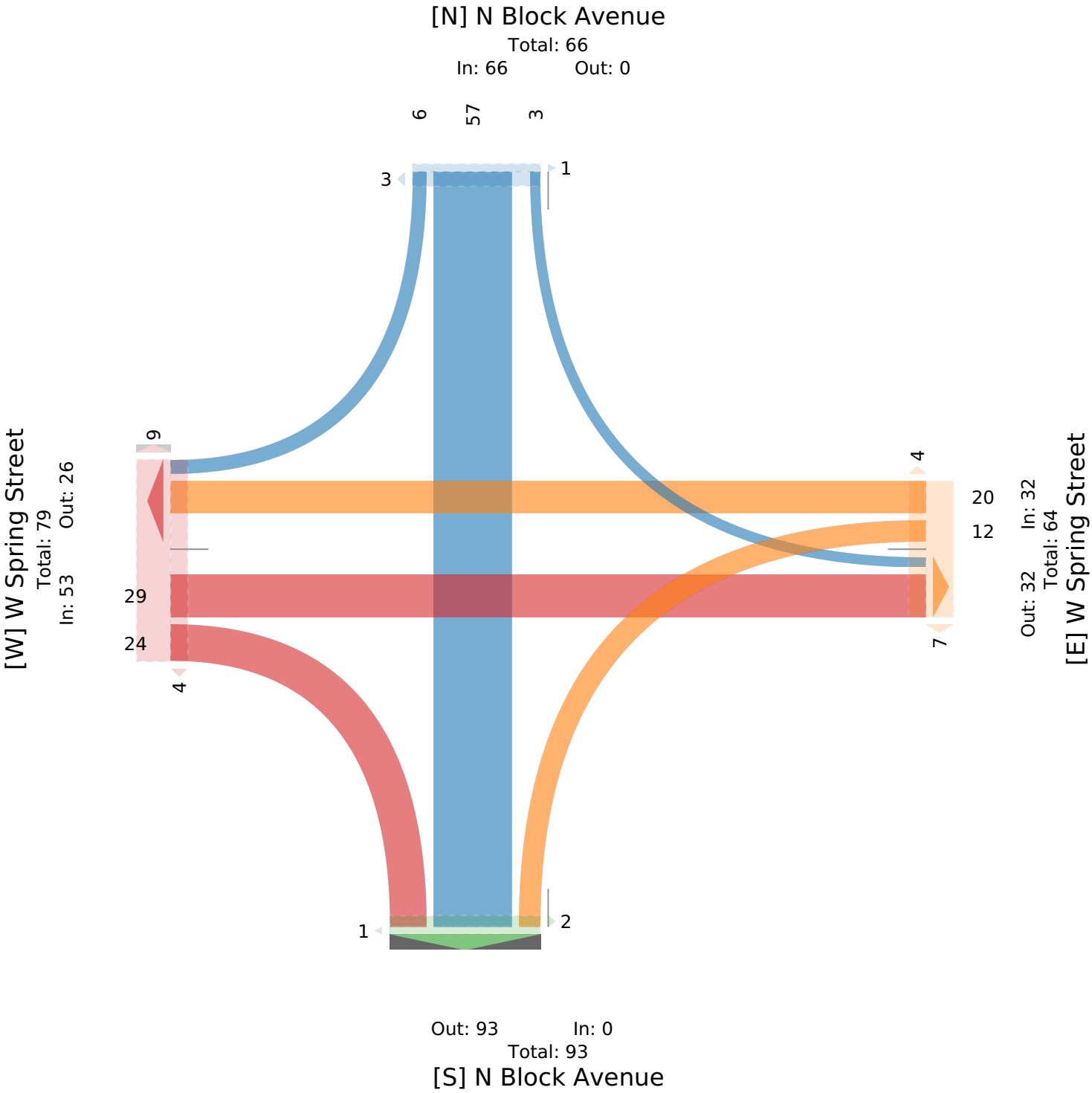
Leg	W Spring Street						W Spring Street						N Block Avenue						N Block Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-02-27 10:00AM	0	9	4	0	**13**	4	1	4	0	0	**5**	4	0	0	0	0	**0**	0	0	11	2	0	**13**	2	**31**
10:15AM	0	2	10	0	**12**	3	4	6	0	0	**10**	2	0	0	0	0	**0**	1	1	14	0	0	**15**	1	**37**
10:30AM	0	9	3	0	**12**	2	1	7	0	0	**8**	1	0	0	0	0	**0**	1	1	10	1	0	**12**	0	**32**
10:45AM	0	9	7	0	**16**	4	6	3	0	0	**9**	4	0	0	0	0	**0**	1	1	22	3	0	**26**	1	**51**
Total	0	29	24	0	**53**	13	12	20	0	0	**32**	11	0	0	0	0	**0**	3	3	57	6	0	**66**	4	**151**
% Approach	0%	54.7%	45.3%	0%	**-**	-	37.5%	62.5%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	4.5%	86.4%	9.1%	0%	**-**	-	-
% Total	0%	19.2%	15.9%	0%	**35.1%**	-	7.9%	13.2%	0%	0%	**21.2%**	-	0%	0%	0%	0%	**0%**	-	2.0%	37.7%	4.0%	0%	**43.7%**	-	-
PHF	-	0.806	0.600	-	**0.828**	-	0.500	0.714	-	-	**0.800**	-	-	-	-	-	**-**	-	0.750	0.648	0.500	-	**0.635**	-	0.740
Lights	0	28	24	0	**52**	-	12	20	0	0	**32**	-	0	0	0	0	**0**	-	2	57	6	0	**65**	-	149
% Lights	0%	96.6%	100%	0%	**98.1%**	-	100%	100%	0%	0%	**100%**	-	0%	0%	0%	0%	**-**	-	66.7%	100%	100%	0%	**98.5%**	-	98.7%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	3.4%	0%	0%	**1.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0.7%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	33.3%	0%	0%	0%	**1.5%**	-	0.7%
Pedestrians	-	-	-	-	-	13	-	-	-	-	-	11	-	-	-	-	-	3	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

7. Spring Street at N Block Avenue - TMC

Thu Feb 27, 2025
AM Peak (10 AM - 11 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272702, Location: 36.064678, -94.160534

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



7. Spring Street at N Block Avenue - TMC

Thu Feb 27, 2025
Midday Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272702, Location: 36.064678, -94.160534

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

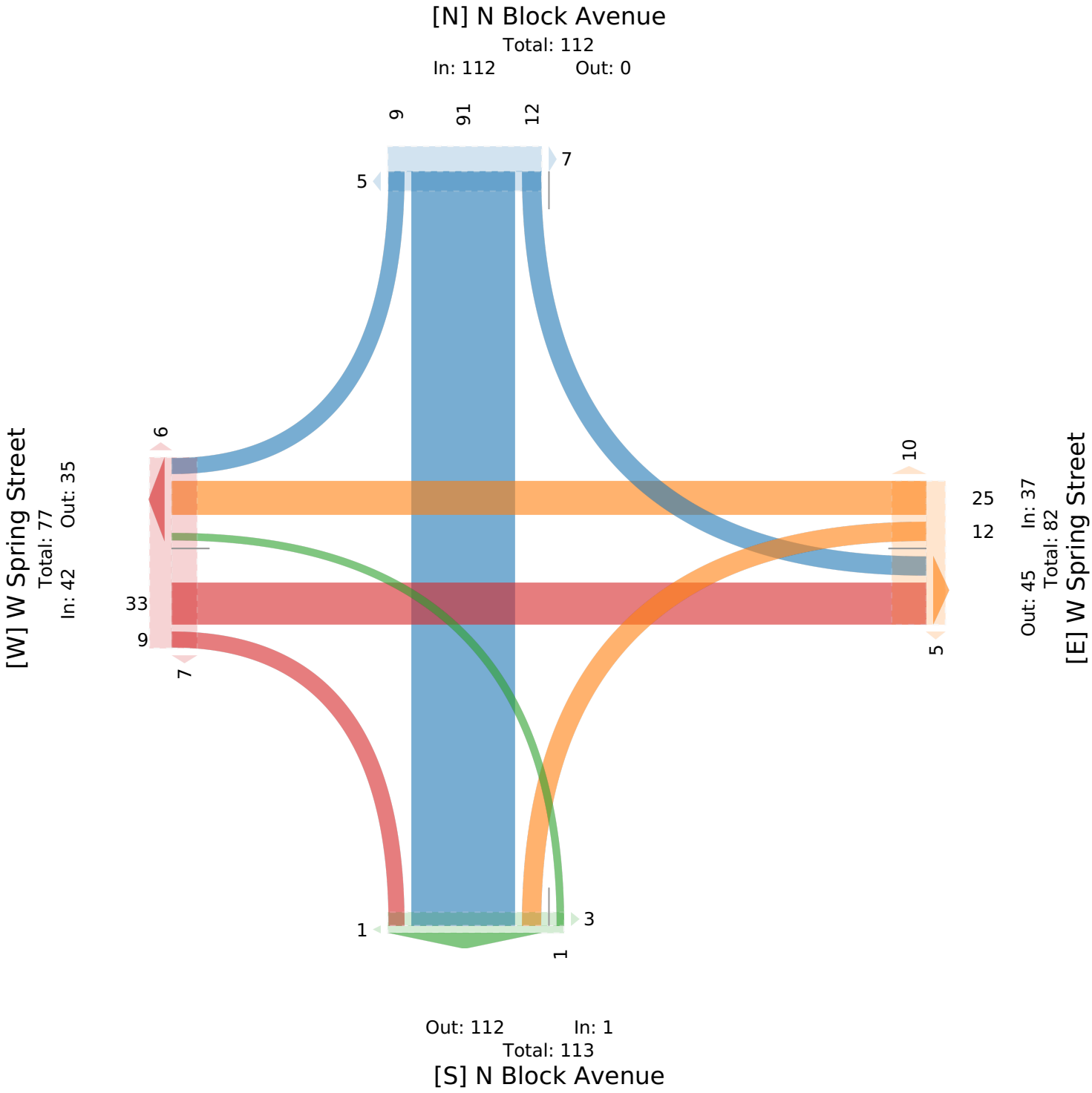
Leg / Direction	W Spring Street Eastbound						W Spring Street Westbound						N Block Avenue Northbound						N Block Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-02-27 1:00PM	0	8	1	0	**9**	4	7	5	0	0	**12**	4	0	0	0	0	**0**	2	3	25	2	0	**30**	4	**51**
1:15PM	0	5	2	0	**7**	4	2	7	0	0	**9**	4	0	0	0	0	**0**	1	5	28	1	0	**34**	2	**50**
1:30PM	0	13	5	0	**18**	3	2	4	0	0	**6**	3	0	0	0	0	**0**	1	0	19	3	0	**22**	2	**46**
1:45PM	0	7	1	0	**8**	2	1	9	0	0	**10**	4	1	0	0	0	**1**	0	4	19	3	0	**26**	4	**45**
Total	0	33	9	0	**42**	13	12	25	0	0	**37**	15	1	0	0	0	**1**	4	12	91	9	0	**112**	12	**192**
% Approach	0%	78.6%	21.4%	0%	**-**	-	32.4%	67.6%	0%	0%	**-**	-	100%	0%	0%	0%	**-**	-	10.7%	81.3%	8.0%	0%	**-**	-	-
% Total	0%	17.2%	4.7%	0%	**21.9%**	-	6.3%	13.0%	0%	0%	**19.3%**	-	0.5%	0%	0%	0%	**0.5%**	-	6.3%	47.4%	4.7%	0%	**58.3%**	-	-
PHF	-	0.635	0.450	-	**0.583**	-	0.429	0.694	-	-	**0.771**	-	0.250	-	-	-	**0.250**	-	0.600	0.813	0.750	-	**0.824**	-	0.941
Lights	0	32	9	0	**41**	-	12	24	0	0	**36**	-	1	0	0	0	**1**	-	12	89	9	0	**110**	-	188
% Lights	0%	97.0%	100%	0%	**97.6%**	-	100%	96.0%	0%	0%	**97.3%**	-	100%	0%	0%	0%	**100%**	-	100%	97.8%	100%	0%	**98.2%**	-	97.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	0	0	**1**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	4
% Buses and Single-Unit Trucks	0%	3.0%	0%	0%	**2.4%**	-	0%	4.0%	0%	0%	**2.7%**	-	0%	0%	0%	0%	**0%**	-	0%	2.2%	0%	0%	**1.8%**	-	2.1%
Pedestrians	-	-	-	-	-	13	-	-	-	-	-	15	-	-	-	-	-	4	-	-	-	-	-	12	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

7. Spring Street at N Block Avenue - TMC

Thu Feb 27, 2025
Midday Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272702, Location: 36.064678, -94.160534

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



7. Spring Street at N Block Avenue - TMC

Thu Feb 27, 2025
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272702, Location: 36.064678, -94.160534

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

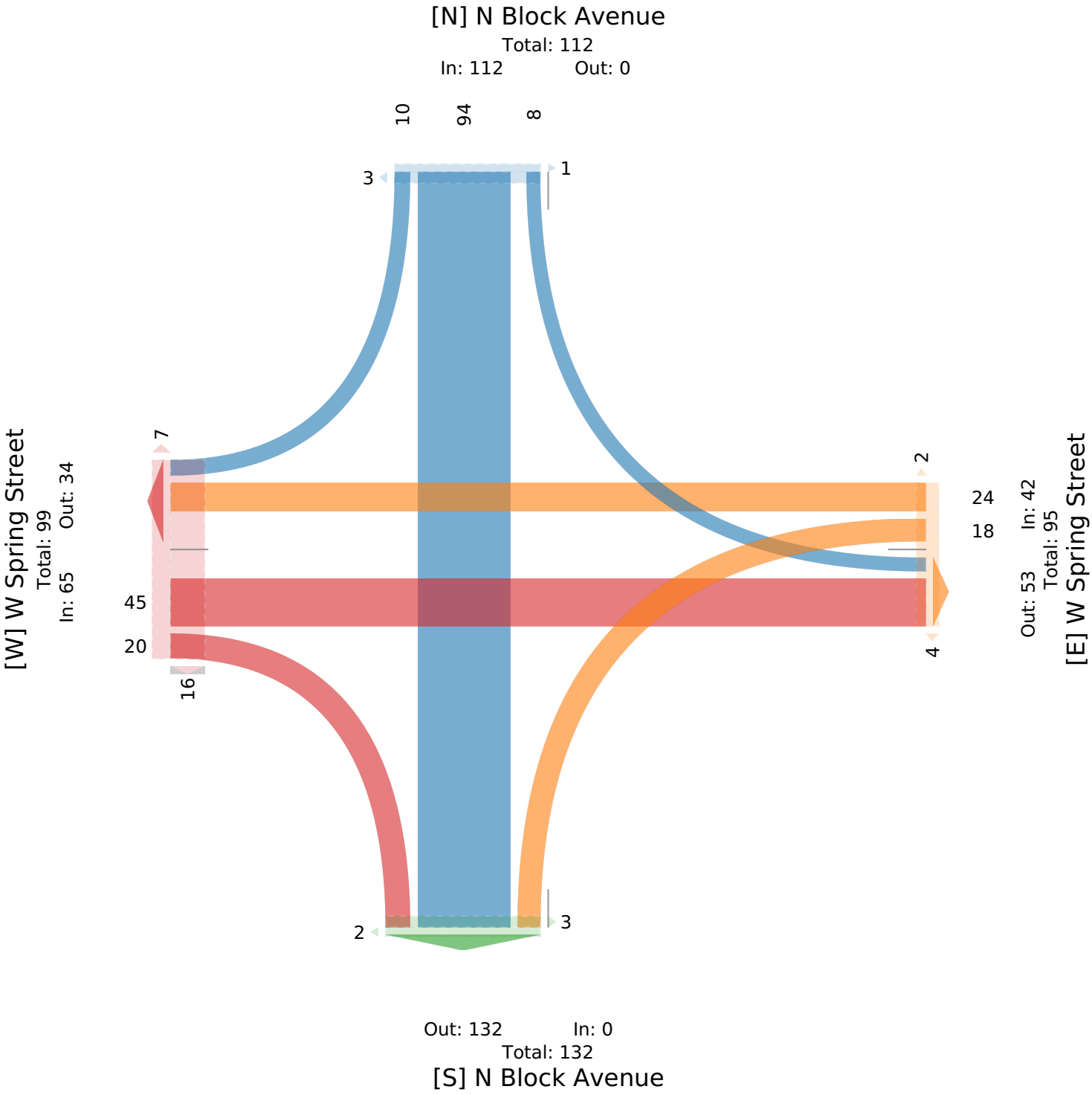
Leg	W Spring Street						W Spring Street						N Block Avenue						N Block Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-02-27 4:15PM	0	12	4	0	**16**	7	3	5	0	0	**8**	2	0	0	0	0	**0**	1	1	20	3	0	**24**	1	**48**
4:30PM	0	12	5	0	**17**	8	5	7	0	0	**12**	3	0	0	0	0	**0**	2	3	28	2	0	**33**	2	**62**
4:45PM	0	11	6	0	**17**	4	7	5	0	0	**12**	0	0	0	0	0	**0**	2	1	22	2	0	**25**	0	**54**
5:00PM	0	10	5	0	**15**	4	3	7	0	0	**10**	1	0	0	0	0	**0**	0	3	24	3	0	**30**	1	**55**
Total	0	45	20	0	**65**	23	18	24	0	0	**42**	6	0	0	0	0	**0**	5	8	94	10	0	**112**	4	**219**
% Approach	0%	69.2%	30.8%	0%	**-**	-	42.9%	57.1%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	7.1%	83.9%	8.9%	0%	**-**	-	-
% Total	0%	20.5%	9.1%	0%	**29.7%**	-	8.2%	11.0%	0%	0%	**19.2%**	-	0%	0%	0%	0%	**0%**	-	3.7%	42.9%	4.6%	0%	**51.1%**	-	-
PHF	-	0.938	0.833	-	**0.956**	-	0.643	0.857	-	-	**0.875**	-	-	-	-	-	**-**	-	0.667	0.839	0.833	-	**0.848**	-	0.883
Lights	0	45	20	0	**65**	-	18	24	0	0	**42**	-	0	0	0	0	**0**	-	8	93	10	0	**111**	-	218
% Lights	0%	100%	100%	0%	**100%**	-	100%	100%	0%	0%	**100%**	-	0%	0%	0%	0%	**-**	-	100%	98.9%	100%	0%	**99.1%**	-	99.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	1.1%	0%	0%	**0.9%**	-	0.5%
Pedestrians	-	-	-	-	-	23	-	-	-	-	-	5	-	-	-	-	-	3	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	83.3%	-	-	-	-	-	60.0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	16.7%	-	-	-	-	-	40.0%	-	-	-	-	-	0%	-

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

7. Spring Street at N Block Avenue - TMC

Thu Feb 27, 2025
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272702, Location: 36.064678, -94.160534

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



8. Meadow Street at N Block Avenue - TMC

Thu Feb 27, 2025
Full Length (9 AM-2 PM, 4 PM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272703, Location: 36.063667, -94.160569

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

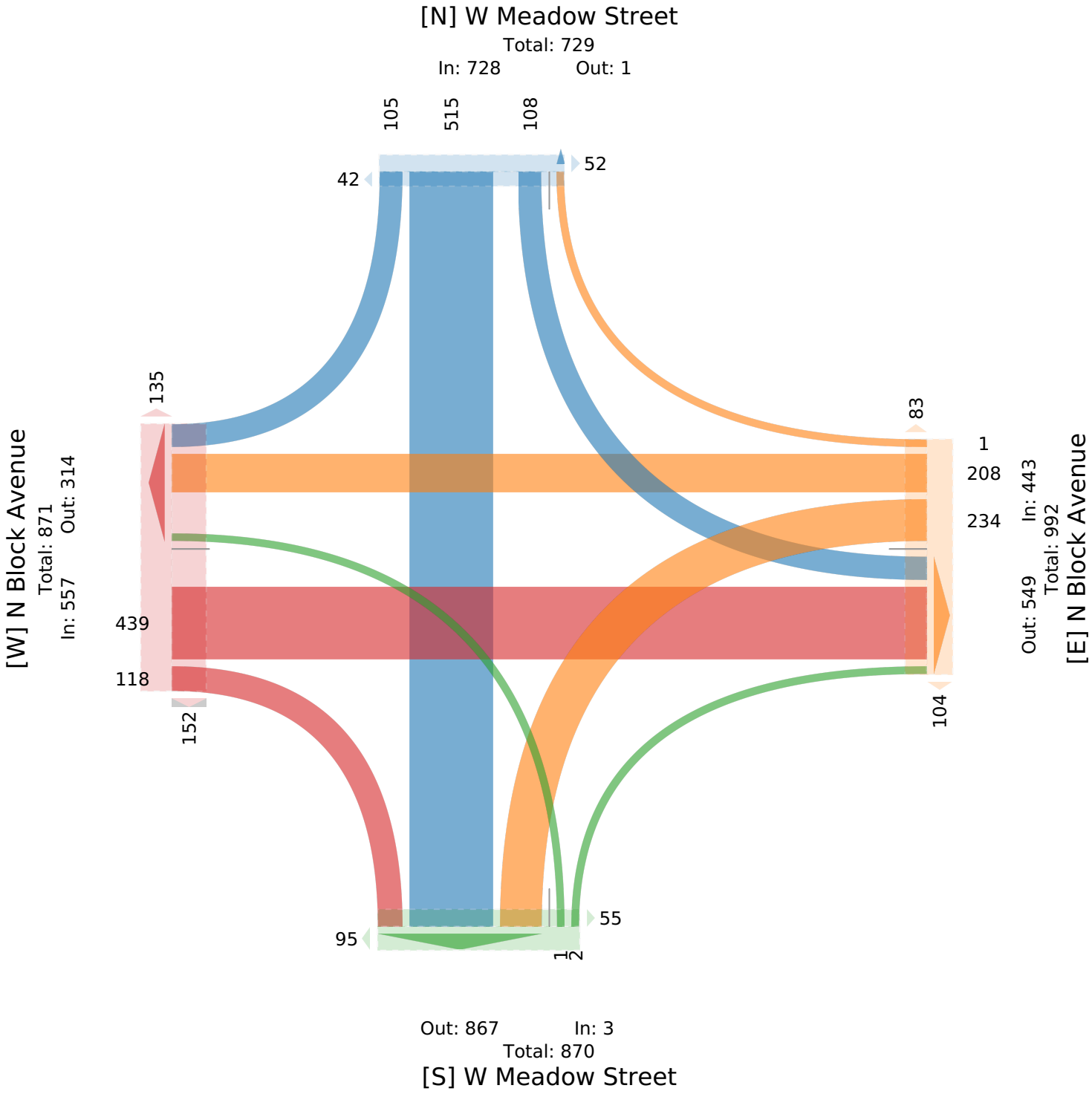
Leg / Direction	N Block Avenue Eastbound						N Block Avenue Westbound						W Meadow Street Northbound						W Meadow Street Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-02-27 9:00AM	0	4	0	0	**4**	1	5	4	0	0	**9**	8	0	0	0	0	**0**	1	2	6	7	0	**15**	1	**28**
9:15AM	0	5	2	0	**7**	4	5	5	0	0	**10**	7	0	0	0	0	**0**	1	1	14	2	0	**17**	0	**34**
9:30AM	0	5	6	0	**11**	1	7	9	0	0	**16**	8	0	0	0	0	**0**	0	4	7	3	0	**14**	2	**41**
9:45AM	0	5	2	0	**7**	2	3	12	0	0	**15**	5	0	0	0	0	**0**	5	3	11	4	0	**18**	5	**40**
Hourly Total	0	19	10	0	**29**	8	20	30	0	0	**50**	28	0	0	0	0	**0**	7	10	38	16	0	**64**	8	**143**
10:00AM	0	7	1	0	**8**	9	7	8	0	0	**15**	4	0	0	0	0	**0**	3	3	10	5	0	**18**	5	**41**
10:15AM	0	10	1	0	**11**	6	1	9	0	0	**10**	4	0	0	0	0	**0**	2	3	20	1	0	**24**	2	**45**
10:30AM	0	12	2	0	**14**	4	5	6	0	0	**11**	3	0	0	0	0	**0**	1	4	6	3	0	**13**	5	**38**
10:45AM	0	10	1	0	**11**	7	7	5	0	0	**12**	6	0	0	0	0	**0**	4	8	21	6	0	**35**	0	**58**
Hourly Total	0	39	5	0	**44**	26	20	28	0	0	**48**	17	0	0	0	0	**0**	10	18	57	15	0	**90**	12	**182**
11:00AM	0	5	5	0	**10**	9	3	12	0	0	**15**	1	0	0	2	0	**2**	1	7	16	4	0	**27**	3	**54**
11:15AM	0	16	9	0	**25**	6	6	3	0	0	**9**	7	0	0	0	0	**0**	3	2	14	2	0	**18**	3	**52**
11:30AM	0	15	2	0	**17**	4	13	7	0	0	**20**	3	0	0	0	0	**0**	3	3	12	2	0	**17**	4	**54**
11:45AM	0	15	5	0	**20**	11	5	7	0	0	**12**	2	0	0	0	0	**0**	4	6	16	4	0	**26**	13	**58**
Hourly Total	0	51	21	0	**72**	30	27	29	0	0	**56**	13	0	0	2	0	**2**	11	18	58	12	0	**88**	23	**218**
12:00PM	0	12	3	0	**15**	10	11	6	0	0	**17**	7	0	0	0	0	**0**	6	3	15	5	0	**23**	3	**55**
12:15PM	0	12	1	0	**13**	9	9	9	0	0	**18**	12	0	0	0	0	**0**	12	4	15	2	0	**21**	12	**52**
12:30PM	0	13	3	0	**16**	20	8	5	0	0	**13**	12	0	0	0	0	**0**	10	2	18	0	0	**20**	3	**49**
12:45PM	0	10	7	0	**17**	8	4	6	0	0	**10**	9	1	0	0	0	**1**	8	3	12	5	0	**20**	3	**48**
Hourly Total	0	47	14	0	**61**	47	32	26	0	0	**58**	40	1	0	0	0	**1**	36	12	60	12	0	**84**	21	**204**
1:00PM	0	17	1	0	**18**	3	9	8	0	0	**17**	4	0	0	0	0	**0**	4	1	20	6	0	**27**	3	**62**
1:15PM	0	18	10	0	**28**	7	10	4	0	0	**14**	5	0	0	0	0	**0**	2	6	18	6	0	**30**	3	**72**
1:30PM	0	7	6	0	**13**	13	5	8	0	0	**13**	7	0	0	0	0	**0**	4	5	22	1	0	**28**	1	**54**
1:45PM	0	11	5	0	**16**	8	9	9	1	0	**19**	6	0	0	0	0	**0**	3	2	15	5	0	**22**	3	**57**
Hourly Total	0	53	22	0	**75**	31	33	29	1	0	**63**	22	0	0	0	0	**0**	13	14	75	18	0	**107**	10	**245**
4:00PM	0	18	3	0	**21**	4	2	5	0	0	**7**	13	0	0	0	0	**0**	10	6	17	4	0	**27**	1	**55**
4:15PM	0	27	8	0	**35**	10	5	5	0	0	**10**	2	0	0	0	0	**0**	1	5	13	5	0	**23**	0	**68**
4:30PM	0	20	5	0	**25**	15	9	9	0	0	**18**	6	0	0	0	0	**0**	4	2	21	5	0	**28**	0	**71**
4:45PM	0	19	2	0	**21**	11	12	9	0	0	**21**	1	0	0	0	0	**0**	5	4	26	2	0	**32**	2	**74**
Hourly Total	0	84	18	0	**102**	40	28	28	0	0	**56**	22	0	0	0	0	**0**	20	17	77	16	0	**110**	3	**268**
5:00PM	0	36	4	0	**40**	7	8	3	0	0	**11**	4	0	0	0	0	**0**	2	2	27	3	0	**32**	2	**83**
5:15PM	0	23	6	0	**29**	19	12	4	0	0	**16**	8	0	0	0	0	**0**	6	4	20	3	0	**27**	4	**72**
5:30PM	0	21	3	0	**24**	20	9	3	0	0	**12**	3	0	0	0	0	**0**	10	6	14	1	0	**21**	1	**57**
5:45PM	0	16	3	0	**19**	3	9	13	0	0	**22**	7	0	0	0	0	**0**	9	2	24	2	0	**28**	4	**69**
Hourly Total	0	96	16	0	**112**	49	38	23	0	0	**61**	22	0	0	0	0	**0**	27	14	85	9	0	**108**	11	**281**
6:00PM	0	16	2	0	**18**	14	9	6	0	0	**15**	6	0	0	0	0	**0**	5	2	23	1	0	**26**	2	**59**
6:15PM	0	10	3	0	**13**	25	9	2	0	0	**11**	9	0	0	0	0	**0**	7	1	13	1	0	**15**	0	**39**
6:30PM	0	10	4	0	**14**	12	8	4	0	0	**12**	2	0	0	0	0	**0**	9	1	14	2	0	**17**	4	**43**
6:45PM	0	14	3	0	**17**	5	10	3	0	0	**13**	6	0	0	0	0	**0**	5	1	15	3	0	**19**	0	**49**
Hourly Total	0	50	12	0	**62**	56	36	15	0	0	**51**	23	0	0	0	0	**0**	26	5	65	7	0	**77**	6	**190**
Total	0	439	118	0	**557**	287	234	208	1	0	**443**	187	1	0	2	0	**3**	150	108	515	105	0	**728**	94	**1731**
% Approach	0%	78.8%	21.2%	0%	**-**	-	52.8%	47.0%	0.2%	0%	**-**	-	33.3%	0%	66.7%	0%	**-**	-	14.8%	70.7%	14.4%	0%	**-**	-	-
% Total	0%	25.4%	6.8%	0%	**32.2%**	-	13.5%	12.0%	0.1%	0%	**25.6%**	-	0.1%	0%	0.1%	0%	**0.2%**	-	6.2%	29.8%	6.1%	0%	**42.1%**	-	-
Lights	0	437	118	0	**555**	-	233	204	1	0	**438**	-	1	0	2	0	**3**	-	107	513	103	0	**723**	-	1719
% Lights	0%	99.5%	100%	0%	**99.6%**	-	99.6%	98.1%	100%	0%	**98.9%**	-	100%	0%	100%	0%	**100%**	-	99.1%	99.6%	98.1%	0%	**99.3%**	-	99.3%
Articulated Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	2	0	0	**2**	-	1	3	0	0	**4**	-	0	0	0	0	**0**	-	1	2	2	0	**5**	-	11
% Buses and Single-Unit Trucks	0%	0.5%	0%	0%	**0.4%**	-	0.4%	1.4%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0.9%	0.4%	1.9%	0%	**0.7%**	-	0.6%
Pedestrians	-	-	-	-	-	285	-	-	-	-	-	184	-	-	-	-	-	148	-	-	-	-	-	93	
% Pedestrians	-	-	-	-	-	99.3%	-	-	-	-	-	98.4%	-	-	-	-	-	98.7%	-	-	-	-	-	98.9%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0.7%	-	-	-	-	-	1.6%	-	-	-	-	-	1.3%	-	-	-	-	-	1.1%	-

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

8. Meadow Street at N Block Avenue - TMC

Thu Feb 27, 2025
Full Length (9 AM-2 PM, 4 PM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272703, Location: 36.063667, -94.160569

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



8. Meadow Street at N Block Avenue - TMC

Thu Feb 27, 2025
AM Peak (10 AM - 11 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272703, Location: 36.063667, -94.160569

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

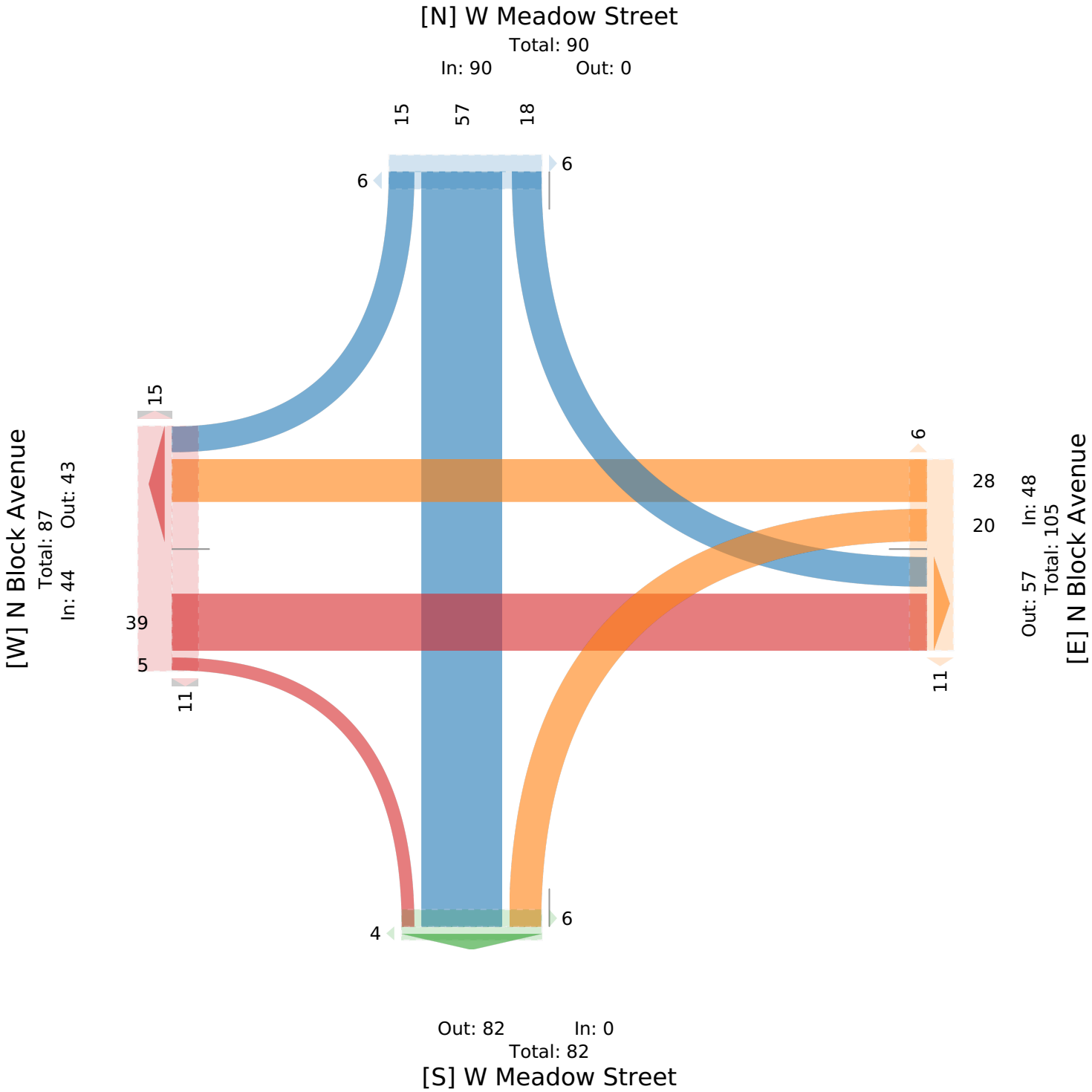
Leg / Direction	N Block Avenue Eastbound						N Block Avenue Westbound						W Meadow Street Northbound						W Meadow Street Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-02-27 10:00AM	0	7	1	0	**8**	9	7	8	0	0	**15**	4	0	0	0	0	**0**	3	3	10	5	0	**18**	5	**41**
10:15AM	0	10	1	0	**11**	6	1	9	0	0	**10**	4	0	0	0	0	**0**	2	3	20	1	0	**24**	2	**45**
10:30AM	0	12	2	0	**14**	4	5	6	0	0	**11**	3	0	0	0	0	**0**	1	4	6	3	0	**13**	5	**38**
10:45AM	0	10	1	0	**11**	7	7	5	0	0	**12**	6	0	0	0	0	**0**	4	8	21	6	0	**35**	0	**58**
Total	0	39	5	0	**44**	26	20	28	0	0	**48**	17	0	0	0	0	**0**	10	18	57	15	0	**90**	12	**182**
% Approach	0%	88.6%	11.4%	0%	**-**	-	41.7%	58.3%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	20.0%	63.3%	16.7%	0%	**-**	-	**-**
% Total	0%	21.4%	2.7%	0%	**24.2%**	-	11.0%	15.4%	0%	0%	**26.4%**	-	0%	0%	0%	0%	**0%**	-	9.9%	31.3%	8.2%	0%	**49.5%**	-	**-**
PHF	-	0.813	0.625	-	**0.786**	-	0.714	0.778	-	-	**0.800**	-	-	-	-	-	**-**	-	0.563	0.679	0.625	-	**0.643**	-	0.784
Lights	0	38	5	0	**43**	-	20	28	0	0	**48**	-	0	0	0	0	**0**	-	18	56	15	0	**89**	-	180
% Lights	0%	97.4%	100%	0%	**97.7%**	-	100%	100%	0%	0%	**100%**	-	0%	0%	0%	0%	**-**	-	100%	98.2%	100%	0%	**98.9%**	-	98.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	2
% Buses and Single-Unit Trucks	0%	2.6%	0%	0%	**2.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	1.8%	0%	0%	**1.1%**	-	1.1%
Pedestrians	-	-	-	-	-	26	-	-	-	-	-	17	-	-	-	-	-	10	-	-	-	-	-	12	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

8. Meadow Street at N Block Avenue - TMC

Thu Feb 27, 2025
AM Peak (10 AM - 11 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272703, Location: 36.063667, -94.160569

Provided by: C. J. Hensch & Associates Inc.
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8. Meadow Street at N Block Avenue - TMC

Thu Feb 27, 2025
Midday Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272703, Location: 36.063667, -94.160569

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

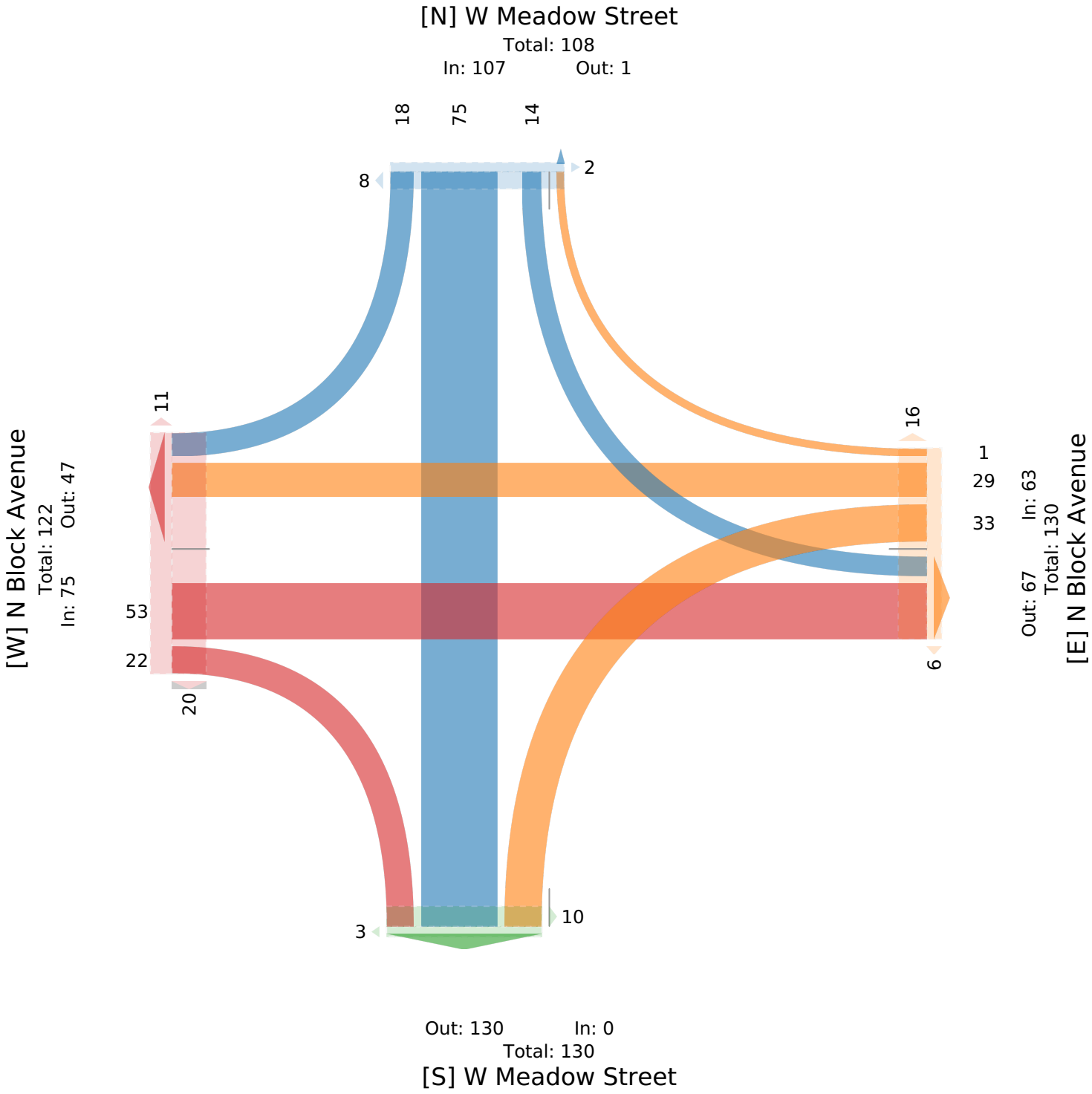
Leg / Direction	N Block Avenue Eastbound						N Block Avenue Westbound						W Meadow Street Northbound						W Meadow Street Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-02-27 1:00PM	0	17	1	0	**18**	3	9	8	0	0	**17**	4	0	0	0	0	**0**	4	1	20	6	0	**27**	3	**62**
1:15PM	0	18	10	0	**28**	7	10	4	0	0	**14**	5	0	0	0	0	**0**	2	6	18	6	0	**30**	3	**72**
1:30PM	0	7	6	0	**13**	13	5	8	0	0	**13**	7	0	0	0	0	**0**	4	5	22	1	0	**28**	1	**54**
1:45PM	0	11	5	0	**16**	8	9	9	1	0	**19**	6	0	0	0	0	**0**	3	2	15	5	0	**22**	3	**57**
Total	0	53	22	0	**75**	31	33	29	1	0	**63**	22	0	0	0	0	**0**	13	14	75	18	0	**107**	10	**245**
% Approach	0%	70.7%	29.3%	0%	**-**	-	52.4%	46.0%	1.6%	0%	**-**	-	0%	0%	0%	0%	**-**	-	13.1%	70.1%	16.8%	0%	**-**	-	-
% Total	0%	21.6%	9.0%	0%	**30.6%**	-	13.5%	11.8%	0.4%	0%	**25.7%**	-	0%	0%	0%	0%	**0%**	-	5.7%	30.6%	7.3%	0%	**43.7%**	-	-
PHF	-	0.736	0.550	-	**0.670**	-	0.825	0.806	0.250	-	**0.829**	-	-	-	-	-	**-**	-	0.583	0.852	0.750	-	**0.892**	-	0.851
Lights	0	53	22	0	**75**	-	33	29	1	0	**63**	-	0	0	0	0	**0**	-	14	74	17	0	**105**	-	243
% Lights	0%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	0%	0%	0%	0%	**-**	-	100%	98.7%	94.4%	0%	**98.1%**	-	99.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	1	0	**2**	-	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	1.3%	5.6%	0%	**1.9%**	-	0.8%
Pedestrians	-	-	-	-	-	30	-	-	-	-	-	21	-	-	-	-	-	13	-	-	-	-	-	10	
% Pedestrians	-	-	-	-	-	96.8%	-	-	-	-	-	95.5%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	3.2%	-	-	-	-	-	4.5%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

8. Meadow Street at N Block Avenue - TMC

Thu Feb 27, 2025
Midday Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272703, Location: 36.063667, -94.160569

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
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8. Meadow Street at N Block Avenue - TMC

Thu Feb 27, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272703, Location: 36.063667, -94.160569

Provided by: C. J. Hensch & Associates Inc.
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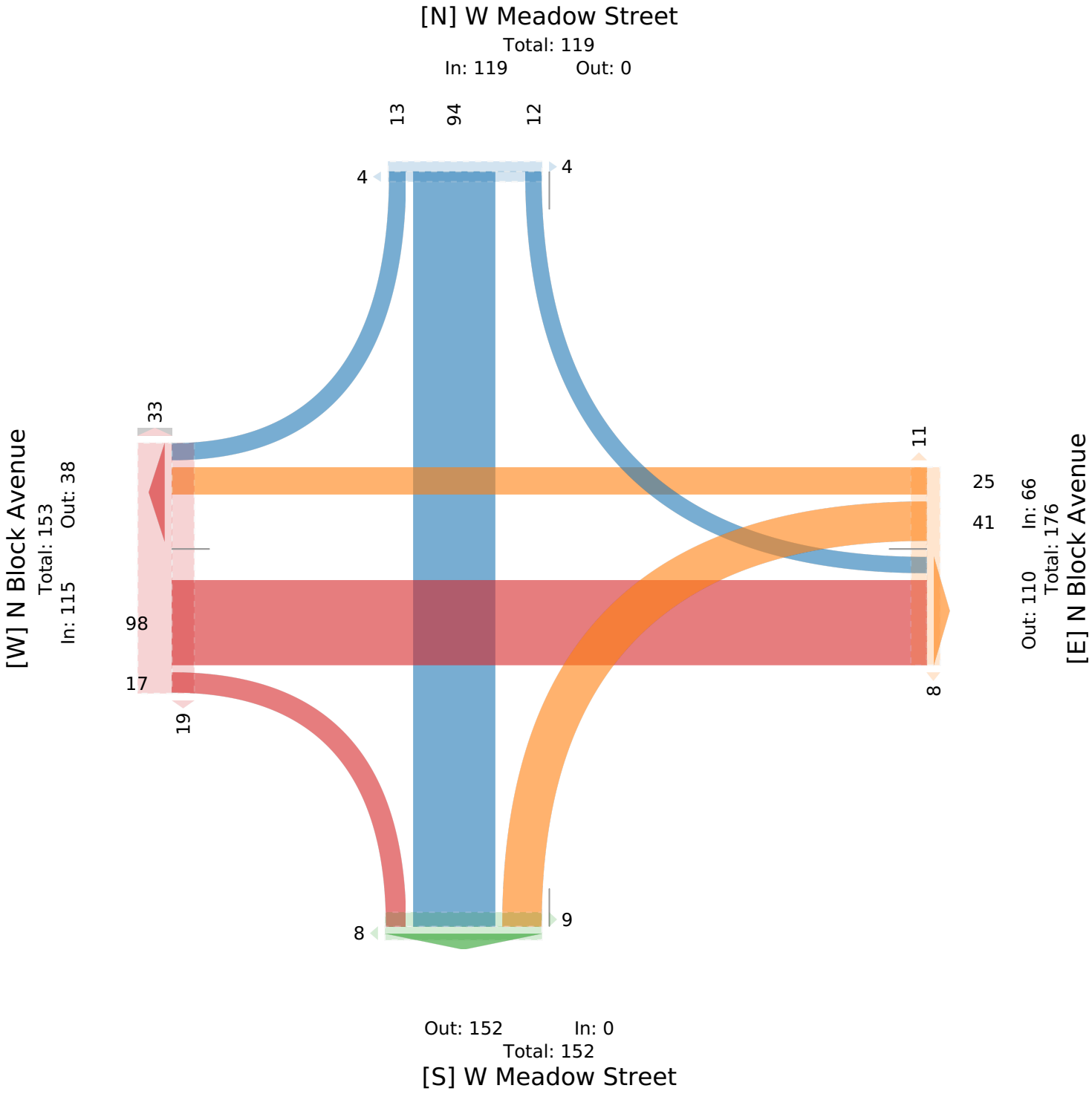
Leg	N Block Avenue						N Block Avenue						W Meadow Street						W Meadow Street						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-02-27 4:30PM	0	20	5	0	**25**	15	9	9	0	0	**18**	6	0	0	0	0	**0**	4	2	21	5	0	**28**	0	**71**
4:45PM	0	19	2	0	**21**	11	12	9	0	0	**21**	1	0	0	0	0	**0**	5	4	26	2	0	**32**	2	**74**
5:00PM	0	36	4	0	**40**	7	8	3	0	0	**11**	4	0	0	0	0	**0**	2	2	27	3	0	**32**	2	**83**
5:15PM	0	23	6	0	**29**	19	12	4	0	0	**16**	8	0	0	0	0	**0**	6	4	20	3	0	**27**	4	**72**
Total	0	98	17	0	**115**	52	41	25	0	0	**66**	19	0	0	0	0	**0**	17	12	94	13	0	**119**	8	**300**
% Approach	0%	85.2%	14.8%	0%	**-**	-	62.1%	37.9%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	10.1%	79.0%	10.9%	0%	**-**	-	-
% Total	0%	32.7%	5.7%	0%	**38.3%**	-	13.7%	8.3%	0%	0%	**22.0%**	-	0%	0%	0%	0%	**0%**	-	4.0%	31.3%	4.3%	0%	**39.7%**	-	-
PHF	-	0.681	0.708	-	**0.719**	-	0.854	0.694	-	-	**0.786**	-	-	-	-	-	**-**	-	0.750	0.870	0.650	-	**0.930**	-	0.904
Lights	0	98	17	0	**115**	-	41	25	0	0	**66**	-	0	0	0	0	**0**	-	11	94	13	0	**118**	-	299
% Lights	0%	100%	100%	0%	**100%**	-	100%	100%	0%	0%	**100%**	-	0%	0%	0%	0%	**-**	-	91.7%	100%	100%	0%	**99.2%**	-	99.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	8.3%	0%	0%	0%	**0.8%**	-	0.3%
Pedestrians	-	-	-	-	-	52	-	-	-	-	-	19	-	-	-	-	-	17	-	-	-	-	-	8	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

8. Meadow Street at N Block Avenue - TMC

Thu Feb 27, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1272703, Location: 36.063667, -94.160569

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



APPENDIX

NCHRP Right-Turn Deceleration Lane Analysis

NCHRP Right Turn Lane Analysis
(Southbound Right-Turn on Block Avenue at Site Driveway)

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

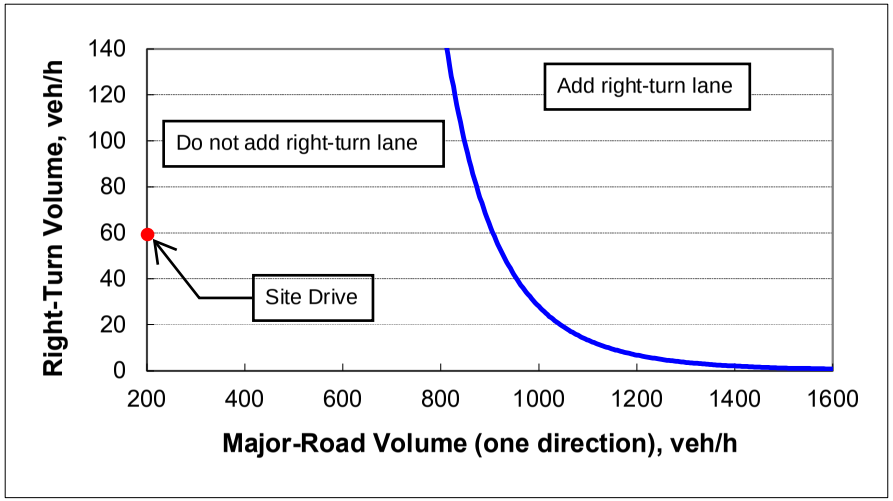
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	20
Major-road volume (one direction), veh/h:	180
Right-turn volume, veh/h:	60

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	16435527
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Planning Commission
March 24, 2025
LSD-2024-0038 (TRINITAS VENTURES)
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APPENDIX

Synchro Outputs

2025 Existing Traffic Operations (Midday & PM Peak Hour)
2029 Background Traffic Operations (Midday & PM Peak Hour)
2029 Buildout Traffic Operations (Midday & PM Peak Hour)

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	262	17	17	262	32	47
Future Vol, veh/h	262	17	17	262	32	47
Conflicting Peds, #/hr	0	34	30	0	34	30
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	279	18	18	279	34	50

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	331	0	671	352
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	349	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1229	-	422	692
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	714	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1189	-	388	650
Mov Cap-2 Maneuver	-	-	-	-	388	-
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	679	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.49	13.44
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	510	-	-	110	-
HCM Lane V/C Ratio	0.165	-	-	0.015	-
HCM Control Delay (s/veh)	13.4	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	310	0	1	1	285	0	2
Future Vol, veh/h	310	0	1	1	285	0	2
Conflicting Peds, #/hr	0	30	0	30	0	30	30
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	330	0	1	1	303	0	2

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	-	360	0	695	390
Stage 1	-	-	-	-	-	360	-
Stage 2	-	-	-	-	-	335	-
Critical Hdwy	-	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	1199	-	408	659
Stage 1	-	-	-	-	-	706	-
Stage 2	-	-	-	-	-	724	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	~ -2	~ -2	-	389	628
Mov Cap-2 Maneuver	-	-	-	-	-	389	-
Stage 1	-	-	-	-	-	693	-
Stage 2	-	-	-	-	-	704	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0		10.76
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	628	-	-	13	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s/veh)	10.8	-	-	-	-
HCM Lane LOS	B	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 7th Edition methodology does not support clustered intersections.

HCM 7th Edition methodology does not support clustered intersections.

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	35	10	7	25	7	16	58	6	4	25	4
Future Vol, veh/h	6	35	10	7	25	7	16	58	6	4	25	4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	38	11	8	27	8	18	64	7	4	27	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.4	7.7	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	12%	18%	12%
Vol Thru, %	73%	69%	64%	76%
Vol Right, %	8%	20%	18%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	51	39	33
LT Vol	16	6	7	4
Through Vol	58	35	25	25
RT Vol	6	10	7	4
Lane Flow Rate	88	56	43	36
Geometry Grp	1	1	1	1
Degree of Util (X)	0.101	0.064	0.049	0.042
Departure Headway (Hd)	4.128	4.087	4.12	4.125
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	862	866	858	859
Service Time	2.186	2.161	2.197	2.194
HCM Lane V/C Ratio	0.102	0.065	0.05	0.042
HCM Control Delay, s/veh	7.7	7.4	7.4	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.2	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕				↕			↕			↕	
Traffic Vol, veh/h	2	41	0	1	0	37	0	0	0	0	2	0	2
Future Vol, veh/h	2	41	0	1	0	37	0	0	0	0	2	0	2
Conflicting Peds, #/hr	9	0	9	0	9	0	9	9	0	9	9	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	46	0	1	0	42	0	0	0	0	2	0	2

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	51	0	0	-	55	0	0	110	112	64	110	112	60
Stage 1	-	-	-	-	-	-	-	60	60	-	51	53	-
Stage 2	-	-	-	-	-	-	-	51	53	-	60	60	-
Critical Hdwy	4.12	-	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1556	-	-	-	1550	-	-	868	778	1000	868	778	1006
Stage 1	-	-	-	-	-	-	-	952	845	-	962	851	-
Stage 2	-	-	-	-	-	-	-	962	851	-	952	845	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	1547	-	-	-	-	-	-	853	768	986	854	768	992
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	853	768	-	854	768	-
Stage 1	-	-	-	-	-	-	-	945	839	-	957	846	-
Stage 2	-	-	-	-	-	-	-	952	846	-	942	839	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.34		0	8.94
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	84	-	-	47	-	-	918
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.005
HCM Control Delay (s/veh)	0	7.3	0	-	-	-	-	8.9
HCM Lane LOS	A	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	-	0

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	33	9	12	25	0	0	0	0	12	91	9
Future Vol, veh/h	0	33	9	12	25	0	0	0	0	12	91	9
Conflicting Peds, #/hr	25	0	17	19	0	27	17	0	19	27	0	25
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	10	13	27	0	0	0	0	13	97	10

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	179	146	186	184	-		27	0	0
Stage 1	-	152	-	27	27	-		-	-	-
Stage 2	-	27	-	159	157	-		-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-		4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-		-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-		2.218	-	-
Pot Cap-1 Maneuver	0	715	902	775	710	0		1587	-	-
Stage 1	0	772	-	-	-	0		-	-	-
Stage 2	0	-	-	843	768	0		-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	674	880	702	670	-		1546	-	-
Mov Cap-2 Maneuver	-	674	-	702	670	-		-	-	-
Stage 1	-	747	-	-	-	-		-	-	-
Stage 2	-	-	-	788	743	-		-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	10.42	10.62	0.79
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	709	680	189	-	-
HCM Lane V/C Ratio	0.063	0.058	0.008	-	-
HCM Control Delay (s/veh)	10.4	10.6	7.3	0	-
HCM Lane LOS	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	53	22	33	29	0	0	0	0	14	75	18
Future Vol, veh/h	0	53	22	33	29	0	0	0	0	14	75	18
Conflicting Peds, #/hr	41	0	44	35	0	32	44	0	35	32	0	41
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	62	26	39	34	0	0	0	0	16	88	21

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	205	184	228	215	-		32	0	0
Stage 1	-	173	-	32	32	-		-	-	-
Stage 2	-	32	-	196	183	-		-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-		4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-		-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-		2.218	-	-
Pot Cap-1 Maneuver	0	692	859	727	682	0		1580	-	-
Stage 1	0	756	-	-	-	0		-	-	-
Stage 2	0	-	-	805	748	0		-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	637	825	609	628	-		1532	-	-
Mov Cap-2 Maneuver	-	637	-	609	628	-		-	-	-
Stage 1	-	718	-	-	-	-		-	-	-
Stage 2	-	-	-	704	710	-		-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	11.05	11.6	0.96
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	683	618	227	-	-
HCM Lane V/C Ratio	0.129	0.118	0.011	-	-
HCM Control Delay (s/veh)	11.1	11.6	7.4	0	-
HCM Lane LOS	B	B	A	A	-
HCM 95th %tile Q(veh)	0.4	0.4	0	-	-

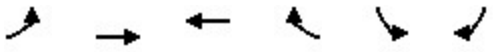
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	214	30	89	39	24	19	94	826	44	35	835	186
Future Volume (veh/h)	214	30	89	39	24	19	94	826	44	35	835	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.98	0.97		0.94	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	216	30	90	39	24	19	95	834	44	35	843	188
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	360	69	208	216	71	56	373	2066	109	419	1697	378
Arrive On Green	0.13	0.17	0.17	0.03	0.08	0.08	0.04	0.60	0.60	0.03	0.59	0.59
Sat Flow, veh/h	1781	407	1221	1781	938	743	1781	3431	181	1781	2883	643
Grp Volume(v), veh/h	216	0	120	39	0	43	95	432	446	35	519	512
Grp Sat Flow(s),veh/h/ln	1781	0	1627	1781	0	1681	1781	1777	1835	1781	1777	1749
Q Serve(g_s), s	11.7	0.0	7.2	2.2	0.0	2.6	2.3	13.9	13.9	0.8	18.5	18.5
Cycle Q Clear(g_c), s	11.7	0.0	7.2	2.2	0.0	2.6	2.3	13.9	13.9	0.8	18.5	18.5
Prop In Lane	1.00		0.75	1.00		0.44	1.00		0.10	1.00		0.37
Lane Grp Cap(c), veh/h	360	0	278	216	0	127	373	1070	1105	419	1046	1030
V/C Ratio(X)	0.60	0.00	0.43	0.18	0.00	0.34	0.26	0.40	0.40	0.08	0.50	0.50
Avail Cap(c_a), veh/h	388	0	381	250	0	240	549	1070	1105	456	1046	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	0.0	40.4	44.3	0.0	47.7	9.7	11.4	11.4	8.8	13.0	13.0
Incr Delay (d2), s/veh	2.3	0.0	1.1	0.4	0.0	1.5	0.4	1.1	1.1	0.1	1.7	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	3.0	1.0	0.0	1.2	0.8	5.4	5.6	0.3	7.3	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.0	0.0	41.5	44.7	0.0	49.2	10.0	12.5	12.5	8.9	14.7	14.7
LnGrp LOS	D		D	D		D	B	B	B	A	B	B
Approach Vol, veh/h		336			82			973			1066	
Approach Delay, s/veh		40.5			47.1			12.3			14.5	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	70.0	8.0	23.1	9.2	68.5	18.3	12.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	65.5	5.5	25.5	15.5	55.5	15.5	15.5
Max Q Clear Time (g_c+I1), s	2.8	15.9	4.2	9.2	4.3	20.5	13.7	4.6
Green Ext Time (p_c), s	0.0	6.5	0.0	0.6	0.1	8.0	0.1	0.1

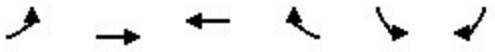
Intersection Summary	
HCM 7th Control Delay, s/veh	18.3
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



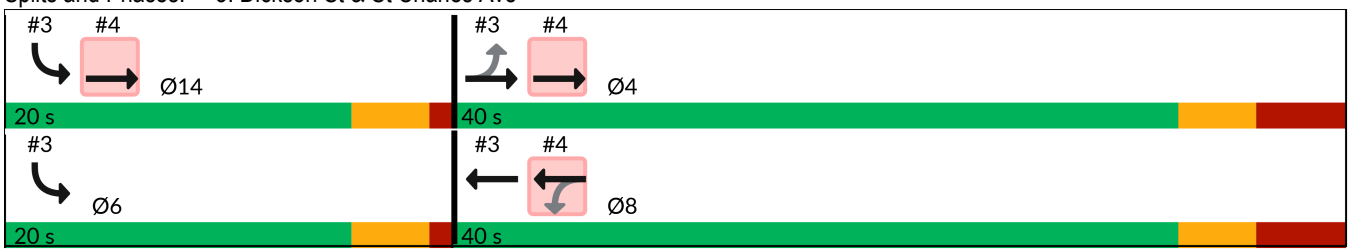
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6	Ø14
Lane Configurations								
Traffic Volume (vph)	31	284	241	51	50	48		
Future Volume (vph)	31	284	241	51	50	48		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor		1.00	0.99		0.94			
Frt			0.976		0.934			
Flt Protected		0.995			0.975			
Satd. Flow (prot)	0	1853	1801	0	1632	0		
Flt Permitted		0.927			0.975			
Satd. Flow (perm)	0	1721	1801	0	1603	0		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)			28		55			
Link Speed (mph)		25	25		25			
Link Distance (ft)		110	90		560			
Travel Time (s)		3.0	2.5		15.3			
Confl. Peds. (#/hr)	35			21	21	35		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88		
Adj. Flow (vph)	35	323	274	58	57	55		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	358	332	0	112	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Left	Left	Right	Left	Right		
Median Width(ft)		0	0		12			
Link Offset(ft)		0	0		0			
Crosswalk Width(ft)		16	16		16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	60			60	60	60		
Number of Detectors	1	2	2		1			
Detector Template	Left	Thru	Thru		Left			
Leading Detector (ft)	20	100	100		20			
Trailing Detector (ft)	0	0	0		0			
Detector 1 Position(ft)	0	0	0		0			
Detector 1 Size(ft)	20	6	6		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)		94	94					
Detector 2 Size(ft)		6	6					
Detector 2 Type		Cl+Ex	Cl+Ex					
Detector 2 Channel								
Detector 2 Extend (s)		0.0	0.0					
Turn Type	Perm	NA	NA		Prot			
Protected Phases		4	8		6 14		6	14
Permitted Phases	4							
Detector Phase	4	4	8		6 14			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6	Ø14
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0				5.0	5.0
Minimum Split (s)	25.5	25.5	25.5				22.5	22.5
Total Split (s)	40.0	40.0	40.0				20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%				33%	33%
Maximum Green (s)	32.5	32.5	32.5				15.5	15.5
Yellow Time (s)	3.5	3.5	3.5				3.5	3.5
All-Red Time (s)	4.0	4.0	4.0				1.0	1.0
Lost Time Adjust (s)		0.0	0.0					
Total Lost Time (s)		7.5	7.5					
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0				3.0	3.0
Recall Mode	None	None	None				Max	None
Walk Time (s)	7.0	7.0	7.0				7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0				11.0	11.0
Pedestrian Calls (#/hr)	0	0	0				0	0
Act Effct Green (s)		16.3	16.3		18.3			
Actuated g/C Ratio		0.35	0.35		0.39			
v/c Ratio		0.60	0.51		0.17			
Control Delay (s/veh)		16.5	4.4		7.9			
Queue Delay		0.0	0.0		0.0			
Total Delay (s/veh)		16.5	4.4		7.9			
LOS		B	A		A			
Approach Delay (s/veh)		16.5	4.4		7.9			
Approach LOS		B	A		A			
Queue Length 50th (ft)		75	5		9			
Queue Length 95th (ft)		129	10		41			
Internal Link Dist (ft)		30	10		480			
Turn Bay Length (ft)								
Base Capacity (vph)		1215	1279		671			
Starvation Cap Reductn		0	0		0			
Spillback Cap Reductn		0	0		0			
Storage Cap Reductn		0	0		0			
Reduced v/c Ratio		0.29	0.26		0.17			

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 46.8			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay (s/veh): 10.3		Intersection LOS: B	
Intersection Capacity Utilization 64.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Dickson St & St Charles Ave





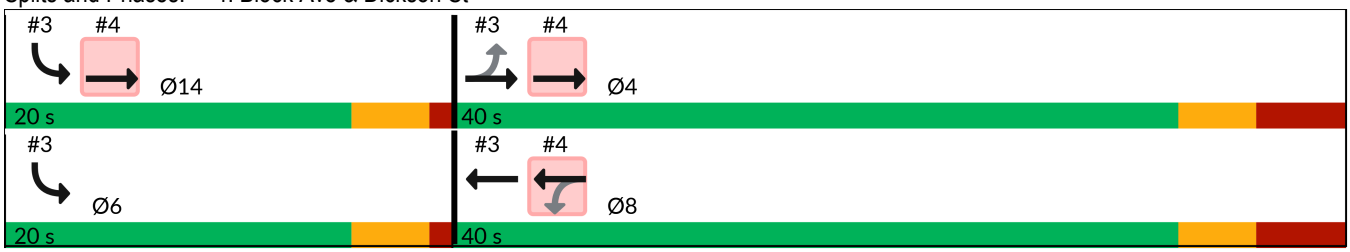
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø4	Ø6	Ø14
Lane Configurations									
Traffic Volume (vph)	292	42	55	292	0	0			
Future Volume (vph)	292	42	55	292	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0	75		0	0			
Storage Lanes		0	1		0	0			
Taper Length (ft)			25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Ped Bike Factor	0.99		0.99						
Frt	0.983								
Flt Protected			0.950						
Satd. Flow (prot)	1817	0	1770	1863	0	0			
Flt Permitted			0.552						
Satd. Flow (perm)	1817	0	1017	1863	0	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)									
Link Speed (mph)	25			25	20				
Link Distance (ft)	90			782	597				
Travel Time (s)	2.5			21.3	20.4				
Confl. Peds. (#/hr)		25	11						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96			
Adj. Flow (vph)	304	44	57	304	0	0			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	348	0	57	304	0	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	12			12	0				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)		60	60		60	60			
Number of Detectors	2		1	2					
Detector Template	Thru		Left	Thru					
Leading Detector (ft)	100		20	100					
Trailing Detector (ft)	0		0	0					
Detector 1 Position(ft)	0		0	0					
Detector 1 Size(ft)	6		20	6					
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0					
Detector 1 Queue (s)	0.0		0.0	0.0					
Detector 1 Delay (s)	0.0		0.0	0.0					
Detector 2 Position(ft)	94			94					
Detector 2 Size(ft)	6			6					
Detector 2 Type	Cl+Ex			Cl+Ex					
Detector 2 Channel									
Detector 2 Extend (s)	0.0			0.0					
Turn Type	NA		Perm	NA					



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø4	Ø6	Ø14
Protected Phases	4 14			8			4	6	14
Permitted Phases			8						
Detector Phase	4 14		8	8					
Switch Phase									
Minimum Initial (s)			5.0	5.0			5.0	5.0	5.0
Minimum Split (s)			25.5	25.5			25.5	22.5	22.5
Total Split (s)			40.0	40.0			40.0	20.0	20.0
Total Split (%)			66.7%	66.7%			67%	33%	33%
Maximum Green (s)			32.5	32.5			32.5	15.5	15.5
Yellow Time (s)			3.5	3.5			3.5	3.5	3.5
All-Red Time (s)			4.0	4.0			4.0	1.0	1.0
Lost Time Adjust (s)			0.0	0.0					
Total Lost Time (s)			7.5	7.5					
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0	3.0			3.0	3.0	3.0
Recall Mode			None	None			None	Max	None
Walk Time (s)			7.0	7.0			7.0	7.0	7.0
Flash Don't Walk (s)			11.0	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)			0	0			0	0	0
Act Effct Green (s)	46.8		16.3	16.3					
Actuated g/C Ratio	1.00		0.35	0.35					
v/c Ratio	0.19		0.16	0.47					
Control Delay (s/veh)	0.2		10.7	13.8					
Queue Delay	0.0		0.0	0.0					
Total Delay (s/veh)	0.2		10.7	13.8					
LOS	A		B	B					
Approach Delay (s/veh)	0.2			13.3					
Approach LOS	A			B					
Queue Length 50th (ft)	0		10	61					
Queue Length 95th (ft)	0		27	108					
Internal Link Dist (ft)	10			702	517				
Turn Bay Length (ft)			75						
Base Capacity (vph)	1749		718	1315					
Starvation Cap Reductn	0		0	0					
Spillback Cap Reductn	0		0	0					
Storage Cap Reductn	0		0	0					
Reduced v/c Ratio	0.20		0.08	0.23					

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 46.8			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay (s/veh): 6.9		Intersection LOS: A	
Intersection Capacity Utilization 34.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Block Ave & Dickson St



Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	349	21	21	286	36	66
Future Vol, veh/h	349	21	21	286	36	66
Conflicting Peds, #/hr	0	55	52	0	55	52
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	364	22	22	298	38	69

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	440	0	826	481
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	397	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1120	-	342	585
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1061	-	299	527
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	628	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.58	16.62
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	415	-	-	123	-
HCM Lane V/C Ratio	0.256	-	-	0.021	-
HCM Control Delay (s/veh)	16.6	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	410	1	1	316	1	4
Future Vol, veh/h	410	1	1	316	1	4
Conflicting Peds, #/hr	0	30	30	0	30	30
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	441	1	1	340	1	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	472	0	843	501
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	372	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1090	-	334	570
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	697	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1069	-	318	543
Mov Cap-2 Maneuver	-	-	-	-	318	-
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	676	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.03	12.66
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	476	-	-	6	-
HCM Lane V/C Ratio	0.011	-	-	0.001	-
HCM Control Delay (s/veh)	12.7	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 7th Edition methodology does not support clustered intersections.

HCM 7th Edition methodology does not support clustered intersections.

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	45	6	5	23	6	17	85	20	0	33	7
Future Vol, veh/h	13	45	6	5	23	6	17	85	20	0	33	7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	46	6	5	24	6	18	88	21	0	34	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	7.5	7.8	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	20%	15%	0%
Vol Thru, %	70%	70%	68%	83%
Vol Right, %	16%	9%	18%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	64	34	40
LT Vol	17	13	5	0
Through Vol	85	45	23	33
RT Vol	20	6	6	7
Lane Flow Rate	126	66	35	41
Geometry Grp	1	1	1	1
Degree of Util (X)	0.142	0.078	0.041	0.047
Departure Headway (Hd)	4.071	4.236	4.2	4.102
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	873	834	839	861
Service Time	2.136	2.322	2.295	2.186
HCM Lane V/C Ratio	0.144	0.079	0.042	0.048
HCM Control Delay, s/veh	7.8	7.7	7.5	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.3	0.1	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	64	1	1	31	0	0	0	0	1	0	1
Future Vol, veh/h	0	64	1	1	31	0	0	0	0	1	0	1
Conflicting Peds, #/hr	6	0	11	10	0	5	11	0	10	5	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	67	1	1	33	0	0	0	0	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	39	0	0	79	0	0	125	120	89	118	120	50
Stage 1	-	-	-	-	-	-	79	79	-	41	41	-
Stage 2	-	-	-	-	-	-	46	41	-	77	79	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1571	-	-	1519	-	-	849	771	969	858	770	1019
Stage 1	-	-	-	-	-	-	930	829	-	974	861	-
Stage 2	-	-	-	-	-	-	968	861	-	932	829	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1565	-	-	1508	-	-	833	762	953	846	761	1004
Mov Cap-2 Maneuver	-	-	-	-	-	-	833	762	-	846	761	-
Stage 1	-	-	-	-	-	-	923	824	-	970	857	-
Stage 2	-	-	-	-	-	-	956	857	-	923	823	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.23	0	8.93
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1565	-	-	56	-	-	918
HCM Lane V/C Ratio	-	-	-	-	0.001	-	-	0.002
HCM Control Delay (s/veh)	0	0	-	-	7.4	0	-	8.9
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	45	20	18	24	0	0	0	0	8	94	10
Future Vol, veh/h	0	45	20	18	24	0	0	0	0	8	94	10
Conflicting Peds, #/hr	27	0	28	11	0	10	28	0	11	10	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	51	23	20	27	0	0	0	0	9	107	11

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	168	168	189	173	-		10	0	0
Stage 1	-	158	-	10	10	-		-	-	-
Stage 2	-	10	-	179	163	-		-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-		4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-		-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-		2.218	-	-
Pot Cap-1 Maneuver	0	725	877	772	720	0		1610	-	-
Stage 1	0	767	-	-	-	0		-	-	-
Stage 2	0	-	-	823	763	0		-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	695	854	685	690	-		1594	-	-
Mov Cap-2 Maneuver	-	695	-	685	690	-		-	-	-
Stage 1	-	743	-	-	-	-		-	-	-
Stage 2	-	-	-	742	739	-		-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	10.42	10.62	0.52
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	738	688	126	-	-
HCM Lane V/C Ratio	0.1	0.069	0.006	-	-
HCM Control Delay (s/veh)	10.4	10.6	7.3	0	-
HCM Lane LOS	B	B	A	A	-
HCM 95th %tile Q(veh)	0.3	0.2	0	-	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	98	17	41	25	0	0	0	0	12	94	13
Future Vol, veh/h	0	98	17	41	25	0	0	0	0	12	94	13
Conflicting Peds, #/hr	60	0	69	36	0	27	69	0	36	27	0	60
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	109	19	46	28	0	0	0	0	13	104	14

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	225	241	282	233	-		27	0	0
Stage 1	-	198	-	27	27	-		-	-	-
Stage 2	-	27	-	255	206	-		-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-		4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-		-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-		2.218	-	-
Pot Cap-1 Maneuver	0	674	798	671	668	0		1587	-	-
Stage 1	0	737	-	-	-	0		-	-	-
Stage 2	0	-	-	750	732	0		-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	613	753	520	608	-		1546	-	-
Mov Cap-2 Maneuver	-	613	-	520	608	-		-	-	-
Stage 1	-	688	-	-	-	-		-	-	-
Stage 2	-	-	-	610	683	-		-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	12.16	12.55	0.74
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	630	550	177	-	-
HCM Lane V/C Ratio	0.203	0.133	0.009	-	-
HCM Control Delay (s/veh)	12.2	12.5	7.3	0	-
HCM Lane LOS	B	B	A	A	-
HCM 95th %tile Q(veh)	0.8	0.5	0	-	-

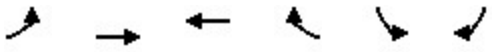
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	76	99	73	30	44	88	855	72	14	1015	164
Future Volume (veh/h)	244	76	99	73	30	44	88	855	72	14	1015	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.98	0.98		0.95	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	257	80	104	77	32	46	93	900	76	15	1068	173
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	370	131	170	245	60	86	290	1961	166	348	1731	280
Arrive On Green	0.14	0.18	0.18	0.05	0.09	0.09	0.04	0.59	0.59	0.02	0.57	0.57
Sat Flow, veh/h	1781	731	951	1781	671	965	1781	3313	280	1781	3060	495
Grp Volume(v), veh/h	257	0	184	77	0	78	93	483	493	15	619	622
Grp Sat Flow(s),veh/h/ln	1781	0	1682	1781	0	1636	1781	1777	1816	1781	1777	1777
Q Serve(g_s), s	14.1	0.0	11.2	4.3	0.0	5.0	2.4	16.9	16.9	0.4	25.7	25.9
Cycle Q Clear(g_c), s	14.1	0.0	11.2	4.3	0.0	5.0	2.4	16.9	16.9	0.4	25.7	25.9
Prop In Lane	1.00		0.57	1.00		0.59	1.00		0.15	1.00		0.28
Lane Grp Cap(c), veh/h	370	0	301	245	0	145	290	1052	1075	348	1006	1006
V/C Ratio(X)	0.69	0.00	0.61	0.31	0.00	0.54	0.32	0.46	0.46	0.04	0.62	0.62
Avail Cap(c_a), veh/h	370	0	388	245	0	229	464	1052	1075	407	1006	1006
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	41.9	42.9	0.0	48.2	12.7	12.7	12.7	10.6	16.0	16.0
Incr Delay (d2), s/veh	5.5	0.0	2.0	0.7	0.0	3.1	0.6	1.4	1.4	0.1	2.8	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.0	4.8	2.0	0.0	2.2	0.9	6.7	6.8	0.2	10.5	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.5	0.0	43.9	43.7	0.0	51.3	13.3	14.1	14.1	10.7	18.8	18.9
LnGrp LOS	D		D	D		D	B	B	B	B	B	B
Approach Vol, veh/h		441			155			1069			1256	
Approach Delay, s/veh		43.1			47.5			14.0			18.8	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	70.0	10.0	24.3	9.2	67.1	20.0	14.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	65.5	5.5	25.5	15.5	55.5	15.5	15.5
Max Q Clear Time (g_c+I1), s	2.4	18.9	6.3	13.2	4.4	27.9	16.1	7.0
Green Ext Time (p_c), s	0.0	7.5	0.0	0.8	0.1	9.7	0.0	0.2

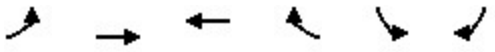
Intersection Summary	
HCM 7th Control Delay, s/veh	22.2
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



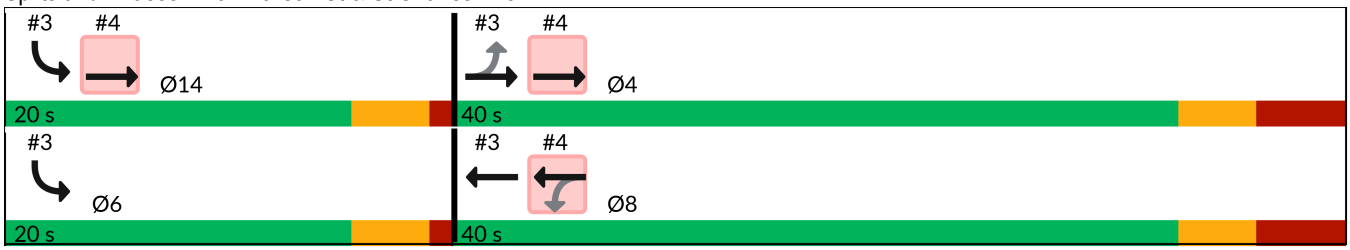
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6	Ø14
Lane Configurations								
Traffic Volume (vph)	39	363	262	47	51	52		
Future Volume (vph)	39	363	262	47	51	52		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor		1.00	0.99		0.96			
Frt			0.979		0.932			
Flt Protected		0.995			0.976			
Satd. Flow (prot)	0	1853	1812	0	1644	0		
Flt Permitted		0.930			0.976			
Satd. Flow (perm)	0	1728	1812	0	1626	0		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)			24		56			
Link Speed (mph)		25	25		25			
Link Distance (ft)		110	90		560			
Travel Time (s)		3.0	2.5		15.3			
Confl. Peds. (#/hr)	24			13	13	24		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Adj. Flow (vph)	42	390	282	51	55	56		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	432	333	0	111	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Left	Left	Right	Left	Right		
Median Width(ft)		0	0		12			
Link Offset(ft)		0	0		0			
Crosswalk Width(ft)		16	16		16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	60			60	60	60		
Number of Detectors	1	2	2		1			
Detector Template	Left	Thru	Thru		Left			
Leading Detector (ft)	20	100	100		20			
Trailing Detector (ft)	0	0	0		0			
Detector 1 Position(ft)	0	0	0		0			
Detector 1 Size(ft)	20	6	6		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)		94	94					
Detector 2 Size(ft)		6	6					
Detector 2 Type		Cl+Ex	Cl+Ex					
Detector 2 Channel								
Detector 2 Extend (s)		0.0	0.0					
Turn Type	Perm	NA	NA		Prot			
Protected Phases		4	8		6 14		6	14
Permitted Phases	4							
Detector Phase	4	4	8		6 14			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6	Ø14
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0				5.0	5.0
Minimum Split (s)	25.5	25.5	25.5				22.5	22.5
Total Split (s)	40.0	40.0	40.0				20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%				33%	33%
Maximum Green (s)	32.5	32.5	32.5				15.5	15.5
Yellow Time (s)	3.5	3.5	3.5				3.5	3.5
All-Red Time (s)	4.0	4.0	4.0				1.0	1.0
Lost Time Adjust (s)		0.0	0.0					
Total Lost Time (s)		7.5	7.5					
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0				3.0	3.0
Recall Mode	None	None	None				Max	None
Walk Time (s)	7.0	7.0	7.0				7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0				11.0	11.0
Pedestrian Calls (#/hr)	0	0	0				0	0
Act Effct Green (s)		20.5	20.5		18.4			
Actuated g/C Ratio		0.40	0.40		0.36			
v/c Ratio		0.62	0.45		0.18			
Control Delay (s/veh)		15.9	2.7		9.4			
Queue Delay		0.0	0.0		0.0			
Total Delay (s/veh)		15.9	2.7		9.4			
LOS		B	A		A			
Approach Delay (s/veh)		15.9	2.7		9.4			
Approach LOS		B	A		A			
Queue Length 50th (ft)		96	1		10			
Queue Length 95th (ft)		162	0		48			
Internal Link Dist (ft)		30	10		480			
Turn Bay Length (ft)								
Base Capacity (vph)		1121	1184		626			
Starvation Cap Reductn		0	0		0			
Spillback Cap Reductn		0	0		0			
Storage Cap Reductn		0	0		0			
Reduced v/c Ratio		0.39	0.28		0.18			

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 51.1			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 10.1		Intersection LOS: B	
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Dickson St & St Charles Ave



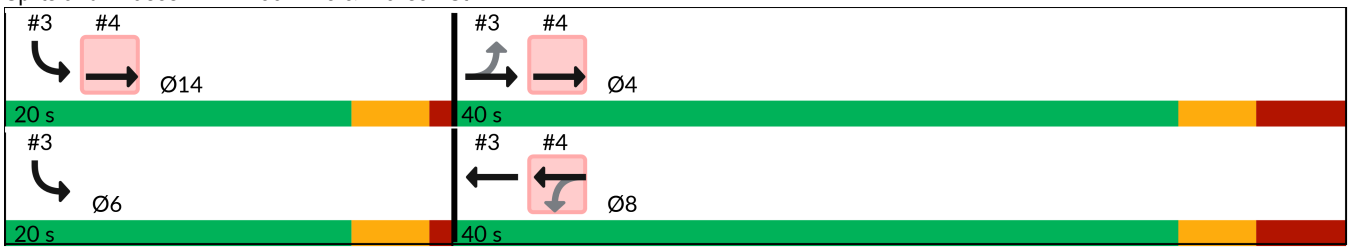
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø4	Ø6	Ø14
Lane Configurations									
Traffic Volume (vph)	344	70	37	309	0	0			
Future Volume (vph)	344	70	37	309	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0	75		0	0			
Storage Lanes		0	1		0	0			
Taper Length (ft)			25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Ped Bike Factor	0.99		0.99						
Frt	0.977								
Flt Protected			0.950						
Satd. Flow (prot)	1800	0	1770	1863	0	0			
Flt Permitted			0.498						
Satd. Flow (perm)	1800	0	915	1863	0	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)									
Link Speed (mph)	25			25	20				
Link Distance (ft)	90			782	597				
Travel Time (s)	2.5			21.3	20.4				
Confl. Peds. (#/hr)		27	16						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90			
Adj. Flow (vph)	382	78	41	343	0	0			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	460	0	41	343	0	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	12			12	0				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)		60	60		60	60			
Number of Detectors	2		1	2					
Detector Template	Thru		Left	Thru					
Leading Detector (ft)	100		20	100					
Trailing Detector (ft)	0		0	0					
Detector 1 Position(ft)	0		0	0					
Detector 1 Size(ft)	6		20	6					
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0					
Detector 1 Queue (s)	0.0		0.0	0.0					
Detector 1 Delay (s)	0.0		0.0	0.0					
Detector 2 Position(ft)	94			94					
Detector 2 Size(ft)	6			6					
Detector 2 Type	Cl+Ex			Cl+Ex					
Detector 2 Channel									
Detector 2 Extend (s)	0.0			0.0					
Turn Type	NA		Perm	NA					



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø4	Ø6	Ø14
Protected Phases	4 14			8			4	6	14
Permitted Phases			8						
Detector Phase	4 14		8	8					
Switch Phase									
Minimum Initial (s)			5.0	5.0			5.0	5.0	5.0
Minimum Split (s)			25.5	25.5			25.5	22.5	22.5
Total Split (s)			40.0	40.0			40.0	20.0	20.0
Total Split (%)			66.7%	66.7%			67%	33%	33%
Maximum Green (s)			32.5	32.5			32.5	15.5	15.5
Yellow Time (s)			3.5	3.5			3.5	3.5	3.5
All-Red Time (s)			4.0	4.0			4.0	1.0	1.0
Lost Time Adjust (s)			0.0	0.0					
Total Lost Time (s)			7.5	7.5					
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0	3.0			3.0	3.0	3.0
Recall Mode			None	None			None	Max	None
Walk Time (s)			7.0	7.0			7.0	7.0	7.0
Flash Don't Walk (s)			11.0	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)			0	0			0	0	0
Act Effct Green (s)	51.1		20.5	20.5					
Actuated g/C Ratio	1.00		0.40	0.40					
v/c Ratio	0.26		0.11	0.46					
Control Delay (s/veh)	0.3		9.3	12.7					
Queue Delay	0.0		0.0	0.0					
Total Delay (s/veh)	0.3		9.3	12.7					
LOS	A		A	B					
Approach Delay (s/veh)	0.3			12.3					
Approach LOS	A			B					
Queue Length 50th (ft)	0		7	70					
Queue Length 95th (ft)	0		21	119					
Internal Link Dist (ft)	10			702	517				
Turn Bay Length (ft)			75						
Base Capacity (vph)	1799		593	1208					
Starvation Cap Reductn	0		0	0					
Spillback Cap Reductn	0		0	0					
Storage Cap Reductn	0		0	0					
Reduced v/c Ratio	0.26		0.07	0.28					

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 51.1			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 5.8		Intersection LOS: A	
Intersection Capacity Utilization 37.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Block Ave & Dickson St



Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	295	19	19	295	36	53
Future Vol, veh/h	295	19	19	295	36	53
Conflicting Peds, #/hr	0	34	30	0	34	30
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	314	20	20	314	38	56

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	368	0	746	388
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	388	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1190	-	381	660
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1152	-	349	621
Mov Cap-2 Maneuver	-	-	-	-	349	-
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	649	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.5	14.53
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	472	-	-	109	-
HCM Lane V/C Ratio	0.201	-	-	0.018	-
HCM Control Delay (s/veh)	14.5	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	349	0	1	1	321	0	2
Future Vol, veh/h	349	0	1	1	321	0	2
Conflicting Peds, #/hr	0	30	0	30	0	30	30
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	371	0	1	1	341	0	2

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	-	401	0	775	431
Stage 1	-	-	-	-	-	401	-
Stage 2	-	-	-	-	-	374	-
Critical Hdwy	-	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	-	1157	-	366	624
Stage 1	-	-	-	-	-	676	-
Stage 2	-	-	-	-	-	696	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	~ -2	~ -2	-	349	595
Mov Cap-2 Maneuver	-	-	-	-	-	349	-
Stage 1	-	-	-	-	-	663	-
Stage 2	-	-	-	-	-	676	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0		11.07
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	595	-	-	11	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s/veh)	11.1	-	-	-	-
HCM Lane LOS	B	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 7th Edition methodology does not support clustered intersections.

HCM 7th Edition methodology does not support clustered intersections.

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	39	11	8	28	8	18	65	7	5	28	5
Future Vol, veh/h	7	39	11	8	28	8	18	65	7	5	28	5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	43	12	9	31	9	20	71	8	5	31	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.5	7.5	7.8	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	12%	18%	13%
Vol Thru, %	72%	68%	64%	74%
Vol Right, %	8%	19%	18%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	57	44	38
LT Vol	18	7	8	5
Through Vol	65	39	28	28
RT Vol	7	11	8	5
Lane Flow Rate	99	63	48	42
Geometry Grp	1	1	1	1
Degree of Util (X)	0.114	0.072	0.056	0.048
Departure Headway (Hd)	4.152	4.124	4.154	4.151
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	855	857	850	851
Service Time	2.218	2.207	2.24	2.231
HCM Lane V/C Ratio	0.116	0.074	0.056	0.049
HCM Control Delay, s/veh	7.8	7.5	7.5	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.2	0.2	0.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕				↕			↕			↕	
Traffic Vol, veh/h	2	46	0	1	0	42	0	0	0	0	2	0	2
Future Vol, veh/h	2	46	0	1	0	42	0	0	0	0	2	0	2
Conflicting Peds, #/hr	9	0	9	0	9	0	9	9	0	9	9	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	52	0	1	0	47	0	0	0	0	2	0	2

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	56	0	0	-	61	0	0	121	124	70	121	124	65
Stage 1	-	-	-	-	-	-	-	65	65	-	56	58	-
Stage 2	-	-	-	-	-	-	-	56	58	-	65	65	-
Critical Hdwy	4.12	-	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1548	-	-	-	1543	-	-	854	767	993	854	767	999
Stage 1	-	-	-	-	-	-	-	945	841	-	956	846	-
Stage 2	-	-	-	-	-	-	-	956	846	-	945	841	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	1540	-	-	-	-	-	-	838	757	979	840	757	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	838	757	-	840	757	-
Stage 1	-	-	-	-	-	-	-	939	835	-	950	841	-
Stage 2	-	-	-	-	-	-	-	945	841	-	936	835	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.31		0	8.99
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	75	-	-	42	-	-	907
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.005
HCM Control Delay (s/veh)	0	7.3	0	-	-	-	-	9
HCM Lane LOS	A	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	-	0

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	37	10	14	28	0	0	0	0	14	102	10
Future Vol, veh/h	0	37	10	14	28	0	0	0	0	14	102	10
Conflicting Peds, #/hr	25	0	17	19	0	27	17	0	19	27	0	25
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	39	11	15	30	0	0	0	0	15	109	11

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	196	158	204	201	-		27	0	0
Stage 1	-	169	-	27	27	-		-	-	-
Stage 2	-	27	-	177	174	-		-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-		4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-		-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-		2.218	-	-
Pot Cap-1 Maneuver	0	700	888	754	695	0		1587	-	-
Stage 1	0	759	-	-	-	0		-	-	-
Stage 2	0	-	-	825	755	0		-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	659	866	676	654	-		1546	-	-
Mov Cap-2 Maneuver	-	659	-	676	654	-		-	-	-
Stage 1	-	733	-	-	-	-		-	-	-
Stage 2	-	-	-	763	729	-		-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	10.59	10.84	0.82
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	694	661	196	-	-
HCM Lane V/C Ratio	0.072	0.068	0.01	-	-
HCM Control Delay (s/veh)	10.6	10.8	7.4	0	-
HCM Lane LOS	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	60	25	37	33	0	0	0	0	16	84	20
Future Vol, veh/h	0	60	25	37	33	0	0	0	0	16	84	20
Conflicting Peds, #/hr	41	0	44	35	0	32	44	0	35	32	0	41
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	71	29	44	39	0	0	0	0	19	99	24

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	221	196	248	233	-		32	0	0
Stage 1	-	189	-	32	32	-		-	-	-
Stage 2	-	32	-	216	201	-		-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-		4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-		-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-		2.218	-	-
Pot Cap-1 Maneuver	0	677	846	706	667	0		1580	-	-
Stage 1	0	744	-	-	-	0		-	-	-
Stage 2	0	-	-	786	735	0		-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	623	813	578	613	-		1532	-	-
Mov Cap-2 Maneuver	-	623	-	578	613	-		-	-	-
Stage 1	-	705	-	-	-	-		-	-	-
Stage 2	-	-	-	673	697	-		-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	11.33	12.03	0.98
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	669	594	231	-	-
HCM Lane V/C Ratio	0.15	0.139	0.012	-	-
HCM Control Delay (s/veh)	11.3	12	7.4	0	-
HCM Lane LOS	B	B	A	A	-
HCM 95th %tile Q(veh)	0.5	0.5	0	-	-

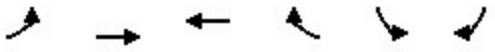
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	34	100	44	27	21	106	930	50	39	940	209
Future Volume (veh/h)	241	34	100	44	27	21	106	930	50	39	940	209
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.99	0.97		0.94	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	243	34	101	44	27	21	107	939	51	39	949	211
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	376	74	221	217	72	56	323	2025	110	369	1672	371
Arrive On Green	0.14	0.18	0.18	0.03	0.08	0.08	0.04	0.59	0.59	0.03	0.58	0.58
Sat Flow, veh/h	1781	410	1219	1781	947	736	1781	3425	186	1781	2886	641
Grp Volume(v), veh/h	243	0	135	44	0	48	107	487	503	39	584	576
Grp Sat Flow(s),veh/h/ln	1781	0	1629	1781	0	1683	1781	1777	1834	1781	1777	1750
Q Serve(g_s), s	13.4	0.0	8.2	2.5	0.0	3.0	2.7	17.1	17.1	1.0	22.8	22.9
Cycle Q Clear(g_c), s	13.4	0.0	8.2	2.5	0.0	3.0	2.7	17.1	17.1	1.0	22.8	22.9
Prop In Lane	1.00		0.75	1.00		0.44	1.00		0.10	1.00		0.37
Lane Grp Cap(c), veh/h	376	0	295	217	0	127	323	1050	1084	369	1029	1014
V/C Ratio(X)	0.65	0.00	0.46	0.20	0.00	0.38	0.33	0.46	0.46	0.11	0.57	0.57
Avail Cap(c_a), veh/h	378	0	375	245	0	235	495	1050	1084	402	1029	1014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	40.5	45.1	0.0	48.7	11.4	12.8	12.8	9.8	14.6	14.6
Incr Delay (d2), s/veh	3.8	0.0	1.1	0.5	0.0	1.8	0.6	1.5	1.4	0.1	2.3	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	3.4	1.1	0.0	1.3	1.0	6.8	7.0	0.4	9.2	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.6	0.0	41.6	45.5	0.0	50.6	12.0	14.2	14.2	9.9	16.9	16.9
LnGrp LOS	D		D	D		D	B	B	B	A	B	B
Approach Vol, veh/h		378			92			1097			1199	
Approach Delay, s/veh		41.6			48.2			14.0			16.7	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	70.0	8.2	24.6	9.3	68.7	19.9	12.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	65.5	5.5	25.5	15.5	55.5	15.5	15.5
Max Q Clear Time (g_c+I1), s	3.0	19.1	4.5	10.2	4.7	24.9	15.4	5.0
Green Ext Time (p_c), s	0.0	7.7	0.0	0.6	0.2	9.2	0.0	0.1

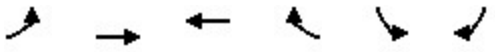
Intersection Summary	
HCM 7th Control Delay, s/veh	20.1
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



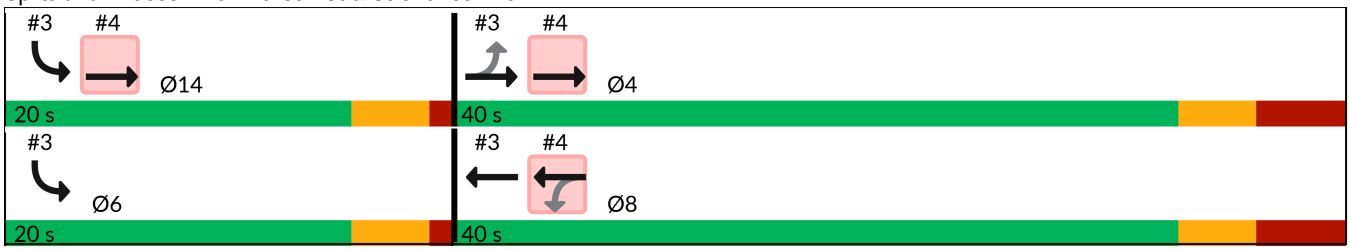
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6	Ø14
Lane Configurations								
Traffic Volume (vph)	35	320	271	57	56	54		
Future Volume (vph)	35	320	271	57	56	54		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor		1.00	0.99		0.95			
Frt			0.976		0.934			
Flt Protected		0.995			0.975			
Satd. Flow (prot)	0	1853	1801	0	1632	0		
Flt Permitted		0.922			0.975			
Satd. Flow (perm)	0	1712	1801	0	1603	0		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)			28		61			
Link Speed (mph)		25	25		25			
Link Distance (ft)		110	90		560			
Travel Time (s)		3.0	2.5		15.3			
Confl. Peds. (#/hr)	35			21	21	35		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88		
Adj. Flow (vph)	40	364	308	65	64	61		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	404	373	0	125	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Left	Left	Right	Left	Right		
Median Width(ft)		0	0		12			
Link Offset(ft)		0	0		0			
Crosswalk Width(ft)		16	16		16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	60			60	60	60		
Number of Detectors	1	2	2		1			
Detector Template	Left	Thru	Thru		Left			
Leading Detector (ft)	20	100	100		20			
Trailing Detector (ft)	0	0	0		0			
Detector 1 Position(ft)	0	0	0		0			
Detector 1 Size(ft)	20	6	6		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)		94	94					
Detector 2 Size(ft)		6	6					
Detector 2 Type		Cl+Ex	Cl+Ex					
Detector 2 Channel								
Detector 2 Extend (s)		0.0	0.0					
Turn Type	Perm	NA	NA		Prot			
Protected Phases		4	8		6 14		6	14
Permitted Phases	4							
Detector Phase	4	4	8		6 14			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6	Ø14
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0				5.0	5.0
Minimum Split (s)	25.5	25.5	25.5				22.5	22.5
Total Split (s)	40.0	40.0	40.0				20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%				33%	33%
Maximum Green (s)	32.5	32.5	32.5				15.5	15.5
Yellow Time (s)	3.5	3.5	3.5				3.5	3.5
All-Red Time (s)	4.0	4.0	4.0				1.0	1.0
Lost Time Adjust (s)		0.0	0.0					
Total Lost Time (s)		7.5	7.5					
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0				3.0	3.0
Recall Mode	None	None	None				Max	None
Walk Time (s)	7.0	7.0	7.0				7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0				11.0	11.0
Pedestrian Calls (#/hr)	0	0	0				0	0
Act Effct Green (s)		18.8	18.8		18.4			
Actuated g/C Ratio		0.38	0.38		0.37			
v/c Ratio		0.62	0.53		0.19			
Control Delay (s/veh)		16.3	4.3		9.0			
Queue Delay		0.0	0.0		0.0			
Total Delay (s/veh)		16.3	4.3		9.0			
LOS		B	A		A			
Approach Delay (s/veh)		16.3	4.3		9.0			
Approach LOS		B	A		A			
Queue Length 50th (ft)		88	6		11			
Queue Length 95th (ft)		146	11		50			
Internal Link Dist (ft)		30	10		480			
Turn Bay Length (ft)								
Base Capacity (vph)		1150	1219		645			
Starvation Cap Reductn		0	0		0			
Spillback Cap Reductn		0	0		0			
Storage Cap Reductn		0	0		0			
Reduced v/c Ratio		0.35	0.31		0.19			

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 49.4			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 10.3		Intersection LOS: B	
Intersection Capacity Utilization 68.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Dickson St & St Charles Ave





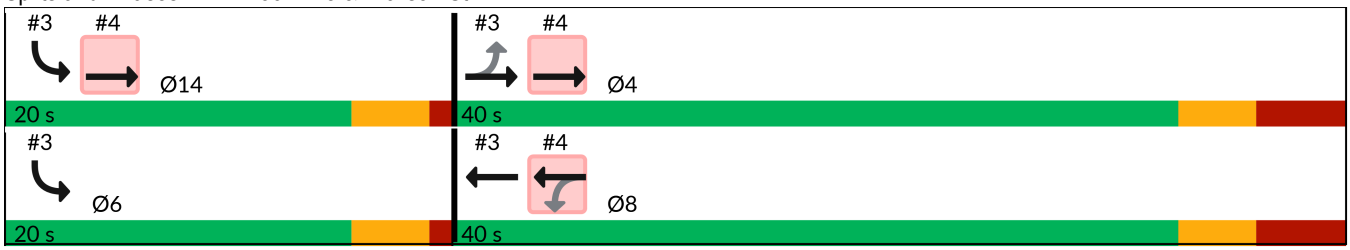
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø4	Ø6	Ø14
Lane Configurations									
Traffic Volume (vph)	329	47	62	329	0	0			
Future Volume (vph)	329	47	62	329	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0	75		0	0			
Storage Lanes		0	1		0	0			
Taper Length (ft)			25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Ped Bike Factor	0.99		0.99						
Frt	0.983								
Flt Protected			0.950						
Satd. Flow (prot)	1817	0	1770	1863	0	0			
Flt Permitted			0.530						
Satd. Flow (perm)	1817	0	977	1863	0	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)									
Link Speed (mph)	25			25	20				
Link Distance (ft)	90			782	597				
Travel Time (s)	2.5			21.3	20.4				
Confl. Peds. (#/hr)		25	11						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96			
Adj. Flow (vph)	343	49	65	343	0	0			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	392	0	65	343	0	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	12			12	0				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)		60	60		60	60			
Number of Detectors	2		1	2					
Detector Template	Thru		Left	Thru					
Leading Detector (ft)	100		20	100					
Trailing Detector (ft)	0		0	0					
Detector 1 Position(ft)	0		0	0					
Detector 1 Size(ft)	6		20	6					
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0					
Detector 1 Queue (s)	0.0		0.0	0.0					
Detector 1 Delay (s)	0.0		0.0	0.0					
Detector 2 Position(ft)	94			94					
Detector 2 Size(ft)	6			6					
Detector 2 Type	Cl+Ex			Cl+Ex					
Detector 2 Channel									
Detector 2 Extend (s)	0.0			0.0					
Turn Type	NA		Perm	NA					



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø4	Ø6	Ø14
Protected Phases	4 14			8			4	6	14
Permitted Phases			8						
Detector Phase	4 14		8	8					
Switch Phase									
Minimum Initial (s)			5.0	5.0			5.0	5.0	5.0
Minimum Split (s)			25.5	25.5			25.5	22.5	22.5
Total Split (s)			40.0	40.0			40.0	20.0	20.0
Total Split (%)			66.7%	66.7%			67%	33%	33%
Maximum Green (s)			32.5	32.5			32.5	15.5	15.5
Yellow Time (s)			3.5	3.5			3.5	3.5	3.5
All-Red Time (s)			4.0	4.0			4.0	1.0	1.0
Lost Time Adjust (s)			0.0	0.0					
Total Lost Time (s)			7.5	7.5					
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0	3.0			3.0	3.0	3.0
Recall Mode			None	None			None	Max	None
Walk Time (s)			7.0	7.0			7.0	7.0	7.0
Flash Don't Walk (s)			11.0	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)			0	0			0	0	0
Act Effct Green (s)	49.4		18.8	18.8					
Actuated g/C Ratio	1.00		0.38	0.38					
v/c Ratio	0.22		0.18	0.49					
Control Delay (s/veh)	0.3		10.3	13.4					
Queue Delay	0.0		0.0	0.0					
Total Delay (s/veh)	0.3		10.3	13.4					
LOS	A		B	B					
Approach Delay (s/veh)	0.3			12.9					
Approach LOS	A			B					
Queue Length 50th (ft)	0		12	70					
Queue Length 95th (ft)	0		30	120					
Internal Link Dist (ft)	10			702	517				
Turn Bay Length (ft)			75						
Base Capacity (vph)	1715		656	1251					
Starvation Cap Reductn	0		0	0					
Spillback Cap Reductn	0		0	0					
Storage Cap Reductn	0		0	0					
Reduced v/c Ratio	0.23		0.10	0.27					

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 49.4			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 6.7		Intersection LOS: A	
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Block Ave & Dickson St



Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	393	24	24	322	41	74
Future Vol, veh/h	393	24	24	322	41	74
Conflicting Peds, #/hr	0	55	52	0	55	52
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	409	25	25	335	43	77

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	489	0	917	529
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	440	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1074	-	302	550
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	649	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1018	-	263	495
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	596	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.6	18.96
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	377	-	-	125	-
HCM Lane V/C Ratio	0.318	-	-	0.025	-
HCM Control Delay (s/veh)	19	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	461	1	1	356	1	5
Future Vol, veh/h	461	1	1	356	1	5
Conflicting Peds, #/hr	0	30	30	0	30	30
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	496	1	1	383	1	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	527	0	941	556
Stage 1	-	-	-	-	526	-
Stage 2	-	-	-	-	415	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1040	-	292	530
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1020	-	278	505
Mov Cap-2 Maneuver	-	-	-	-	278	-
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	647	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.02	13.21
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	445	-	-	5	-
HCM Lane V/C Ratio	0.015	-	-	0.001	-
HCM Control Delay (s/veh)	13.2	-	-	8.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 7th Edition methodology does not support clustered intersections.

HCM 7th Edition methodology does not support clustered intersections.

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	51	7	6	26	7	19	96	23	0	37	8
Future Vol, veh/h	15	51	7	6	26	7	19	96	23	0	37	8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	53	7	6	27	7	20	99	24	0	38	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.8	7.6	8	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	21%	15%	0%
Vol Thru, %	70%	70%	67%	82%
Vol Right, %	17%	10%	18%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	138	73	39	45
LT Vol	19	15	6	0
Through Vol	96	51	26	37
RT Vol	23	7	7	8
Lane Flow Rate	142	75	40	46
Geometry Grp	1	1	1	1
Degree of Util (X)	0.162	0.092	0.049	0.055
Departure Headway (Hd)	4.098	4.377	4.356	4.246
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	862	823	826	849
Service Time	2.184	2.383	2.362	2.246
HCM Lane V/C Ratio	0.165	0.091	0.048	0.054
HCM Control Delay, s/veh	8	7.8	7.6	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.3	0.2	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	72	1	1	35	0	0	0	0	1	0	1
Future Vol, veh/h	0	72	1	1	35	0	0	0	0	1	0	1
Conflicting Peds, #/hr	6	0	11	10	0	5	11	0	10	5	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	76	1	1	37	0	0	0	0	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	43	0	0	88	0	0	137	132	97	131	133	54
Stage 1	-	-	-	-	-	-	87	87	-	45	45	-
Stage 2	-	-	-	-	-	-	50	45	-	86	88	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1566	-	-	1508	-	-	834	758	959	842	758	1013
Stage 1	-	-	-	-	-	-	920	823	-	969	857	-
Stage 2	-	-	-	-	-	-	963	857	-	922	822	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1560	-	-	1497	-	-	818	750	943	830	749	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	818	750	-	830	749	-
Stage 1	-	-	-	-	-	-	914	817	-	965	854	-
Stage 2	-	-	-	-	-	-	951	854	-	913	816	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.21	0	8.98
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1560	-	-	50	-	-	907
HCM Lane V/C Ratio	-	-	-	-	0.001	-	-	0.002
HCM Control Delay (s/veh)	0	0	-	-	7.4	0	-	9
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	51	23	20	27	0	0	0	0	9	106	11
Future Vol, veh/h	0	51	23	20	27	0	0	0	0	9	106	11
Conflicting Peds, #/hr	27	0	28	11	0	10	28	0	11	10	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	58	26	23	31	0	0	0	0	10	120	13

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	184	182	208	190	-		10	0	0
Stage 1	-	174	-	10	10	-		-	-	-
Stage 2	-	10	-	198	180	-		-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-		4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-		-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-		2.218	-	-
Pot Cap-1 Maneuver	0	710	861	750	704	0		1610	-	-
Stage 1	0	755	-	-	-	0		-	-	-
Stage 2	0	-	-	804	750	0		-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	680	839	654	675	-		1594	-	-
Mov Cap-2 Maneuver	-	680	-	654	675	-		-	-	-
Stage 1	-	730	-	-	-	-		-	-	-
Stage 2	-	-	-	712	726	-		-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	10.63	10.88	0.52
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	723	666	126	-	-
HCM Lane V/C Ratio	0.116	0.08	0.006	-	-
HCM Control Delay (s/veh)	10.6	10.9	7.3	0	-
HCM Lane LOS	B	B	A	A	-
HCM 95th %tile Q(veh)	0.4	0.3	0	-	-

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	110	19	46	28	0	0	0	0	14	106	15
Future Vol, veh/h	0	110	19	46	28	0	0	0	0	14	106	15
Conflicting Peds, #/hr	60	0	69	36	0	27	69	0	36	27	0	60
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	122	21	51	31	0	0	0	0	16	118	17

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	244	255	306	253	-		27	0	0
Stage 1	-	217	-	27	27	-		-	-	-
Stage 2	-	27	-	279	226	-		-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-		4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-		-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-		2.218	-	-
Pot Cap-1 Maneuver	0	658	784	646	651	0		1587	-	-
Stage 1	0	723	-	-	-	0		-	-	-
Stage 2	0	-	-	728	717	0		-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	598	739	482	591	-		1546	-	-
Mov Cap-2 Maneuver	-	598	-	482	591	-		-	-	-
Stage 1	-	674	-	-	-	-		-	-	-
Stage 2	-	-	-	572	669	-		-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	12.62	13.25	0.76
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	615	519	182	-	-
HCM Lane V/C Ratio	0.233	0.159	0.01	-	-
HCM Control Delay (s/veh)	12.6	13.2	7.4	0	-
HCM Lane LOS	B	B	A	A	-
HCM 95th %tile Q(veh)	0.9	0.6	0	-	-

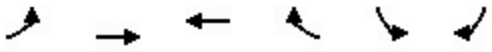
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	86	111	82	34	50	99	962	81	16	1142	185
Future Volume (veh/h)	275	86	111	82	34	50	99	962	81	16	1142	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.99	0.98		0.95	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	289	91	117	86	36	53	104	1013	85	17	1202	195
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	365	135	173	231	62	91	249	1949	163	306	1723	278
Arrive On Green	0.14	0.18	0.18	0.05	0.09	0.09	0.04	0.59	0.59	0.02	0.56	0.56
Sat Flow, veh/h	1781	736	947	1781	662	975	1781	3315	278	1781	3060	494
Grp Volume(v), veh/h	289	0	208	86	0	89	104	543	555	17	695	702
Grp Sat Flow(s),veh/h/ln	1781	0	1683	1781	0	1637	1781	1777	1816	1781	1777	1777
Q Serve(g_s), s	15.5	0.0	12.8	4.8	0.0	5.8	2.7	20.2	20.2	0.4	31.3	31.8
Cycle Q Clear(g_c), s	15.5	0.0	12.8	4.8	0.0	5.8	2.7	20.2	20.2	0.4	31.3	31.8
Prop In Lane	1.00		0.56	1.00		0.60	1.00		0.15	1.00		0.28
Lane Grp Cap(c), veh/h	365	0	308	231	0	153	249	1044	1068	306	1001	1001
V/C Ratio(X)	0.79	0.00	0.68	0.37	0.00	0.58	0.42	0.52	0.52	0.06	0.69	0.70
Avail Cap(c_a), veh/h	365	0	385	231	0	228	420	1044	1068	361	1001	1001
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	42.4	43.1	0.0	48.4	15.4	13.6	13.6	11.3	17.5	17.6
Incr Delay (d2), s/veh	11.3	0.0	3.3	1.0	0.0	3.5	1.1	1.8	1.8	0.1	4.0	4.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	0.0	5.7	2.2	0.0	2.5	1.1	8.1	8.3	0.2	13.0	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.4	0.0	45.8	44.1	0.0	52.0	16.5	15.5	15.4	11.3	21.4	21.7
LnGrp LOS	D		D	D		D	B	B	B	B	C	C
Approach Vol, veh/h		497			175			1202			1414	
Approach Delay, s/veh		47.9			48.1			15.6			21.4	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	70.0	10.0	24.9	9.3	67.2	20.0	14.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	65.5	5.5	25.5	15.5	55.5	15.5	15.5
Max Q Clear Time (g_c+I1), s	2.4	22.2	6.8	14.8	4.7	33.8	17.5	7.8
Green Ext Time (p_c), s	0.0	8.9	0.0	0.9	0.2	10.3	0.0	0.2

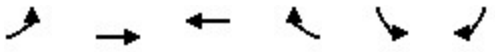
Intersection Summary	
HCM 7th Control Delay, s/veh	24.7
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



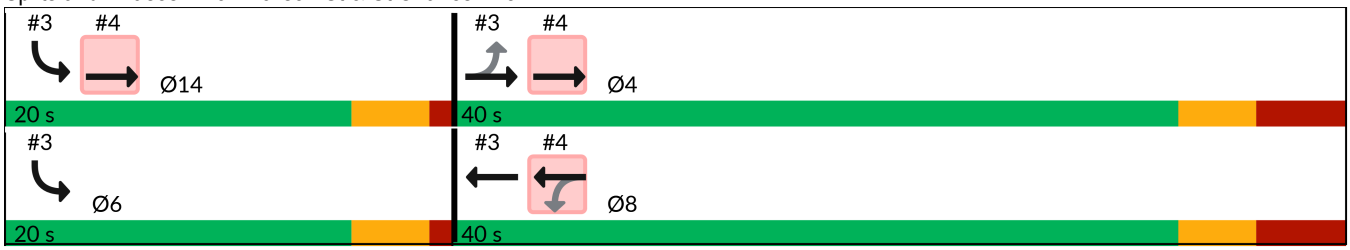
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6	Ø14
Lane Configurations								
Traffic Volume (vph)	44	409	295	53	57	59		
Future Volume (vph)	44	409	295	53	57	59		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor		1.00	0.99		0.96			
Frt			0.979		0.931			
Flt Protected		0.995			0.976			
Satd. Flow (prot)	0	1853	1812	0	1642	0		
Flt Permitted		0.925			0.976			
Satd. Flow (perm)	0	1719	1812	0	1624	0		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)			24		63			
Link Speed (mph)		25	25		25			
Link Distance (ft)		110	90		560			
Travel Time (s)		3.0	2.5		15.3			
Confl. Peds. (#/hr)	24			13	13	24		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Adj. Flow (vph)	47	440	317	57	61	63		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	487	374	0	124	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Left	Left	Right	Left	Right		
Median Width(ft)		0	0		12			
Link Offset(ft)		0	0		0			
Crosswalk Width(ft)		16	16		16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	60			60	60	60		
Number of Detectors	1	2	2		1			
Detector Template	Left	Thru	Thru		Left			
Leading Detector (ft)	20	100	100		20			
Trailing Detector (ft)	0	0	0		0			
Detector 1 Position(ft)	0	0	0		0			
Detector 1 Size(ft)	20	6	6		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)		94	94					
Detector 2 Size(ft)		6	6					
Detector 2 Type		Cl+Ex	Cl+Ex					
Detector 2 Channel								
Detector 2 Extend (s)		0.0	0.0					
Turn Type	Perm	NA	NA		Prot			
Protected Phases		4	8		6 14		6	14
Permitted Phases	4							
Detector Phase	4	4	8		6 14			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6	Ø14
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0				5.0	5.0
Minimum Split (s)	25.5	25.5	25.5				22.5	22.5
Total Split (s)	40.0	40.0	40.0				20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%				33%	33%
Maximum Green (s)	32.5	32.5	32.5				15.5	15.5
Yellow Time (s)	3.5	3.5	3.5				3.5	3.5
All-Red Time (s)	4.0	4.0	4.0				1.0	1.0
Lost Time Adjust (s)		0.0	0.0					
Total Lost Time (s)		7.5	7.5					
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0				3.0	3.0
Recall Mode	None	None	None				Max	None
Walk Time (s)	7.0	7.0	7.0				7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0				11.0	11.0
Pedestrian Calls (#/hr)	0	0	0				0	0
Act Effct Green (s)		22.6	22.6		18.4			
Actuated g/C Ratio		0.42	0.42		0.35			
v/c Ratio		0.67	0.48		0.20			
Control Delay (s/veh)		16.7	2.8		9.9			
Queue Delay		0.0	0.0		0.0			
Total Delay (s/veh)		16.7	2.8		9.9			
LOS		B	A		A			
Approach Delay (s/veh)		16.7	2.8		9.9			
Approach LOS		B	A		A			
Queue Length 50th (ft)		114	0		13			
Queue Length 95th (ft)		191	0		52			
Internal Link Dist (ft)		30	10		480			
Turn Bay Length (ft)								
Base Capacity (vph)		1071	1138		608			
Starvation Cap Reductn		0	0		0			
Spillback Cap Reductn		0	0		0			
Storage Cap Reductn		0	0		0			
Reduced v/c Ratio		0.45	0.33		0.20			

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 53.2			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 10.6		Intersection LOS: B	
Intersection Capacity Utilization 74.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Dickson St & St Charles Ave





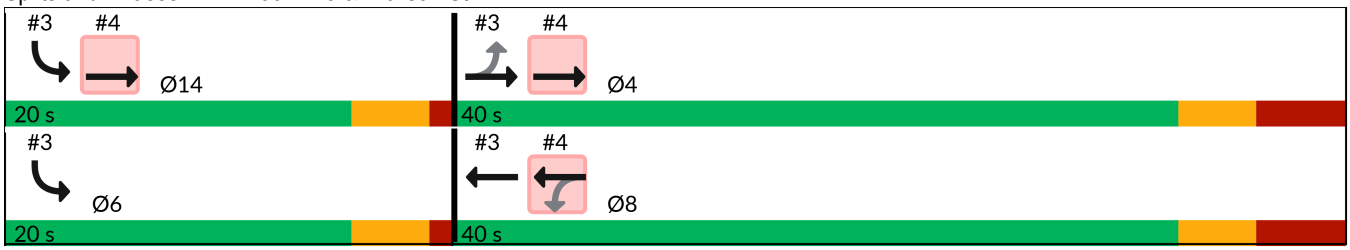
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø4	Ø6	Ø14
Lane Configurations									
Traffic Volume (vph)	387	79	42	348	0	0			
Future Volume (vph)	387	79	42	348	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0	75		0	0			
Storage Lanes		0	1		0	0			
Taper Length (ft)			25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Ped Bike Factor	0.99		0.99						
Frt	0.977								
Flt Protected			0.950						
Satd. Flow (prot)	1800	0	1770	1863	0	0			
Flt Permitted			0.472						
Satd. Flow (perm)	1800	0	868	1863	0	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)									
Link Speed (mph)	25			25	20				
Link Distance (ft)	90			782	597				
Travel Time (s)	2.5			21.3	20.4				
Confl. Peds. (#/hr)		27	16						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90			
Adj. Flow (vph)	430	88	47	387	0	0			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	518	0	47	387	0	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	12			12	0				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)		60	60		60	60			
Number of Detectors	2		1	2					
Detector Template	Thru		Left	Thru					
Leading Detector (ft)	100		20	100					
Trailing Detector (ft)	0		0	0					
Detector 1 Position(ft)	0		0	0					
Detector 1 Size(ft)	6		20	6					
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0					
Detector 1 Queue (s)	0.0		0.0	0.0					
Detector 1 Delay (s)	0.0		0.0	0.0					
Detector 2 Position(ft)	94			94					
Detector 2 Size(ft)	6			6					
Detector 2 Type	Cl+Ex			Cl+Ex					
Detector 2 Channel									
Detector 2 Extend (s)	0.0			0.0					
Turn Type	NA		Perm	NA					



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø4	Ø6	Ø14
Protected Phases	4 14			8			4	6	14
Permitted Phases			8						
Detector Phase	4 14		8	8					
Switch Phase									
Minimum Initial (s)			5.0	5.0			5.0	5.0	5.0
Minimum Split (s)			25.5	25.5			25.5	22.5	22.5
Total Split (s)			40.0	40.0			40.0	20.0	20.0
Total Split (%)			66.7%	66.7%			67%	33%	33%
Maximum Green (s)			32.5	32.5			32.5	15.5	15.5
Yellow Time (s)			3.5	3.5			3.5	3.5	3.5
All-Red Time (s)			4.0	4.0			4.0	1.0	1.0
Lost Time Adjust (s)			0.0	0.0					
Total Lost Time (s)			7.5	7.5					
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0	3.0			3.0	3.0	3.0
Recall Mode			None	None			None	Max	None
Walk Time (s)			7.0	7.0			7.0	7.0	7.0
Flash Don't Walk (s)			11.0	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)			0	0			0	0	0
Act Effct Green (s)	53.2		22.6	22.6					
Actuated g/C Ratio	1.00		0.42	0.42					
v/c Ratio	0.29		0.13	0.49					
Control Delay (s/veh)	0.4		9.2	12.8					
Queue Delay	0.0		0.0	0.0					
Total Delay (s/veh)	0.4		9.2	12.8					
LOS	A		A	B					
Approach Delay (s/veh)	0.4			12.4					
Approach LOS	A			B					
Queue Length 50th (ft)	0		8	82					
Queue Length 95th (ft)	0		23	137					
Internal Link Dist (ft)	10			702	517				
Turn Bay Length (ft)			75						
Base Capacity (vph)	1772		541	1161					
Starvation Cap Reductn	0		0	0					
Spillback Cap Reductn	0		0	0					
Storage Cap Reductn	0		0	0					
Reduced v/c Ratio	0.29		0.09	0.33					

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 53.2			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 5.8		Intersection LOS: A	
Intersection Capacity Utilization 41.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Block Ave & Dickson St



Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	305	19	20	295	47	59
Future Vol, veh/h	305	19	20	295	47	59
Conflicting Peds, #/hr	0	34	30	0	34	30
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	324	20	21	314	50	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	379	0	759	399
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	390	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1180	-	374	651
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	684	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1142	-	343	612
Mov Cap-2 Maneuver	-	-	-	-	343	-
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	647	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.52	15.54
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	454	-	-	114	-
HCM Lane V/C Ratio	0.248	-	-	0.019	-
HCM Control Delay (s/veh)	15.5	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

HCM 7th Edition methodology does not support clustered intersections.

HCM 7th Edition methodology does not support clustered intersections.

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	39	11	8	36	19	18	69	7	5	28	5
Future Vol, veh/h	7	39	11	8	36	19	18	69	7	5	28	5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	43	12	9	40	21	20	76	8	5	31	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.6	7.5	7.8	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	12%	13%	13%
Vol Thru, %	73%	68%	57%	74%
Vol Right, %	7%	19%	30%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	94	57	63	38
LT Vol	18	7	8	5
Through Vol	69	39	36	28
RT Vol	7	11	19	5
Lane Flow Rate	103	63	69	42
Geometry Grp	1	1	1	1
Degree of Util (X)	0.12	0.072	0.078	0.049
Departure Headway (Hd)	4.189	4.148	4.079	4.192
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	846	850	864	842
Service Time	2.262	2.241	2.171	2.28
HCM Lane V/C Ratio	0.122	0.074	0.08	0.05
HCM Control Delay, s/veh	7.8	7.6	7.5	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.2	0.3	0.2

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕				↕			↕			↕	
Traffic Vol, veh/h	2	46	0	1	0	61	0	0	0	0	2	0	2
Future Vol, veh/h	2	46	0	1	0	61	0	0	0	0	2	0	2
Conflicting Peds, #/hr	9	0	9	0	9	0	9	9	0	9	9	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	52	0	1	0	69	0	0	0	0	2	0	2

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	78	0	0	-	61	0	0	143	145	70	143	145	87
Stage 1	-	-	-	-	-	-	-	65	65	-	78	80	-
Stage 2	-	-	-	-	-	-	-	78	80	-	65	65	-
Critical Hdwy	4.12	-	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1521	-	-	-	1543	-	-	827	746	993	827	746	972
Stage 1	-	-	-	-	-	-	-	945	841	-	931	829	-
Stage 2	-	-	-	-	-	-	-	931	829	-	945	841	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	1512	-	-	-	-	-	-	812	737	979	814	737	958
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	812	737	-	814	737	-
Stage 1	-	-	-	-	-	-	-	939	835	-	926	824	-
Stage 2	-	-	-	-	-	-	-	921	824	-	936	835	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.31		0	9.11
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	75	-	-	29	-	-	880
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.005
HCM Control Delay (s/veh)	0	7.4	0	-	-	-	-	9.1
HCM Lane LOS	A	A	A	-	-	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	-	0

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	37	10	14	28	0	0	0	0	22	113	29
Future Vol, veh/h	0	37	10	14	28	0	0	0	0	22	113	29
Conflicting Peds, #/hr	25	0	17	19	0	27	17	0	19	27	0	25
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	39	11	15	30	0	0	0	0	23	120	31

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	234	180	233	250	-		27	0	0
Stage 1	-	207	-	27	27	-		-	-	-
Stage 2	-	27	-	206	223	-		-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-		4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-		-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-		2.218	-	-
Pot Cap-1 Maneuver	0	666	863	722	653	0		1587	-	-
Stage 1	0	730	-	-	-	0		-	-	-
Stage 2	0	-	-	796	719	0		-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	623	843	641	611	-		1546	-	-
Mov Cap-2 Maneuver	-	623	-	641	611	-		-	-	-
Stage 1	-	701	-	-	-	-		-	-	-
Stage 2	-	-	-	730	690	-		-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	10.91	11.25	0.99
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	659	620	232	-	-
HCM Lane V/C Ratio	0.076	0.072	0.015	-	-
HCM Control Delay (s/veh)	10.9	11.3	7.4	0	-
HCM Lane LOS	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	0	0	109	29
Future Vol, veh/h	0	38	0	0	109	29
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	41	0	0	118	32

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	134		-	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	915		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	915		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	9.12	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	915	-	-
HCM Lane V/C Ratio	0.045	-	-
HCM Control Delay (s/veh)	9.1	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	60	25	37	33	0	0	0	0	18	90	24
Future Vol, veh/h	0	60	25	37	33	0	0	0	0	18	90	24
Conflicting Peds, #/hr	41	0	44	35	0	32	44	0	35	32	0	41
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	71	29	44	39	0	0	0	0	21	106	28

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	235	205	260	249	-		32	0	0
Stage 1	-	203	-	32	32	-		-	-	-
Stage 2	-	32	-	228	217	-		-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-		4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-		-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-		2.218	-	-
Pot Cap-1 Maneuver	0	665	836	693	653	0		1580	-	-
Stage 1	0	733	-	-	-	0		-	-	-
Stage 2	0	-	-	775	723	0		-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	610	803	565	600	-		1532	-	-
Mov Cap-2 Maneuver	-	610	-	565	600	-		-	-	-
Stage 1	-	694	-	-	-	-		-	-	-
Stage 2	-	-	-	661	684	-		-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	11.46	12.22	1.01
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	657	581	236	-	-
HCM Lane V/C Ratio	0.152	0.142	0.014	-	-
HCM Control Delay (s/veh)	11.5	12.2	7.4	0	-
HCM Lane LOS	B	B	A	A	-
HCM 95th %tile Q(veh)	0.5	0.5	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	34	100	44	27	21	110	934	50	39	940	215
Future Volume (veh/h)	245	34	100	44	27	21	110	934	50	39	940	215
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	0.96		0.98	0.97		0.94	1.00		0.99	1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	247	34	101	44	27	21	111	943	51	39	949	217
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	350	70	207	206	69	54	331	2115	114	381	1742	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.17	0.17	0.03	0.07	0.07	0.04	0.62	0.62	0.03	0.61	0.61
Unsig. Movement Delay												
Ln Grp Delay, s/veh	48.9	0.0	46.4	49.8	0.0	55.1	11.5	13.4	13.4	9.4	15.8	15.9
Ln Grp LOS	D		D	D		E	B	B	B	A	B	B
Approach Vol, veh/h		382			92			1105			1205	
Approach Delay, s/veh		48.0			52.6			13.2			15.6	
Approach LOS		D			D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	8.1	78.6	8.3	24.9	9.4	77.4	20.0	13.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.5	65.5	5.5	25.5	15.5	55.5	15.5	15.5
Max Allow Headway (MAH), s	3.8	5.1	3.9	5.7	3.8	5.2	3.9	5.6
Max Q Clear (g_c+I1), s	3.0	19.4	4.7	11.0	4.8	25.4	17.1	5.3
Green Ext Time (g_e), s	0.0	7.7	0.0	0.6	0.2	9.2	0.0	0.1
Prob of Phs Call (p_c)	0.73	1.00	0.77	1.00	0.98	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.01	0.00	0.00	1.00	0.02

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3426		410		2869		946

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		185		1218		655		735

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	39	0	44	0	111	0	247	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	1.0	0.0	2.7	0.0	2.8	0.0	15.1	0.0
Cycle Q Clear Time (g_c), s	1.0	0.0	2.7	0.0	2.8	0.0	15.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	566	0	1216	0	481	0	1309	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	72.9	0.0	8.8	0.0	72.9	0.0	10.8	0.0
Perm LT Serve Time (g_u), s	56.7	0.0	8.8	0.0	49.5	0.0	5.5	0.0
Perm LT Q Serve Time (g_ps), s	1.2	0.0	0.0	0.0	7.0	0.0	1.2	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	381	0	206	0	331	0	350	0
V/C Ratio (X)	0.10	0.00	0.21	0.00	0.34	0.00	0.71	0.00
Avail Cap (c_a), veh/h	409	0	230	0	489	0	350	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.98	0.00
Uniform Delay (d1), s/veh	9.2	0.0	49.3	0.0	10.9	0.0	42.6	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.0	0.6	0.0	6.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.4	0.0	49.8	0.0	11.5	0.0	48.9	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	1.2	0.0	1.0	0.0	6.7	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.1	0.0	0.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.4	0.0	1.3	0.0	1.1	0.0	7.3	0.0
%ile Storage Ratio (RQ%)	0.12	0.00	0.33	0.00	0.10	0.00	0.65	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	489	0	0	0	587	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	17.4	0.0	0.0	0.0	23.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	17.4	0.0	0.0	0.0	23.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1097	0	0	0	1079	0	0
V/C Ratio (X)	0.00	0.45	0.00	0.00	0.00	0.54	0.00	0.00
Avail Cap (c_a), veh/h	0	1097	0	0	0	1079	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.1	0.0	0.0	0.0	13.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.0	2.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.4	0.0	0.0	0.0	15.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.5	0.0	0.0	0.0	8.8	0.0	0.0

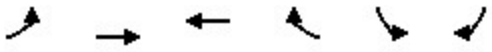
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.6	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.9	0.0	0.0	0.0	9.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.00	0.00	0.19	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	505	0	135	0	579	0	48
Grp Sat Flow (s), veh/h/ln	0	1834	0	1628	0	1747	0	1681
Q Serve Time (g_s), s	0.0	17.4	0.0	9.0	0.0	23.4	0.0	3.3
Cycle Q Clear Time (g_c), s	0.0	17.4	0.0	9.0	0.0	23.4	0.0	3.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.10	0.00	0.75	0.00	0.37	0.00	0.44
Lane Grp Cap (c), veh/h	0	1133	0	277	0	1061	0	123
V/C Ratio (X)	0.00	0.45	0.00	0.49	0.00	0.55	0.00	0.39
Avail Cap (c_a), veh/h	0	1133	0	346	0	1061	0	217
Upstream Filter (I)	0.00	1.00	0.00	0.98	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	12.1	0.0	45.1	0.0	13.8	0.0	53.1
Incr Delay (d2), s/veh	0.0	1.3	0.0	1.3	0.0	2.0	0.0	2.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.4	0.0	46.4	0.0	15.9	0.0	55.1
1st-Term Q (Q1), veh/ln	0.0	6.7	0.0	3.7	0.0	8.7	0.0	1.4
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.1	0.0	0.6	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	7.1	0.0	3.8	0.0	9.2	0.0	1.5
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.13	0.00	0.18	0.00	0.09
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

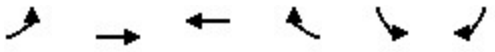
Intersection Summary	
HCM 7th Control Delay, s/veh	20.3
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



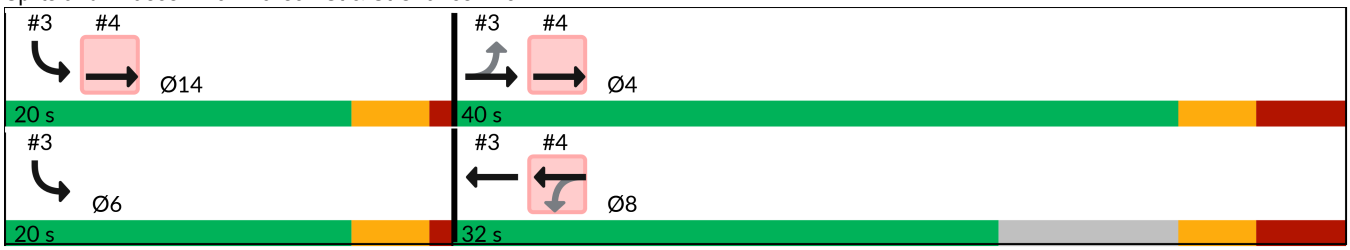
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6	Ø14
Lane Configurations								
Traffic Volume (vph)	35	335	271	57	60	54		
Future Volume (vph)	35	335	271	57	60	54		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor		1.00	0.99		0.95			
Frt			0.976		0.936			
Flt Protected		0.995			0.974			
Satd. Flow (prot)	0	1853	1801	0	1636	0		
Flt Permitted		0.926			0.974			
Satd. Flow (perm)	0	1719	1801	0	1606	0		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)			28		61			
Link Speed (mph)		25	25		25			
Link Distance (ft)		278	90		560			
Travel Time (s)		7.6	2.5		15.3			
Confl. Peds. (#/hr)	35			21	21	35		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88		
Adj. Flow (vph)	40	381	308	65	68	61		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	421	373	0	129	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Left	Left	Right	Left	Right		
Median Width(ft)		0	0		12			
Link Offset(ft)		0	0		0			
Crosswalk Width(ft)		16	16		16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	60			60	60	60		
Number of Detectors	1	2	2		1			
Detector Template	Left	Thru	Thru		Left			
Leading Detector (ft)	20	100	100		20			
Trailing Detector (ft)	0	0	0		0			
Detector 1 Position(ft)	0	0	0		0			
Detector 1 Size(ft)	20	6	6		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)		94	94					
Detector 2 Size(ft)		6	6					
Detector 2 Type		Cl+Ex	Cl+Ex					
Detector 2 Channel								
Detector 2 Extend (s)		0.0	0.0					
Turn Type	Perm	NA	NA		Prot			
Protected Phases		4	8		6 14		6	14
Permitted Phases	4							
Detector Phase	4	4	8		6 14			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6	Ø14
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0				5.0	5.0
Minimum Split (s)	25.5	25.5	25.5				22.5	22.5
Total Split (s)	40.0	40.0	32.0				20.0	20.0
Total Split (%)	66.7%	66.7%	53.3%				33%	33%
Maximum Green (s)	32.5	32.5	24.5				15.5	15.5
Yellow Time (s)	3.5	3.5	3.5				3.5	3.5
All-Red Time (s)	4.0	4.0	4.0				1.0	1.0
Lost Time Adjust (s)		0.0	0.0					
Total Lost Time (s)		7.5	7.5					
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0				3.0	3.0
Recall Mode	None	None	None				Max	None
Walk Time (s)	7.0	7.0	7.0				7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0				11.0	11.0
Pedestrian Calls (#/hr)	0	0	0				0	0
Act Effct Green (s)		19.6	19.6		18.4			
Actuated g/C Ratio		0.39	0.39		0.37			
v/c Ratio		0.63	0.52		0.20			
Control Delay (s/veh)		16.3	4.1		9.6			
Queue Delay		0.0	0.0		0.0			
Total Delay (s/veh)		16.3	4.1		9.6			
LOS		B	A		A			
Approach Delay (s/veh)		16.3	4.1		9.6			
Approach LOS		B	A		A			
Queue Length 50th (ft)		93	6		13			
Queue Length 95th (ft)		153	11		53			
Internal Link Dist (ft)		198	10		480			
Turn Bay Length (ft)								
Base Capacity (vph)		1136	1200		637			
Starvation Cap Reductn		0	0		0			
Spillback Cap Reductn		0	0		0			
Storage Cap Reductn		0	0		0			
Reduced v/c Ratio		0.37	0.31		0.20			

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 50.3			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 10.4		Intersection LOS: B	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Dickson St & St Charles Ave





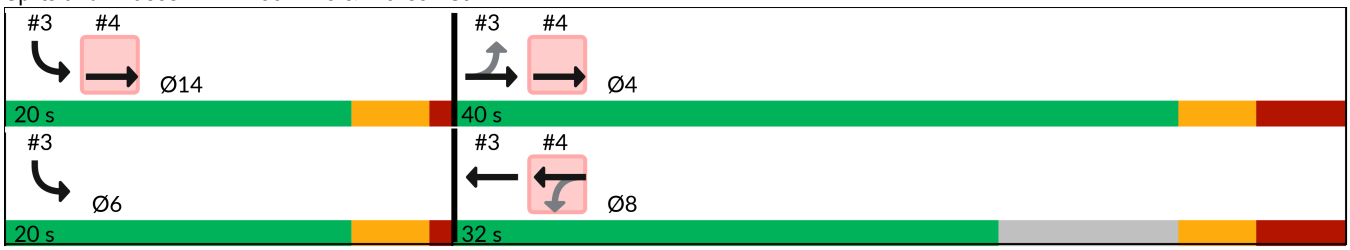
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø4	Ø6	Ø14
Lane Configurations									
Traffic Volume (vph)	329	66	72	329	0	0			
Future Volume (vph)	329	66	72	329	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0	75		0	0			
Storage Lanes		0	1		0	0			
Taper Length (ft)			25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Ped Bike Factor	0.99		0.99						
Frt	0.977								
Flt Protected			0.950						
Satd. Flow (prot)	1801	0	1770	1863	0	0			
Flt Permitted			0.521						
Satd. Flow (perm)	1801	0	960	1863	0	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)									
Link Speed (mph)	25			25	20				
Link Distance (ft)	90			782	160				
Travel Time (s)	2.5			21.3	5.5				
Confl. Peds. (#/hr)		25	11						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96			
Adj. Flow (vph)	343	69	75	343	0	0			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	412	0	75	343	0	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	12			12	0				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)		60	60		60	60			
Number of Detectors	2		1	2					
Detector Template	Thru		Left	Thru					
Leading Detector (ft)	100		20	100					
Trailing Detector (ft)	0		0	0					
Detector 1 Position(ft)	0		0	0					
Detector 1 Size(ft)	6		20	6					
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0					
Detector 1 Queue (s)	0.0		0.0	0.0					
Detector 1 Delay (s)	0.0		0.0	0.0					
Detector 2 Position(ft)	94			94					
Detector 2 Size(ft)	6			6					
Detector 2 Type	Cl+Ex			Cl+Ex					
Detector 2 Channel									
Detector 2 Extend (s)	0.0			0.0					
Turn Type	NA		Perm	NA					



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø4	Ø6	Ø14
Protected Phases	4 14			8			4	6	14
Permitted Phases			8						
Detector Phase	4 14		8	8					
Switch Phase									
Minimum Initial (s)			5.0	5.0			5.0	5.0	5.0
Minimum Split (s)			25.5	25.5			25.5	22.5	22.5
Total Split (s)			32.0	32.0			40.0	20.0	20.0
Total Split (%)			53.3%	53.3%			67%	33%	33%
Maximum Green (s)			24.5	24.5			32.5	15.5	15.5
Yellow Time (s)			3.5	3.5			3.5	3.5	3.5
All-Red Time (s)			4.0	4.0			4.0	1.0	1.0
Lost Time Adjust (s)			0.0	0.0					
Total Lost Time (s)			7.5	7.5					
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0	3.0			3.0	3.0	3.0
Recall Mode			None	None			None	Max	None
Walk Time (s)			7.0	7.0			7.0	7.0	7.0
Flash Don't Walk (s)			11.0	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)			0	0			0	0	0
Act Effct Green (s)	50.3		19.6	19.6					
Actuated g/C Ratio	1.00		0.39	0.39					
v/c Ratio	0.23		0.20	0.47					
Control Delay (s/veh)	0.3		10.5	13.0					
Queue Delay	0.0		0.0	0.0					
Total Delay (s/veh)	0.3		10.5	13.0					
LOS	A		B	B					
Approach Delay (s/veh)	0.3			12.5					
Approach LOS	A			B					
Queue Length 50th (ft)	0		14	70					
Queue Length 95th (ft)	0		33	119					
Internal Link Dist (ft)	10			702	80				
Turn Bay Length (ft)			75						
Base Capacity (vph)	1801		634	1231					
Starvation Cap Reductn	0		0	0					
Spillback Cap Reductn	0		0	0					
Storage Cap Reductn	0		0	0					
Reduced v/c Ratio	0.23		0.12	0.28					

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 50.3			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 6.5		Intersection LOS: A	
Intersection Capacity Utilization 38.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Block Ave & Dickson St



Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	414	25	25	321	62	87
Future Vol, veh/h	414	25	25	321	62	87
Conflicting Peds, #/hr	0	55	52	0	55	52
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	431	26	26	334	65	91

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	512	0	941	551
Stage 1	-	-	-	-	499	-
Stage 2	-	-	-	-	441	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1053	-	292	534
Stage 1	-	-	-	-	610	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	998	-	254	481
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	595	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.63	23.17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	351	-	-	130	-
HCM Lane V/C Ratio	0.443	-	-	0.026	-
HCM Control Delay (s/veh)	23.2	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.2	-	-	0.1	-

HCM 7th Edition methodology does not support clustered intersections.

HCM 7th Edition methodology does not support clustered intersections.

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	51	7	6	40	27	19	105	23	0	37	8
Future Vol, veh/h	15	51	7	6	40	27	19	105	23	0	37	8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	53	7	6	41	28	20	108	24	0	38	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.9	7.7	8.2	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	21%	8%	0%
Vol Thru, %	71%	70%	55%	82%
Vol Right, %	16%	10%	37%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	147	73	73	45
LT Vol	19	15	6	0
Through Vol	105	51	40	37
RT Vol	23	7	27	8
Lane Flow Rate	152	75	75	46
Geometry Grp	1	1	1	1
Degree of Util (X)	0.18	0.093	0.089	0.056
Departure Headway (Hd)	4.268	4.441	4.255	4.327
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	846	809	844	829
Service Time	2.268	2.457	2.271	2.344
HCM Lane V/C Ratio	0.18	0.093	0.089	0.055
HCM Control Delay, s/veh	8.2	7.9	7.7	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.3	0.3	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	72	1	1	69	0	0	0	0	1	0	1
Future Vol, veh/h	0	72	1	1	69	0	0	0	0	1	0	1
Conflicting Peds, #/hr	6	0	11	10	0	5	11	0	10	5	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	76	1	1	73	0	0	0	0	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	79	0	0	88	0	0	173	168	97	167	169	90
Stage 1	-	-	-	-	-	-	87	87	-	81	81	-
Stage 2	-	-	-	-	-	-	86	81	-	86	88	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1520	-	-	1508	-	-	790	725	959	798	724	968
Stage 1	-	-	-	-	-	-	920	823	-	928	828	-
Stage 2	-	-	-	-	-	-	922	828	-	922	822	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1514	-	-	1497	-	-	775	716	943	786	716	954
Mov Cap-2 Maneuver	-	-	-	-	-	-	775	716	-	786	716	-
Stage 1	-	-	-	-	-	-	914	817	-	924	824	-
Stage 2	-	-	-	-	-	-	911	824	-	913	816	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.11	0	9.18
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1514	-	-	26	-	-	862
HCM Lane V/C Ratio	-	-	-	-	0.001	-	-	0.002
HCM Control Delay (s/veh)	0	0	-	-	7.4	0	-	9.2
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	51	23	20	27	0	0	0	0	23	126	45
Future Vol, veh/h	0	51	23	20	27	0	0	0	0	23	126	45
Conflicting Peds, #/hr	27	0	28	11	0	10	28	0	11	10	0	27
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	58	26	23	31	0	0	0	0	26	143	51

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	258	224	262	284	-		10	0	0
Stage 1	-	248	-	10	10	-		-	-	-
Stage 2	-	10	-	252	274	-		-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-		4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-		-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-		2.218	-	-
Pot Cap-1 Maneuver	0	646	816	690	625	0		1610	-	-
Stage 1	0	701	-	-	-	0		-	-	-
Stage 2	0	-	-	752	683	0		-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	612	795	589	592	-		1594	-	-
Mov Cap-2 Maneuver	-	612	-	589	592	-		-	-	-
Stage 1	-	671	-	-	-	-		-	-	-
Stage 2	-	-	-	652	654	-		-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	11.26	11.7	0.86
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	659	591	203	-	-
HCM Lane V/C Ratio	0.128	0.09	0.016	-	-
HCM Control Delay (s/veh)	11.3	11.7	7.3	0	-
HCM Lane LOS	B	B	A	A	-
HCM 95th %tile Q(veh)	0.4	0.3	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	68	0	0	120	60
Future Vol, veh/h	0	68	0	0	120	60
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	74	0	0	130	65

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	163		-	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	882		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	882		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s/v	9.46	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	882	-	-
HCM Lane V/C Ratio	0.084	-	-
HCM Control Delay (s/veh)	9.5	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	110	19	46	28	0	0	0	0	17	116	22
Future Vol, veh/h	0	110	19	46	28	0	0	0	0	17	116	22
Conflicting Peds, #/hr	60	0	69	36	0	27	69	0	36	27	0	60
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	122	21	51	31	0	0	0	0	19	129	24

Major/Minor	Minor2			Minor1				Major2		
Conflicting Flow All	-	266	270	324	278	-		27	0	0
Stage 1	-	239	-	27	27	-		-	-	-
Stage 2	-	27	-	297	251	-		-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-		4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-		-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-		-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-		2.218	-	-
Pot Cap-1 Maneuver	0	640	769	629	630	0		1587	-	-
Stage 1	0	708	-	-	-	0		-	-	-
Stage 2	0	-	-	712	699	0		-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	-	580	725	465	571	-		1546	-	-
Mov Cap-2 Maneuver	-	580	-	465	571	-		-	-	-
Stage 1	-	658	-	-	-	-		-	-	-
Stage 2	-	-	-	555	650	-		-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	12.92	13.61	0.81
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	597	500	191	-	-
HCM Lane V/C Ratio	0.24	0.164	0.012	-	-
HCM Control Delay (s/veh)	12.9	13.6	7.4	0	-
HCM Lane LOS	B	B	A	A	-
HCM 95th %tile Q(veh)	0.9	0.6	0	-	-

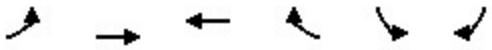
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	86	111	82	34	50	108	969	81	16	1142	197
Future Volume (veh/h)	282	86	111	82	34	50	108	969	81	16	1142	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.99	0.98		0.95	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	297	91	117	86	36	53	114	1020	85	17	1202	207
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	364	134	173	230	61	90	248	1952	163	304	1703	291
Arrive On Green	0.14	0.18	0.18	0.05	0.09	0.09	0.04	0.59	0.59	0.02	0.56	0.56
Sat Flow, veh/h	1781	736	947	1781	663	976	1781	3317	276	1781	3031	519
Grp Volume(v), veh/h	297	0	208	86	0	89	114	546	559	17	702	707
Grp Sat Flow(s),veh/h/ln	1781	0	1683	1781	0	1640	1781	1777	1817	1781	1777	1773
Q Serve(g_s), s	15.5	0.0	12.8	4.8	0.0	5.8	3.0	20.3	20.4	0.5	31.8	32.4
Cycle Q Clear(g_c), s	15.5	0.0	12.8	4.8	0.0	5.8	3.0	20.3	20.4	0.5	31.8	32.4
Prop In Lane	1.00		0.56	1.00		0.60	1.00		0.15	1.00		0.29
Lane Grp Cap(c), veh/h	364	0	307	230	0	152	248	1045	1069	304	998	996
V/C Ratio(X)	0.82	0.00	0.68	0.37	0.00	0.59	0.46	0.52	0.52	0.06	0.70	0.71
Avail Cap(c_a), veh/h	364	0	385	230	0	228	416	1045	1069	359	998	996
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	0.0	42.5	43.1	0.0	48.5	15.9	13.6	13.6	11.3	17.7	17.8
Incr Delay (d2), s/veh	13.4	0.0	3.4	1.0	0.0	3.6	1.3	1.9	1.8	0.1	4.1	4.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.0	5.7	2.2	0.0	2.5	1.2	8.1	8.3	0.2	13.2	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.9	0.0	45.8	44.1	0.0	52.1	17.2	15.5	15.5	11.4	21.8	22.1
LnGrp LOS	D		D	D		D	B	B	B	B	C	C
Approach Vol, veh/h		505			175			1219			1426	
Approach Delay, s/veh		49.4			48.2			15.6			21.8	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	70.0	10.0	24.8	9.5	67.1	20.0	14.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	65.5	5.5	25.5	15.5	55.5	15.5	15.5
Max Q Clear Time (g_c+I1), s	2.5	22.4	6.8	14.8	5.0	34.4	17.5	7.8
Green Ext Time (p_c), s	0.0	9.0	0.0	0.9	0.2	10.3	0.0	0.2

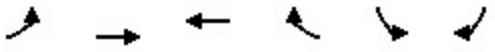
Intersection Summary	
HCM 7th Control Delay, s/veh	25.1
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



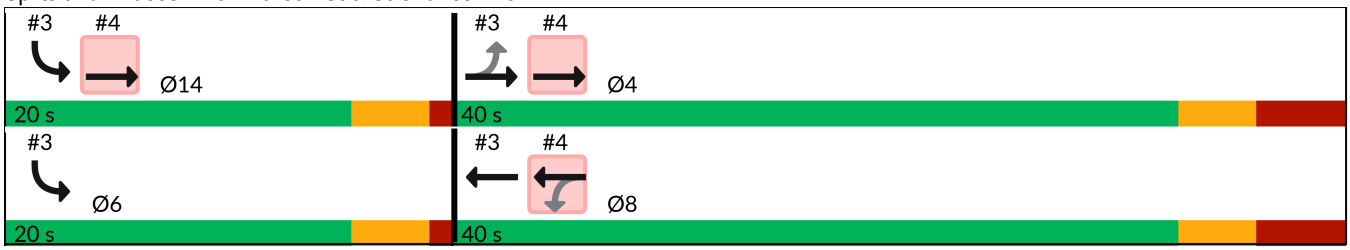
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6	Ø14
Lane Configurations								
Traffic Volume (vph)	44	439	295	53	66	59		
Future Volume (vph)	44	439	295	53	66	59		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor		1.00	0.99		0.96			
Frt			0.979		0.937			
Flt Protected		0.995			0.974			
Satd. Flow (prot)	0	1853	1812	0	1653	0		
Flt Permitted		0.931			0.974			
Satd. Flow (perm)	0	1730	1812	0	1634	0		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)			24		63			
Link Speed (mph)		25	25		25			
Link Distance (ft)		278	90		560			
Travel Time (s)		7.6	2.5		15.3			
Confl. Peds. (#/hr)	24			13	13	24		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Adj. Flow (vph)	47	472	317	57	71	63		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	519	374	0	134	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Left	Left	Right	Left	Right		
Median Width(ft)		0	0		12			
Link Offset(ft)		0	0		0			
Crosswalk Width(ft)		16	16		16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	60			60	60	60		
Number of Detectors	1	2	2		1			
Detector Template	Left	Thru	Thru		Left			
Leading Detector (ft)	20	100	100		20			
Trailing Detector (ft)	0	0	0		0			
Detector 1 Position(ft)	0	0	0		0			
Detector 1 Size(ft)	20	6	6		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)		94	94					
Detector 2 Size(ft)		6	6					
Detector 2 Type		Cl+Ex	Cl+Ex					
Detector 2 Channel								
Detector 2 Extend (s)		0.0	0.0					
Turn Type	Perm	NA	NA		Prot			
Protected Phases		4	8		6 14		6	14
Permitted Phases	4							
Detector Phase	4	4	8		6 14			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6	Ø14
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0				5.0	5.0
Minimum Split (s)	25.5	25.5	25.5				22.5	22.5
Total Split (s)	40.0	40.0	40.0				20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%				33%	33%
Maximum Green (s)	32.5	32.5	32.5				15.5	15.5
Yellow Time (s)	3.5	3.5	3.5				3.5	3.5
All-Red Time (s)	4.0	4.0	4.0				1.0	1.0
Lost Time Adjust (s)		0.0	0.0					
Total Lost Time (s)		7.5	7.5					
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0				3.0	3.0
Recall Mode	None	None	None				Max	None
Walk Time (s)	7.0	7.0	7.0				7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0				11.0	11.0
Pedestrian Calls (#/hr)	0	0	0				0	0
Act Effct Green (s)		24.3	24.3		18.3			
Actuated g/C Ratio		0.44	0.44		0.33			
v/c Ratio		0.68	0.46		0.23			
Control Delay (s/veh)		16.6	2.5		10.9			
Queue Delay		0.0	0.0		0.0			
Total Delay (s/veh)		16.6	2.5		10.9			
LOS		B	A		B			
Approach Delay (s/veh)		16.6	2.5		10.9			
Approach LOS		B	A		B			
Queue Length 50th (ft)		124	0		16			
Queue Length 95th (ft)		207	0		57			
Internal Link Dist (ft)		198	10		480			
Turn Bay Length (ft)								
Base Capacity (vph)		1043	1102		594			
Starvation Cap Reductn		0	0		0			
Spillback Cap Reductn		0	0		0			
Storage Cap Reductn		0	0		0			
Reduced v/c Ratio		0.50	0.34		0.23			

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 54.9			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 10.7		Intersection LOS: B	
Intersection Capacity Utilization 75.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Dickson St & St Charles Ave





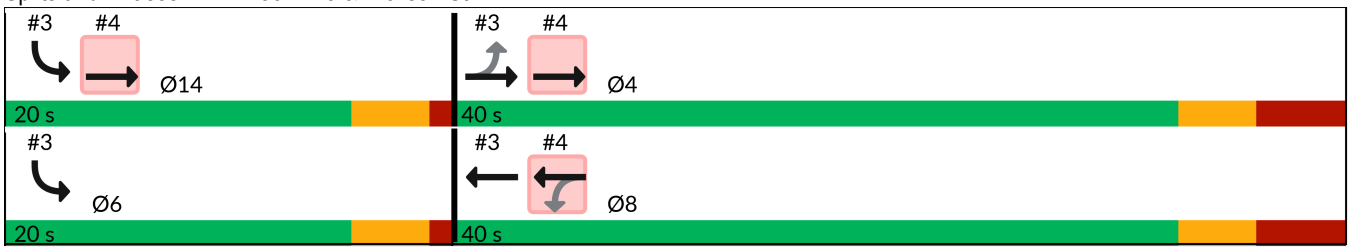
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø4	Ø6	Ø14
Lane Configurations									
Traffic Volume (vph)	387	118	63	348	0	0			
Future Volume (vph)	387	118	63	348	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0	75		0	0			
Storage Lanes		0	1		0	0			
Taper Length (ft)			25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Ped Bike Factor	0.99		0.99						
Frt	0.968								
Flt Protected			0.950						
Satd. Flow (prot)	1776	0	1770	1863	0	0			
Flt Permitted			0.454						
Satd. Flow (perm)	1776	0	835	1863	0	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)									
Link Speed (mph)	25			25	20				
Link Distance (ft)	90			782	160				
Travel Time (s)	2.5			21.3	5.5				
Confl. Peds. (#/hr)		27	16						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90			
Adj. Flow (vph)	430	131	70	387	0	0			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	561	0	70	387	0	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	12			12	0				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)		60	60		60	60			
Number of Detectors	2		1	2					
Detector Template	Thru		Left	Thru					
Leading Detector (ft)	100		20	100					
Trailing Detector (ft)	0		0	0					
Detector 1 Position(ft)	0		0	0					
Detector 1 Size(ft)	6		20	6					
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex					
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0					
Detector 1 Queue (s)	0.0		0.0	0.0					
Detector 1 Delay (s)	0.0		0.0	0.0					
Detector 2 Position(ft)	94			94					
Detector 2 Size(ft)	6			6					
Detector 2 Type	Cl+Ex			Cl+Ex					
Detector 2 Channel									
Detector 2 Extend (s)	0.0			0.0					
Turn Type	NA		Perm	NA					



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø4	Ø6	Ø14
Protected Phases	4 14			8			4	6	14
Permitted Phases			8						
Detector Phase	4 14		8	8					
Switch Phase									
Minimum Initial (s)			5.0	5.0			5.0	5.0	5.0
Minimum Split (s)			25.5	25.5			25.5	22.5	22.5
Total Split (s)			40.0	40.0			40.0	20.0	20.0
Total Split (%)			66.7%	66.7%			67%	33%	33%
Maximum Green (s)			32.5	32.5			32.5	15.5	15.5
Yellow Time (s)			3.5	3.5			3.5	3.5	3.5
All-Red Time (s)			4.0	4.0			4.0	1.0	1.0
Lost Time Adjust (s)			0.0	0.0					
Total Lost Time (s)			7.5	7.5					
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)			3.0	3.0			3.0	3.0	3.0
Recall Mode			None	None			None	Max	None
Walk Time (s)			7.0	7.0			7.0	7.0	7.0
Flash Don't Walk (s)			11.0	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)			0	0			0	0	0
Act Effct Green (s)	54.9		24.3	24.3					
Actuated g/C Ratio	1.00		0.44	0.44					
v/c Ratio	0.32		0.19	0.47					
Control Delay (s/veh)	0.4		9.8	12.2					
Queue Delay	0.0		0.0	0.0					
Total Delay (s/veh)	0.4		9.8	12.2					
LOS	A		A	B					
Approach Delay (s/veh)	0.4			11.8					
Approach LOS	A			B					
Queue Length 50th (ft)	0		13	82					
Queue Length 95th (ft)	0		32	137					
Internal Link Dist (ft)	10			702	80				
Turn Bay Length (ft)			75						
Base Capacity (vph)	1774		503	1123					
Starvation Cap Reductn	0		0	0					
Spillback Cap Reductn	0		0	0					
Storage Cap Reductn	0		0	0					
Reduced v/c Ratio	0.32		0.14	0.34					

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 54.9			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 5.5		Intersection LOS: A	
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Block Ave & Dickson St



From: Caroline Crawford <caromcraw@gmail.com>
Sent: Friday, January 31, 2025 12:39 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: 7-story building - Dickson Street

Hi!

I wanted to express my concern about the plan for the 7-story building on Dickson Street. While the growth of our city is exciting, I don't think allowing a building like that is a good move. It will negatively impact the neighborhoods nearby, the traffic will be horrendous especially on weekends with big events, and the quality of the area will decrease drastically.

The apartment complexes that have popped up over the last decade or so are not built to last and are eyesores compared to the unique and historic buildings the downtown area has. Of course the growth of the University has an impact on the city and that has to be considered. But student-oriented housing shouldn't take over areas, like the entertainment district, that Fayetteville locals cherish. Something more beneficial to the area, like spaces for new restaurants, should be considered for that spot.

I hope you take the community's opinion into consideration before you make a final decision on this project.

Thank you!

Outlook

Statement of support for proposed student housing between church and block avenue

From Max Emerson <maxemerson001@gmail.com>
Date Tue 2/4/2025 2:37 PM
To Harrison, Gretchen <gharrison@fayetteville-ar.gov>

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Gretchen,

I am writing to you to give a written statement of support for the proposed student housing project between church and block avenue on Dickson street. I am a Fayetteville resident, a senior at the UofA, and grew up in Fayetteville.

The project includes 185 units as well as a ground floor retail space. I think that a mixed use student oriented apartment complex is actually right at home on Dickson, just blocks from both the university, transit, and downtown. My only gripe is the parking; I think in student-oriented projects, the residential parking requirements should in fact be lowered, as many UofA students do not have or need cars. However, I understand that is out of the scope of this hearing.

Fayetteville is experiencing a housing crisis. It is no secret that the rapidly increasing student population has played a significant role in rising rents. What people fail to understand is that until there is an adequate amount of student housing, all housing becomes student-oriented. By increasing the supply of student oriented housing, and therefore housing as a whole, we can slow the increase of, or even decrease rents.

According to the housing crisis committee, we need to quicken the pace of housing supply development, develop high density housing, and proactively address student housing concerns. I believe that allowing this development to continue on what is basically a glorified parking lot fulfills these requirements nicely.

Many people are opposed to this development on the grounds that it will increase congestion, which I agree is a problem. Unfortunately, all new developments, student oriented or not, will increase congestion as long as the current residential parking minimums are in place. Those who are truly concerned should direct their ire to the city council and encourage the amendment of less stringent parking minimums for residential buildings. Decreasing parking improves walkability, decreases emissions, and makes development more sustainable. Additionally, the location of the project and the fact it is student oriented means a much higher number of the tenants would walk, bike, or take transit for most of their trips, mitigating congestion.

Finally, the location of this housing project could not be more appropriate. Dickson street is one of the densest areas in Fayetteville, and if student housing should be built anywhere, it is Dickson street.

I hope that the planning commission will consider these comments and urge them to allow this housing to be built. While change can be stressful, this project addresses a critical need in Fayetteville,

and is one of many necessary steps forward.

Best,

Max Emerson

Outlook

FW: Development at 151 Dickson

From Planning Shared <planning@fayetteville-ar.gov>
Date Thu 2/6/2025 10:43 AM
To Harrison, Gretchen <gharrison@fayetteville-ar.gov>

Concerning LSD-2024-0038

Thank you

Mirinda Hopkins
Development Coordinator
Planning Division
City of Fayetteville
479-575-8267

CITY OF FAYETTEVILLE ARKANSAS

From: nina shirkey <ninashirkey@gmail.com>
Sent: Thursday, February 6, 2025 10:36 AM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: Fwd: Development at 151 Dickson

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Planning Staff,

In preparation for Monday's meeting, I am forwarding my correspondence expressing my concern about the proposed development at 151 Dickson. Thank you for your time and consideration. See you Monday evening,

Nīna Shirkey
229 N Block Ave
479-445-4763

---------- Forwarded message ---------
From: **nina shirkey** <ninashirkey@gmail.com>
Date: Wed, Feb 5, 2025 at 6:34 PM
Subject: Re: Development at 151 Dickson
To: <mike.wiederkehr@fayetteville-ar.gov>, <sarah.moore@fayetteville-ar.gov>, <mayor@fayetteville-ar.gov>, <wthomason@fayetteville-ar.gov>, <jimm.garlock@fayetteville-ar.gov>

Hello again,
I know you are likely receiving a lot of emails regarding the trinitas development. I am extremely concerned about the inevitable damage to my house with a 90ft, zero-lot line build towering over my house on two sides. The lack of airflow and sunlight will be devastating to the structure. In the unified development code purpose it states:

“Provide adequate light and air” and “development of land uses which protect established neighborhoods”
There is a case to be made that this development violates both of these. Thank you again for your time on this matter.

150.02 - Purpose

> (A) The UDC is adopted for the purpose of implementing the Comprehensive Land Use Plan and any other plans or policies adopted or amended by the City Council, in a manner that furthers the health, safety and general welfare of the people of the community and to provide uniform standards for the development of land and the installation of related improvements. The UDC sets forth the procedures, requirements, and minimum standards intended to promote an appropriate mix of land uses in an orderly manner; enhance aesthetic quality, moderate street congestion, secure safety from events such as fire, flood, erosion and landslides; prevent overcrowding of land; provide adequate light and air; and provide for circulation, recreation, and other public services and facilities. The UDC provides for, but is not limited to, development of land uses which protect established neighborhoods, and commercial and industrial districts; allows compatible infill of established areas; provides flexibility for mixing of uses to achieve traditional neighborhood developments; protects significant environmental resources; and makes a livable community.

On Mon, Feb 3, 2025 at 1:18 PM nina shirkey <ninashirkey@gmail.com> wrote:

> Hello All,
> I have attached the independent arborist report from last May when this project was originally proposed and the updated shoring plan. I do not believe they have met the requirements listed below in the Tree Protection Measures. Specifically "tree protection barriers on the site along the tree dripline or 10 feet from the trunk, whichever is greater." The three feet adjustment they made does not meet these requirements.
>
> There is another issue that I don't believe has been extensively addressed which is the issue of limited fire and safety access to the north side of my house as well as the south side of the proposed construction which will be built on my property line. There will be balconies extending over my house nearly 90ft high and I have not seen sufficient investigation into potential safety issues. I know we have recently had students fall from balconies in similar buildings.

Further, many of you have expressed personal opposition to this project but feel unable to oppose based upon the fact that they meet the development requirements for main street center. However, there is a section in the code that allows opposition based upon issues with traffic safety, which I don't believe has been sufficiently addressed given the proposed 600 extra cars on that block.

(d) The proposed development would create or compound a dangerous traffic condition. For the purpose of this section, a dangerous traffic condition shall be construed to mean a traffic condition in which the risk of accidents involving motor vehicles is significant due to factor such as, but not limited to, high traffic volume, topography, or the nature of the traffic pattern.

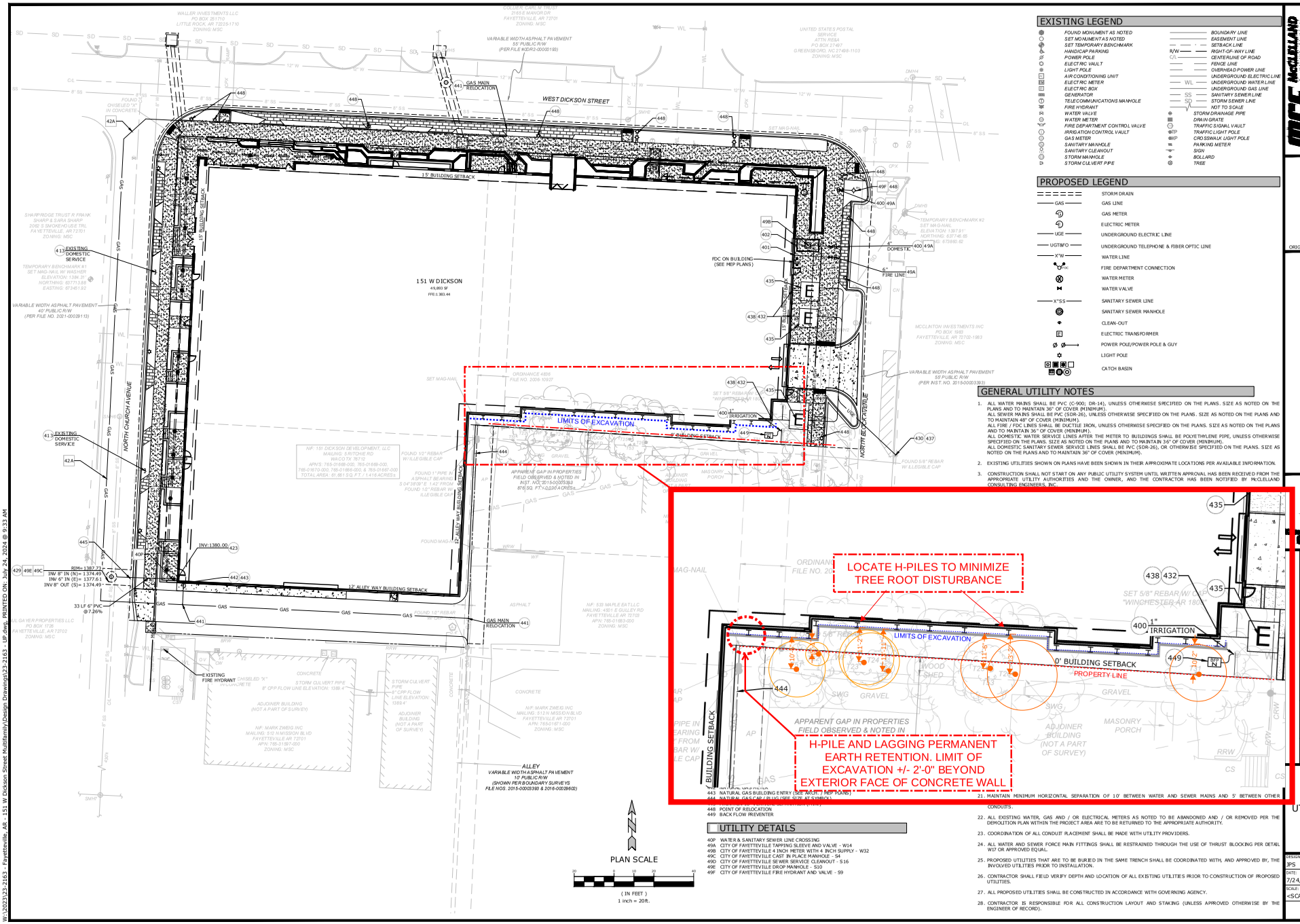
Tree Protection:

No filling, excavating or other land disturbance shall take place in areas with preserved trees. Before commencing any construction activity, the applicant shall construct tree protection barriers on the site along the tree dripline or 10 feet from the trunk, whichever is greater. The applicant shall also post signs [at] areas with preserved trees in accordance with the details, standards, specifications and guidelines provided in the *City of Fayetteville* Tree Preservation*, Protection, and Landscape Manual.* The Urban Forester may require other protective measures based upon the individual characteristics of the site and the proposed construction methods. Tree protection measures shall also protect any off-site trees, and the roots of which extend onto the site of the proposed construction. Any applicant damaging or destroying an off-site tree shall be required to mitigate such damage or destruction as prescribed by the Urban Forester. If the required barriers surrounding the areas

with preserved trees are not adequately maintained during construction, the Urban Forester shall prescribe remedial measures, and may issue a stop work order.

Thank you for your time and consideration on this very important matter.

-Nina Shirkey
479-445-4763



EXISTING LEGEND

FOUND MONUMENT AS NOTED		BOUNDARY LINE	
SET MONUMENT AS NOTED		EASEMENT LINE	
SET TEMPORARY BENCHMARK		SETBACK LINE	
HANDICAP PARKING	R/W	RIGHT-OF-WAY LINE	
POWER POLE	C/L	CENTERLINE OF ROAD	
ELECTRIC VAULT		FENCE LINE	
LIGHT POLE		OVERHEAD POWER LINE	
AIR CONDITIONING UNIT		UNDERGROUND ELECTRIC LINE	
ELECTRIC METER	WL	UNDERGROUND WATER LINE	
ELECTRIC BOX		UNDERGROUND GAS LINE	
GENERATOR	SS	SANITARY SEWER LINE	
TELECOMMUNICATIONS MANHOLE	SD	STORM SEWER LINE	
FIRE HYDRANT		NOT TO SCALE	
WATER VALVE		STORM DRAINAGE PIPE	
WATER METER		DRAIN GRATE	
FIRE DEPARTMENT CONTROL VALVE		TRAFFIC SIGNAL VAULT	
IRRIGATION CONTROL VAULT		TRAFFIC LIGHT POLE	
GAS METER		CROSSWALK LIGHT POLE	
SANITARY MANHOLE		PARKING METER	
SANITARY CLEANOUT		SIGN	
STORM MANHOLE		BOLLARD	
STORM CULVERT PIPE		TREE	

PROPOSED LEGEND

STORM DRAIN	
GAS	GAS LINE
	GAS METER
	ELECTRIC METER
UGE	UNDERGROUND ELECTRIC LINE
UGT&FO	UNDERGROUND TELEPHONE & FIBER OPTIC LINE
X"W	WATER LINE
	FIRE DEPARTMENT CONNECTION
	WATER METER
	WATER VALVE
X"SS	SANITARY SEWER LINE
	SANITARY SEWER MANHOLE
	CLEAN-OUT
	ELECTRIC TRANSFORMER
	POWER POLE/POWER POLE & GUY
	LIGHT POLE
	CATCH BASIN

GENERAL UTILITY NOTES

1. ALL WATER MAINS SHALL BE PVC (C-900; DR-14), UNLESS OTHERWISE SPECIFIED ON THE PLANS. SIZE AS NOTED ON THE PLANS AND TO MAINTAIN 36" OF COVER (MINIMUM).
   ALL SEWER MAINS SHALL BE PVC (SDR-26), UNLESS OTHERWISE SPECIFIED ON THE PLANS. SIZE AS NOTED ON THE PLANS AND TO MAINTAIN 48" OF COVER (MINIMUM).
   ALL FIRE / FDC LINES SHALL BE DUCTILE IRON, UNLESS OTHERWISE SPECIFIED ON THE PLANS. SIZE AS NOTED ON THE PLANS AND TO MAINTAIN 36" OF COVER (MINIMUM).
   ALL DOMESTIC WATER SERVICE LINES AFTER THE METER TO BUILDINGS SHALL BE POLYETHYLENE PIPE, UNLESS OTHERWISE SPECIFIED ON THE PLANS. SIZE AS NOTED ON THE PLANS AND TO MAINTAIN 36" OF COVER (MINIMUM).
   ALL DOMESTIC SANITARY SEWER SERVICE LINES SHALL BE PVC (SDR-26), OR OTHERWISE SPECIFIED ON THE PLANS. SIZE AS NOTED ON THE PLANS AND TO MAINTAIN 36" OF COVER (MINIMUM).
2. EXISTING UTILITIES SHOWN ON PLANS HAVE BEEN SHOWN IN THEIR APPROXIMATE LOCATIONS PER AVAILABLE INFORMATION.
3. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED FROM THE APPROPRIATE UTILITY AUTHORITIES AND THE OWNER, AND THE CONTRACTOR HAS BEEN NOTIFIED BY McCLELLAND CONSULTING ENGINEERS, INC.
21. MAINTAIN MINIMUM HORIZONTAL SEPARATION OF 10' BETWEEN WATER AND SEWER MAINS AND 5' BETWEEN OTHER CONDUITS.
22. ALL EXISTING WATER, GAS AND / OR ELECTRICAL METERS AS NOTED TO BE ABANDONED AND / OR REMOVED PER THE DEMOLITION PLAN WITHIN THE PROJECT AREA ARE TO BE RETURNED TO THE APPROPRIATE AUTHORITY.
23. COORDINATION OF ALL CONDUIT PLACEMENT SHALL BE MADE WITH UTILITY PROVIDERS.
24. ALL WATER AND SEWER FORCE MAIN FITTINGS SHALL BE RESTRAINED THROUGH THE USE OF THRUST BLOCKING PER DETAIL W17 OR APPROVED EQUAL.
25. PROPOSED UTILITIES THAT ARE TO BE BURIED IN THE SAME TRENCH SHALL BE COORDINATED WITH, AND APPROVED BY, THE INVOLVED UTILITIES PRIOR TO INSTALLATION.
26. CONTRACTOR SHALL FIELD VERIFY DEPTH AND LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION OF PROPOSED UTILITIES.
27. ALL PROPOSED UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH GOVERNING AGENCY.
28. CONTRACTOR IS RESPONSIBLE FOR ALL CONSTRUCTION LAYOUT AND STAKING (UNLESS APPROVED OTHERWISE BY THE ENGINEER OF RECORD).

UTILITY DETAILS

40P WATER & SANITARY SEWER LINE CROSSING
49A CITY OF FAYETTEVILLE TAPPING SLEEVE AND VALVE - W14
49B CITY OF FAYETTEVILLE 4 INCH METER WITH 4 INCH SUPPLY - W32
49C CITY OF FAYETTEVILLE CAST IN PLACE MANHOLE - S4
49D CITY OF FAYETTEVILLE SEWER SERVICE CLEANOUT - S16
49E CITY OF FAYETTEVILLE DROP MANHOLE - S10
49F CITY OF FAYETTEVILLE FIRE HYDRANT AND VALVE - S9

443 NATURAL GAS BUILDING ENTRY (SEE ARCH. / MEP PLANS)
444 NATURAL GAS CAP / PLUG (SEE SIZE AT PLANS)
448 POINT OF RELOCATION
449 BACK FLOW PREVENTER

McCLELLAND CONSULTING ENGINEERS, INC.
Planning Consultation
March 24, 2025
PRELIMINARY NOT FOR CONSTRUCTION
ORIGINAL SIGNATURE ON FILE
LSD-2024-0038 (TRINITAS VENTURES)
Page 274 of 292

W DICKSON STREET
151 W DICKSON ST.
FAYETTEVILLE, AR

811 Know what's below. Call before you dig.

REV	DATE	DESCRIPTION

UTILITY PLAN

DESIGNED BY: JPS	DRAWN BY: JPS
DATE: 7/24/2024	REVISION: REV-0
SCALE: <SCALE	JOB NUMBER: 23-2163

C4.0

W:\2023\23-2163 - Fayetteville, AR - 151 W Dickson Street Multifamily\Design Drawings\23-2163 - UP.dwg, PRINTED ON: July 24, 2024 @ 9:33 AM

TREE CLIMBERS LLC

1160 E. Pump Station Rd
Fayetteville, AR 72701
Office: 479.841.3804
Cell: 479-879-5015
TreeClimbersLLC.com
General: Office@TreeClimbersLLC.com
Direct: Jeremy@TreeClimbersLLC.com

Arkansas' First and Only TCIA Accredited Company

JEREMY WILLIAMS, RCA

ASCA RCA #801
Registered Consulting Arborist®

ISA Board Certified Master Arborist #S0-6263BT
ASCA Registered Consulting Arborist #801
TCIA Certified Tree Care Safety Professional #1267
ISA Qualified Tree Risk Assessor
ISA Certified Climber Specialist and Wildfire Risk Reduction Qualified Instructor

05-10,24
McClelland Consulting Engineers
Chris Bakunas
cbakunas@mce.us.com
402-320-2130

Re: 151 W. Dickson tress.

Background and Assignment

Chris contacted me to assess the condition and survival of several trees located on the south of the property located at 151 W. Dickson St. in Fayetteville AR. His primary concern is the likelihood of survival the trees with the current proposed construction. Chris forwarded me a shoring plan and a site map with the location of the trees.

Site Visit Observations and Analysis

I visited the site on Friday May 3, 2024, and looked at 17 trees. These trees appeared to be volunteer trees that likely had not been intentionally planted. I have correlated the trees to the best of my ability to the numbers listed on the plan provided. There were 5 more trees on-site versus what was shown on the plan.

Tree #	Actual Size (diameter at 4.5ft)	Plan size	Species	Notes
32	12”	11”	Black Locust	Two stem tree has tip dieback and unlikely to survive long term with or without construction. Significant lean towards road.
Not Listed	3”	NA	Black Cherry	Two stem tree growing at base of #32. Cannot survive if #32 is removed.
Not Listed	4”	NA	Sugar Maple	Tree is being crowded by #31.
31	18”	14”	American Elm	Good condition and structure currently. With plans significant pruning of canopy will be needed. Estimated excavation distance will be at or inside the minimum structural stability distance for size. With both factors tree is unlikely to survive construction.
30	12”	11”	Black Locust	Tree has significant lean and poor condition. Most of canopy will likely need to be removed to give clearnce for building.
29	5”	4”	Sugar Maple	Treehas lean to north and will need significant aerial pruning. Unlikely to survive.
Not Listed	3”	NA	Sugar Maple	Tree is being crowded by other trees particularly #28
28	5.5”	4”	Sugar Maple	Tree is currently good condition. If no scaffolding is needed in area and tree could potentially survive but will be extremely crowded by both buildings.
27	11”	10”	Black Locust	Heavy lean to north and decay at base. No chance of survival with current plans.
26	21.5”	14”	Hackberry	With size and proximity to building tree cannot survive with current plans. If plans are completed tree will be high risk of uprooting and will need significant canopy removal before construction.

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Tree #	Actual Size (diameter at 4.5ft)	Plan size	Species	Notes
25	10.5”	11”	Black Cherry	Tree has significant decay and is crowded by hackberry. Should not be preserved.
24	5.5”	9”	Sugar Maple	Is crowded by other trees and branches are over the proposed building line.
Not Listed	13	NA	American Elm	Heavy lean toward south due to crowding. Increased risk of uprooting if roots are cut by construction.
Not Listed	6”	NA	Sugar Maple	Is touching and bring compressed by Tree #23
23	13”	11”	American Elm	Has heavy lean to north. Also currently has girdling cabel around stem for gate. Majority or all canopy is over building line.
22	17”	7”	Hackberry	Poor condition and structure. Not candidate for preservation.
Not Listed	7”	NA	Sugar Maple	Poor structure next to ally.

Discussion

For this case, it is important to understand critical root zone. Critical root zone is defined as the zone where most of the roots of a tree exist and is needed for survival. Tree roots are fairly shallow typically residing in the top 6-16” of soil and occasionally as deep as 24” in ideal conditions. Tree roots will seek out the ideal ratio of moisture and oxygen. Without both oxygen and moisture roots will die. Roots will spread out quite far typically 1.5 times the spread of the tree. The generally recommended distance to avoid root disturbance is a 1:1 ratio of diameter to distance. What this means is for a 20” diameter tree it is recommended to stay 20 feet from the tree. For trees that do not have outside competition for light this ratio typically corresponds to the edge of the canopy (dripline). For healthy trees that ratio can sometimes be reduced to .5:1 if impact is only on one side. If the impact is inside the .25:1 ratio, the tree's structural stability is usually compromised.

The other factors that must be considered is the amount of canopy that would need to be removed from the trees to allow the building to be constructed. With the severe pruning that would be needed on many of the trees, this would decrease their already low chance of survival with soil disturbance.
Additionally, if there is a need for scaffolding or equipment access on this side of the building that may not be possible with the trees present.
Lastly, for some of the trees lack of light will also be a factor growing between two multi-story buildings.

Conclusions and Recommendations

Based on my review of current plans and the conditions on site the likelihood of survival of the above trees would be extremely low if the current plans are followed. Reviewing the plans I see efforts have been made to reduce root disturbance to a minimum but that is not the only factor on these trees. The prior condition of the trees and the amount of canopy removal are the other main factors that I am considering, Based on these factors my recommendation would be to either remove the trees or significantly alter the plans. In my opinion, most of the trees are not good candidates for preservation due to their poor structure.

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TCIA Certified Tree Care Safety Professional #1267
ISA Qualified Tree Risk Assessor
ISA Certified Climber Specialist and Wildfire Risk Reduction Qualified Instructor

Qualifications

A few pertinent qualifications that qualify me to write this report are:
ASCA (*American Society of Consulting Arborists)* Registered Consulting Arborist #801
ASCA (*American Society of Consulting Arborists)* Tree and Plant Qualified Appraiser
ISA *(International Society of Arboriculture)* Board Certified Master Arborist, #SO-6263BT
ISA Tree Risk Assessor Qualification, #SO-6263BT
ISA Certified Tree Worker certification, #SO-6263AT
ISA Certified Arborist certification, #SO-6263A
TCIA (*Tree Care Industry Association*) CTSP safety auditor and trainer certification, #1267
Full-time practice as an arborist and have served as an expert witness and consultant on numerous cases since 2009.

The above report is accurate and true to the best of my knowledge with the information available to me at the time of this report. Any observations are based on conditions visible during my site visit or information provided to me by the client. Opinions or determinations are based on generally accepted industry guidelines and years of full-time practice as an Arborist in Northwest Arkansas. I have no bias or interest in any particular outcome or findings from this report. Any additional consulting, fact, or expert witness services needed will be billed separately and is not included in the cost of this report. Use and acceptance of this report and any information contained herein or given on-site is contingent on payment for services rendered. Any use of this report or information without payment will result in appropriate legal action. Copyright 2024 Tree Climbers LLC all rights reserved.



Jeremy Williams, RCA

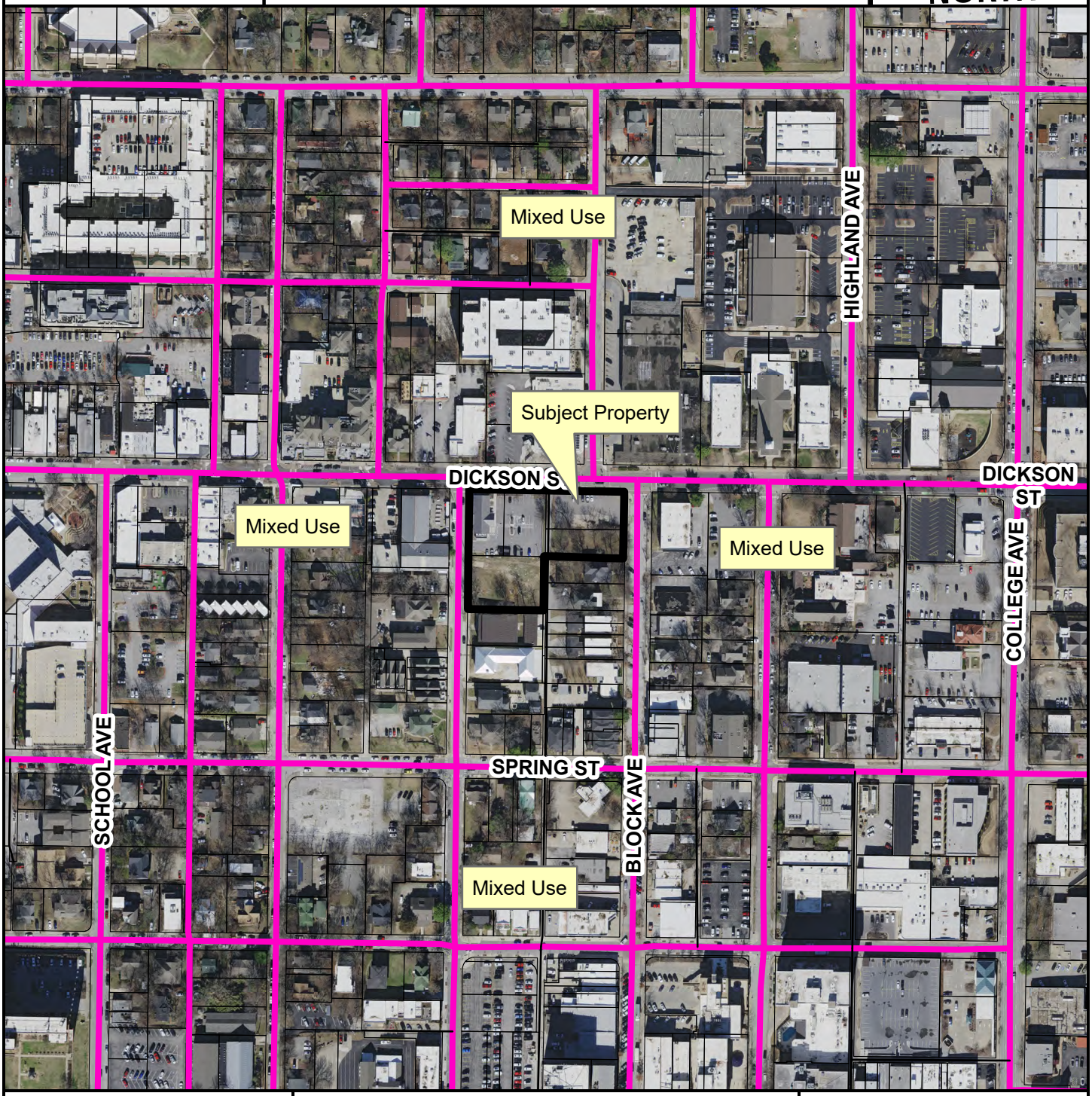
ASCA RCA #801
Registered Consulting Arborist®

LSD-2024-0038

Current Land Use

151 W. DICKSON ST

NORTH



Urban Center
Alley
Planning Area
Fayetteville City Limits
Design Overlay District

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

100-Year Floodplain
Floodway

From: Kathryn Cook <kat.a.cook3@gmail.com>
Sent: Saturday, February 8, 2025 10:28 AM
To: Planning Shared <planning@fayetteville-ar.gov>; Moore, Sarah <sarah.moore@fayetteville-ar.gov>; Turk, Teresa <teresa.turk@fayetteville-ar.gov>; Wiederkehr, Mike <mike.wiederkehr@fayetteville-ar.gov>; Jones, D'Andre <dandre.jones@fayetteville-ar.gov>; Stafford, Bob <bob.stafford@fayetteville-ar.gov>; Bunch, Sarah <sarah.bunch@fayetteville-ar.gov>; Berna, Scott <scott.berna@fayetteville-ar.gov>; Jones, Monique <monique.jones@fayetteville-ar.gov>
Subject: Dickson Student Housing - in favor

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

I wanted to email in favor of the Student Housing on Dickson. As someone who has been fighting in my neighborhood, I think this spot on Dickson is actually better than any of the others.

I know it's only coming to Planning this week but I wanted to email Planning and City Council, both.

I'm not sure why no one in the community cared about the trees, actual neighborhood, historic homes in our area but care about ruining a parking lot?

This lot has been empty for over a decade and a mixed use building would great. I don't see how traffic will be an issue since it's already set up for public traffic, one ways, and large sidewalks.

As much as I want to save trees, I'm much more concerned about the small wooded area that has an actual ecosystem, by the high school. That is what they should be concerned about.

Anyway, I wanted to voice my full support for this student housing. I know it has to exist somewhere and that is a much less destructive area, rather than an actual neighborhood, and the full mixed use downstairs makes it great for that spot.

My only qualm would be parking - making sure it's at least fully parked for the housing portion because I promise, if not, then that will be an issue.

Thank you for your time and I hope you all support this as well.

Kathryn Cook

-----Original Message-----
From: Deborah Griffin <debygriffin9@me.com>
Sent: Saturday, February 8, 2025 11:30 AM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: Proposed student housing on Dickson Street

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,
I am writing to express my opposition to the proposed student housing high rise building on the corner of Block and Dickson. First of all, I feel that the parking situation on and surrounding Dickson St. is negatively impacting our citizens and businesses. Fayetteville has a parking crisis. Wishful thinking and trails do not produce a city of people who bike to work and school everyday! We do not have adequate public transportation either. When City Council members Turk and Weiderkehr proposed a variance to give more flexibility to the parking minimums code, it was tabled indefinitely because a Planning Commissioner called in to say the Planning Commission is working on that. When is it going to be a priority? When are you going to address the parking crisis and actually do something about it? I feel that before anymore student housing development is allowed, parking codes should be changed and updated! The only people benefiting from existing codes are the developers! People should be able to park at their home, and not have to search for parking and walk blocks in all kinds of weather just to get home. Have you ever tried to park around Dickson on a weekday afternoon when there's a matinee at the WAC, and classes in session at the U of A? It is next to impossible to find a parking place. There is long standing empty real estate on Dickson Street and many businesses are short lived.
The University needs to be responsible for its untethered growth that has created the parking crisis! The University needs to provide parking for the students. What happened to imposing enrollment limits? Most, if not all, of the out of state (mostly Texan) students who get in-state tuition are bringing their cars with them. If the city stopped providing for this situation, the University would have to take responsibility. We desperately need affordable housing for families, for older people looking to downsize and live within close proximity to amenities…houses with small yards to grow a garden or give children a space to play outdoors. These are the voting, tax paying citizens! Do these people not deserve more consideration than the U of A students? Business owners' needs need to be valued by our city. Huge apartment complexes do not provide housing for a broad spectrum of people in need of housing. I urge you to step up and use wise judgment and future forward thinking to keep our city a nice place to live. Thank you.
Deborah Griffin

Outlook

FW: 7 story building on Dickson

From Planning Shared <planning@fayetteville-ar.gov>
Date Tue 2/18/2025 11:20 AM
To Harrison, Gretchen <gharrison@fayetteville-ar.gov>

For you?

Thank you

Mirinda Hopkins
Development Coordinator
Planning Division
City of Fayetteville
479-575-8267

CITY OF FAYETTEVILLE ARKANSAS

From: Nicholas Falldine <nicholasfalldine@gmail.com>
Sent: Tuesday, February 18, 2025 10:49 AM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: 7 story building on Dickson

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi there, my name is Nicholas Falldine and I live at 464 W. North St. I wanted to send a note saying that I strongly support the development going up across from Colliers on Dickson. I do wish it was something other than student housing so it would get more “regular” citizens walking around downtown, however I still feel like it’s a good use of the parcel.

Best,
Nicholas Falldine

Outlook

FW: Dickson Street development

From Planning Shared <planning@fayetteville-ar.gov>
Date Thu 2/13/2025 12:19 PM
To Harrison, Gretchen <gharrison@fayetteville-ar.gov>

Concerning LSD-2024-0038

Thank you

Mirinda Hopkins
Development Coordinator
Planning Division
City of Fayetteville
479-575-8267

-----Original Message-----
From: Rita Caver <krazorita@gmail.com>
Sent: Thursday, February 13, 2025 10:22 AM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: Dickson Street development

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am totally opposed to a large student housing complex being built on Dickson Street. How many of these places could we possibly need?
Rita Caver
304 West Cleburn

Sent from my iPhone

Outlook

FW: LSD 2024-0038 Dickson and Block

From Planning Shared <planning@fayetteville-ar.gov>
Date Mon 2/24/2025 10:25 AM
To Harrison, Gretchen <gharrison@fayetteville-ar.gov>

For you

Thank you

Mirinda Hopkins
Development Coordinator
Planning Division
City of Fayetteville
479-575-8267

CITY OF FAYETTEVILLE ARKANSAS

From: Dede Peters <dedepictures.4@gmail.com>
Sent: Monday, February 24, 2025 10:14 AM
To: Brink, Andrew <andrew.brink@fayetteville-ar.gov>; Payne, Brad <brad.payne@fayetteville-ar.gov>; Gulley, Fred <fred.gulley@fayetteville-ar.gov>; Garlock, Jimm <jimm.garlock@fayetteville-ar.gov>; Cabe, Matthew <matthew.cabe@fayetteville-ar.gov>; Madden, Mary <mary.madden@fayetteville-ar.gov>; McGetrick, Mary <mary.mcgetrick@fayetteville-ar.gov>; Castin, Nick <nick.castin@fayetteville-ar.gov>; Werner, Nick <nick.werner@fayetteville-ar.gov>; Planning Shared <planning@fayetteville-ar.gov>; Wiederkehr, Mike <mike.wiederkehr@fayetteville-ar.gov>; Moore, Sarah <sarah.moore@fayetteville-ar.gov>
Subject: LSD 2024-0038 Dickson and Block

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission,

I'm writing to OPPOSE approval of LSD 2024-0038 for the reason of
(iv) The proposed development would create or compound a dangerous traffic condition. For the purpose of this section, a dangerous traffic condition shall be construed to mean a traffic condition in which the risk of accidents involving motor vehicles is significant due to factors such as, but not limited to, high traffic volume, topography, or the nature of the traffic pattern

NOTE: Where is the traffic study requested by a Planning Commissioner? It is not in the agenda packet. Because this information is missing, I have filed a FOIA request for police response on the surrounding streets.

DANGEROUS TRAFFIC CONDITIONS:

1. The corner of Dickson and Block is the main connector between Fayetteville's most heavily visited attractions (the Historic Square and Dickson Street amenities). Adding an additional 600 resident drivers would significantly increase traffic volume and alter the traffic pattern.
2. The intersection of Block / Dickson / St. Charles is a confusing one. In fact, a median had to be removed from Dickson Street at that intersection because of the high volume of accidents. Adding an additional 600 resident drivers would significantly increase the likelihood of motor vehicle accidents in the area because the the intersection configuration.
3. The block of 200 N. Block Ave is the only block in Fayetteville that uses "back-in parking." It is often backed up with cars waiting on drivers who have difficulty maneuvering into a parking spot. Adding an additional 600 resident drivers would alter the traffic pattern by increasing the wait time for parking drivers.
4. Because that particular block is back-in parking, and in an area with one way streets, people drive the wrong way on the street several times a day. Unfortunately, this activity cannot be captured by a traffic count. It has to be recorded by video. Adding an additional 600 resident drivers would increase the likelihood of people driving the wrong way and thus increase the probability of motor vehicle accidents.
5. The development's surrounding streets of Church, Dickson, and Block are all heavily used by commercial food and beverage trucks delivering to nearby bars and restaurants. Those trucks often double park as they deliver. Adding an additional 600 resident drivers, waiting to maneuver around these trucks, will increase the likelihood of an accident and increase traffic congestion.
6. Dickson Street is known as the "party" street in Fayetteville. The concentration of bars create a high incidence of DUIs and intoxicated pedestrians. An additional 600 residents, who may be partying on the street, increases the likelihood that they will be victims of a DUI motor vehicle accident.
7. "Purpose Built Student Housing" such as this development, require a additional police patrol and response (as evidenced by the provided link to FOIA records of police response from 2019-2024 of 15 PBSH developments in Fayetteville https://tinyurl.com/mr3uzs3c). The narrow streets surrounding this Trinitas development do not provide adequate space for responding police patrols or traffic violation stops. An additional 600 resident drivers will IMPEDE RESPONSE TIME OF POLICE AND THUS CREATE A SAFETY ISSUE.

ADDITIONAL COMMENTS:
Point 7 is very important.

When speaking with the Fayetteville Police Department, I have learned that response time for a police officer to arrive at a student's room in a PBSH takes multiple minutes as opposed to 60 seconds from patrol car to apartment at traditional multi-family complexes.

I have also learned that the Fayetteville Police Department is in negotiations for the University Police to assume jurisdiction at the Cardinal and perhaps two other student housing developments. Why?
— Is it because three complexes have contracts with the University for housing?
— Is it because of multiple accidents and deaths, particularly at the Cardinal?
— Is it because the Fayetteville Police Department does not have the resources to respond to 6,000 residents of eventually 22 student housing complexes?

FINALLY, I urge the Commission to table this agenda item in order to acquire an adequate, unbiased traffic study and to review the police traffic reports of the surrounding proposed development.

For what it's worth, I would support a true mixed used, multi-family (not restricted to students) development at this site with a preference of 4-5 stories.

Thank you,
Dede Peters
Ward 2 Resident

Outlook

151 W. Dickson St student housing

From Scott Hill <razorbackscott@gmail.com>
Date Thu 2/20/2025 3:55 PM
To Planning Shared <planning@fayetteville-ar.gov>

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hey all,

I support infill, but generally think this is a cheaply designed project. How on earth do we allow people to build 100 ft tall buildings clad primarily in hardie siding?

Our design standards do not yield any results worth having if this is allowed to continue. We have demand for growth, which is great. We can and should expect developers to spend money on masonry facades which will last and enhance the character of the built environment.

The most sustainable building is one that is treasured and lasts 100 years or more. This is not designed to last, and it's a shame we don't care more about our built environment than this.

Thanks,

Outlook

FW: LSD-2024-0038

From Planning Shared <planning@fayetteville-ar.gov>
Date Tue 2/25/2025 11:13 AM
To Harrison, Gretchen <gharrison@fayetteville-ar.gov>

For you

Thank you

Mirinda Hopkins
Development Coordinator
Planning Division
City of Fayetteville
479-575-8267

CITY OF FAYETTEVILLE ARKANSAS

From: Walker Mitchell <ns7nm63@gmail.com>
Sent: Monday, February 24, 2025 5:33 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: LSD-2024-0038

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We live on Watson street and there are already not enough Resident Reserved street parking passes for all residents in the north zone. How do you make sure this project has enough parking built in and doesn't further negatively impact parking for residents and voters?

Outlook

FW: Seriously?

From Masters, Jessica <jmasters@fayetteville-ar.gov>
Date Tue 2/25/2025 2:54 PM
To Harrison, Gretchen <gharrison@fayetteville-ar.gov>
Cc Curth, Jonathan <jcurth@fayetteville-ar.gov>

Public comment on 151 W. Dickson.

Jessie

Jessie Masters, AICP
Development Review Manager
Development Services
City of Fayetteville, Arkansas
(479) 575-8239
www.fayetteville-ar.gov
Website | Facebook | Twitter | Instagram | YouTube

CITY OF FAYETTEVILLE ARKANSAS

From: Planning Shared <planning@fayetteville-ar.gov>
Sent: Tuesday, February 25, 2025 2:50 PM
To: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: FW: Seriously?

FYI

Mirinda Hopkins
Development Coordinator
Planning Division
City of Fayetteville
479-575-8267

CITY OF FAYETTEVILLE ARKANSAS

From: Kathryn Cook <kat.a.cook3@gmail.com>
Sent: Tuesday, February 25, 2025 2:18 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: Seriously?

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you

recognize the sender and know the content is safe.

https://www.arkansasonline.com/news/2025/feb/24/fayetteville-planning-commission-postpones/

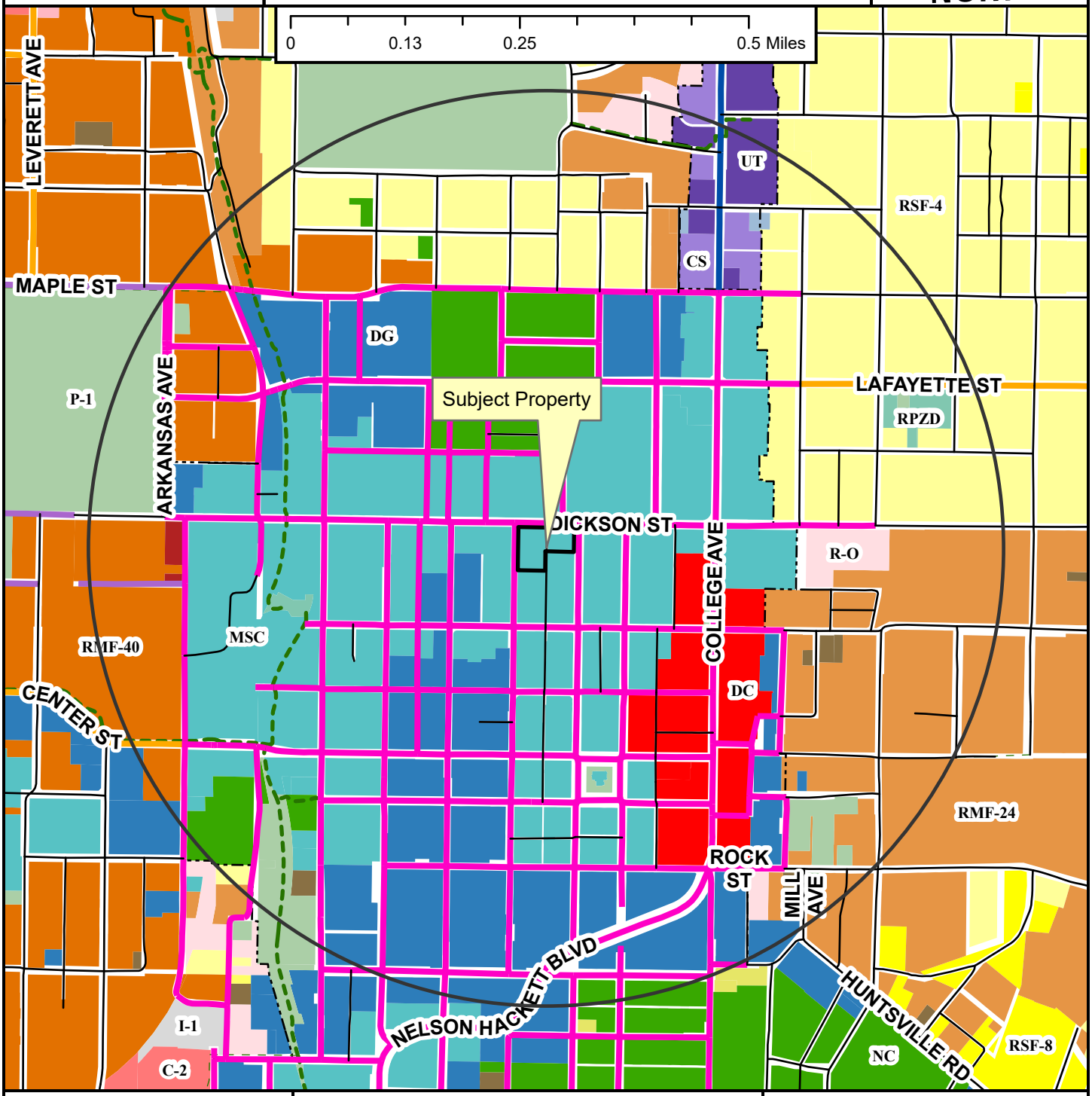
Are you kidding me!? So again because some rich people say literally the same thing we did, you actually give a fuck? This is absolutely asinine. This is the greediest, hypocrisy-filled city. Go back and listen to all of your thoughts and prayers you have when and ENTIRE NEIGHBORHOOD was being destroyed. The arguments against this apply tenfold to our situation. You're absolutely horrendous. Not to mention the fact your head commissioner just loves to make jokes about, and to people for giving a shit about their neighborhood. This literally just tears down a parking lot and some diamond business. You're horrible people who don't have a clue what you're doing and don't give a fuck about anything but optics and you should all quit. WTF is even the point anymore. Absolutely disgusting. Fuck this fucking city. YOU'RE ALLOWING HUNDREDS OF HOMES AND HOUSING TO BE DESTROYED BECAUSE SOME RICH DEVELOPERA SHOWED UP AND WENT DOOR-TO-DOOR HARASSING ELDERLY PEOPLE AND LIEING UNTIL THEY SOLD. THEN THEY ILLEGALLY DID A QUICKCLAIME DEAD IN A HOUSE WITHOUT THE TITLE. GO TO FUCKING CHURCH OR SOMETHING. GODDAM ALL OF YOU.

LSD-2024-0038

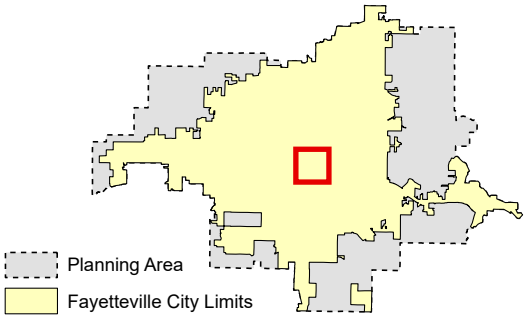
One Mile View

151 W. DICKSON ST

NORTH



- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
- NS-G
- RI-U
- RI-12
- NS-L
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

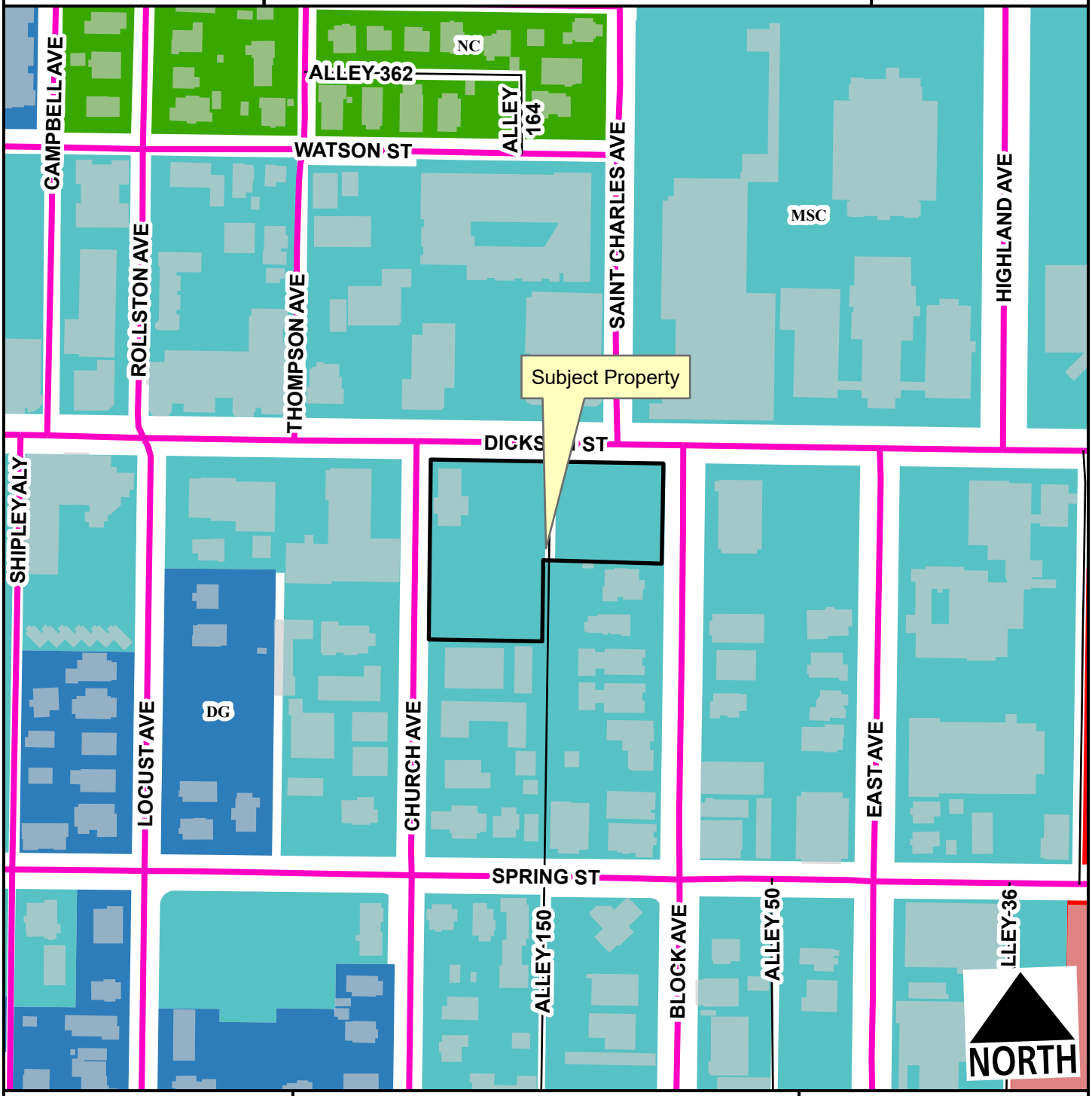
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

LSD-2024-0038

Close Up View

151 W. DICKSON ST



Urban Center
Alley
Planning Area
Fayetteville City Limits
Design Overlay District

Feet
0 75 150 300 450 600
1:2,400

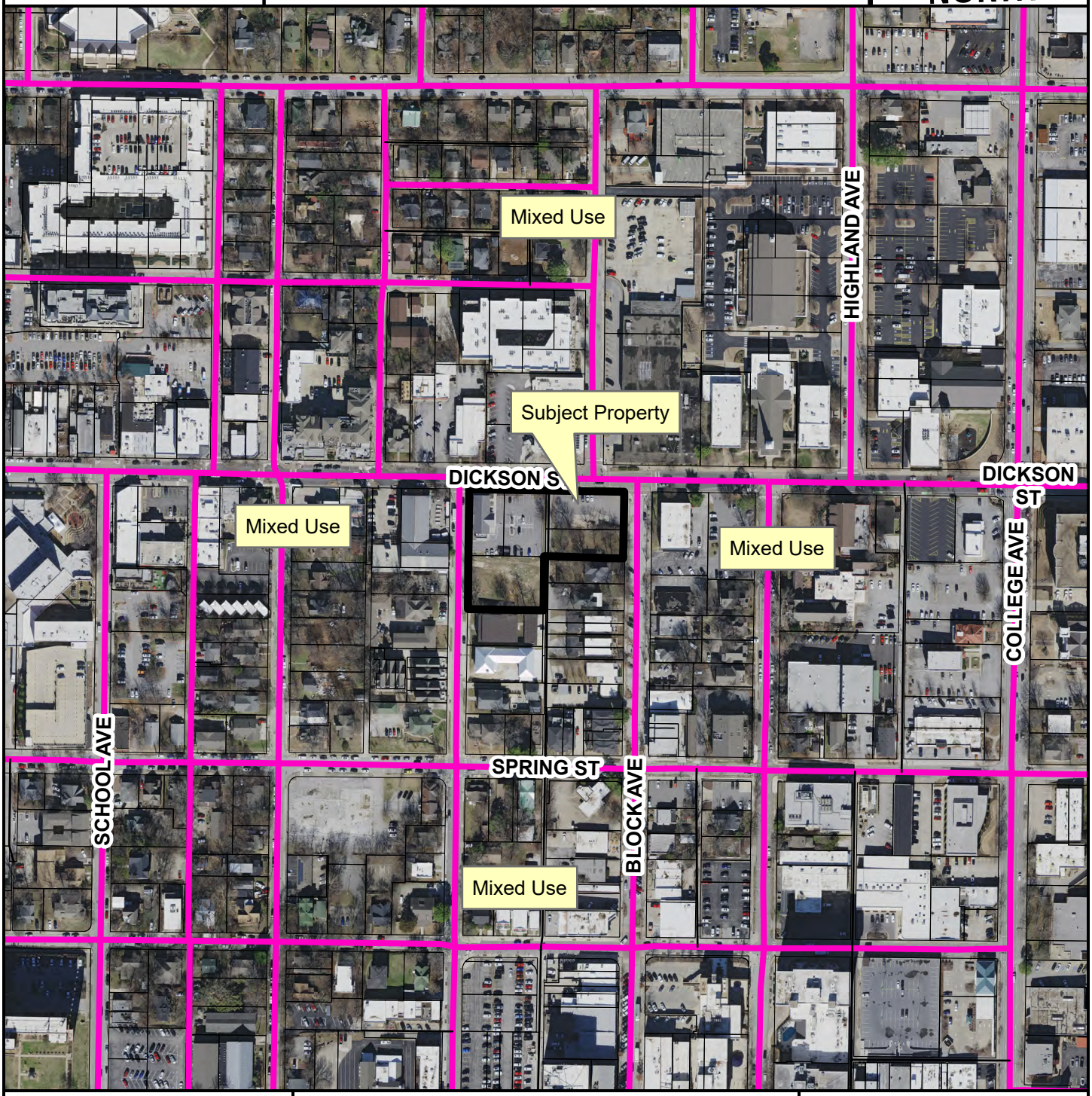
Downtown Core
Main Street Center
Downtown General
Neighborhood Conservation

LSD-2024-0038

Current Land Use

151 W. DICKSON ST

NORTH



Urban Center

Alley

Planning Area

Fayetteville City Limits

Design Overlay District

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

100-Year Floodplain

Floodway

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Gretchen Harrison, Senior Planner

MEETING: March 24, 2025

SUBJECT: **PZD-2025-0001: Planned Zoning District (1875 W. HASKELL HTS./HASKELL COMMONS, 520):** Submitted by CRAFTON TULL for property located at 1875 W. HASKELL HTS. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 34.86 acres. The request is to rezone the property to a PLANNED ZONING DISTRICT.

RECOMMENDATION:
Staff recommends denial of **PZD-2025-0001**.

RECOMMENDED MOTION:
*"I move to deny **PZD-2025-0001**."*

FEBRUARY 24, 2025 PLANNING COMMISSION MEETING:
At the February 24, 2025 Planning Commission meeting, this item was tabled at the request of the applicant. One member of the public spoke at the meeting, expressing concerns about the applicant's request.

BACKGROUND:
The subject property is located on the south side of Markham Hill about a quarter of a mile south of the intersection of Sang Avenue and Markham Road. The property consists of six parcels which are located in RSF-4 zoning and total 34.86 acres. Two single-family dwellings exist on site including one house believed to have been built in 1901 for Charles N. Haskell, the first governor of Oklahoma and the namesake of the Haskell Heights neighborhood. The property is otherwise undeveloped and largely covered by mature tree canopy. The majority of the property is located within the Hillside/Hilltop Overlay District and contains grades steeper than 20%. This project was initially submitted for review in August 2024 under a different project number (PZD-2024-0006). That item was tabled indefinitely at the December 9, 2024, Planning Commission meeting, and since it was not taken from the table during the same calendar year in which it was tabled, that project expired at the end of the calendar year. Surrounding land uses and zoning are depicted in *Table 1.*

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential Undeveloped	RSF-4, Residential Single-Family, Four Units per Acre RI-U, Residential Intermediate-Urban R-A, Residential-Agricultural
South	Multi-Family Residential	RMF-24, Residential Multi-Family, 24 Units per Acre
East	Single-Family Residential	RSF-4, Residential Single-Family, Four Units per Acre

	Undeveloped	
West	Undeveloped	R-A, Residential-Agricultural

Proposal: The applicant requests to rezone the property to a Residential Planned Zoning District with four planning areas, as described below:

- **Planning Area #1 (Multi-Family Residential) – 11 acres:** This area will encompass any spaces where three (3) or more family dwellings are proposed. This planning area is located west of the Sang Avenue extension.
- **Planning Area #2 (Single-Family Residential) – 5.07 acres:** This area will include single-family dwellings. This area is located northeast of the Sang Avenue extension.
- **Planning Area #3 (Single & Two-Family Residential) – 4.78 acres:** This area will include single and two-family dwellings. This planning area is located southeast of the Sang Avenue extension.
- **Planning Area #4 (Non-Residential Uses) – 14.01 acres:** This area will encompass the detention, drainage features, forested areas, natural areas, and recreational features. This planning area is intended to permit and encourage the minimum amount of development, protect natural features, and encompass the common and recreational areas for the development.

Public Comment: Staff has received several inquiries about this project and four written comments in opposition to it which are attached to this report. Those individuals expressed concerns about compatibility, density, traffic impacts, and hillside erosion. Several individuals noted that they would prefer to see development happen on the subject property under RSF-4 zoning.

INFRASTRUCTURE:

Streets: The PZD shows connecting North and South Sang Avenue through the site with a public street. Due to steep topography on the property, this connection is currently shown to jog through the site to keep slopes as minimal as possible. This connection is shown to be 21-foot-wide back-of-curb to back-of-curb with 6-foot greenspace and 10-foot paved shared use trail on the west side, in accordance with the City's adopted Active Transportation Plan. An extension of West Nettleship Street/South Cross Avenue from the southeast corner of the site to Sang Avenue is also shown. The east-west portion is shown to match the alternative residential link section with a 28-foot-wide pavement section measured from the back-of-curb, with 6-foot sidewalk and greenspace on the south side of the street. The north-south portion is shown to omit the parking lane and have a 21-foot-wide back-of-curb pavement section with 6-foot sidewalk and greenspace on the west side. In addition to new street extensions, North Sang Avenue is also proposed to be widened to 20 feet to the north where it intersects West Markham Road to meet Fire Code requirements. Review of the proposed streets for conformance with the City's Minimum Street Standards will be performed with development entitlement.

Water: There is an existing 8-inch water main present on the north end of the site where South Sang Avenue currently dead ends and an 8-inch water main along West Nettleship Street in the southeast corner. Connections may be made to both lines to serve development. There is a 24-inch water transmission main that runs north-south through the site. No connections shall be made to this line, and any cut or fill over this line must be approved by Water and Sewer.

It should be noted that portions of this site are at an elevation higher than can provide 45 psi of working pressure at the water meter. Staff have met with the applicant, and it may be possible to set a master meter below this elevation to meet the requirements set forth in the City of Fayetteville's Standard Specifications for Design and Construction of Water Lines and Sewer Lines, 2022 Edition. Additional fire requirements may apply. Further review and analysis will be done with an application for development.

Sewer: There is an existing 6-inch sanitary sewer main present near the southeast corner of the site along West Nettleship Street and an offsite extension would be required to tie into the existing sanitary sewer system. There is also an existing 8-inch sanitary sewer main present in West Maine Street, approximately 400 feet south of the site. The applicant must engage RJN, the contract engineer for the City's sewer model, to determine the existing downstream capacity of the sewer system and any necessary improvements that would be required for a specific development.

Drainage: Development on this site must meet the four Minimum Standards of Fayetteville's Drainage Criteria Manual for water quality, channel protection, overbank flood protection, and extreme flood protection. Review for conformance with these standards, and determination of any additional improvements for drainage, will be done with a development application. No portion of the subject property lies within a FEMA floodplain and there are no protected streams or hydric soils on site. The majority of the property does, however, lie within the Hillside/Hilltop Overlay District. Additional restrictions will apply at the time of development. Engineered footing designs will be required at the time of building permit submittal, as well as grading, erosion control and abbreviated tree preservation plans.

Fire: Station 6, located at 900 S. Hollywood Ave., protects this site. The property is located approximately half a mile from the fire station with an anticipated drive time of approximately three minutes using existing streets. The anticipated response time would be 5.2 minutes. Fire Department response time is calculated based on the drive time plus one minute for dispatch and 1.2 minutes for turn-out time. Within the City Limits, the Fayetteville Fire Department has a response time goal of six minutes for an engine and eight minutes for a ladder truck. Fire apparatus access and fire protection water supplies will be reviewed for compliance with the Arkansas Fire Prevention Code at the time of development.

Police: The Police Department did not comment on this request.

Tree Preservation:

The proposed RPZD, Residential Planned Zoning District and the current zoning district, RSF-4, Residential Single-Family, Four Units per Acre, require **25% minimum canopy preservation with 30% in the Hillside/Hilltop Overlay District.**

CITY PLAN 2040 FUTURE LAND USE PLAN: City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as **Residential Neighborhood Area.**

Residential Neighborhood Areas are primarily residential in nature and support a wide variety of housing types of appropriate scale and context. Residential Neighborhood encourages highly

connected, compact blocks with gridded street patterns and reduced building setbacks. It also encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhoods. This designation recognizes the existing conventional subdivision developments that may have large blocks with conventional setbacks and development patterns that respond to features of the natural environment.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score range of **4-8** for this site with a weighted score of **9.5** at the highest level. Elements contributing to the highest score include the following:

- Adequate Fire Response (Station #2, 708 N. Garland Ave.)
- Near Sewer Main (6" main, Nettleship Street)
- New Water Main (8" main, Nettleship Street & Sang Avenue)
- Near Public School (Ramay Junior High School)
- Near U of A Campus
- Near City Park (Markham Hill Woods)
- Near Paved Trail (Razorback Road)
- Near Razorback Bus Stop (Routes 44 and 48)

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Land Use Compatibility:*** **Staff finds that the proposed PZD is designed to create a gradual transition between different land uses to improve compatibility with surrounding properties while allowing for more flexible development than the current RSF-4 zoning. To the north and east near established single-family neighborhoods, lower-density zoning regulations are proposed which would allow for single- and two-family residences at a density of between six and eight units per acre. To the west near wooded properties, about a quarter of the site is proposed to remain undeveloped and reserved for tree preservation and detention. To the south near existing multi-family residences, higher-density zoning is proposed which would allow for multi-family residences to the west of Sang Avenue at a density of 12.5 units per acre and single- and two-family residences to the east of Sang at a density of eight units per acre. When compared to RSF-4 zoning, the proposed PZD permits a range of housing types at varied densities, allowing for a smoother transition between lower-density residential areas to the north and east and higher-density multi-family residences to the south.**

However, staff finds that the proposed PZD would allow for intense development on a steep hillside, which may ultimately be incompatible with the natural character of the site and surrounding developed areas. The steep terrain and associated infrastructure demands may pose risks that outweigh the benefits of a slight increase in density on this site. While there is a need for more attainable, diverse housing options, and the applicant has revised their plans to improve compatibility, staff still finds that the proposed PZD is not fully aligned with the city's long-term goals, particularly those centered around conserving green space and promoting appropriate infill development. A more balanced approach, with stricter design standards or enhanced environmental protections, may be necessary for the PZD to be compatible with this site and the surrounding area.

Land Use Plan Analysis: **Staff finds that the proposed PZD is aligned with several goals of City Plan 2040 since it would allow for denser development near existing infrastructure, bus routes, and trails. As proposed, the PZD could support the prioritization of infill development (Goal 1), discourage suburban sprawl (Goal 2), and support the creation of a livable transportation network (Goal 4). The property has an infill score ranging between 4 and 8, which indicates that it is a suitable location for moderate infill development. However, the project also presents challenges that may conflict with some of the city's other goals. While it would increase the supply of housing, its emphasis on student-oriented, high-density housing raises concerns about long-term viability, maintenance, and adaptability, potentially undermining the city's goal of creating opportunities for attainable housing (Goal 6). Further, while the layout of the site clusters development to preserve green space, the steep hillside location poses environmental risks related to erosion, stormwater management, and infrastructure strain which could contradict the city's commitment to sustainable growth.**

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: **While the proposed PZD aligns with several goals of City Plan 2040, its justification and necessity are unclear. The project would allow for infill development, housing diversity, and connectivity, but its emphasis on high-density, student-oriented housing on a steep hillside raises concerns about the long-term impacts of the project. Fayetteville already has a substantial supply of student housing and approving additional developments of similar design could lead to future maintenance issues and adaptability challenges. Further, steep terrain and associated infrastructure demands may pose risks that outweigh the benefits of a slight increase in housing supply. While there is a need for more attainable, diverse housing options, the proposed PZD may not fully meet that need in a way that aligns with the city's long-term goals. A more balanced approach, with stricter design standards or enhanced environmental protections, may be necessary to justify the PZD at this time.**

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: **The PZD has the potential to increase traffic danger and/or congestion when considering it would allow for more dense residential development when compared to the current RSF-4 zoning. As proposed, the project would include new public street connections between North Sang Avenue and South Sang Avenue, as well as a connection to Nettleship Street and Cross Avenue. The site is also located near bus routes and trails, which may help alleviate traffic congestion by reducing reliance on vehicles. The applicant provided a traffic study with their PZD booklet, though it has not been fully evaluated by staff at this time. The traffic study would be fully reviewed, and any necessary street improvements would be determined, at the time of development review.**

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: **The proposed PZD has the potential to alter the population density in a way that could undesirably increase the load on public services. Based on the number of units and bedrooms proposed, improvements would likely be needed to ensure adequate capacity in the City's sewer system and pressure in the City's water system. Any utility issues would have to be addressed prior to occupancy. Fayetteville Public Schools did not comment on this request.**

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:

   a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;

   b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: **N/A**

§ 161.35. Planned Zoning Districts (PZD)

(B) *Purpose.* The intent of the Planned Zoning District is to permit and encourage comprehensively planned zoning and developments whose purpose is redevelopment, economic development, cultural enrichment or to provide a single-purpose or mixed-use planned development and to permit the concurrent processing of zoning and development. The City Council may consider any of the following factors in review of a Planned Zoning District application.
   (1) *Flexibility.* Providing for flexibility in the distribution of land uses, in the density of development and in other matters typically regulated in zoning districts.
   (2) *Compatibility.* Providing for compatibility with the surrounding land uses.
   (3) *Harmony.* Providing for an orderly and creative arrangement of land uses that are harmonious and beneficial to the community.
   (4) *Variety.* Providing for a variety of housing types, employment opportunities or commercial or industrial services, or any combination thereof, to achieve variety and integration of economic and redevelopment opportunities.
   (5) *No negative impact.* Does not have a negative effect upon the future development of the area;
   (6) *Coordination.* Permit coordination and planning of the land surrounding the PZD and cooperation between the city and private developers in the urbanization of new lands and in the renewal of existing deteriorating areas.
   (7) *Open space.* Provision of more usable and suitably located open space, recreation areas and other common facilities that would not otherwise be required under conventional land development regulations.
   (8) *Natural features.* Maximum enhancement and minimal disruption of existing natural features and amenities.

(9) *Future Land Use Plan.* Comprehensive and innovative planning and design of mixed use yet harmonious developments consistent with the guiding policies of the Future Land Use Plan.
(10) *Special Features.* Better utilization of sites characterized by special features of geographic location, topography, size or shape.
(11) *Recognized zoning consideration.* Whether any other recognized zoning consideration would be violated in this PZD.

Findings: **Staff finds that the proposed PZD meets several of the factors above, including flexibility by incorporating multiple housing types, compatibility through transitions in density, and harmony by preserving portions of the site as natural buffers. The project also provides a variety of housing types, seeks to minimize negative impacts on future development, and provides open space by maintaining wooded areas and providing trail connections. However, staff finds that the PZD is somewhat inconsistent with the city's future land use plans and it does not adequately account for topographic constraints. The portion of the site reserved for multi-family dwellings to the west of Sang Avenue contains steep slopes, though that area is shown to have a dense, gridded layout that does not align the hillside's unique characteristics. This could result in excessive grading, erosion risks, and infrastructure challenges.**

RECOMMENDATION: Staff recommends denial of **PZD-2025-0001**. Should the Planning Commission choose to forward it to the City Council, staff recommends the following conditions:

Conditions of Approval:

1. Parkland dedication must be reviewed by PRAB with the associated development;

2. The property owner shall consult with the Long Range & Preservation Planner at the time of development entitlement, prior to the demolition or alteration of historic structures, so that staff can capture photo documentation of the exterior and interior; and

3. Proposed fire apparatus access roads shall meet requirements as stated by all applicable fire codes.

Planning Commission Action:	**❒ Forwarded**	**❒ Tabled**	**❒ Denied**
Meeting Date: March 24, 2025			
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:

- Urban Forestry Memo
- Long Range Planning Memo
- Applicant Request Letter
- PZD Booklet
- Public Comment
- One Mile Map
- Close Up Map
- Current Land Use Map
- Future Land Use Map

CITY OF FAYETTEVILLE ARKANSAS

Urban Forestry Memo

TO: Fayetteville Planning Commission

THRU: Gretchen Harrison, Senior Planner

FROM: Willa Thomason, Urban Forester

MEETING DATE: March 24, 2025

SUBJECT: **PZD-2025-0001: HASKELL COMMONS:** 1875 W. HASKELL HTS - Submitted by CRAFTON TULL for property located at 1875 W. HASKELL HTS. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 34.86 acres. The request is to rezone the property to a PLANNED ZONING DISTRICT. PP 520

RECOMMENDATION:

Urban Forestry Staff recommends approval of PZD-2025-0001. The required minimum existing tree canopy coverage is 25% for PZDs, and this site is in the Hillside Hilltop Overlay District (HHOD) which necessitates an additional 5% minimum canopy coverage. If the existing canopy is under 30%, then the current percentage will be the minimum tree canopy preservation requirement.

The applicant acknowledges that tree preservation and landscape plans will be required and submitted with the Large-Scale Development application, and they indicate the intent to comply with UDC §167: Tree Preservation and Protection and §177: Landscape Regulations. The PZD booklet provided outlines the intent to preserve existing trees within Planning Area three, and to preserve trees where possible in Planning Areas one and two. The applicant also acknowledges the requirement to dedicate a permanent tree-preservation easement with the Large-Scale Development process.

It is highly recommended that as many trees be preserved as possible to meet the requirement, and that buildings, utilities and other infrastructure elements be designed around the trees. It is also recommended to plan and provide for tree preservation up front rather than lot by lot.

§177 Landscape Regulations must be met also, including one street tree per lot, one tree with a tree island per twelve parking spaces and detention pond plantings.

CITY OF FAYETTEVILLE ARKANSAS

STAFF MEMO

TO: Gretchen Harrison, Senior Planner

FROM: Kylee Cole, Long Range & Preservation Planner

MEETING DATE: February 24, 2025

SUBJECT: **Long Range Planning Comments Regarding Historic Structure for PZD-2025-0001**

The proposed rezoning of the property at 1875 W. Haskell Heights to a PZD has the potential to adversely impact a significant historic property via future demolition. Rezonings or the creation of PZDs often precede projects that anticipate substantial demolition and redevelopment of sites. Although the City does not have a demolition review ordinance in place currently, it is important to review and acknowledge the proposal's impact on historic properties as part of the City Plan 2040 objectives that may be considered with the PZD request:

- 3.1.6 – Encourage historic preservation and adaptive reuse of buildings (p.24)
- 3.1.7 – Encourage protection of community character in established neighborhoods (p.25)

The City's Heritage & Historic Preservation Plan adopted in July 2023 was initiated by City Plan 2040 and has three action items which support a closer look at the proposed PZD:

Heritage and Historic Preservation Master Plan Relevant Goals and Action Items

1.9	Plan Review	Include historic preservation staff in review of proposed major projects and zoning changes to determine impacts to historic resources.
1.10	Demolition Ordinance	Pass an ordinance to allow for the review of proposed demolitions for resources forty-five years or older. Staff to evaluate each property for significance. Work with property owner to discourage demolition. Reviews should be taken up by HDC as needed.
4.9	Community Engagement: Transparency	Publish information about historic preservation reviews and demolitions of historic properties to increase transparency.

Recommendation:
Should the Planning Commission recommend in favor of the request, Long Range Planning Staff recommend a condition of approval to read: *the property owner shall consult with the Long Range & Preservation Planner prior to demolition or alteration of historic structures so that staff can capture photo documentation of the exterior and interior.*

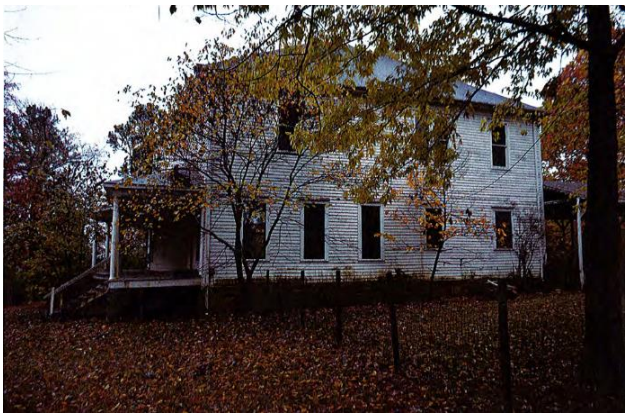
Staff is recommending documentation of properties prior to demolition/alteration only and is not making a recommendation on the proposed PZD. Documentation to create an archive of historic resources is an effective way to mitigate against the loss of historic structures when regulatory tools are not available.

Documentation of Identified Historic Structures:
The house at 1875 W. Haskell Heights was surveyed by the Arkansas Historic Preservation Program in 2020 and was determined to be eligible for the National Register of Historic Places. The large Folk Victorian residence was constructed as a summer home for George Haskell ca. 1903. The house retains good integrity and is significant due to its association with Haskell. George Haskell was a prominent figure in both Fayetteville and Oklahoma, where he served as Oklahoma's first governor from 1907 to 1911.

Photos:









While limited, low-quality photos of the structure are available online, they do not provide the clarity or level of detail consistent with best practices for documentation or archival images of historic structures. Multiple high-quality images of not only the façade but also exterior and interior construction details help retain a clear record of historic properties and changes to them over time. As these structures and properties are a key part of the city's identity, retaining archival images of demolished structures is a method of maintaining records for future planning and preservation work.

Crafton Tull
architecture | engineering | surveying

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Fayetteville, AR 72701
479.455.2207
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January 15th, 2025

City of Fayetteville
City Planning Division
125 W Mountain Street
Fayetteville, AR 72701

Re: Haskell Commons PZD Rezoning Request
Crafton Tull Job No. 24301901

To Whom It May Concern,

On behalf of the owners and developer, I am requesting the Planning Commission and City Council to consider the rezoning of a 34.86-acre property, which includes the following Washington County Parcels: 765-14585-000, 765-14584-000, 765-14585-001, 765-14582-000, 765-11946-100, and 765-11945-100. The property is zoned RSF-4, and we are requesting that it be rezoned to a Residential Planned Zoning District (RPZD).

Included with this letter are the following documents:

- Property Owner Consent Form
- Legal Description of the property to be rezoned
- A PZD Booklet containing the information required by Fayetteville's PZD Checklist

Please refer to the PZD Booklet for further details regarding this rezoning request. Should any additional information be required to process this request, please do not hesitate to contact me.

Sincerely,



Conlee Hale, P.E.
Crafton Tull

March 17th, 2025

HASKELL COMMONS PLANNED ZONING DISTRICT BOOKLET

Submitted to:
City of Fayetteville
125 W. Mountain St
Fayetteville, AR 72701

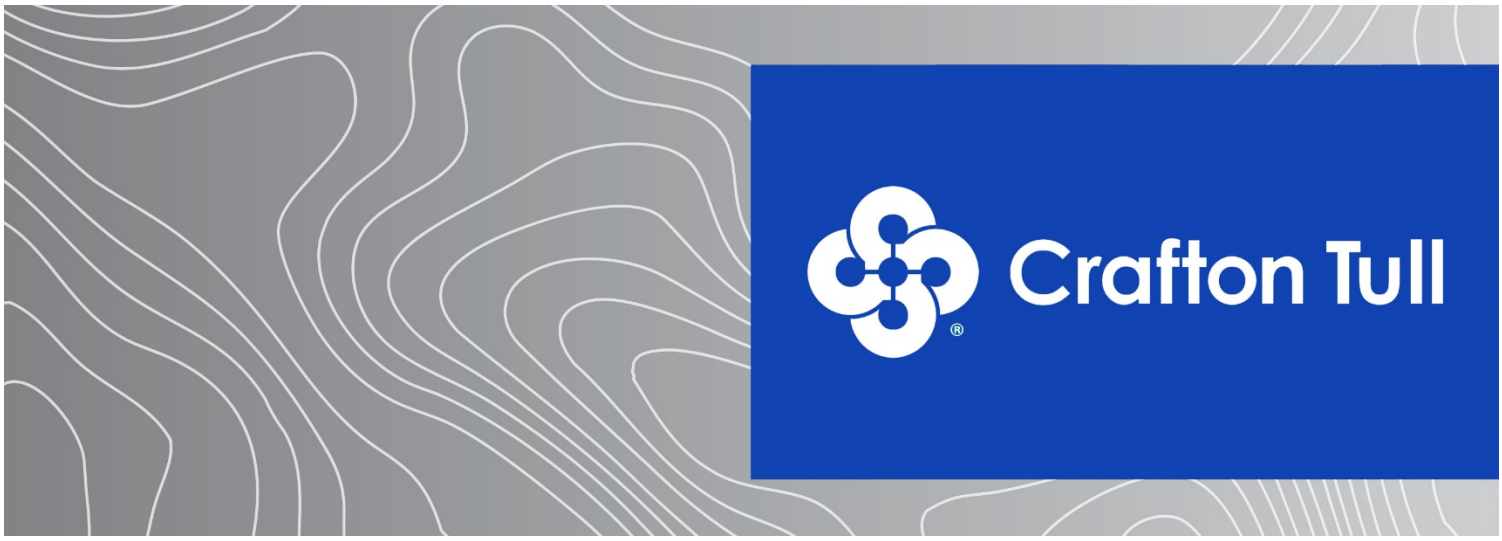
Developer:
LCD Acquisitions, LLC
315 Oconee Street
Athens, GA 30601

Owner:
Felicia Ann Farris
2215 Haskell Heights
Fayetteville, AR 72701

and

Monticello Investments, LLC
310 W Emma Avenue
Springdale, AR 72764

CT JOB NO. 24301900



Prepared by: Crafton Tull

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Appendix A: Master Plan Sheet Set

Appendix B: Building Elevations

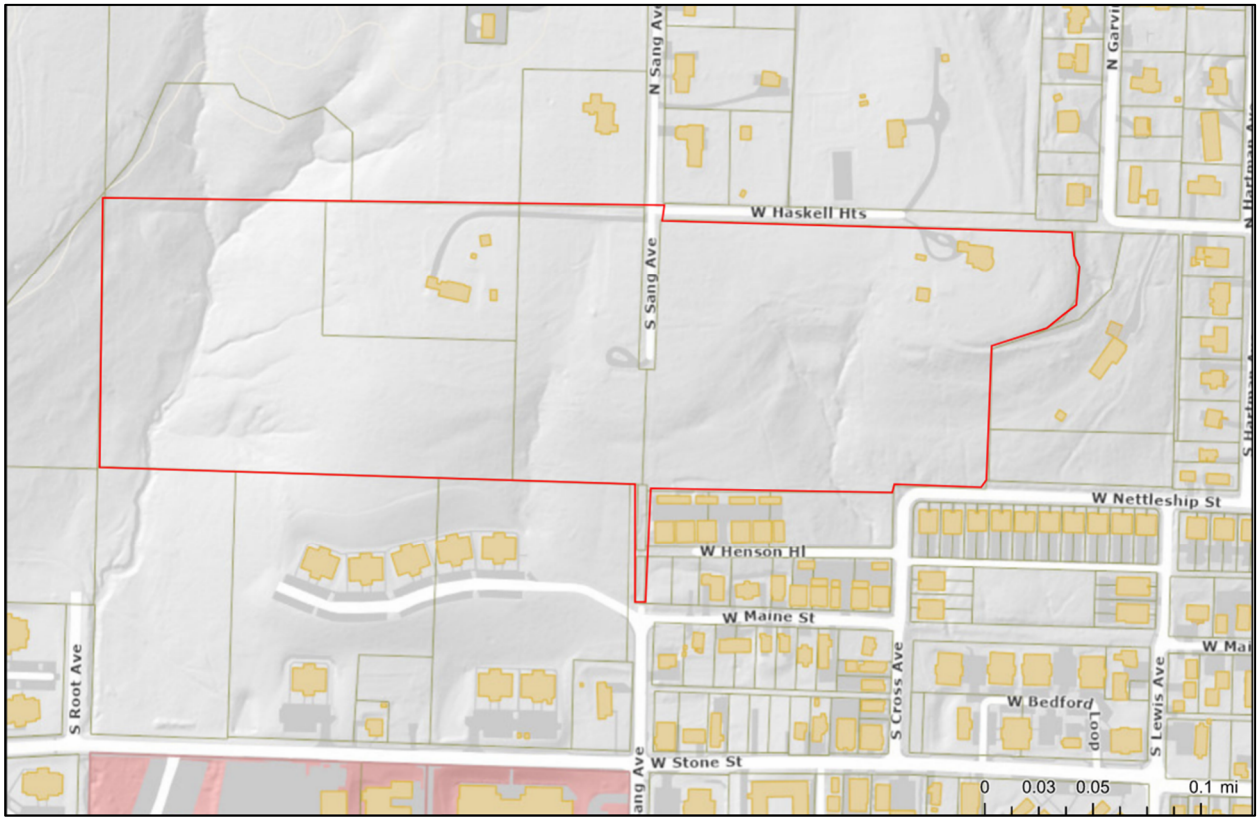
Appendix C: Traffic Report

Appendix D: ALTA Survey

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A) Current Ownership:
The 34.86-acre property is currently owned by Felicia Ann Farris & Monticello Investments, LLC. The developer is LCD Acquisitions, LLC and is being represented by Crafton Tull & Associates. The property contains Washington County Parcel Numbers 765-14585-000, 765-14584-000, 765-14585-001, 765-14582-000, 765-11946-100, and 765-11945-100, and is situated between S Sang Ave and N Sang Ave, approximately 0.5 miles west of Bud Walton Arena. Please see the exhibit below.



B**) Project Summary:**
The proposed project involves developing multi-family townhomes, duplexes, and single-family housing. Various building types will be offered to meet diverse housing needs. The development plan concentrates the built areas in the center of the property to maximize the preservation of natural features along the perimeter.

C) General Project Concept:

1) A public street extension to connect S Sang Ave to N Sang Ave is proposed. Additionally, a public street is proposed that would connect this Sang extension to the intersection of W Nettleship St & S Cross Ave located in the southeast corner of the property. These two public streets would be the only public streets proposed on the site, with the remaining internal traffic circulated through private streets/drive aisles.

To meet fire access requirements, pavement widening on N Sang Ave would be completed with this project.

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Currently, there are no plans to subdivide the site. The lot layout will either involve a lot combination to consolidate the entire site into one lot or a lot line adjustment to modify the property lines so that proposed structures are not bisected by the existing property lines.

2) A site and master plan is attached to this booklet as Appendix A.

3) The site includes a buffer along most of the perimeter of the property. Proposed is a 30' buffer from the northern property line, an approx. 50' buffer from the eastern property line, and an approx. 400' buffer from the western property line. These buffers are intended to provide for preservation of trees and natural features while also providing separation from the established neighborhoods in the area.

4) Tree preservation will primarily occur along the perimeter of the development and the western quarter of the property. The preservation will adhere to the 25% minimum canopy requirement, or 30% for sections within the HHOD, as outlined in UDC Chapter 167. Tree preservation areas and the amount of canopy to be preserved will be detailed in the development plans. If the existing canopy falls short of this requirement, the necessary percentage will be preserved or mitigated in accordance with UDC Chapter 167. Tree preservation will be a priority in Planning Area 4, with common spaces and drainage designed around preserving canopy where feasible.

5) The stormwater management plan likely includes two detention ponds: one in the southeast corner and another in the southwest corner of the development. These are noted on the site plan. The drainage report accompanying the development plans will provide details on the proposed stormwater system and its compliance with water quality requirements. Where feasible, these ponds will drain directly into the two defined swales within the site.

6) Planning Area 4 is intended to remain as undisturbed as possible to preserve tree canopy and existing ground cover. This will serve as somewhat of a natural buffer between the proposed development and the existing adjacent developments (see section (3)).

7) The known on-site utilities include: a 24" water main running north-south across the central portion of the site, an 8" water line parallel to the 24" water main that enters from the north and terminates with a fire hydrant in the north-central portion of the site, a gas line running southwest to northeast in the southeast corner, and two overhead electric lines serving the existing houses on site.

Nearby access to water and sewer connections includes: an 8" water line along the south side of W Nettleship St, a 6" sewer line along the north side of W Nettleship St, and both an 8" water line and an 8" sewer line along the north side of W Maine St. These utilities offer offsite connection possibilities via existing dedicated easements and/or right-of-way.

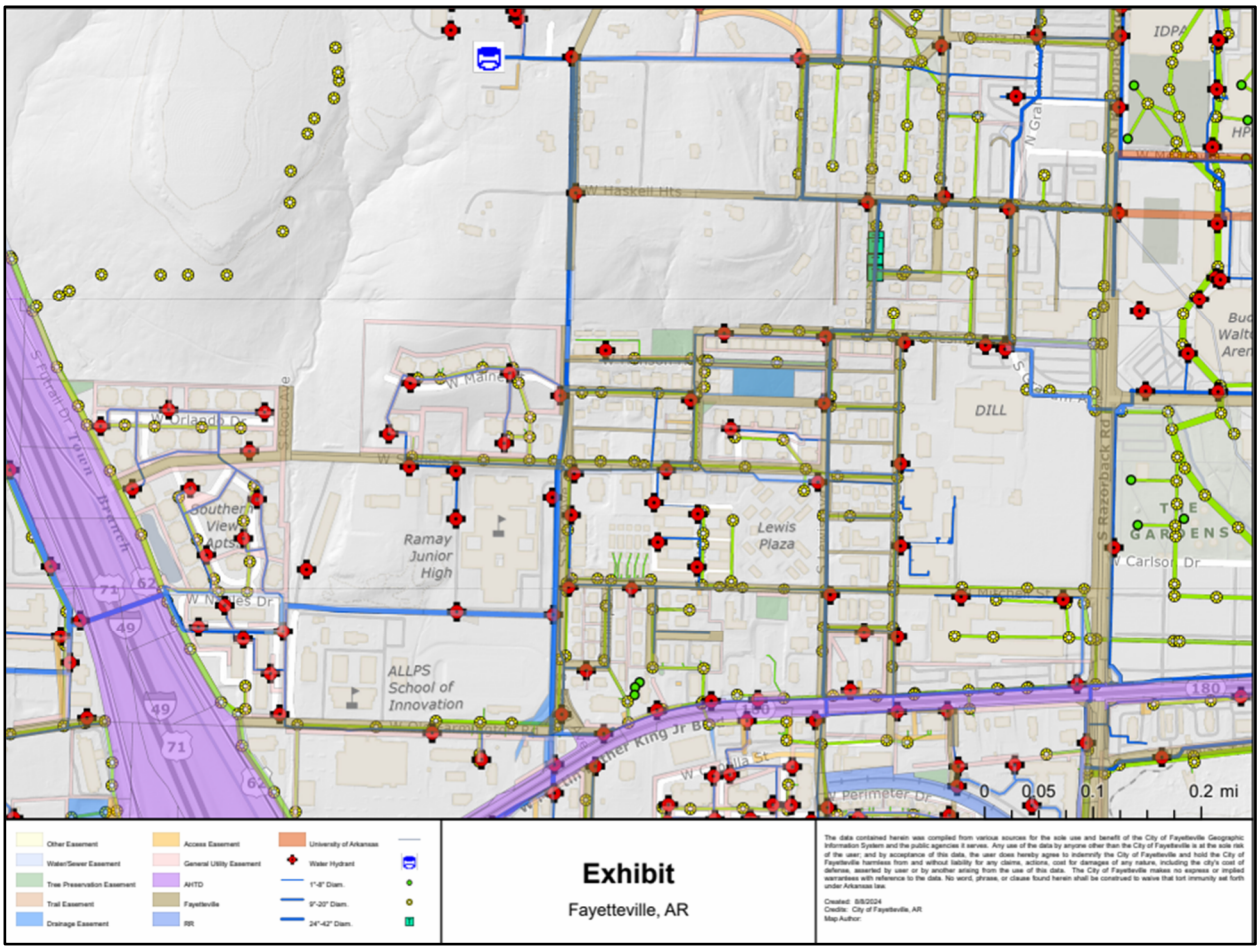
For water service, an 8" water line extending from the northern end of the site to the 8" water line on the south side of Nettleship is planned. Additional water lines will branch off this main line to provide circulation throughout the property. Taps into the existing on-site 24" water line are not planned. The applicant has been made aware that above an elevation of 1466' the city expects poor water pressure. Specifically, this includes an expectation that the required minimum 45 PSI pressure at water meters is not expected to be achievable for structures built at or above 1466'. During the development review, the applicant will explore possibilities with the City on an acceptable solution to provide water service throughout the development. This includes the possibility of using master meters located below 1466' with private water services extending off these meters.

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The sewer system is expected to be split along a natural high point near the midpoint of the site. The eastern half of the site will likely drain to either the 6” sewer line on the north side of Nettleship or the 8” sewer line on the north side of W Henson Hill. The western half will likely need to be pumped east to connect with the sewer lines along Nettleship or W Henson Hill. A private lift station will likely be utilized. Sewer design, including possible upsizing of existing downstream lines, will be determined by a sewer study conducted with the development plans to assess capacity under existing and proposed conditions.

See exhibit below showing water and sewer utilities within the vicinity of the property.



8) All buildings will conform to the architectural standards required by the UDC. Base architectural design standards for the buildings shall be similar in nature and character to those in Appendix B.

9) Example building elevations are included in Appendix B.

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D) Proposed Planning Areas:

Proposed planning areas for this development will include:

Planning Area 1 (Multi-Family Residential) – This area will encompass any spaces where three (3) or more family dwellings are proposed. This planning area is located west of the Sang Ave extension.

Planning Area 2 (Single-Family Residential) – This area will include single-family dwellings. This planning area is located northeast of the Sang Ave extension.

Planning Area 3 (Single & Two-Family Residential) – This area will include single and two-family dwellings. This planning area is located southeast of the Sang Ave extension.

Planning Area 4 (Non-Residential Uses) – This area will encompass the detention, drainage features, forested areas, natural areas, and recreational features. This zoning district is designed to permit and encourage the minimum amount of development, protect natural features, and encompass the common and recreational areas for the development.

E) Proposed Zoning Standards:

Planning Area 1 – Multi-Family Residential Zoning District

(a) Purpose. This zoning district is designed to permit and encourage the development of a variety of dwelling types in a medium density land use.

(b) Uses.

1. Permitted uses by Use Unit:
   - Unit 1: City-wide uses by right
   - Unit 8: Single-family dwellings
   - Unit 9: Two (2) family dwellings
   - Unit 10: Three (3) and four (4) family dwellings
   - Unit 26: Multi-family dwellings
   - Unit 41: Accessory Dwelling Units
   - Unit 44: Cluster Housing Development
   - Unit 46: Short-Term Rentals

2. Conditional uses by Use Unit:
   - Unit 2: City-wide uses by conditional use permit
   - Unit 3: Public protection and utility facilities
   - Unit 4: Cultural and recreational facilities
   - Unit 5: Government facilities
   - Unit 12a: Limited business
   - Unit 24: Home occupations
   - Unit 25: Professional offices
   - Unit 36: Wireless communication facilities

c) Density. 12.5 units/acre Maximum (Max. allowable units = 137 units | 11 acres * 12.5 units/acre)
51 beds/acre Maximum (Max. allowable beds = 561 beds | 11 acres * 51 beds/acre)

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d) Bulk and Area Regulations.

1) Lot width minimum:

Single-Family	35 feet
Two (2) Family	35 feet
Three (3) or More Family	70 feet
Other Uses	100 feet

2) Lot area minimum:

Townhouse – individual lot	2,000 sq ft
Single-Family	3,000 sq ft
Two (2) Family	4,000 sq ft
Three (3) or More Family	7,000 sq ft
Other Uses	1 acre

e) Setback Requirements.

Front	Side Other Uses	Side Single & Two (2) Family	Rear Other Uses	Rear Single Family
A build-to zone that is located between the front property line and a line 25 feet from the front property line.	8 feet	5 feet	25 feet	15 feet

f) Building Height Regulations- Maximum of 3 stories

g) Building Area.

The area occupied by all buildings shall not exceed 50% of the total lot area. Accessory ground mounted solar energy systems shall not be considered buildings.

h) Minimum Buildable Street Frontage- 40% of lot width.

i) Landscaping: Compliance with Unified Development Code (UDC) Chapter 177

j) Parking: Compliance with Unified Development Code (UDC) Chapter 172

k) Architectural Design Standards: Base architectural design standards for homes are included in Appendix B. Architectural design standards shall conform to building and development requirements within UDC.

l) Signage: Compliance with Unified Development Code (UDC) Chapter 174

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Planning Area 2 – Single-Family Residential Zoning District

(a) Purpose. This zoning district is designed to permit and encourage the development of detached dwellings.

(b) Uses.

1. Permitted uses by Use Unit:
   - Unit 1: City-wide uses by right
   - Unit 8: Single-family dwellings
   - Unit 41: Accessory Dwelling Units
   - Unit 46: Short-Term Rentals

2. Conditional uses by Use Unit:
   - Unit 2: City-wide uses by conditional use permit
   - Unit 3: Public protection and utility facilities
   - Unit 4: Cultural and recreational facilities
   - Unit 5: Government facilities
   - Unit 9: Two-family dwellings
   - Unit 12a: Limited business
   - Unit 24: Home occupations
   - Unit 36: Wireless communication facilities
   - Unit 44: Cluster Housing Development

c) Density. 6 units/acre Maximum (Max. allowable units = 30 units | 5.07 acres * 6 units/acre)
22 beds/acre Maximum (Max. allowable beds = 111 beds | 5.07 * 22 beds/acre)

d) Bulk and Area Regulations.

1) Lot width minimum:

Single-Family	55 feet
Two (2) Family	70 feet
Other Uses	100 feet

2) Lot area minimum:

Single-Family	6,000 sq ft
Two (2) Family	8,000 sq ft
Other Uses	43,560 sq ft

3) Land area per dwelling unit

Single-Family	6,000 sq ft
Two (2) Family	4,000 sq ft

e) Setback Requirements.

Front	Side	Rear
15 feet	5 feet	15 feet

f) Building Height Regulations- Maximum of 3 stories

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g) Building Area.

The area occupied by all buildings shall not exceed 40% of the total lot area. Accessory ground mounted solar energy systems shall not be considered buildings.

h) Landscaping: Compliance with Unified Development Code (UDC) Chapter 177

i) Parking: Compliance with Unified Development Code (UDC) Chapter 172

j) Architectural Design Standards: Architectural design standards shall conform to building and development requirements within UDC.

k) Signage: Compliance with Unified Development Code (UDC) Chapter 174

<u>Planning Area 3 – Single- & Two-Family Residential Zoning District</u>
(a) Purpose. This zoning district is designed to permit and encourage the development of detached dwellings.
(b) Uses.

1. Permitted uses by Use Unit:
Unit 1: City-wide uses by right
Unit 8: Single-family dwellings
Unit 9: Two-family dwellings
Unit 41: Accessory Dwelling Units
Unit 46: Short-Term Rentals

2. Conditional uses by Use Unit:
Unit 2: City-wide uses by conditional use permit
Unit 3: Public protection and utility facilities
Unit 4: Cultural and recreational facilities
Unit 5: Government facilities
Unit 12a: Limited business
Unit 24: Home occupations
Unit 36: Wireless communication facilities
Unit 44: Cluster Housing Development

c) Density. 8 units/acre Maximum (Max. allowable units = 38 units | 4.78 acres * 8 units/acre)
27 beds/acre Maximum (Max. allowable beds = 129 beds | 4.78 acres * 27 beds/acre)

d) Bulk and Area Regulations.

1) Lot width minimum:

Single-Family	55 feet
Two (2) Family	80 feet
Other Uses	100 feet

2) Lot area minimum:

Single-Family	6,000 sq ft
Two (2) Family	8,000 sq ft
Other Uses	43,560 sq ft

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3) Land area per dwelling unit

Single-Family	6,000 sq ft
Two (2) Family	4,000 sq ft

e) Setback Requirements.

Front	Side	Rear
15 feet	5 feet	15 feet

f) Building Height Regulations- Maximum of 3 stories

g) Building Area.

The area occupied by all buildings shall not exceed 40% of the total lot area. Accessory ground mounted solar energy systems shall not be considered buildings.

h) Landscaping: Compliance with Unified Development Code (UDC) Chapter 177

i) Parking: Compliance with Unified Development Code (UDC) Chapter 172

j) Architectural Design Standards: Architectural design standards shall conform to building and development requirements within UDC.

k) Signage: Compliance with Unified Development Code (UDC) Chapter 174

<u>Planning Area 4 – Non-residential Zoning District:</u>
(a) Permitted uses by Use Unit:
Unit 1: City-wide uses by right

b) Conditional uses by Use Unit:
Unit 2: City-wide uses by conditional use permit
Unit 3: Public protection and utility facilities

c) Residential Density and/ or Nonresidential Intensity: None

d) Bulk and area regulations.

Lot Width Minimum	None
Lot Area Minimum	None

e) Setback Requirements.

Front	Side	Rear
20 feet	10 feet	25 feet

f) Building Height Regulations- Maximum of 2 stories

g) Building area- The area occupied by all buildings shall not exceed 40% of the total lot area

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h) Landscaping: Landscaping shall be consistent with chapter 177 of the Unified Development Code.

i) Parking: Parking shall be associated with proposed use and will conform to Chapter 172 in the UDC.

j) Architectural Design Standards: Architectural design standards shall conform to building and development requirements within UDC.

k) Signage: Signage is allowed within this Planning Area but shall be applied for by separate permit.
*By right, common mailbox units shall be allowed within Planning Area 4.
**Accessory uses shall conform to UDC 164.02, Accessory Structures and Uses.

F) Zoning Chart:

Planning Area 1 (Multi-Family Residential Zoning District):

Below is a chart comparing Planning Area 1 (Multi-Family Residential Zoning District) within this PZD versus City of Fayetteville current RSF-4 zoning of the property:

Regulation	RSF-4	Proposed PZD Planning Area 1
Uses	Permitted uses: Unit 1, Unit 8, Unit 41, Unit 46 Conditional uses: Unit 2, Unit 3, Unit 4, Unit 5, Unit 9, Unit 12a, Unit 24, Unit 36, Unit 44	Permitted uses: Unit 1, Unit 8, Unit 9, Unit 10, Unit 26, Unit 41, Unit 44, Unit 46 Conditional uses: Unit 2, Unit 3, Unit 4, Unit 5, Unit 12a, Unit 24, Unit 25, Unit 36
Front Setback	15’	A build-to-zone between the property line and a line 25’ behind the front property line
Side Setback (Single- and Two-Family)	5’	5’
Side Setback Other Uses	5’	8’
Rear Setback Single-Family	15’	15’
Rear Setback Other Uses	15’	25’
Density	4 units/acre | single-family 7 units/acre | two-family	12.5 units/acre
Minimum Lot Width	70’ |single-family 80’ | two-family	35’ | single-family 35’ | two-family 70’ | three or more family 100’ | other uses
Minimum Lot Area	8,000 sqft single family 12,000 sqft two family	3,000 sqft | single-family 4,000 sqft | two-family 2,000 sqft | townhouse – individual lot 7,000 sqft | three or more family 43,560 sqft | other uses
Maximum height	3 stories	3 stories
Building area	Less than 40% of lot area	Less than 50% of lot area
Minimum Buildable Street Frontage	None	40%

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Planning Area 2 (Single-Family Residential Zoning District):

Below is a chart comparing Planning Area 2 (Single-Family Residential Zoning District) within this PZD versus City of Fayetteville current RSF-4 zoning of the property:

Regulation	RSF-4	Proposed PZD Planning Area 2
Uses	Permitted uses: Unit 1, Unit 8, Unit 41, Unit 46 Conditional uses: Unit 2, Unit 3, Unit 4, Unit 5, Unit 9, Unit 12a, Unit 24, Unit 36, Unit 44	Permitted uses: Unit 1, Unit 8, Unit 41, Unit 46 Conditional uses: Unit 2, Unit 3, Unit 4, Unit 5, Unit 9, Unit 12a, Unit 24, Unit 36, Unit 44
Front Setback	15’	15’
Side Setback	5’	5’
Rear Setback	15’	15’
Density	4 units/acre | single-family 7 units/acre | two-family	6 units/acre
Minimum Lot Width	70’ |single-family 80’ | two-family	55’ | single-family 70’ | two-family 100’ | other uses
Minimum Lot Area	8,000 sqft single family 12,000 sqft two family	6,000 sqft | single-family 8,000 sqft | two-family 43,560 sqft | other uses
Maximum height	3 stories	3 stories
Building area	Less than 40% of lot area	Less than 40% of lot area

Planning Area 3 (Single- & Two-Family Residential Zoning District):

Below is a chart comparing Planning Area 3 (Single- & Two-Family Residential Zoning District) within this PZD versus City of Fayetteville current RSF-4 zoning of the property:

Regulation	RSF-4	Proposed PZD Planning Area 3
Uses	Permitted uses: Unit 1, Unit 8, Unit 41, Unit 46 Conditional uses: Unit 2, Unit 3, Unit 4, Unit 5, Unit 9, Unit 12a, Unit 24, Unit 36, Unit 44	Permitted uses: Unit 1, Unit 8, Unit 9, Unit 41, Unit 46 Conditional uses: Unit 2, Unit 3, Unit 4, Unit 5, Unit 12a, Unit 24, Unit 36, Unit 44
Front Setback	15’	15’
Side Setback	5’	5’
Rear Setback	15’	15’
Density	4 units/acre | single-family 7 units/acre | two-family	8 units/acre
Minimum Lot Width	70’ |single-family 80’ | two-family	55’ | single-family 70’ | two-family 100’ | other uses
Minimum Lot Area	8,000 sqft single family 12,000 sqft two family	6,000 sqft | single-family 8,000 sqft | two-family 43,560 sqft | other uses
Maximum height	3 stories	3 stories
Building area	Less than 40% of lot area	Less than 40% of lot area
Minimum Buildable Street Frontage	None	None

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Planning Area 4 (Non-residential Zoning District):

Below is a chart comparing Planning Area 4 (Non-residential Zoning District) within this PZD versus City of Fayetteville current RSF-4 zoning of the property:

Regulation	RSF-4	Proposed PZD Planning Area 4
Uses	Permitted uses: Unit 1, Unit 8, Unit 41, Unit 46 Conditional uses: Unit 2, Unit 3, Unit 4, Unit 5, Unit 9, Unit 12a, Unit 24, Unit 36, Unit 44	Permitted uses: Unit 1 Conditional uses: Unit 2, Unit 3
Front Setback	15’	20’
Side Setback	5’	10’
Rear Setback	15’	25’
Density	4 units/acre | single-family 7 units/acre | two-family	None
Minimum Lot Width	70’ single family 80’ two family	None
Minimum Lot Area	8,000 sqft single family 12,000 sqft two family	None
Maximum height	3 stories	2 stories
Building area	Less than 40% of lot area	Less than 40% of the lot area

*By right, common mailbox units shall be allowed within Planning Area 4.

**Accessory uses shall conform to UDC 164.02, Accessory Structures and Uses.

G) Analysis of Site Characteristics:

The existing site contains two single-family houses with associated structures: one house is situated in the northeast corner, and the other is located in the west-central part of the property. The remainder of the site is undeveloped and heavily forested. The site features significant topographic relief, particularly in the western quarter and southeast corner. There are no known sensitive areas, natural resource areas, environmentally hazardous areas, nor natural or manmade hazards on this site.

H) Recreational Facilities:

The future development of this property will include an on-site clubhouse and amenity area offering a variety of recreational options, such as a swimming pool, grilling stations, outdoor seating, a computer lab, and a dog park, among other amenities. Additionally, a large undeveloped natural area in the western quarter of the site will adjoin the Markham Hill natural trail system. A future connection to this trail system will facilitate access to both the preserved natural areas on-site and the Markham Hill Loop, which in turn connects to the Oak Loop, Pine Loop, and Fayetteville Traverse trails. Pedestrian and vehicular circulation throughout the site will be prioritized to ensure easy access to all recreational facilities.

I) Reason for Rezone Request:

The current zoning for the site is RSF-4, which permits the construction of single-family houses at a density of 4 units per acre. The rezoning is requested to allow for a more varied housing product- single & two-family housing for the eastern portion of the site, and multi-family housing in the western portion of the site. This is designed to reconcile the surrounding zoning which consists of RSF-4 to the north and south and RMF-24 zoning to the south.

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Furthermore, utilizing the PZD zoning would allow for a more compact development which would result in greater preservation of the on-site natural features. Namely, this PZD would allow for a natural barrier to nearby single-family areas while increasing connectivity with the Markham Hill trails.

We believe that the PZD rezoning offers the best path forward to collaborate with the city and the community in creating a development that is well-suited to the area.

J) Relation to Existing and Surrounding Properties:
The chosen density for the rezoning is designed with the surrounding properties in mind by providing a transition between the higher-density developments to the south (RMF-24) and the lower-density developments to the north and east (RSF-4). The proposed multi-family residential structures will be similar to the multi-story townhomes located south of the site (see 27 – Talmadge for example), and their placement will ensure a generous separation from the established single-family neighborhoods to the north.

A traffic study, included in Appendix C, has concluded that the level of service for the surrounding streets and intersections will not be adversely affected by this development.

Signage onsite is expected to be minimal and will conform to UDC standards.

K) Compliance with Fayetteville's Comprehensive Land Use Plan.
Fayetteville's Future Land Use Plan designates this area as a Residential Neighborhood, which calls for a wide variety of housing options that are appropriate for the scale and context of the area. We believe the proposed development aligns with this land use designation, as it includes a variety of housing options, such as single-family cottages, duplex cottages, and multi-family townhomes, which are suitable for the location as described in Section J.

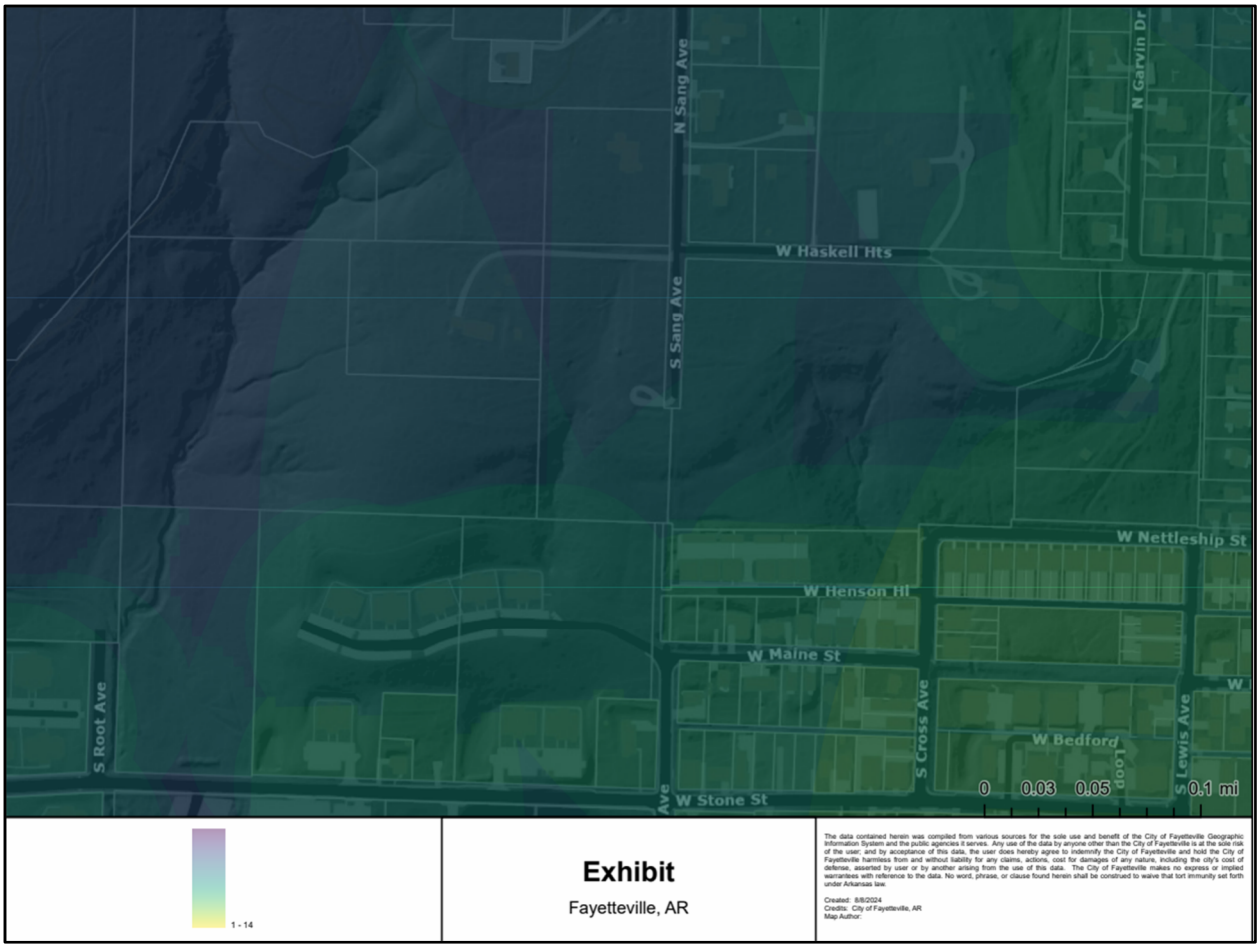
The layout has been designed with the topography of the site in mind to ensure that fire access drives maintain manageable slopes. Connectivity is also provided where feasible- a trail connection will be made to S Sang Ave and N Sang Ave, a natural trail connection to the Markham Hill natural trail network will be provided, and street connections will be made to the south at S Cross Ave/W Nettleship St and S Sang Ave, as well as a connection to the north at N Sang Ave. Additional connectivity is restricted due to a lack of existing right-of-way, extreme topographic relief, existing developed land, and limited future access potential.

Below are the six 2040 City Plan goals and how this development aligns with them:

<u>Goal 1: We will make appropriate infill and revitalization our highest priority.</u>
This development is centrally located in Fayetteville, just 0.5 miles from the University of Arkansas campus, Ramay Junior High School, and I-49. The surrounding properties to the south and north are already developed, with high-density development characterizing nearly all areas south and east of the site. The portions of the site to be developed fall within infill prioritization scores of 6-8 (see exhibit below). All of this indicates that this development qualifies as appropriate infill.

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Goal 2: We will discourage suburban sprawl.
This development is near a highly-developed portion of Fayetteville. A variety of recreation, commercial, civic, employment, and educational facilities are closely situated to the site- in addition to the most significant thoroughfare for the entire Northwest Arkansas region in I-49 and one of the most significant thoroughfares in Fayetteville in Martin Luther King Jr Blvd. As mentioned above, this site is located in a very lively portion of Fayetteville that is highly characterized by infill rather than sprawl.

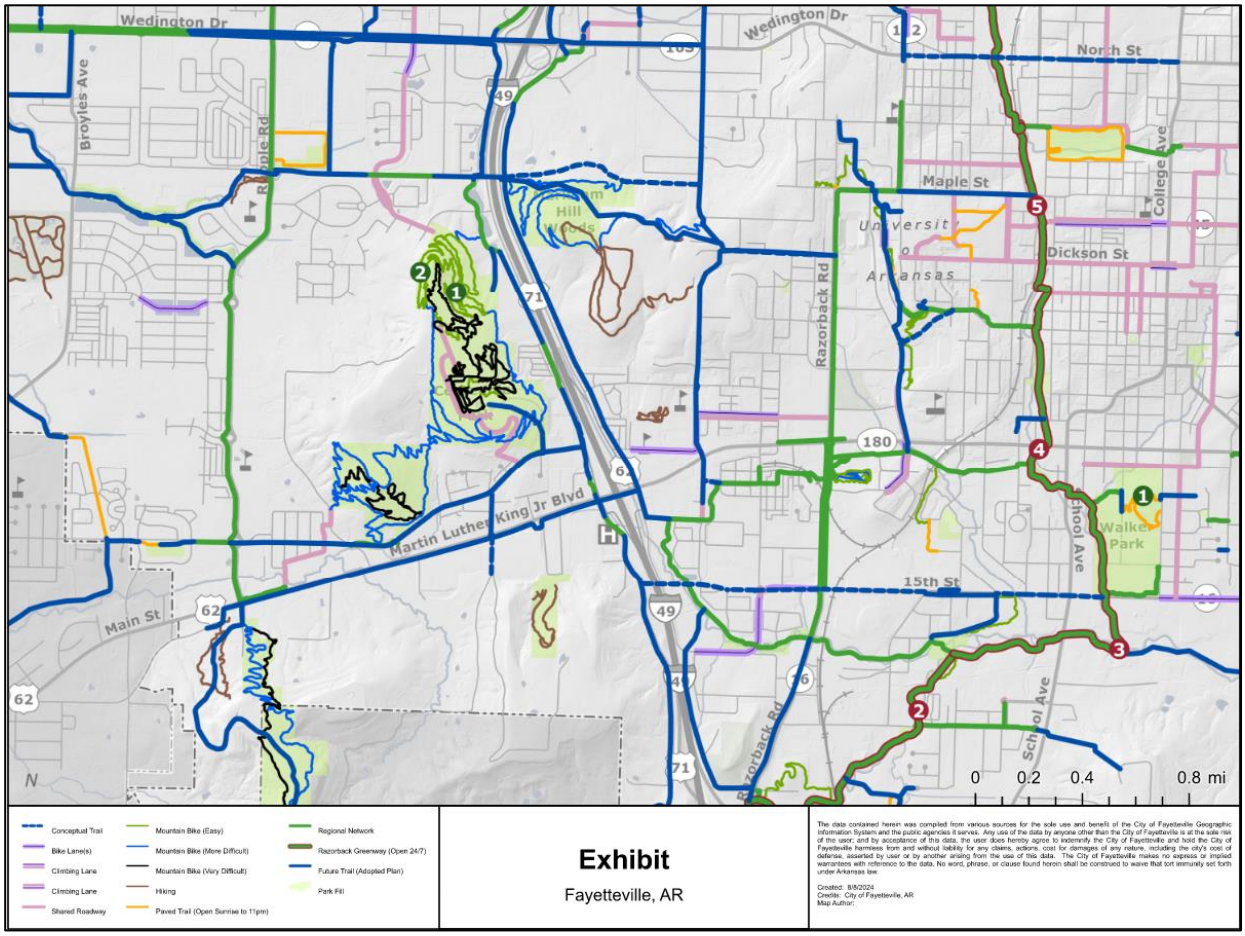
Goal 3: We will make compact, complete, and connected development the standard.
This development meets this goal by concentrating the buildings towards the center of the site, providing pedestrian circulation throughout, ensuring access to nearby trails and open spaces, and offering a variety of housing types. Access to S Sang Ave, N Sang Ave, Markham Hill natural trail network, S Cross Ave, and W Nettleship St will allow pedestrians, cyclists, and vehicles various means of access to the site and the nearby amenities.

Goal 4: We will grow a livable transportation network.
This development will encourage walking, bicycling, and public transit use by featuring interconnected streets and sidewalks, providing a connection to Markham Hill's natural trail network, and by being within 1/3 of a mile from two UARK transit bus stops—one on W Stone St and another on S Graham Ave.

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Access to the city's trail network is facilitated by the sidepath along S Razorback Rd, which can be reached via a 0.5-mile route (east on W Nettleship St, then southeast down Graham Ave). The sidepath along S Razorback Rd offers direct access to Douglas Street's on-street bicycle facilities, Mitchell Street's on-street bicycle facilities, the Tsa-La-Gi Trail, and the Town Branch Trail. All connections, except the Mitchell Street link, provide direct access to the Razorback Greenway. Additionally, future planned trail connections will provide access to the Razorback Greenway via an extension of the Razorback Rd trail, the Razorback Greenway via a W Maple Street cycle track, and the Oak Ridge Trail via an extension to W Maple Street.

See exhibit below.



Goal 5: We will assemble an enduring green network.

This development will meet this goal by preserving natural areas around much of the perimeter of the development and the western quarter of the site that abuts Markham Hill. This will ensure a contiguous forested area that will be accessible through a connection to the existing Markham Hill Natural Trail Network. Permanent tree preservation easements that will be dedicated with the development as part of the LSD process will help ensure that the preserved natural areas stay preserved. Additionally, the more stringent tree canopy preservation requirements for PZD zoning and the Hillside Hilltop Overlay district will help protect larger portions of the onsite tree canopy.

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Goal 6: We will create opportunities for attainable housing:
This goal will be met by giving the developer the opportunity to create a development with a mix of housing sizes and types that can be offered at varied price points.

L) Traffic Study
A traffic study is included with this booklet as Appendix C.

M) Impact of City Services
An 8" water main will be extended throughout the site to serve all residential structures, and an 8" gravity sanitary sewer main will be extended to provide sewer service. Discussions with City staff have indicated possible concerns with water pressures near the norther boundary of the site. Additional infrastructure will be installed with development plans, as necessary, to ensure adequate pressure. Additionally, a sewer study will be required with the development plans to assess any potential capacity issues within the surrounding sewer network. Multiple sewer connection points are potentially available, as detailed further in Section C(7).

Emergency services will have access to the development from the south via Nettleship or S Sang Ave or from the north via N Sang Ave. Fire hydrants and dumpsters will be strategically placed throughout the development to ensure ease of access.

N) Conceptual Description of Development Standards
The proposed PZD will set forth development standards and conditions aimed at encouraging harmonious development, ensuring continuity in development, enhancing the appeal and practicality of the area as a residential space, overall, elevating the community.

1) Screening and Landscaping:
Landscaping for this development will comply with Chapter 177. Residential structures will feature consistent foundations and high-quality design at the front and throughout the development. Building elevations are included in Appendix B. Efforts will be made to preserve perimeter vegetation where possible, but additional vegetative screening and/or fences will be installed around the perimeter as required by the UDC.

2) Traffic and Circulation:
All residential units and amenity spaces will be accessible by vehicles, bikes, and pedestrians from the entrances to the site. However, the site's topography limits the feasibility of many potential north-south connections between drive aisles. Given the relatively low traffic generated onsite, the restricted opportunities for additional traffic loading, and the availability of various transportation methods, it is not anticipated that this limited onsite circulation will lead to adverse traffic conditions.

A traffic report is included in Appendix C of this booklet.

3) Parking Standards:
Parking standards will meet UDC requirements for Parking Lot Design Standards (Chapter 172). Some parking will be available in garages and driveways for specific residential dwellings.

4) Perimeter Treatment:
As mentioned throughout, the intention of the development is the preserve vegetation along the perimeter of the development and to cluster structures towards the center of the site to provide

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somewhat of a natural perimeter buffer from the northern property line. If mitigation trees become required through the development process, it is likely that the trees will be placed along the perimeter of the development to provide additional screening.

5) Sidewalks:
Sidewalks will be provided throughout the development to ensure accessibility and circulation.

6) Streetlights:
Streetlights will be of a uniform type throughout the development. All streetlights will be full cut-off fixtures to appropriately illuminate all public areas. They will comply with Ozark Electric Cooperative standards and meet UDC code 166.04(B)(4)(g).

7) Water:
Public water mains will be constructed throughout the site to provide water services and fire line connections for each structure. The water mains will adhere to Fayetteville 2022 Water and Sewer Specifications, using 8" AWWA C900 PVC, DR14 material. Water services, including meters, service lines, and fire lines, will follow these same specifications.

8) Sewer:
Public sewer mains will be constructed throughout the site, providing sewer services for all structures. The sewer mains will comply with Fayetteville 2022 Water and Sewer Specifications, using 8" PVC SDR 26. Sewer services, including service lines, will follow these same specifications.

9) Street and Drainage
All water quality requirements will be met onsite. See Section C(5) for more information on the proposed stormwater detention and drainage systems.

Two public streets are intended to be built with this development, in addition to pavement widening along N Sang Ave. Private streets and drive aisles will manage additional onsite traffic circulation. See Section C(1) for more details on the proposed street improvements for this development.

10) Construction of Nonresidential Facilities:
Intended as a part of this development is the construction of a clubhouse to serve residents. This clubhouse will include the leasing office as well as various amenities- see section H for more information.

11) Tree Preservation:
Tree preservation plans and landscape plans will be required and submitted once development begins on a large-scale development application. The intent is to preserve existing trees within Planning Area 4, as well as preserving where possible within Planning Areas 1, 2, and 3. A permanent tree preservation easement will be dedicated with the large-scale development process. Any required mitigation is likely to be placed in Planning Area 4. Tree Preservation for the development will comply with UDC Chapter 167.

12) Architectural design standards:
Architectural design standards have been attached to this application as Appendix B. Residential buildings will be consistent with the style and look of examples set in Appendix B.

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13) Propose signage:
Signage within the development is expected to be minimal. All signage shall meet the requirements as set forth in UDC Section 174.

14) View Protection:
Screening as required by 166.23(C)(5) will be provided within the development to ensure adequate view protection from the right-of-way.

15) Covenants, trust, and homeowner association:
No covenants, trusts, or homeowner associations are intended with this development at this time.

O) PZD Intent/Purpose
The intent of this Proposed PZD is to create a residential neighborhood that conforms to the City of Fayetteville's Six Goals outlined in the 2040 City Plan. The proposed PZD wishes to expand the existing infrastructure, while creating a livable, harmonious, and vibrant community compatible to surrounding uses.

APPENDIX A: MASTER PLAN

HASKELL COMMONS PZD REZONING

FAYETTEVILLE, ARKANSAS

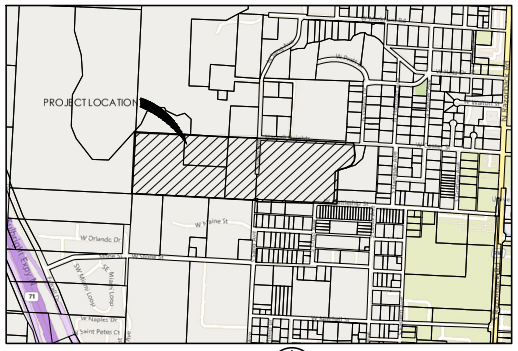
LEGEND (EXISTING SYMBOLS)

SYMBOLS	LINEWORK
BENCHMARK	EASEMENT
FOUND IRON PIPE/REBAR	CURB
PRIMARY CONTROL/SET MONUMENT	INTERMEDIATE CONTOUR
FOUND MONUMENT/ROW	INDEX CONTOUR
AIR CONDITIONER	SANITARY SEWER LINE (SPECIFY SIZE & TYPE)
ARV AIR RELEASE VALVE	GAS LINE
ELECTRIC BOX/PEDESTAL	WATER LINE (SPECIFY SIZE & TYPE)
ELECTRIC JUNCTION BOX	UNDERGROUND TELEPHONE
ELECTRIC METER	UNDERGROUND ELECTRIC
ELECTRIC TRANSFORMER	OVERHEAD ELECTRIC
FDC FIRE DEPARTMENT CONNECTION	UNDERGROUND TELEVISION
FH FIRE HYDRANT	OVERHEAD TELEVISION
GM GAS METER	CHAIN LINK FENCE
GV GAS VALVE	WOOD FENCE
GUARD POST	BARBED WIRE FENCE
LP LIGHT POLE	FIBER OPTIC
PP POWER POLE	RIGHT OF WAY
SANITARY MANHOLE	ROAD CENTERLINE
CO SANITARY SEWER CLEANOUT	
SIGN	
SPRINKLER HEAD	
TELEPHONE PEDESTAL	
TV PEDESTAL	
WATER FAUCET	
WM WATER METER	
WV WATER VALVE	
DOWN GUY	
STORM SEWER MANHOLE	
STORM SEWER PIPE	

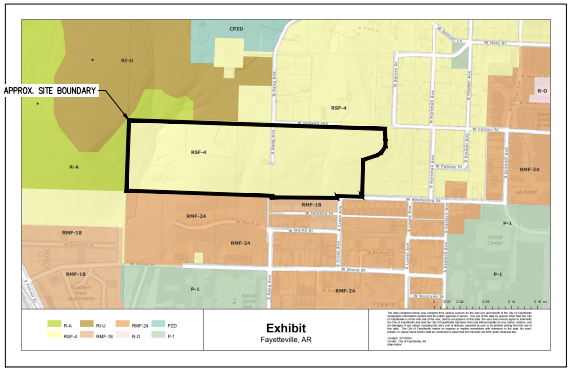
DROP/CURB INLET · GRATED INLET · TREE · TREE TO BE REMOVED

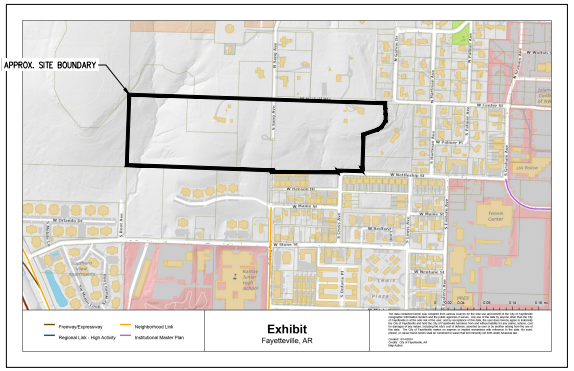
LEGEND (CONSTRUCT)

SYMBOLS	LINEWORK
SET IRON PIN	EASEMENT
LIGHT POLE	CURB
POWER POLE	INTERMEDIATE CONTOUR
TELEPHONE PEDESTAL	INDEX CONTOUR
TV PEDESTAL	SANITARY SEWER LINE
MANHOLE	GAS LINE
SANITARY SEWER CLEANOUT	WATER LINE
GAS METER	UNDERGROUND TELEPHONE
GAS VALVE	UNDERGROUND ELECTRIC
STORM SEWER PIPE	OVERHEAD ELECTRIC
STRUCTURE NUMBER	FIBER OPTIC
WATER VALVE	UNDERGROUND TELEVISION
FIRE HYDRANT ASSEMBLY	CHAIN LINK FENCE
AIR RELEASE VALVE	WOOD FENCE
FIRE DEPARTMENT CONNECTION	BARBED WIRE FENCE
WATER METER	BUILDING SET BACK
BACK FLOW PREVENTER	RIGHT OF WAY
REDUCER	PROPERTY LINE
RECTANGULAR DROP INLET, GRATED INLET OR JUNCTION BOX (SPECIFY ON PLAN SHEET)	ROAD CENTERLINE
CIRCULAR DROP INLET, GRATED INLET OR JUNCTION BOX (SPECIFY ON PLAN SHEET)	



VICINITY MAP (NTS)





Sheet List Table

SHEET NUMBER	SHEET TITLE
C-001	COVER SHEET
C-002	SURVEY
C-003	DEVELOPMENT PLAN
C-004	MASTER PLAN

SEE ALTA SURVEY WITHIN APPENDIX D FOR LEGAL DESCRIPTIONS AND BOUNDARY SURVEY.

SEE C-002 FOR PROJECT CONTROL POINTS.

GENERAL NOTES

1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THESE DRAWINGS IS BASED ON A SEARCH OF THE AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE DRAWINGS. CRAFTON TULL ASSUMES NO RESPONSIBILITY REGARDING THE ACCURACY OF THE DEPICTED LOCATION(S) OF THE UNDERGROUND FACILITIES ON THESE DRAWINGS. CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ANY OTHER FACILITIES NOT SHOWN ON THESE DRAWINGS. CONTRACTOR SHALL VERIFY LOCATION OF ALL FACILITIES BEFORE BEGINNING WORK.
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PROJECT INFORMATION

SITE OWNER: FELICIA ANN FARRIS, 2215 HASKELL HEIGHTS, FAYETTEVILLE, AR 72701 & MONTICELLO INVESTMENTS, LLC, 310 W EMMA AVENUE, SPRINGDALE, AR 72764

SITE DEVELOPER: LCD ACQUISITIONS LLC, 455 EPPS BRIDGE PARKWAY, ATHENS, GA 30606

FLOOD NOTE:
THIS PROPERTY IS NOT IN FLOOD ZONE "A" OR "AE", AND IS OUTSIDE THE 100-YEAR FLOOD PLAIN AS SHOWN ON THE NATIONAL FLOOD INSURANCE PROGRAM'S FIRM PANEL NUMBERS 05143C0204G, 05143C0208G, 05143C0215G, AND 05143C0216G ALL REVISED DATE JANUARY 25, 2024.

THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THIS SURVEYOR ASSUMES NO LIABILITY FOR THE CORRECTNESS OF THE CITED MAP(S). IN ADDITION, NO INDEPENDENT STUDY OF THE LIKELIHOOD OF FLOODING OF THE SURVEYED PROPERTY HAS BEEN DONE BY THE SURVEYOR AND NO OPINION OF FLOOD HAZARDS IS INCLUDED IN THIS SURVEY. THE FLOOD HAZARD ZONE BOUNDARIES SHOWN HEREON WERE SCALED FROM THE MAPS CITED AND ARE NOT THE RESULT OF INDEPENDENT COMPUTATION OR ANALYSIS.

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CERTIFICATE OF AUTHORIZATION

Planning Commission
March 24, 2025
PZD-2025-0001 (HASKELL COMMONS)
Page 33 of 212

HASKELL COMMONS
PZD REZONING
FAYETTEVILLE, AR

Key Plan

No.	Description	Date

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PROJECT NO: 24301.900
ISSUE DATE: 03/17/2025
CONTACT: T. HENNELLY
RD By:
RD Date:

PRELIMINARY PLANS

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT

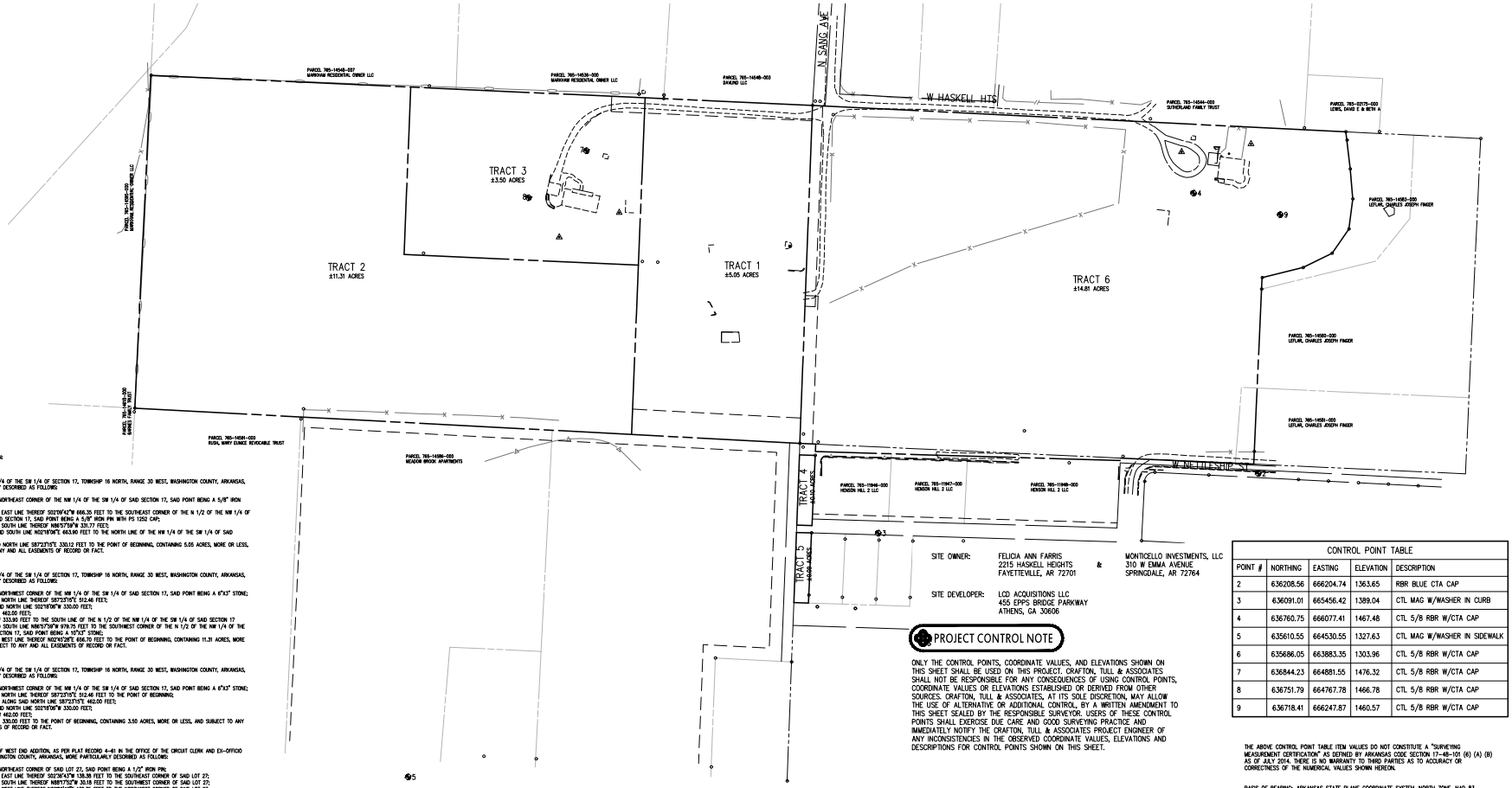
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COVER SHEET

C-001

HASKELL COMMONS

PZD REZONING



SURVEY DESCRIPTION:

TRACT 1:

PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 5/8" IRON PIN;
THENCE ALONG THE EAST LINE THEREOF S02°01'42"W 666.35 FEET TO THE SOUTHEAST CORNER OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 5/8" IRON PIN WITH PS 1252 CAP;
THENCE ALONG THE SOUTH LINE THEREOF N89°57'59"W 331.77 FEET;
THENCE LEAVING SAID SOUTH LINE N02°18'08"E 663.90 FEET TO THE NORTH LINE OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17;
THENCE ALONG SAID NORTH LINE S89°23'15"E 330.12 FEET TO THE POINT OF BEGINNING, CONTAINING 5.05 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 2:

PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 6"x3" STONE;
THENCE ALONG THE NORTH LINE THEREOF S89°23'15"E 512.46 FEET;
THENCE LEAVING SAID NORTH LINE S02°18'08"W 330.00 FEET;
THENCE S89°23'15"E 462.00 FEET;
THENCE S02°18'08"W 333.90 FEET TO THE SOUTH LINE OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17
THENCE ALONG SAID SOUTH LINE N86°57'39"W 979.75 FEET TO THE SOUTHWEST CORNER OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 10"x7" STONE;
THENCE ALONG THE WEST LINE THEREOF N02°42'28"E 656.70 FEET TO THE POINT OF BEGINNING, CONTAINING 11.31 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 3:

PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 6"x3" STONE;
THENCE ALONG THE NORTH LINE THEREOF S89°23'15"E 512.46 FEET TO THE POINT OF BEGINNING;
THENCE CONTINUING ALONG SAID NORTH LINE S89°23'15"E 462.00 FEET;
THENCE LEAVING SAID NORTH LINE S02°18'08"W 330.00 FEET;
THENCE N89°23'15"W 462.00 FEET;
THENCE N02°18'08"E 330.00 FEET TO THE POINT OF BEGINNING, CONTAINING 3.50 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 4:

LOT 27, BLOCK 1, OF WEST END ADDITION, AS PER PLAT RECORD 4-41 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 27, SAID POINT BEING A 1/2" IRON PIN;
THENCE ALONG THE EAST LINE THEREOF S02°36'47"W 138.36 FEET TO THE SOUTHEAST CORNER OF SAID LOT 27;
THENCE ALONG THE SOUTH LINE THEREOF N89°17'52"W 30.18 FEET TO THE SOUTHWEST CORNER OF SAID LOT 27;
THENCE ALONG THE WEST LINE THEREOF N02°09'42"E 138.26 FEET TO THE NORTHWEST CORNER OF SAID LOT 27;
THENCE ALONG THE NORTH LINE THEREOF S88°19'20"E 31.27 FEET TO THE POINT OF BEGINNING, CONTAINING 0.10 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 5:

LOT 26, BLOCK 1, OF WEST END ADDITION, AS PER PLAT RECORD 4-41 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 26, SAID POINT BEING A 5/8" IRON PIN WITH PS 1642 CAP;
THENCE ALONG THE EAST LINE THEREOF S02°36'47"W 138.36 FEET TO THE SOUTHEAST CORNER OF SAID LOT 26;
THENCE ALONG THE SOUTH LINE THEREOF N89°17'52"W 29.69 FEET TO THE SOUTHWEST CORNER OF SAID LOT 26;
THENCE ALONG THE WEST LINE THEREOF N02°09'42"E 138.24 FEET TO THE NORTHWEST CORNER OF SAID LOT 26;
THENCE ALONG THE NORTH LINE THEREOF S88°19'20"E 29.66 FEET TO THE POINT OF BEGINNING, CONTAINING 0.09 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 6:

PART OF THE NE 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NE 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 5/8" IRON PIN;
THENCE ALONG THE NORTH LINE THEREOF S87°05'48"E 1051.49 FEET TO A 1/2" IRON PIN;
THENCE LEAVING SAID NORTH LINE S08°35'29"E 73.65 FEET TO A 1 1/2" IRON PIPE;
THENCE S24°54'30"E 59.19 FEET TO A 1" IRON PIPE;
THENCE S07°17'29"W 60.05 FEET TO A 1" IRON PIPE;
THENCE S24°45'43"W 57.69 FEET TO A 3/4" IRON PIPE;
THENCE S83°57'40"W 43.63 FEET TO A 3/4" IRON PIPE;
THENCE S76°09'07"W 83.18 FEET TO A 3/4" IRON PIPE;
THENCE S02°35'06"E 22.71 FEET TO A 1"x7" STONE;
THENCE S02°35'06"E 345.13 FEET TO THE SOUTH LINE OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17;
THENCE ALONG SAID SOUTH LINE N87°23'09"W 282.79 FEET;
THENCE LEAVING SAID SOUTH LINE S02°50'38"W 4.86 FEET TO THE CENTERLINE OF A VACATED ALLEY AS VACATED BY DOCUMENT 2008-2925;
THENCE ALONG SAID VACATED ALLEY CENTERLINE N88°19'29"W 600.56 FEET TO THE EAST LINE OF AN ALLEY AS DEDICATED IN PLAT RECORD 4-41;
THENCE ALONG SAID EAST LINE N02°36'43"E 14.70 FEET TO THE SOUTH LINE OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17;
THENCE ALONG SAID SOUTH LINE N87°23'09"W 31.44 FEET TO THE SOUTHWEST CORNER OF THE N 1/2 OF THE NE 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 5/8" IRON PIN WITH PS 1252 CAP;
THENCE ALONG THE WEST LINE THEREOF N02°36'43"E 666.35 FEET TO THE POINT OF BEGINNING, CONTAINING 14.81 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

SITE OWNER: FELICIA ANN FARRIS, 2215 HASKELL HEIGHTS, FAYETTEVILLE, AR 72701 & MONTICELLO INVESTMENTS, LLC, 310 W EMMA AVENUE, SPRINGDALE, AR 72764

SITE DEVELOPER: LCD ACQUISITIONS LLC, 455 EPPS BRIDGE PARKWAY, ATHENS, GA 30606

PROJECT CONTROL NOTE

ONLY THE CONTROL POINTS, COORDINATE VALUES, AND ELEVATIONS SHOWN ON THIS SHEET SHALL BE USED ON THIS PROJECT. CRAFTON, TULL & ASSOCIATES SHALL NOT BE RESPONSIBLE FOR ANY CONSEQUENCES OF USING CONTROL POINTS, COORDINATE VALUES OR ELEVATIONS ESTABLISHED OR DERIVED FROM OTHER SOURCES. CRAFTON, TULL & ASSOCIATES, AT ITS SOLE DISCRETION, MAY ALLOW THE USE OF ALTERNATIVE OR ADDITIONAL CONTROL, BY A WRITTEN AMENDMENT TO THIS SHEET SEALED BY THE RESPONSIBLE SURVEYOR. USERS OF THESE CONTROL POINTS SHALL EXERCISE DUE CARE AND GOOD SURVEYING PRACTICE AND IMMEDIATELY NOTIFY THE CRAFTON, TULL & ASSOCIATES PROJECT ENGINEER OF ANY INCONSISTENCIES IN THE OBSERVED COORDINATE VALUES, ELEVATIONS AND DESCRIPTIONS FOR CONTROL POINTS SHOWN ON THIS SHEET.

CONTROL POINT TABLE

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
2	636208.56	666204.74	1363.65	RBR BLUE CTA CAP
3	636091.01	665456.42	1389.04	CTL MAG W/WASHER IN CURB
4	636760.75	666077.41	1467.48	CTL 5/8 RBR W/CTA CAP
5	635610.55	664530.55	1327.63	CTL MAG W/WASHER IN SIDEWALK
6	635686.05	663883.35	1303.96	CTL 5/8 RBR W/CTA CAP
7	636844.23	664881.55	1476.32	CTL 5/8 RBR W/CTA CAP
8	636751.79	664767.78	1466.78	CTL 5/8 RBR W/CTA CAP
9	636718.41	666247.87	1460.57	CTL 5/8 RBR W/CTA CAP

THE ABOVE CONTROL POINT TABLE ITEM VALUES DO NOT CONSTITUTE A "SURVEYING MEASUREMENT CERTIFICATION" AS DEFINED BY ARKANSAS CODE SECTION 17-48-101 (6) (A) (B) AS OF JULY 2014. THERE IS NO WARRANTY TO THIRD PARTIES AS TO ACCURACY OR CORRECTNESS OF THE NUMERICAL VALUES SHOWN HEREON.

BASIS OF BEARING: ARKANSAS STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD 83 HORIZONTAL DATUM AND NAVD 29 VERTICAL DATUM DETERMINED BY GPS OBSERVATION ON THE CITY OF FAYETTEVILLE CONTROL MONUMENTS USING THEIR PUBLISHED VALUES.
BEARING: GRID
DISTANCE: GRID
CONVERGENCE ANGLE: -01°16'29.20"
COMBINED SCALE FACTOR: 0.99990017
VALUE CALCULATED AT THE FOLLOWING POINT
N 636644.234 E 664881.551 Z 1476.322

PROJECT CONTROL CERTIFICATE:

I HEREBY DECLARE THAT ON THE 13TH DAY OF AUGUST, 2024 THE ABOVE CONTROL POINT TABLE ITEM VALUES WERE CHECKED TO FOR CONSISTENCY WITH THE FIELD DATA FOR EACH ITEM PROVIDED BY THE FIELD CREW UNDER MY SUPERVISION. THE CONTROL HORIZONTAL AND VERTICAL DATUM WAS CONFIRMED IN RELATION TO THE RELEVANT LOCAL MUNICIPAL CONTROL SYSTEM. THIS CERTIFICATION IS APPLICABLE ONLY TO THE CONTROL POINT VALUES AS THEY EXISTED AT THE TIME OF IMPLEMENTATION BY THE FIELD CREW UNDER MY SUPERVISION. THIS CERTIFICATE DOES NOT EXTEND TO ANY ITEM OR DEPICTION SHOWN HEREON, OTHER THAN THE CONTROL POINT VALUES SHOWN IN THE CONTROL POINT TABLE.

REGISTERED PROFESSIONAL LAND SURVEYOR — STATE OF ARKANSAS — JEFFREY J. MONTGOMERY — NO. 1460

CRAFTON, TULL, & ASSOCIATES, INC.
BY KEVIN J. MONTGOMERY (AGENT)

KEVIN J. MONTGOMERY PS 1460

NOTE:
THIS PLAN SHEET DOES NOT CONSTITUTE A BOUNDARY SURVEY OR ALTA/ASPS LAND TITLE SURVEY. EXCEPT FOR THE CONTROL POINT TABLE VALUES, ALL ELSE IS SHOWN FOR INFORMATION ONLY.

LEGEND (EXISTING SYMBOLS)

		SYMBOLS	LINEWORK
BENCHMARK	SANITARY MANHOLE		EASEMENT
FOUND IRON PIPE/REBAR	SANITARY SEWER CLEANOUT		CURB
PRIMARY CONTROL/SET MONUMENT	SIGN		INTERMEDIATE CONTOUR
FOUND MONUMENT/ROW	SPRINKLER HEAD		INDEX CONTOUR
AIR CONDITIONER	TELEPHONE PEDESTAL		SANITARY SEWER LINE (SPECIFY SIZE & TYPE)
ARV AIR RELEASE VALVE	TV PEDESTAL		GAS LINE
ELECTRIC BOX/PEDESTAL	WATER FAUCET		WATER LINE (SPECIFY SIZE & TYPE)
ELECTRIC JUNCTION BOX	WATER METER		UNDERGROUND TELEPHONE
ELECTRIC METER	WATER VALVE		UNDERGROUND ELECTRIC
ELECTRIC TRANSFORMER	DOWN GUY		OVERHEAD ELECTRIC
FDC FIRE DEPARTMENT CONNECTION	STORM SEWER MANHOLE		UNDERGROUND TELEVISION
FH FIRE HYDRANT	STORM SEWER PIPE		OVERHEAD TELEVISION
GM GAS METER	DROP/CURB INLET / GRATED INLET		CHAIN LINK FENCE
GV GAS VALVE	TREE / TREE TO BE REMOVED		WOOD FENCE
GUARD POST			BARBED WIRE FENCE
LP LIGHT POLE			FIBER OPTIC
PP POWER POLE			RIGHT OF WAY
			ROAD CENTERLINE

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Fayetteville, Arkansas 72701
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CERTIFICATE OF AUTHORIZATION:

Planning Commission
March 24, 2025
PZD-2025-0001 (HASKELL COMMONS)
Page 34 of 212

GRAPHIC SCALE IN FEET
100' 0 100'

HASKELL COMMONS
PZD REZONING
FAYETTEVILLE, AR

Key Plan

No.	Description	Date

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PROJECT NO: 24301.900
ISSUE DATE: 03/17/2025
CONTACT: T. HENNELLY
RELEASE FOR CONSTRUCTION
REVISION
PRELIMINARY PLANS
THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT

SURVEY

C-002

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LAND USE DESIGNATION TABLE

	PLANNING AREA 1 – MULTI–FAMILY RESIDENTIAL	PLANNING AREA 2 – SINGLE–FAMILY RESIDENTIAL	PLANNING AREA 3 – SINGLE– & TWO–FAMILY RESIDENTIAL	PLANNING AREA 4 – NON–RESIDENTIAL
LAND USE DESIGNATION				
(A) PERMITTED USES	UNITS: 1, 8, 9, 10, 26, 41, 44, AND 46	UNITS: 1, 8, 41, AND 46	UNITS: 1, 8, 9, 41, AND 46	UNITS: 1
(B) CONDITIONAL USES	UNITS: 2, 3, 4, 5, 12A, 24, 25, AND 36	UNITS: 2, 3, 4, 5, 9, 12A, 24, 36, AND 44	UNITS: 2, 3, 4, 5, 12A, 24, 36, AND 44	UNITS: 2 AND 3
(C) RESIDENTIAL DENSITY				
ACREAGE	11.00 ACRES	5.07 ACRES	4.78 ACRES	14.01 ACRES
RESIDENTIAL DENSITY	12.5 UNITS/ACRE MAX. (137 MAX UNITS)	6 UNITS/ACRE MAX. (30 MAX UNITS)	8 UNITS/ACRE MAX. (38 MAX UNITS)	NONE
	51 BEDS/ACRE MAX. (561 MAX BEDROOMS)	22 BEDS/ACRE MAX. (111 MAX BEDROOMS)	27 BEDS/ACRE MAX. (129 MAX BEDROOMS)	
NONRESIDENTIAL AREA	~8,000 SQ FT (CLUB HOUSE + PUMP HOUSE)	0 SQ FT	0 SQ FT	0 SQ FT
BULK AND AREA REGULATIONS				
(D) LOT WIDTH MIN.	35' : SINGLE FAMILY | 35' : TWO–FAMILY	55' : SINGLE–FAMILY | 70' : TWO–FAMILY	55' : SINGLE–FAMILY | 70' : TWO–FAMILY	NONE
	70' : MULTI–FAMILY | 100' : OTHER USES	100' : OTHER USES	100' : OTHER USES	
(E) LOT AREA MIN.	2,000 SQ FT | TOWNHOUSE – INDIV. LOT	6,000 SQ FT | SINGLE–FAMILY	6,000 SQ FT | SINGLE–FAMILY	NONE
	3,000 SQ FT | SINGLE–FAMILY	8,000 SQ FT | TWO–FAMILY	8,000 SQ FT | TWO–FAMILY	
	4,000 SQ FT | TWO–FAMILY	43,560 SQ FT | OTHER USES	43,560 SQ FT | OTHER USES	
	7,000 SQ FT | THREE OR MORE FAMILY			
	43,560 SQ FT | OTHER USES			
(F) LAND AREA PER DWELLING	N/A	6,000 SQ FT : SINGLE–FAMILY | 4,000 : TWO–FAMILY	6,000 SQ FT : SINGLE–FAMILY | 4,000 : TWO–FAMILY	N/A
(G) SETBACK REQUIREMENTS	FRONT | 0–25 BUILD–TO–ZONE	FRONT | 15'	FRONT | 15'	FRONT | 20'
	SIDE (SINGLE–AND TWO–FAMILY) | 5'	SIDE | 5'	SIDE | 5'	SIDE | 10'
	SIDE (OTHER USES) | 8'	REAR | 15'	REAR | 15'	REAR | 25'
	REAR (SINGLE–FAMILY) | 15'			
	REAR (OTHER USES) | 25'			
(H) HEIGHT REGULATIONS	MAX. 3 STORIES	MAX. 3 STORIES	MAX. 3 STORIES	MAX. 2 STORIES
(I) BUILDING AREA	MAX. 50% OF TOTAL AREA	MAX. 40% OF TOTAL AREA	MAX. 40% OF TOTAL AREA	MAX. 40% OF TOTAL AREA
SITE PLANNING				
(J) LANDSCAPING	COMPLIANCE WITH UDC CHAPTER 177	COMPLIANCE WITH UDC CHAPTER 177	COMPLIANCE WITH UDC CHAPTER 177	COMPLIANCE WITH UDC CHAPTER 177
(K) PARKING	COMPLIANCE WITH UDC CHAPTER 172	COMPLIANCE WITH UDC CHAPTER 172	COMPLIANCE WITH UDC CHAPTER 172	COMPLIANCE WITH UDC CHAPTER 172
(L) ARCH. DESIGN STANDARDS	COMPLIANCE WITH UDC	COMPLIANCE WITH UDC	COMPLIANCE WITH UDC	COMPLIANCE WITH UDC
	SEE APPRENDIX B FOR ARCH. ELEVATIONS			
(M) SIGNAGE	COMPLIANCE WITH UDC CHAPTER 174	COMPLIANCE WITH UDC CHAPTER 174	COMPLIANCE WITH UDC CHAPTER 174	COMPLIANCY WITH UDC CHAPTER 174

PLANNING AREA

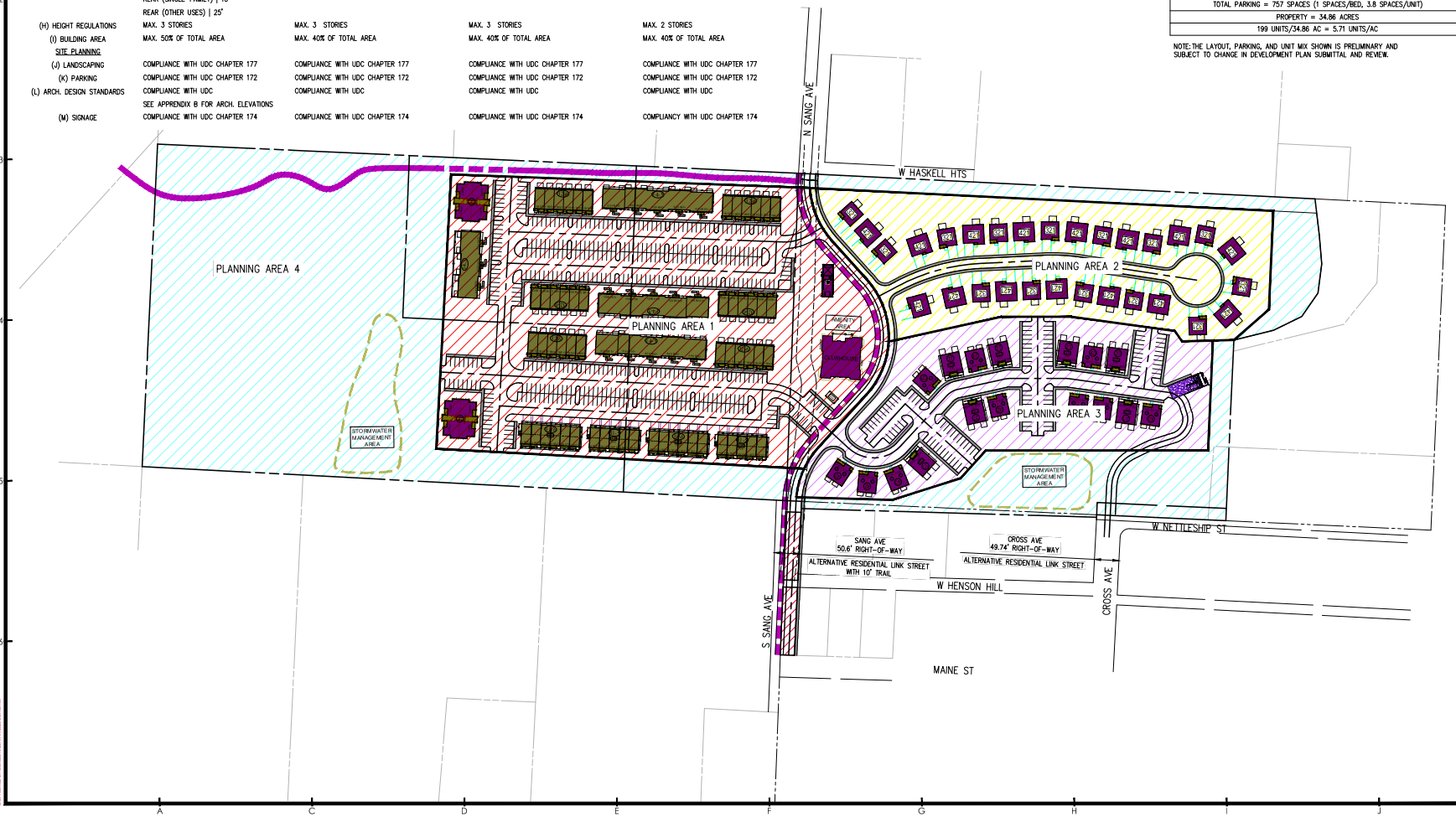
- PLANNING AREA 1
- PLANNING AREA 2
- PLANNING AREA 3
- PLANNING AREA 4

AREA

SITE AREA TOTAL:	34.86 ACRES
PLANNING AREA 1 TOTAL:	11.00 ACRES 32%
PLANNING AREA 2 TOTAL:	5.07 ACRES 15%
PLANNING AREA 3 TOTAL:	4.78 ACRES 13%
PLANNING AREA 4 TOTAL:	14.01 ACRES 40%

UNIT MAX						
BUILDING TYPE		DESCRIPTION	BUILDINGS	UNITS	BEDS	UNITS % OF TOTAL
COTTAGE – SINGLE						
321		3 BR (2 CAR GARAGE)	14	14	42	7.0%
421		4 BR (2 CAR GARAGE)	15	15	60	7.5%
COTTAGE – DUPLEX & "ATTACHED" DUPLEX						
27	TALMADGE	5+5 BR	7	14	70	7.0%
42	DOGWOOD	3+2 BR	10	20	50	10.1%
TOTAL COTTAGE			46	63	222	31.7%
TOWNHOMES						
14–3	WOODBURY	4+4+4 BR X 3	1	9	36	4.5%
14–5	WOODBURY	4+4+4 BR X 5	3	45	180	22.6%
31–5	FINLEY	4+4+4+4+4 BR (2 CAR GARAGE)	2	10	40	5.0%
31–6	FINLEY	4+4+4+4+4+4 BR (2 CAR GARAGE)	2	12	48	6.0%
32–6	BALDWIN	5+5+5+5+5+5 BR	6	36	180	18.1%
TOTAL TOWNHOMES			14	112	484	56.2%
GARDEN APARTMENTS						
23	GARDEN APARTMENTS	2+2+2+2 BR X 3	2	24	48	12.1%
TOTAL			62	199	754	100%
SURFACE PARKING = 553 SPACES						
GARAGE PARKING = 102 SPACES						
DRIVEWAY PARKING = 102 SPACES						
0 DETACHED GARAGES (4 CAR) = 0 SPACES						
TOTAL PARKING = 757 SPACES (1 SPACES/BED, 3.8 SPACES/UNIT)						
PROPERTY = 34.86 ACRES						
199 UNITS/34.86 AC = 5.71 UNITS/AC						

NOTE: THE LAYOUT, PARKING, AND UNIT MIX SHOWN IS PRELIMINARY AND SUBJECT TO CHANGE IN DEVELOPMENT PLAN SUBMITTAL AND REVIEW.



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GRAPHIC SCALE IN FEET
100' 0 100'

Planning Commission
March 24, 2025
PZD-2025-0001 (HASKELL COMMONS)
Page 35 of 212

HASKELL COMMONS
PZD REZONING
FAYETTEVILLE, AR

Key Plan

No.	Description	Date

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CONTACT: T. HENNELLY
REVISIONS
DATE:

PRELIMINARY PLANS

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DEVELOPMENT PLAN

C-003

HASKELL COMMONS
PZD REZONING

PLANNING AREA

PLANNING AREA 1
PLANNING AREA 2
PLANNING AREA 3
PLANNING AREA 4

RESIDENTIAL DENSITY

LAND USE	MAX. UNIT DENSITY	MAX. BEDROOM DENSITY	ACRES	%
MULTI-FAMILY RESIDENTIAL	12.5 UNITS/ACRE*	51 BEDS/ACRE*	11.00	32%
SINGLE-FAMILY RESIDENTIAL	6 UNITS/ACRE*	22 BEDS/ACRE*	5.07	15%
SINGLE- & TWO-FAMILY RESIDENTIAL	8 UNITS/ACRE*	27 BED/ACRE*	4.78	13%
NON-RESIDENTIAL	0 UNITS/ACRE	0 BEDS/ACRE	14.01	40%

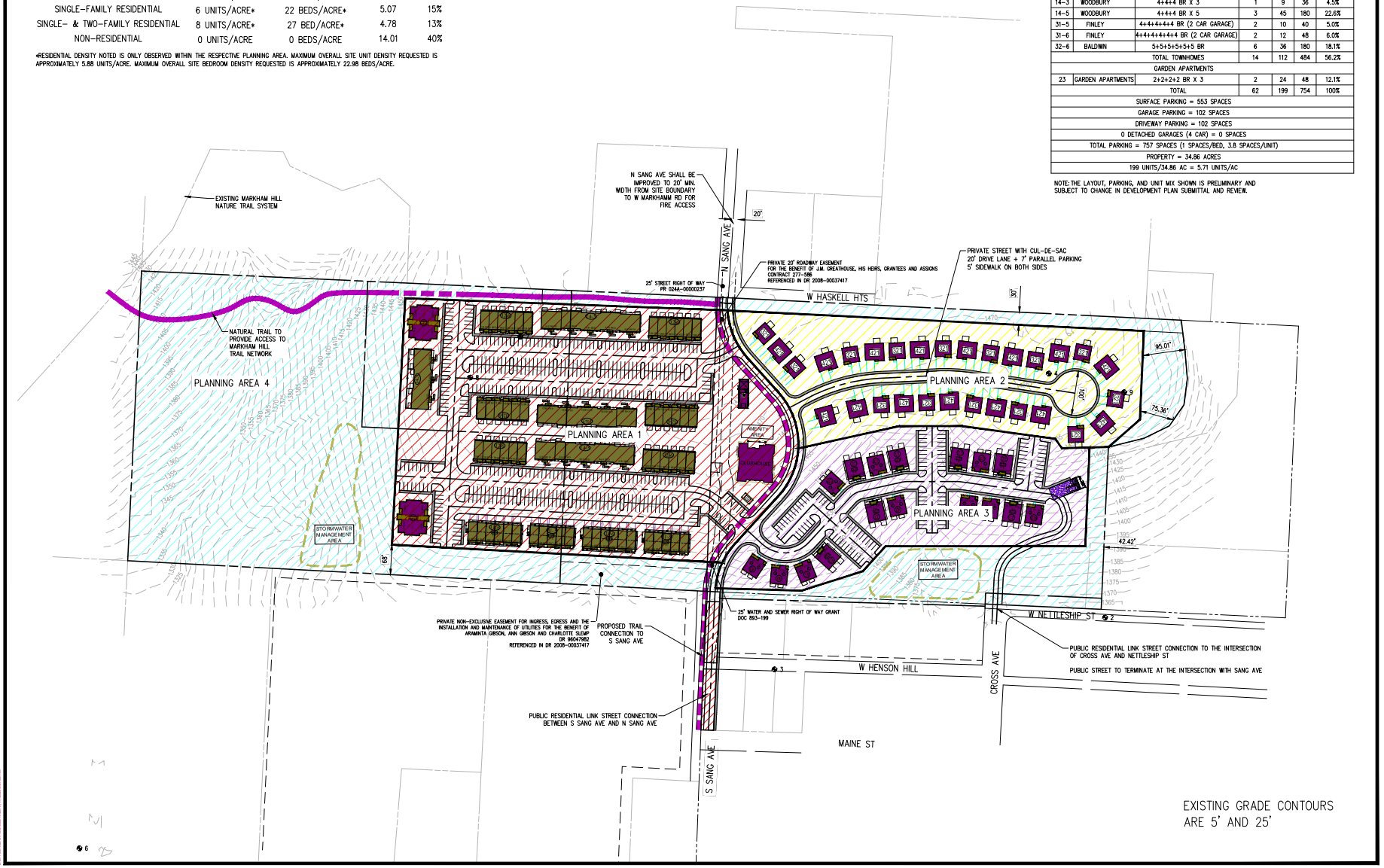
*RESIDENTIAL DENSITY NOTED IS ONLY OBSERVED WITHIN THE RESPECTIVE PLANNING AREA. MAXIMUM OVERALL SITE UNIT DENSITY REQUESTED IS APPROXIMATELY 5.88 UNITS/ACRE. MAXIMUM OVERALL SITE BEDROOM DENSITY REQUESTED IS APPROXIMATELY 22.98 BEDS/ACRE.

UNIT MAX

BUILDING TYPE		DESCRIPTION	BUILDINGS	UNITS	BEDS	UNITS % OF TOTAL
COTTAGE - SINGLE						
321		3 BR (2 CAR GARAGE)	14	14	42	7.0%
421		4 BR (2 CAR GARAGE)	15	15	60	7.5%
COTTAGE - DUPLEX & "ATTACHED" DUPLEX						
27	TALMADGE	5+5 BR	7	14	70	7.0%
42	DOGWOOD	3+2 BR	10	20	50	10.1%
TOTAL COTTAGE			46	63	222	31.7%
TOWNHOMES						
14-3	WOODBURY	4+4+4 BR X 3	1	9	36	4.5%
14-5	WOODBURY	4+4+4 BR X 5	3	45	180	22.6%
31-5	FINLEY	4+4+4+4+4 BR (2 CAR GARAGE)	2	10	40	5.0%
31-6	FINLEY	4+4+4+4+4+4 BR (2 CAR GARAGE)	2	12	48	6.0%
32-6	BALDWIN	5+5+5+5+5+5 BR	6	36	180	18.1%
TOTAL TOWNHOMES			14	112	484	56.2%
GARDEN APARTMENTS						
23	GARDEN APARTMENTS	2+2+2+2 BR X 3	2	24	48	12.1%
TOTAL			62	199	754	100%

SURFACE PARKING = 553 SPACES
GARAGE PARKING = 102 SPACES
DRIVEWAY PARKING = 102 SPACES
0 DETACHED GARAGES (4 CAR) = 0 SPACES
TOTAL PARKING = 757 SPACES (1 SPACES/BED, 3.8 SPACES/UNIT)
PROPERTY = 34.86 ACRES
199 UNITS/34.86 AC = 5.71 UNITS/AC

NOTE: THE LAYOUT, PARKING, AND UNIT MIX SHOWN IS PRELIMINARY AND SUBJECT TO CHANGE IN DEVELOPMENT PLAN SUBMITTAL AND REVIEW.



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RD by:
RD Date:

PRELIMINARY PLANS

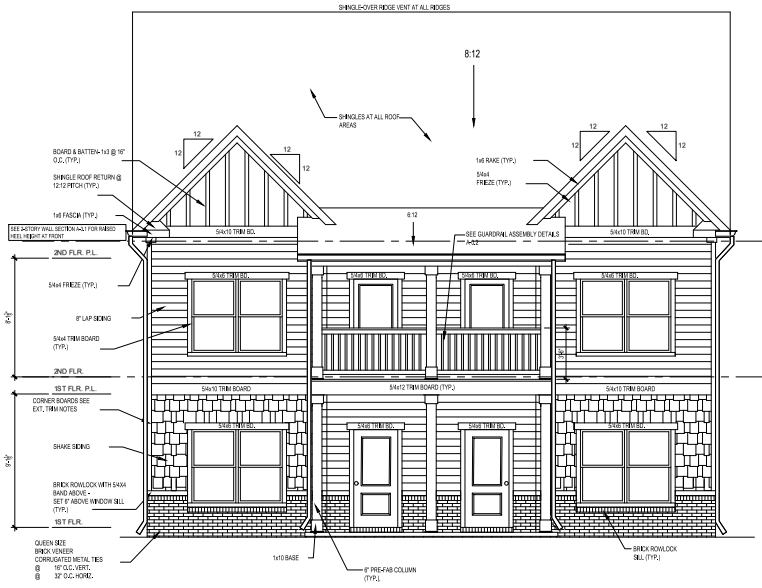
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MASTER PLAN

C-004

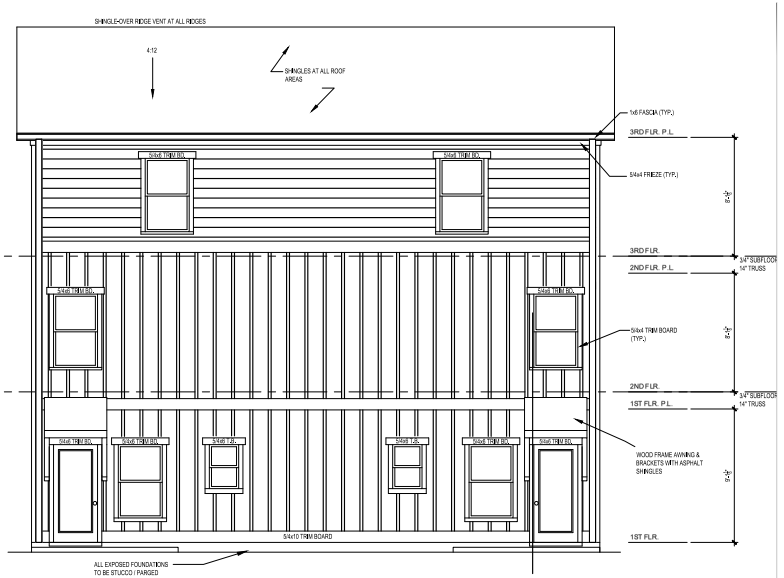
APPENDIX B: BUILDING ELEVATIONS



FRONT ELEVATION - A

SCALE: 1/4" = 1'-0"

VARIATION USED ON BUILDINGS: 1, 10, 47

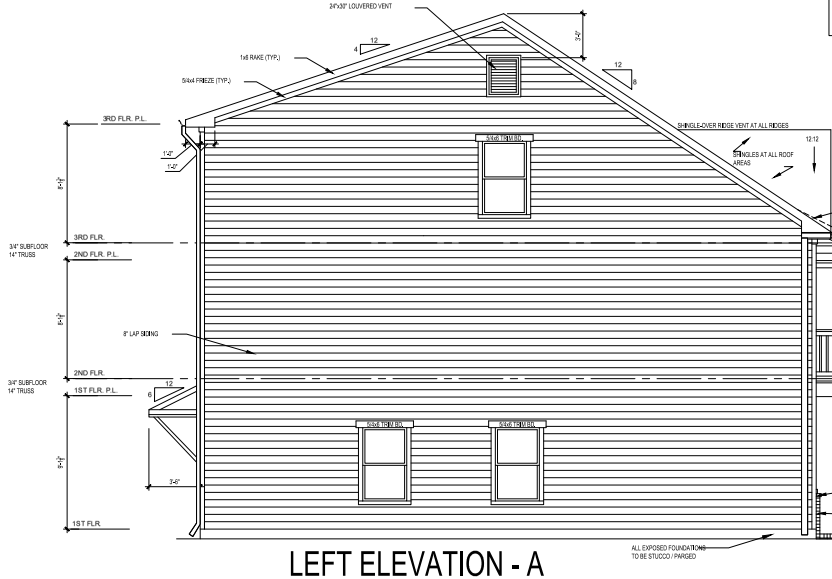


REAR ELEVATION - A

SCALE: 1/4" = 1'-0"

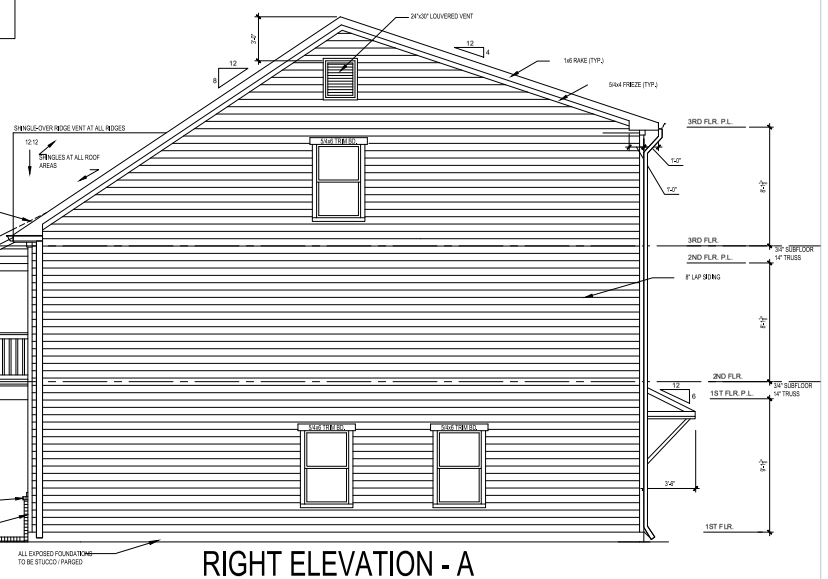
EXTERIOR SIDING / TRIM NOTES:

1. ALL EXTERIOR SIDING/TRIM COMPONENTS TO BE NON-ROT, CEMENT-FIBER TYPE.
2. CORNER BOARDS TO BE 5/4X4 & 5/4X6 PAIRED TOGETHER TO CREATE AN L-SHAPED CORNER, WITH 5/4X6 PLACED ON FRONT & REAR ELEVATIONS.
3. WINDOW AND DOOR TRIM TO BE 5/4X4 SIDES & BOTTOM, HEAD TRIM TO BE 5/4X6 EXTENDED 2".
4. FASCIA TO BE 1X6, WITH EAVE DRIP FLASHING (4-1/2" WIDTH AT ROOF - VERIFY WITH GENERAL CONTRACTOR).
5. FRIEZE BOARDS TO BE 5/4X4.
6. SOFFITS TO BE 5/16" PANELS, PERFORATED AT EAVES.
7. BOARD & BATTEN TO BE 5/16"X4' WIDE PANELS WITH 1X3 BATTENS 16" O.C.
8. PORCH CEILING TO BE 5/16"X4' WIDE PANELS WITH 1X3 BATTENS AT JOINTS & PERIMETER.
9. COORDINATE WITH GENERAL CONTRACTOR FOR FLASHING PROFILES TO BE USED AT ALL LOCATIONS.
10. COORDINATE WITH GENERAL CONTRACTOR FOR THE FOLLOWING DETAILS:
    - +SPECIFIC SIZE OF TRIM BOARDS TO WRAP EXTERIOR BEAMS PER SPECIFIC LOCATIONS.
    - +SPECIFIC DESIGN OF BRACKETS AT GABLES & MISC. LOCATIONS, ALL BRACKETS ARE P.T.
    - +COLUMN TRIM DETAILS.
    - +REAR PORCH ROOF DETAILS.



LEFT ELEVATION - A

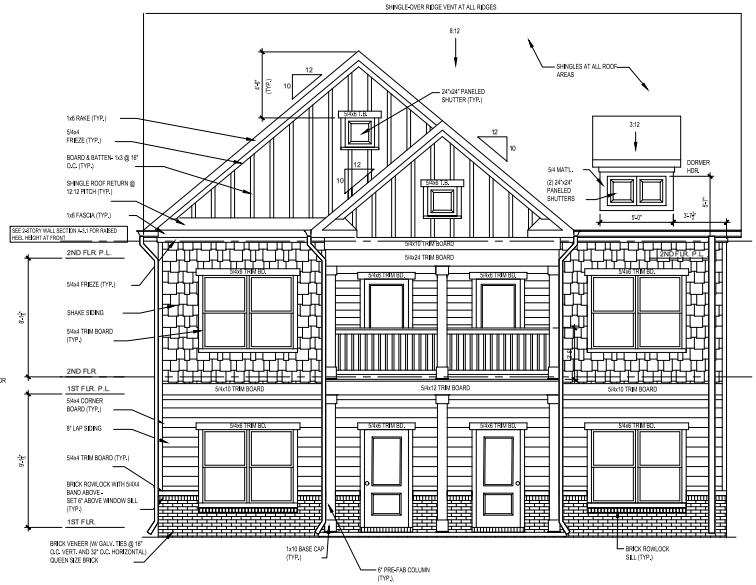
SCALE: 1/4" = 1'-0"



RIGHT ELEVATION - A

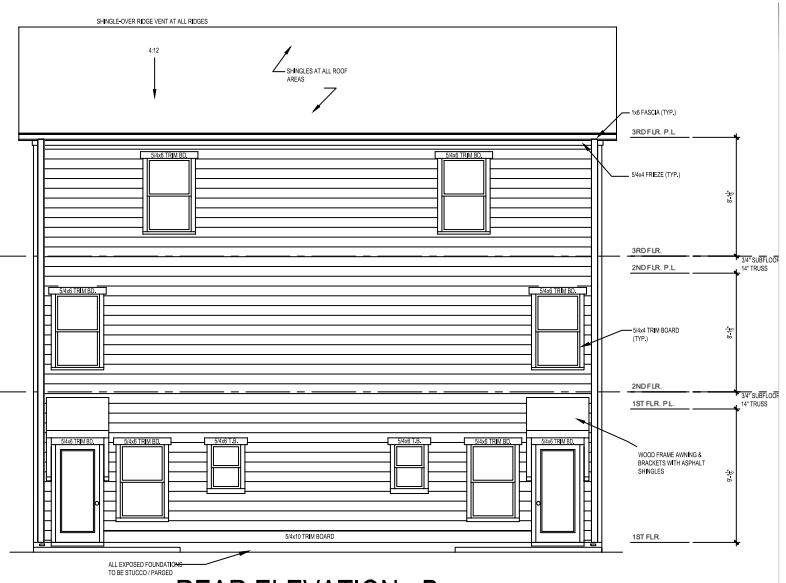
SCALE: 1/4" = 1'-0"

27 TALMADGE
2 ELEVATION PAGES



FRONT ELEVATION - B

VARIATION USED ON BUILDINGS: 8, 43, 56

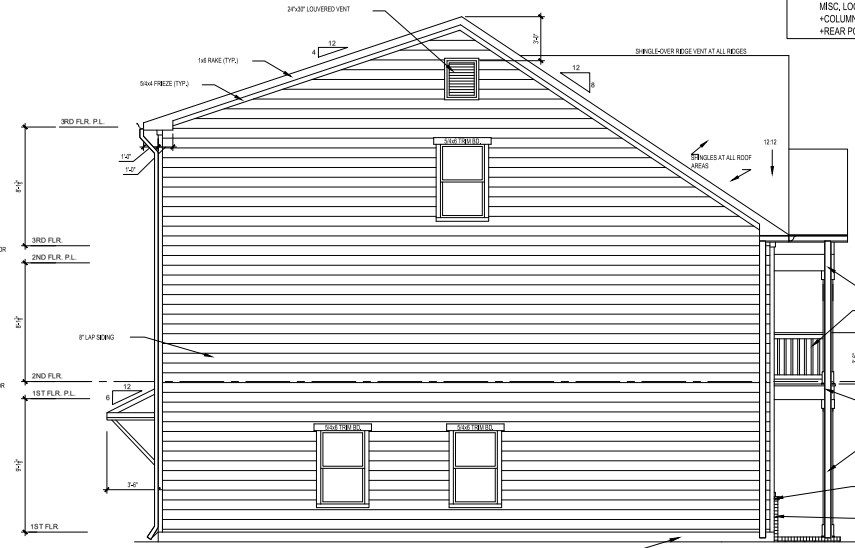


REAR ELEVATION - B

SCALE: 1/4" = 1'-0"

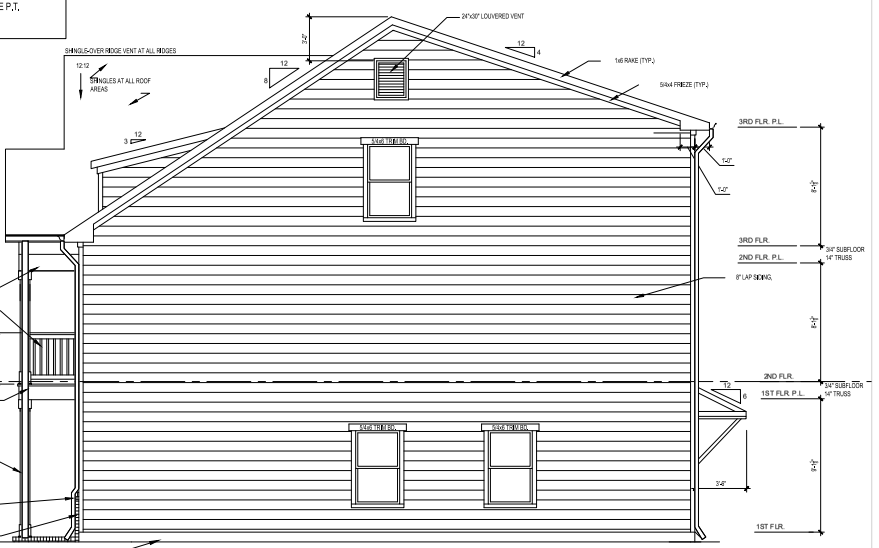
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3. WINDOW AND DOOR TRIM TO BE 5/4X4 SIDES & BOTTOM, HEAD TRIM TO BE 5/4X6 EXTENDED 2", FASCIA TO BE 1X6, WITH EAVE DRIP FLASHING (4-1/2" WIDTH AT ROOF - VERIFY WITH GENERAL CONTRACTOR).
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   +COLUMN TRIM DETAILS.
   +REAR PORCH ROOF DETAILS.



LEFT ELEVATION - B

SCALE: 1/4" = 1'-0"

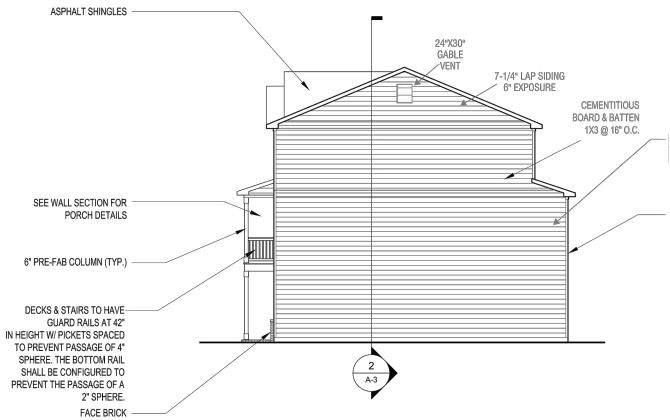


RIGHT ELEVATION - B

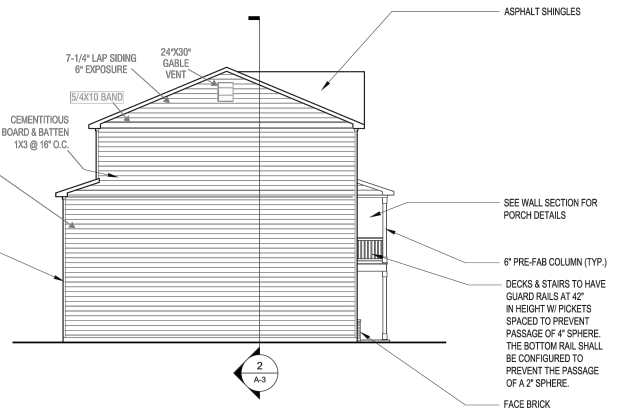
SCALE: 1/4" = 1'-0"



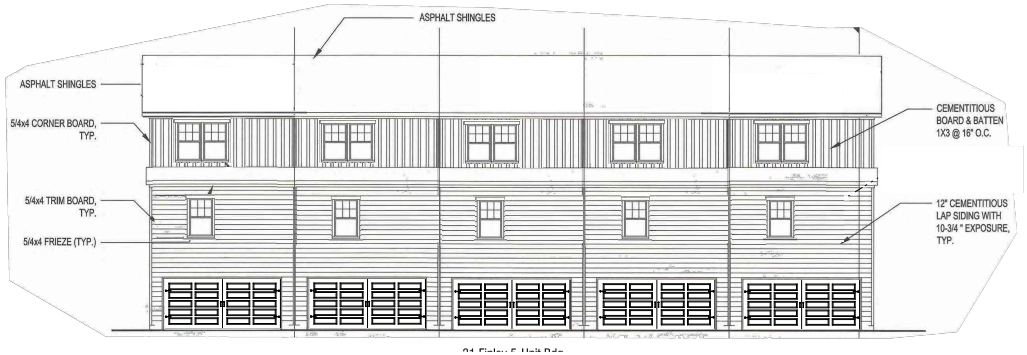
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2 SIDE ELEVATION
1/8" = 1'-0"

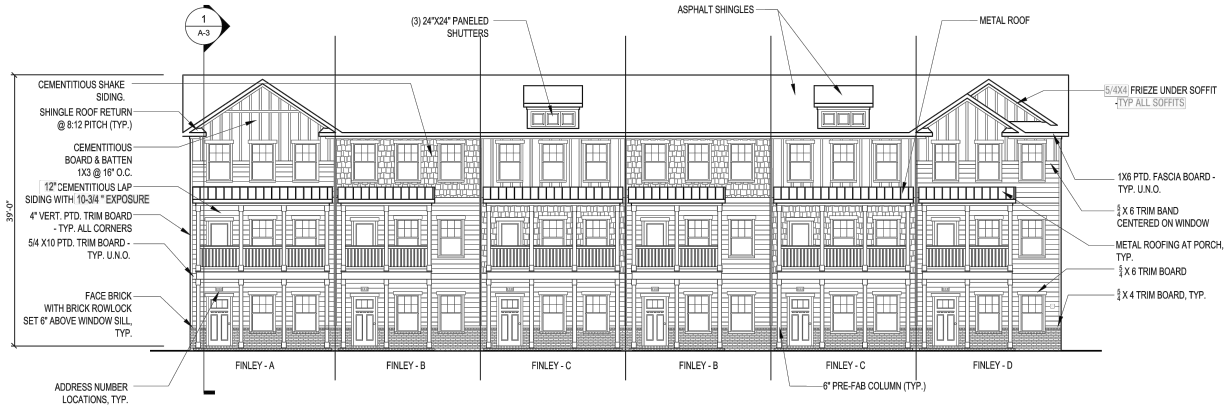


3 SIDE ELEVATION
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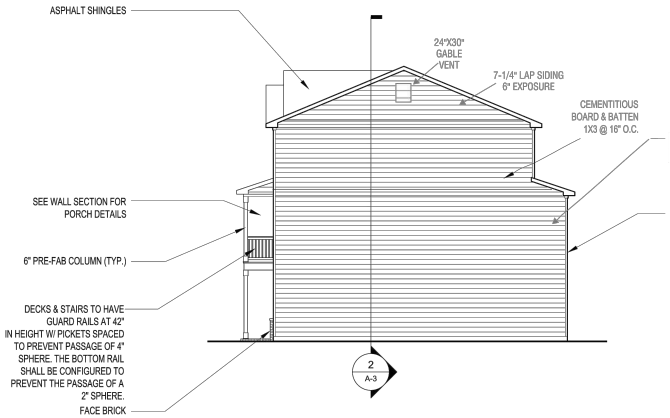


4 REAR ELEVATION
1/8" = 1'-0"

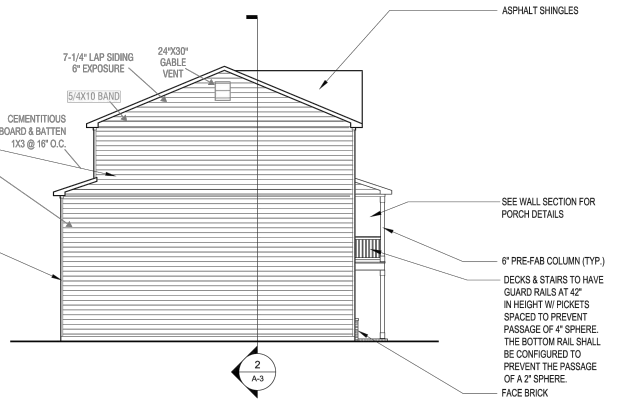
31-5 FINLEY



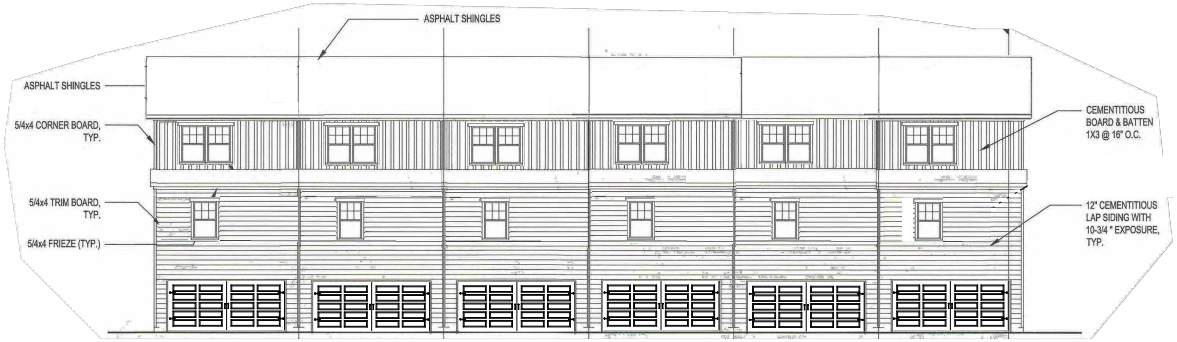
1 FRONT ELEVATION
1/8" = 1'-0"



2 SIDE ELEVATION
1/8" = 1'-0"



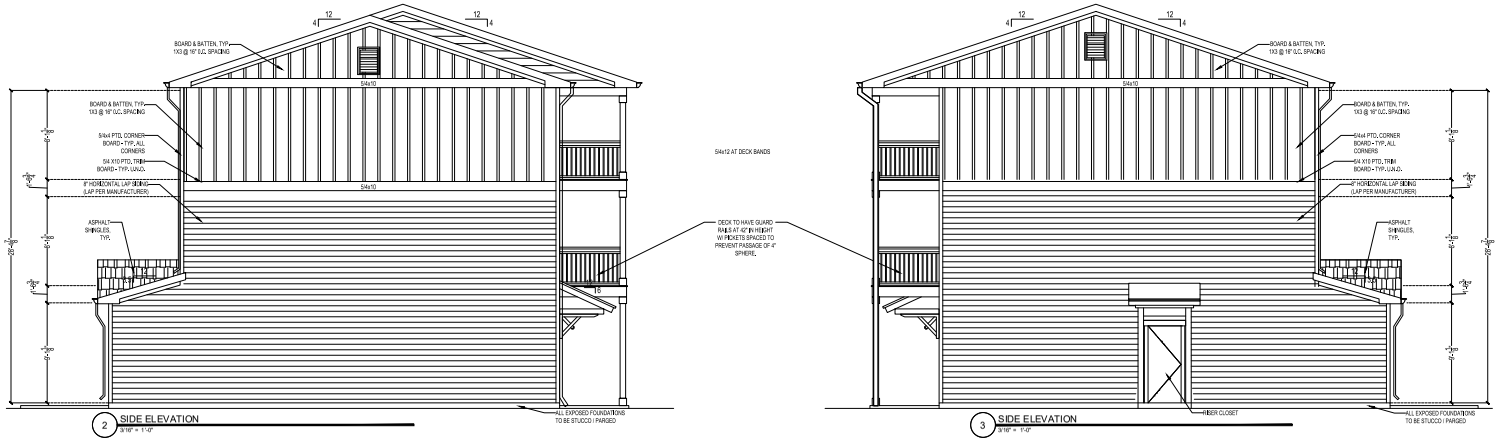
3 SIDE ELEVATION
1/8" = 1'-0"



4 REAR ELEVATION
1/8" = 1'-0"

31-6 FINLEY







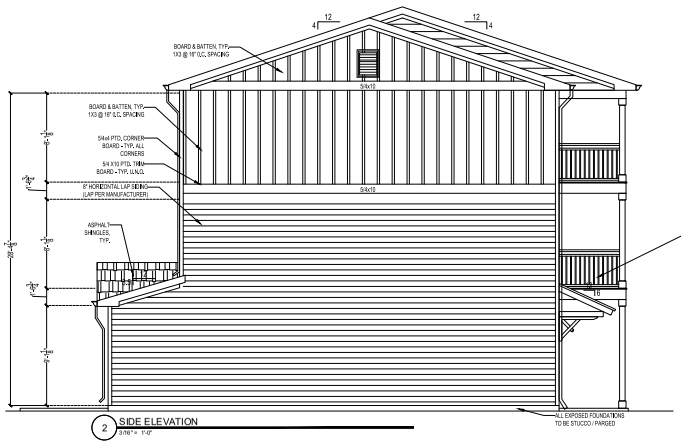
32 BALDWIN
4 ELEVATION PAGES

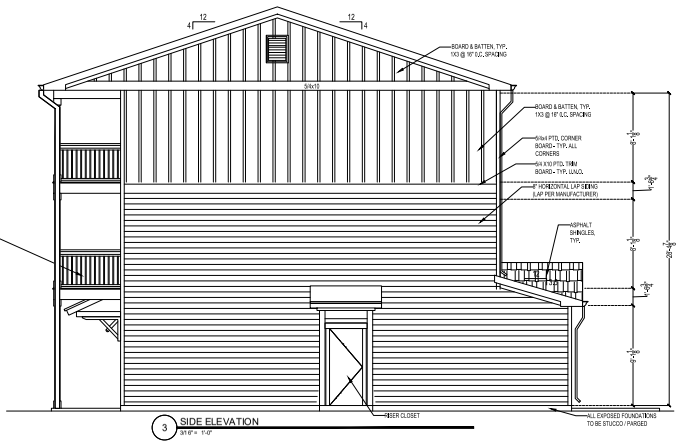
1 FRONT ELEVATION
2 SIDE ELEVATION
3 SIDE ELEVATION
4 REAR ELEVATION

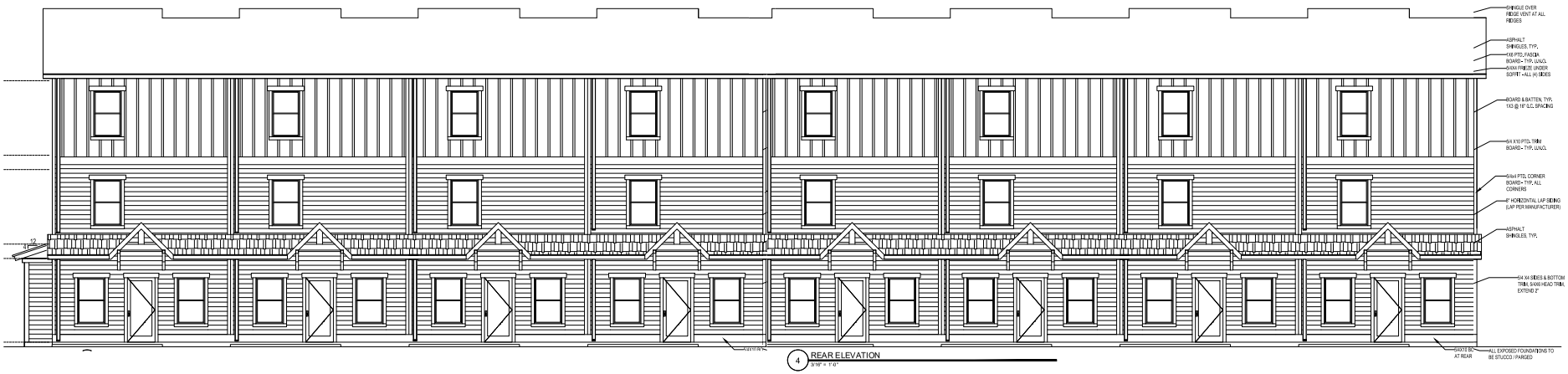
1 FRONT ELEVATION
2 SIDE ELEVATION
3 SIDE ELEVATION
4 REAR ELEVATION


SHINGLE OVER RIDGE VENT AT ALL RIDGES
ASPHALT SHINGLES, TYP.
1X6 PTD. FASCIA BOARD - TYP. U.N.O.
5/4X4 FRIEZE UNDER SOFFIT - ALL (4) SIDES
BOARD & BATTEN, TYP. 1X3 @ 16" O.C. SPACING
5/4X4 PTD. CORNER BOARD - TYP. ALL CORNERS
5/4 X10 PTD. TRIM BOARD - TYP. U.N.O.
QUEEN SIDE BRICK VENEER CORRUGATED METAL TIES @ 16" O.C. VERT., @ 32" O.C. HORIZ.
5/4 X4 SIDES & BOTTOM TRIM, 5/4X6 HEAD TRIM, EXTEND 2" BRICK ROWLOCK BELOW BOTTOM TRIM
BRICK SOLDIER COURSE @ WINDOW AND DOOR HEAD
BRICK WATER TABLE
8" HORIZONTAL LAP SIDING (LAP PER MANUFACTURER)
BRICK ROWLOCK WITH 5/4X6 BAND ABOVE, 5/4X4 INLINE WITH WINDOW SILL TRIM
4X4 WOOD BRACKETS
5/4 X4 SIDES & BOTTOM TRIM, 5/4X6 HEAD TRIM, EXTEND 2"
1 FRONT ELEVATION
3/16" = 1'-0"

1 FRONT ELEVATION
3/16" = 1'-0"

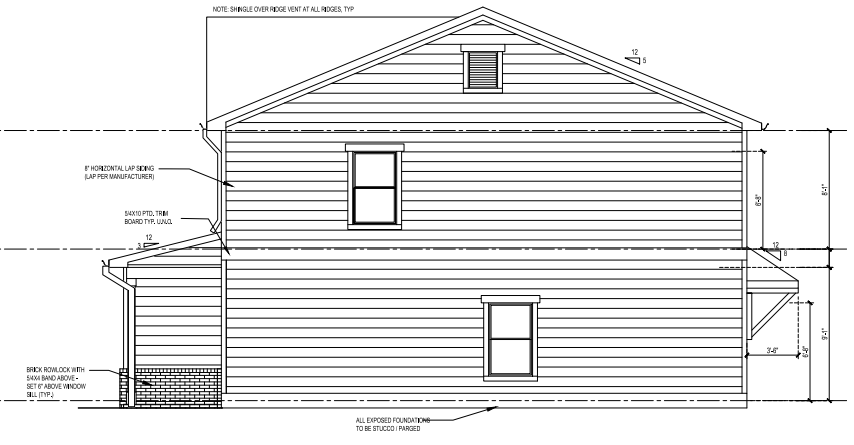

BOARD & BATTEN, TYP. 1X3 @ 16" O.C. SPACING
5/4X10
5/4X12
8" HORIZONTAL LAP SIDING (LAP PER MANUFACTURER)
ASPHALT SHINGLES, TYP.
DECK TO HAVE GUARD RAILS AT 42" IN HEIGHT W/ PICKETS SPACED TO PREVENT PASSAGE OF 4" SPHERE.
ALL EXPOSED FOUNDATIONS TO BE STUCCO / PARGED
2 SIDE ELEVATION
3/16" = 1'-0"


BOARD & BATTEN, TYP. 1X3 @ 16" O.C. SPACING
5/4X4 PTD. CORNER BOARD - TYP. ALL CORNERS
5/4 X10 PTD. TRIM BOARD - TYP. U.N.O.
8" HORIZONTAL LAP SIDING (LAP PER MANUFACTURER)
ASPHALT SHINGLES, TYP.
BEER CLOSET
ALL EXPOSED FOUNDATIONS TO BE STUCCO / PARGED
3 SIDE ELEVATION
3/16" = 1'-0"


SHINGLE OVER RIDGE VENT AT ALL RIDGES
ASPHALT SHINGLES, TYP.
1X6 PTD. FASCIA BOARD - TYP. U.N.O.
5/4X4 FRIEZE UNDER SOFFIT - ALL (4) SIDES
BOARD & BATTEN, TYP. 1X3 @ 16" O.C. SPACING
5/4 X10 PTD. TRIM BOARD - TYP. U.N.O.
5/4X4 PTD. CORNER BOARD - TYP. ALL CORNERS
8" HORIZONTAL LAP SIDING (LAP PER MANUFACTURER)
ASPHALT SHINGLES, TYP.
5/4 X4 SIDES & BOTTOM TRIM, 5/4X6 HEAD TRIM, EXTEND 2"
5/4X10 BC AT REAR
ALL EXPOSED FOUNDATIONS TO BE STUCCO / PARGED
4 REAR ELEVATION
3/16" = 1'-0"



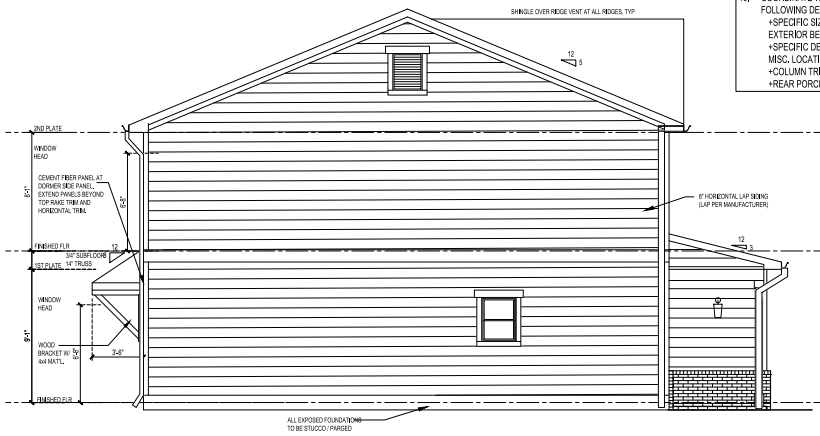
1 FRONT ELEVATION
1/4" = 1'-0"



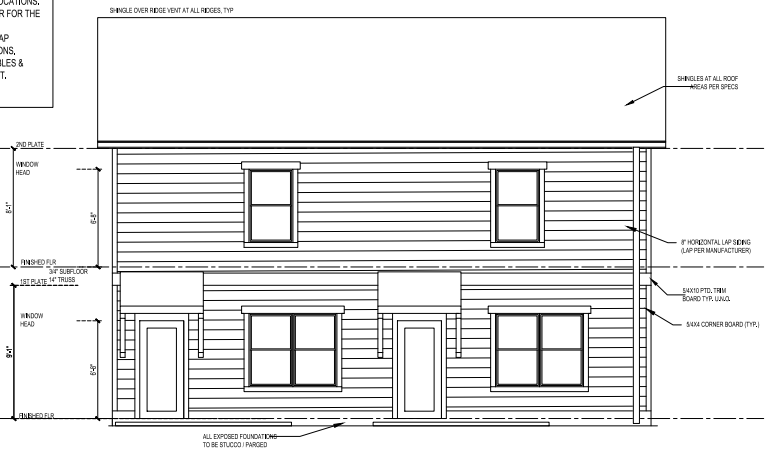
2 SIDE ELEVATION
1/4" = 1'-0"

EXTERIOR SIDING / TRIM NOTES:

1. ALL EXTERIOR SIDING/TRIM COMPONENTS TO BE NON-ROT, CEMENT-FIBER TYPE,
2. CORNER BOARDS TO BE 5/4X4 & 5/4X6 PAIRED TOGETHER TO CREATE AN L-SHAPED CORNER, WITH 5/4X6 PLACED ON FRONT & REAR ELEVATIONS,
3. WINDOW AND DOOR TRIM TO BE 5/4X4 SIDES & BOTTOM. HEAD TRIM TO BE 5/4X6 EXTENDED 2".
4. FASCIA TO BE 1X6, WITH EAVE DRIP FLASHING (4-1/2" WIDTH AT ROOF - VERIFY WITH GENERAL CONTRACTOR).
5. FRIEZE BOARDS TO BE 5/4X4,
6. SOFFITS TO BE 5/16" PANELS, PERFORATED AT EAVES.
7. BOARD & BATTEN TO BE 5/16"X4' WIDE PANELS WITH 1X3 BATTENS 16" O.C.
8. PORCH CEILING TO BE 5/16"X4' WIDE PANELS WITH 1X3 BATTENS AT JOINTS & PERIMETER,
9. COORDINATE WITH GENERAL CONTRACTOR FOR FLASHING PROFILES TO BE USED AT ALL LOCATIONS.
10. COORDINATE WITH GENERAL CONTRACTOR FOR THE FOLLOWING DETAILS:
    - +SPECIFIC SIZE OF TRIM BOARDS TO WRAP EXTERIOR BEAMS PER SPECIFIC LOCATIONS.
    - +SPECIFIC DESIGN OF BRACKETS AT GABLES & MISC. LOCATIONS. ALL BRACKETS ARE P.T.
    - +COLUMN TRIM DETAILS.
    - +REAR PORCH ROOF DETAILS.

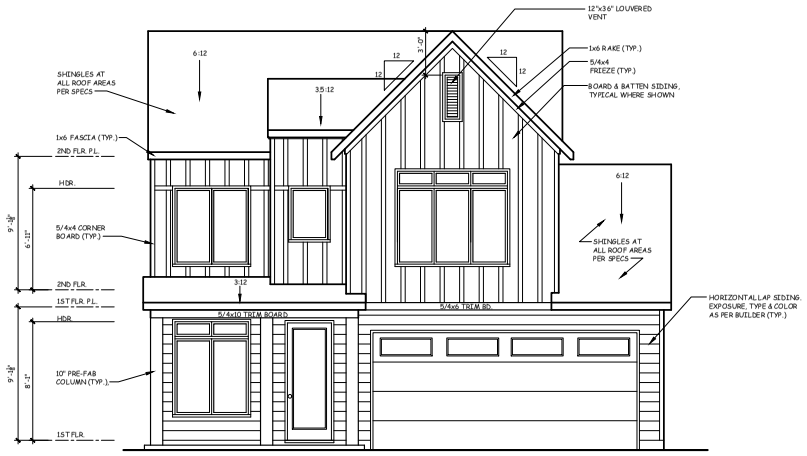


3 SIDE ELEVATION
1/4" = 1'-0"

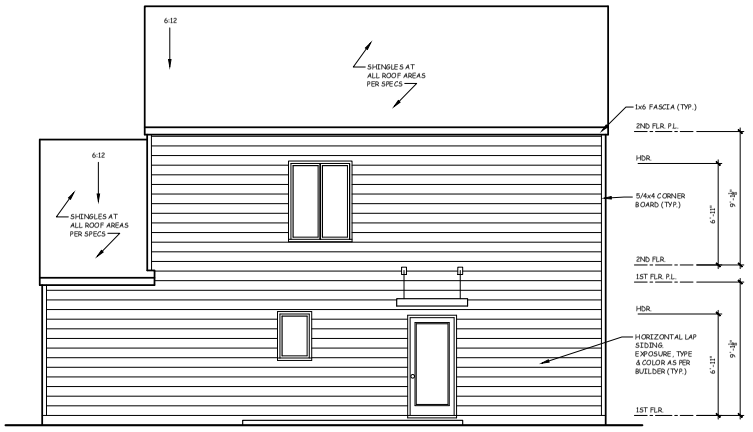


4 REAR ELEVATION
1/4" = 1'-0"

42 DOGWOOD
1 ELEVATION PAGE

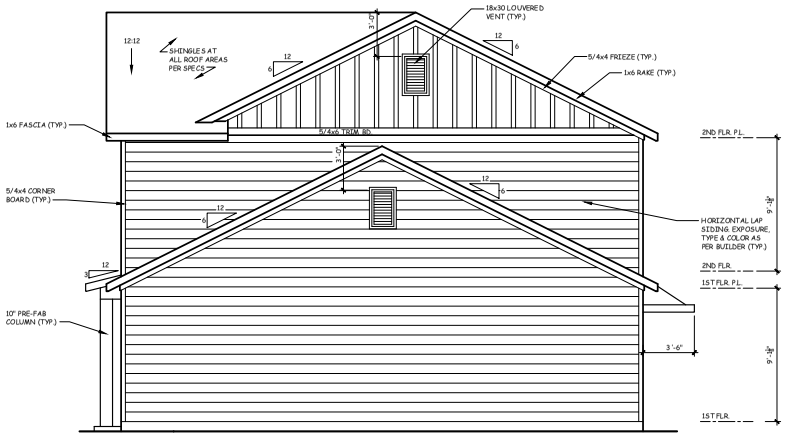


FRONT ELEVATION
SCALE: 1/4" = 1'-0"



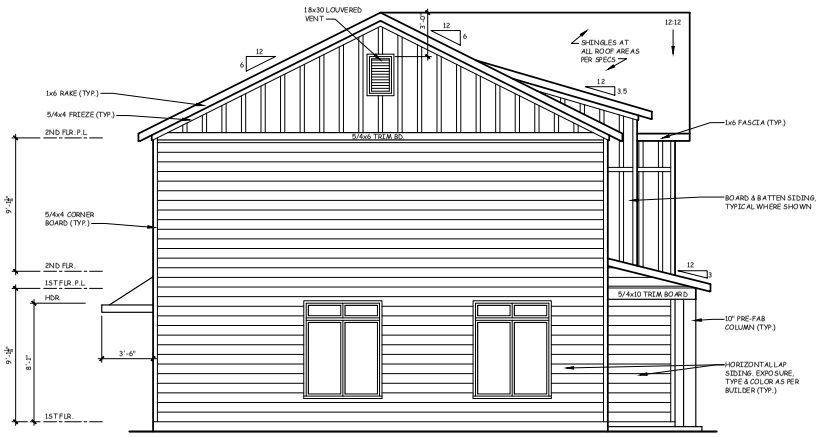
REAR ELEVATION
SCALE: 1/4" = 1'-0"

STUCCO ON SIDE/REAR ELEVATIONS BELOW SLAB LINE



RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

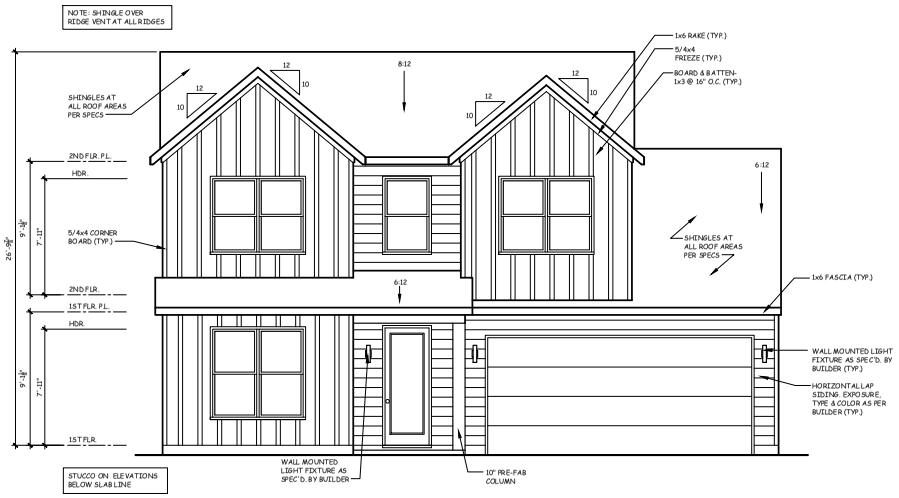
STUCCO ON SIDE/REAR ELEVATIONS BELOW SLAB LINE



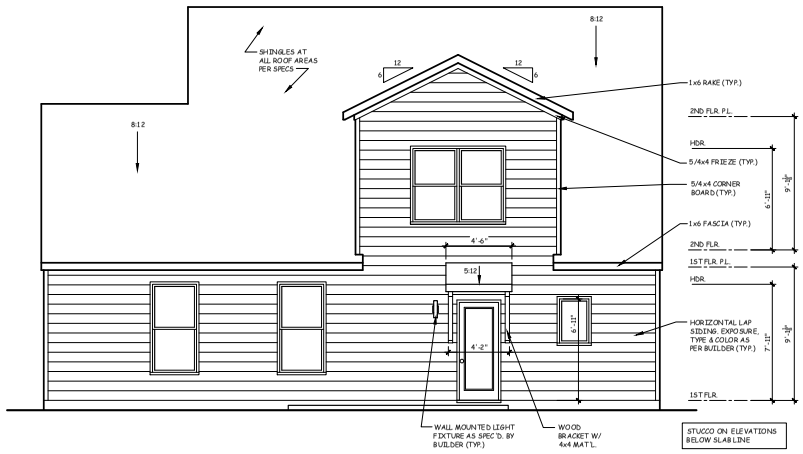
STUCCO ON SIDE/REAR ELEVATIONS BELOW SLAB LINE

LEFT ELEVATION
SCALE: 1/4" = 1'-0"

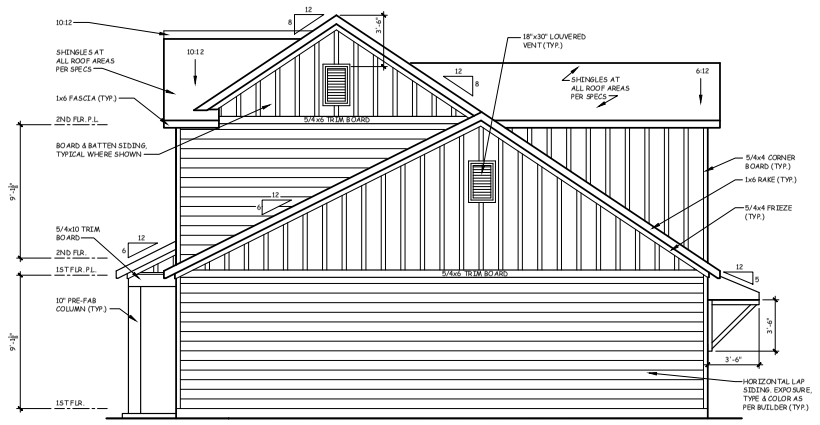
TYPE 321
1 ELEVATION PAGE



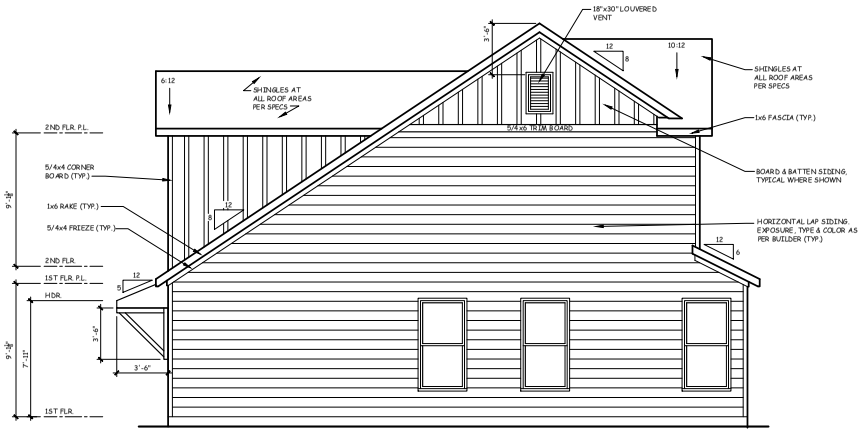
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



REAR ELEVATION
SCALE: 1/4" = 1'-0"

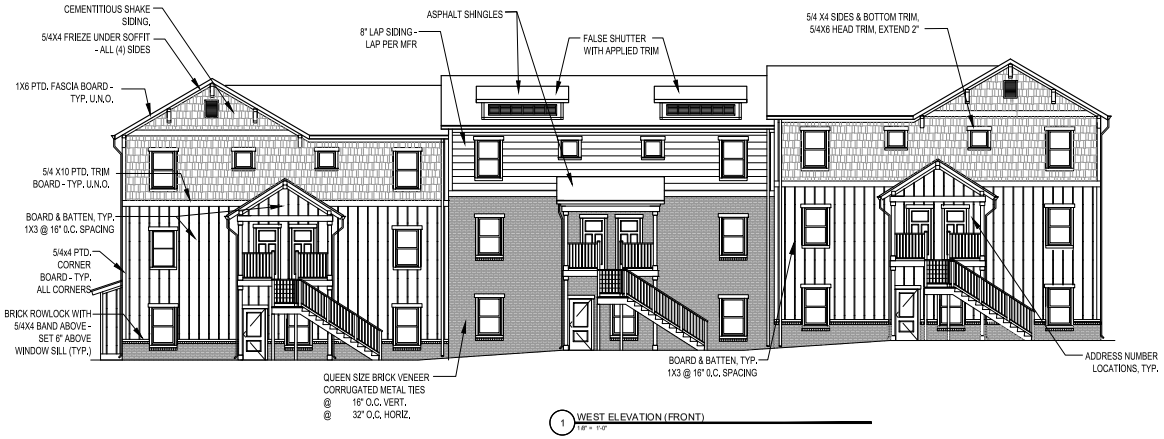


RIGHT ELEVATION
SCALE: 1/4" = 1'-0"



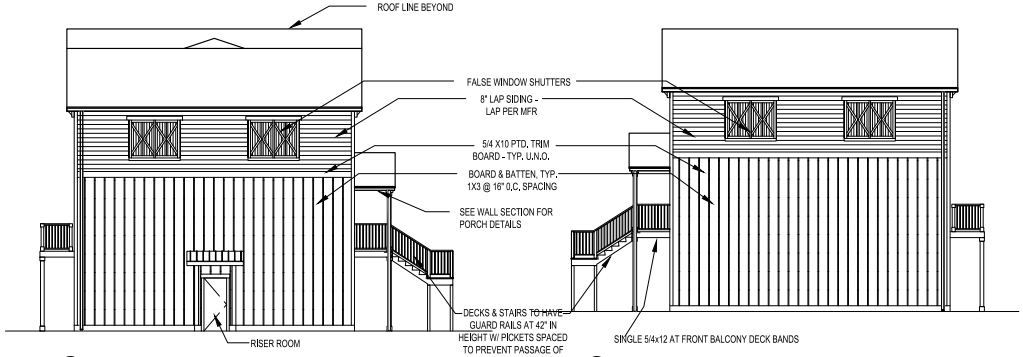
LEFT ELEVATION
SCALE: 1/4" = 1'-0"

TYPE 421
1 ELEVATION PAGE



1 WEST ELEVATION (FRONT)
1/8" = 1'-0"

THIS BLDG HAS A STEPPED FOUNDATION - REFER TO CIVIL PLANS FOR FINISH FLOOR ELEVATIONS



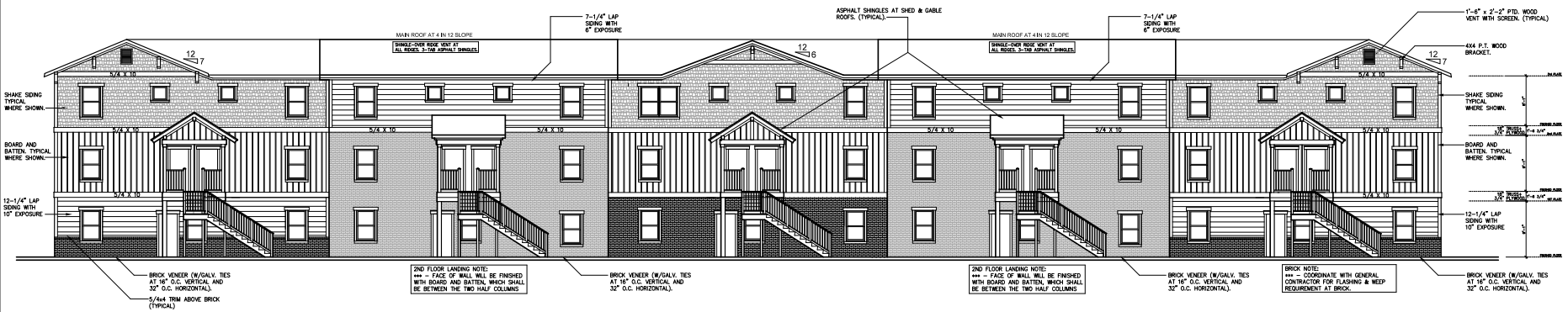
2 NORTH ELEVATION
1/8" = 1'-0"

3 SOUTH ELEVATION
1/8" = 1'-0"



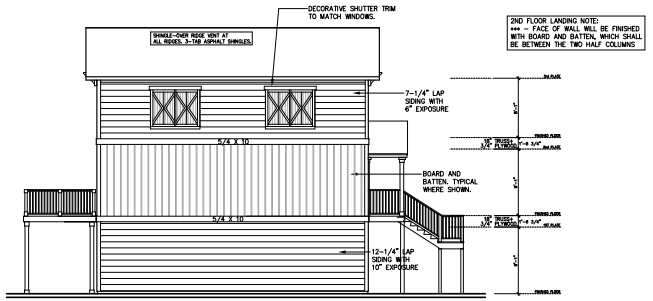
4 EAST ELEVATION (REAR)
1/8" = 1'-0"

14-3 WOODBURY



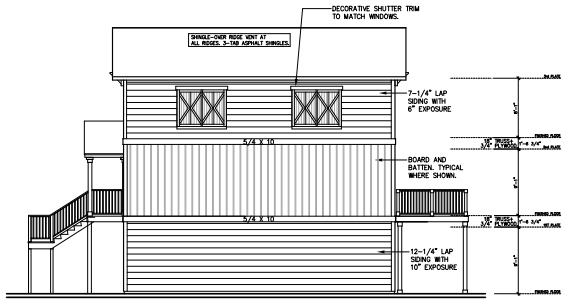
FRONT ELEVATION

THE WOODBURY SCALE: 1/8" = 1'-0"



SIDE ELEVATION

THE WOODBURY SCALE: 1/8" = 1'-0"



SIDE ELEVATION

THE WOODBURY SCALE: 1/8" = 1'-0"

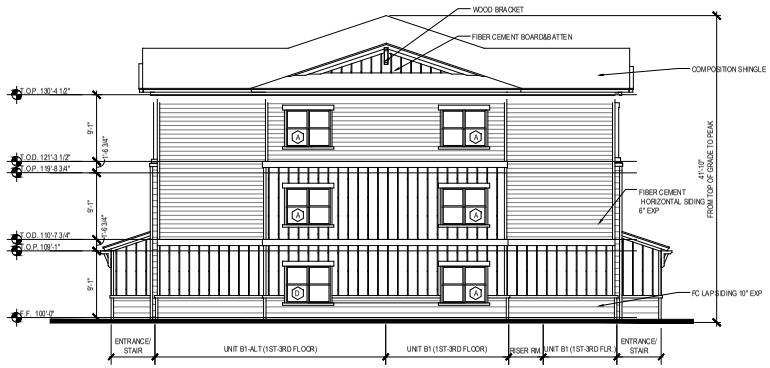
14-5 WOODBURY



FRONT ELEVATION

THE WOODBURY SCALE: 1/8" = 1'-0"

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4 BLDG. TYPE 23 - SIDE ELEVATION
SCALE: 1/8" = 1'-0"

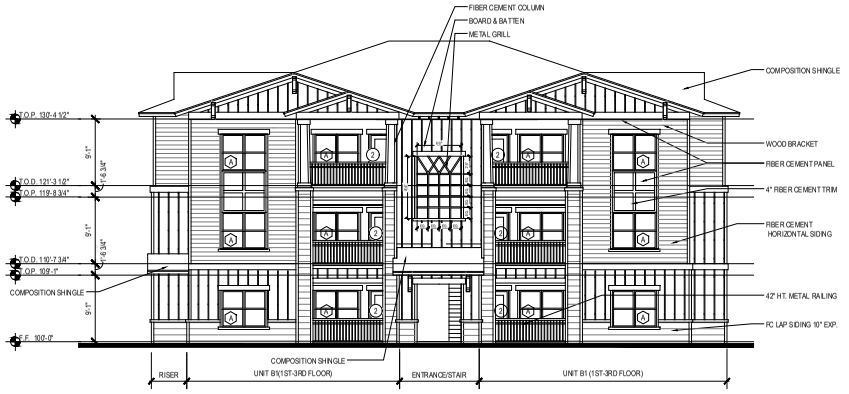


3 BLDG. TYPE 23 - SIDE ELEVATION
SCALE: 1/8" = 1'-0"

23 GARDEN



2 BLDG. TYPE 23 - REAR ELEVATION
SCALE: 1/8" = 1'-0"



1 BLDG. TYPE 23 - FRONT ELEVATION
SCALE: 1/8" = 1'-0"

APPENDIX C: TRAFFIC REPORT

Revised Updated Traffic Study

The Station at Fayetteville

prepared for:

LCD Acquisitions, LLC

2215 Haskell Heights

Fayetteville, Arkansas



Mark Nichols

PETERS & ASSOCIATES
ENGINEERS, INC.
• CIVIL & TRAFFIC ENGINEERING •
5507 Ranch Drive - Suite 209
Little Rock, Arkansas 72223 (501) 868-3999

Project No.: P-2243

March 17, 2025

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Trip Generation & Site Traffic Projections	11
Traffic Volume Assignments	13
Capacity and Level of Service	22
Auxiliary Turn Lane Analysis	33
Pedestrian Provisions	33
Findings and Conclussions	34

APPENDIX

- Site Plan
- Trip Generation Data
- Vehicle Turning Movement Count Data
- Capacity and Level of Service Calculations

BACKGROUND

Peters & Associates Engineers, Inc. previously conducted a traffic engineering study relating to The Station at Fayetteville, a proposed multi-family residential development to be located along S. Sang Avenue, just north of Nettleship Street and Cross Street in Fayetteville, Arkansas. That previous study report was dated August 13, 2024. Subsequently, City of Fayetteville officials requested the traffic study report be modified to include updated traffic counts (while local schools and University of Arkansas is in session). As requested by the City, a revised report (including the analysis that was included in the previous report dated August 13, 2024) was provided that included updated traffic counts (conducted in October 2024), updated analysis, plus an alternate scenario of "what if" an additional connection to the north via a connection to N. Sang Avenue for projected traffic conditions. That revised report was dated October 21, 2024.

Subsequently, City of Fayetteville officials have requested the previous revised traffic study report (dated October 21, 2024) be updated using the most recent proposed site development plan with a lower density of residents. The capacity and level of service (LOS) analysis in this updated report includes the updated traffic counts (conducted in October 2024) projected traffic conditions, plus an alternate scenario of "what if" an additional connection to the north via a connection to N. Sang Avenue for updated projected traffic conditions with the most recent site plan assumed.

INTRODUCTION

Peters & Associates Engineers, Inc., has conducted a traffic engineering study relating to a proposed approximate 199-unit multi-family residential development (The Station at Fayetteville). The Station at Fayetteville residential site is proposed to consist of housing for approximately 754 tenants, primarily accommodating University of Arkansas students. The site is located along S. Sang Avenue, just north of Nettleship Street and Cross Street in Fayetteville, Arkansas. Access to the site is proposed to be constructed as a northern extension of Cross Avenue at Nettleship Drive (Drive A to serve as the north leg at this intersection) without planned connection to/from the north except for emergency vehicle use entry/exit only via N. Sang Avenue. However, an alternate scenario of an additional connection to the north via a connection to N. Sang Avenue for projected traffic conditions is also included in this updated revised report. The primary focus of this report is to assess traffic operational characteristics of the study intersections and access drive intersections proposed to serve the site. A reduced copy of the most up to date site plan is included in the Appendix for reference. The original scope of work included in this traffic study was discussed and agreed upon by City of Fayetteville officials. A previous revised report plus this updated report were also requested by City of Fayetteville officials.

This is a report of methodology and findings relating to a traffic engineering study undertaken to:

- Evaluate existing traffic conditions at the study intersections.
- Determine projected vehicular traffic volumes entering and exiting the proposed development at the study intersections.
- Identify the effects on traffic operations for existing traffic in combination with site-generated traffic associated with the site development with five years background traffic volume growth.

- Evaluate existing and projected traffic operations for the study intersections and make recommendations for mitigative improvements which may be necessary and appropriate for acceptable traffic operations.

In the following sections of this traffic study report are traffic data, study methods, findings and recommendations. The study is technical in nature. Analysis techniques employed are those most commonly used in the traffic engineering profession for traffic impact analysis. Certain data and calculations relative to traffic operational analysis are referenced in the report. Complete calculations and data are included in the Appendix of the report.

THE SITE

The proposed development is within the city limits of Fayetteville in Washington County, Arkansas. The Station at Fayetteville residential site is proposed to consist of housing for approximately 754 tenants, primarily accommodating University of Arkansas students. The site is located along Sang Avenue, just north of Nettleship Street and Cross Street in Fayetteville, Arkansas. The proposed development site location and vicinity are shown on Figures 1 and 2, which follow.

Access to the site is proposed to be constructed as a northern extension of Cross Avenue at Nettleship Drive (Drive A to serve as the north leg at this intersection) without planned connection to/from the north except for emergency vehicle use entry/exit only via N. Sang Avenue. However, an alternate scenario of an additional connection to the north via a connection to N. Sang Avenue for projected traffic conditions is also included in this report.

Per the City of Fayetteville 2040 Master Street Plan, S. Sang Avenue is classified as a Neighborhood Link Street with a design service volume of up to 6,000 vehicles per day and a desired operating speed of 25-30 miles per hour. Stone Street, Cross Avenue and Nettleship Street are each classified as a Residential Link Streets with a design service volume of up to 4,000 vehicles per day and a desired operating speed of 15-20 miles per hour.

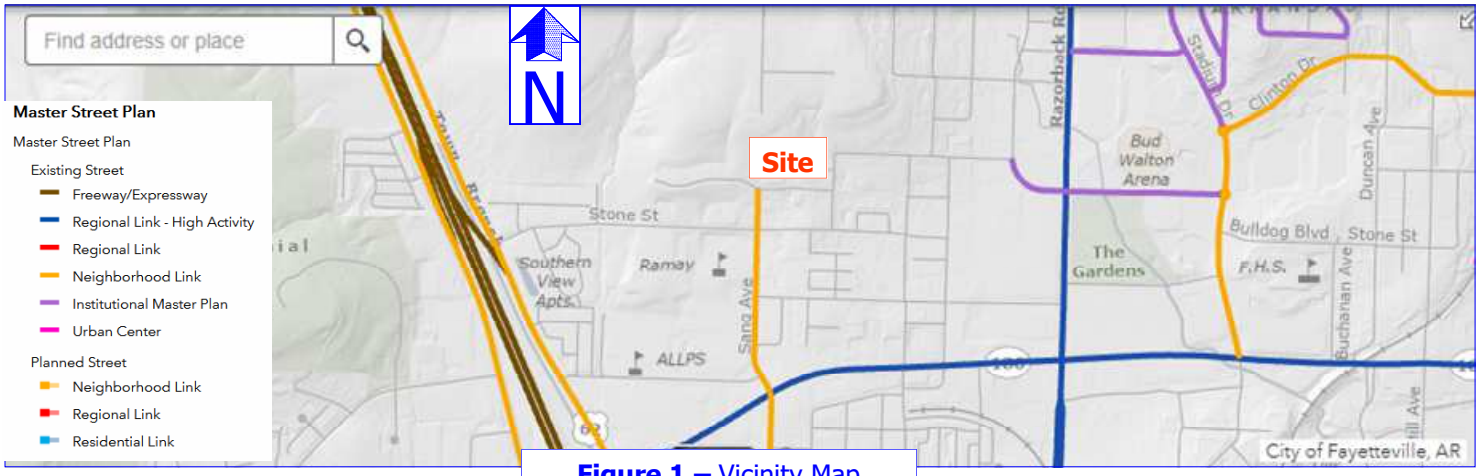


Figure 1 – Vicinity Map



Figure 2 – Site Location Map

EXISTING TRAFFIC CONDITIONS

Traffic count data collected as a part of this study include AM and PM peak hours vehicle turning movement counts at the following intersections (during finals in May 2024 and also while local schools were in session in October 2024):

- Sang Avenue and Stone Street.
- Cross Avenue and Stone Street.
- Nettleship Street and Graham Avenue.

The AM and PM peak hours vehicle turning movement counts made as a part of this study are shown on the following figures:

- Figure 3A, "Existing Traffic Volumes (May 2024) - AM Peak Hour."
- Figure 3B, "Existing Traffic Volumes (May 2024) - PM Peak Hour."
- Figure 3C, "Existing Traffic Volumes (October 2024) - AM Peak Hour."
- Figure 3D, "Existing Traffic Volumes (October 2024) - PM Peak Hour."

Counts were also made at Markham Road and Cross Avenue (Sang Avenue and Markham Road were under construction) October 2024.

The peak hours vehicle turning movement count data for these intersections are presented in more detail in the Appendix of this report.

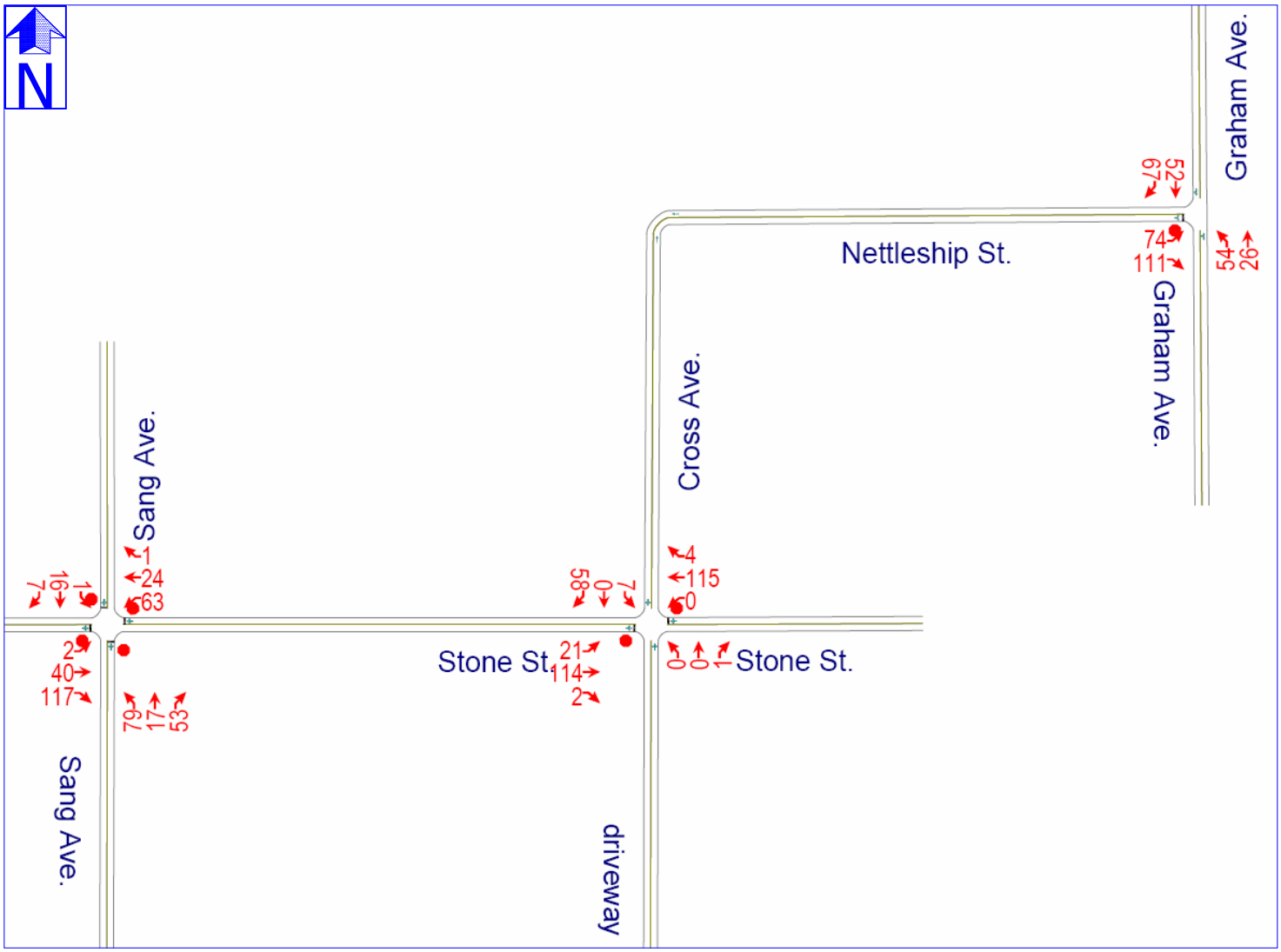


Figure 3A
Existing Traffic Volumes (May 2024)
AM Peak Hour

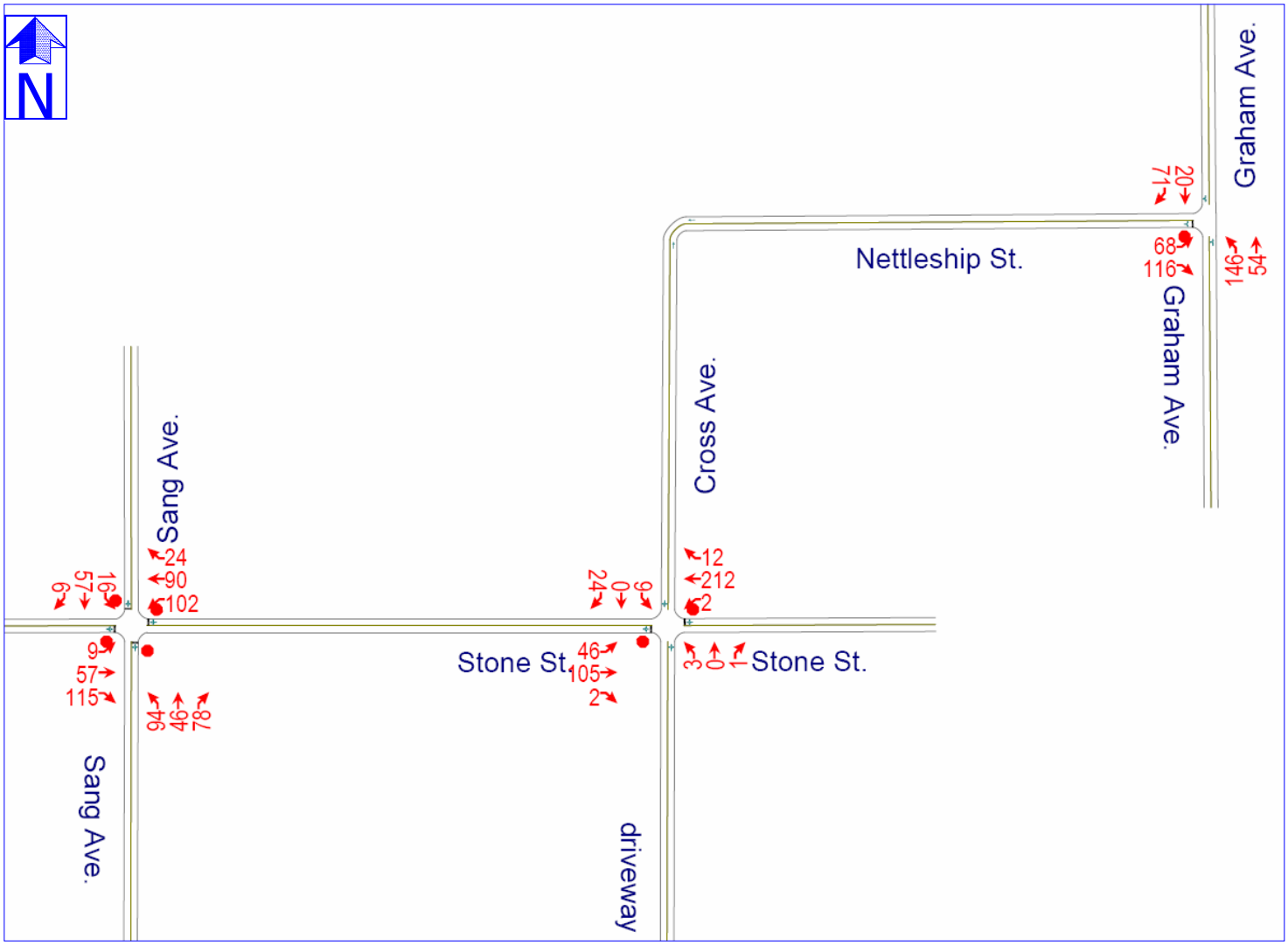


Figure 3B
Existing Traffic Volumes (May 2024)
PM Peak Hour

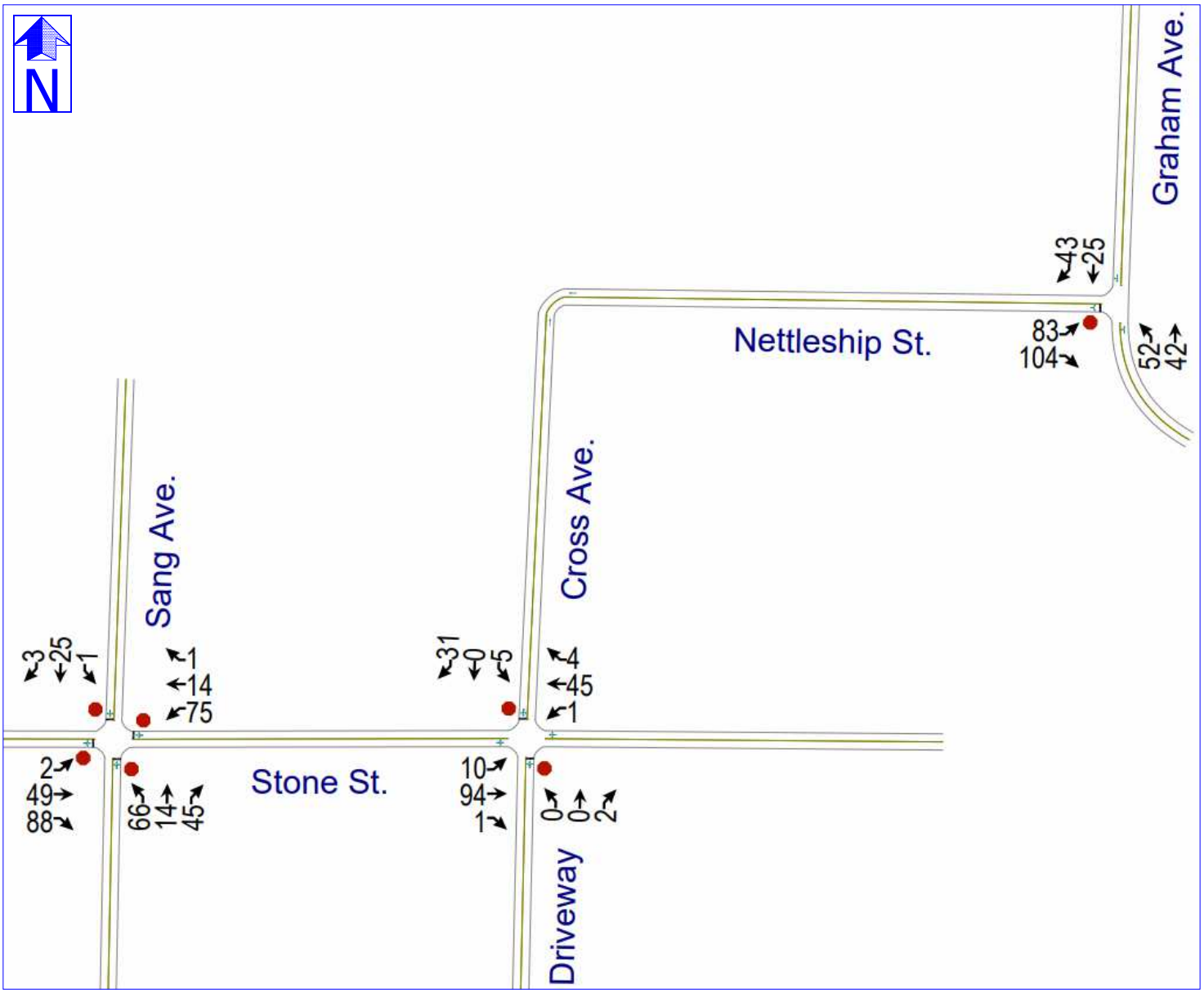


Figure 3C
Existing Traffic Volumes (October 2024)
AM Peak Hour

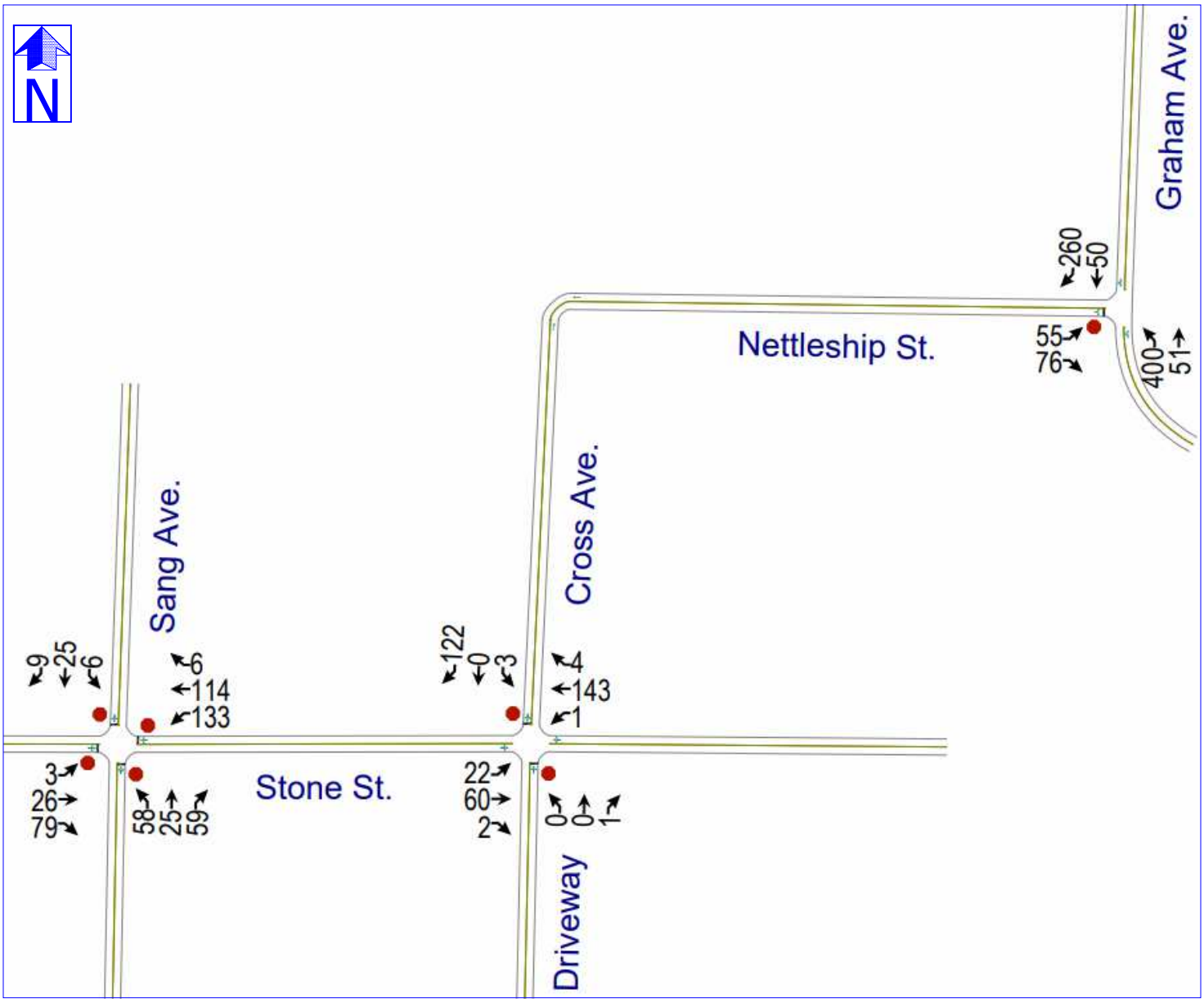


Figure 3D
Existing Traffic Volumes (October 2024)
PM Peak Hour

TRIP GENERATION and SITE TRAFFIC PROJECTIONS

The Trip Generation, an Informational Report, published by the Institute of Transportation Engineers (ITE) and The Trip Generation Manual 11th Edition, 2022, were utilized in calculating the magnitude of traffic volumes expected to be generated by the proposed multi-family residential units on this site. These are reliable sources for this information and are commonly used in the traffic engineering profession. The new ITE land use code 225 (Off Campus Student Housing) has been used as a part of this study to estimate trip generation. The data associated with ITE land use code 225 has already been adjusted for the vehicular traffic volume reduction that can be expected to be associated with student walking / biking and campus transit. Since the site is so close to the University of Arkansas, this ITE land use code (225) seems to be the most reliable for this development. Per City's request, the calculations include number of residents as opposed to number of units.

Using the selected trip generation rates, calculations were made as a part of this study to provide a reliable estimate of traffic volumes that can be expected to be associated with the proposed development. These calculations entail applying the appropriate trip-generation rates to the land use proposed for the development. Results of these calculations are summarized on Table 1, "Summary of Trip Generation."

PROPOSED LAND USE	APPROXIMATE SIZE	ITE CODE	24-HOUR TWO-WAY WEEKDAY VOLUME	AM PEAK HOUR VOLUME		TYPICAL PM PEAK HOUR VOLUME	
				ENTER	EXIT	ENTER	EXIT
Off-Campus Residetial Student Apartments	754 Persons	225	2,692	34	56	90	91
			TOTAL ENTERING + EXITING	90		181	

ITE Code 225 Note: Reductions already included in Off-Campus Student Apartments.

Table 1 – Summary of Trip-Generation

These calculations indicate that approximately 2,692 vehicle trips (combined in and out) per average weekday are projected to be generated by the proposed land use on this site. Of this total, approximately 90 vehicle trips are estimated during the traffic conditions of the AM peak hour and approximately 181 vehicle trips are estimated during the traffic conditions of the PM peak hour.

Residential traffic, as will be the traffic associated with this site, ordinarily does contribute to the adjacent street traffic conditions during the on-street AM peak traffic hour and the PM peak traffic hour. Accordingly, the AM and PM peak traffic periods of the adjacent street at the site are the traffic operating conditions which have warranted primary traffic analysis as a part of this study as agreed upon with City officials.

TRAFFIC VOLUME ASSIGNMENTS

Once projected traffic was estimated for the site, directional distributions were made to reflect the percent of anticipated vehicle movements at the study intersections. Vehicle trip distribution was developed based on current traffic counts and expected travel patterns to and from the proposed development. Directional distribution percentages used in this study are shown on Figure 4A, "Directional Distribution - Site Traffic," and on Figure 4**B**, "Directional Distribution - Site Traffic - Alternate Scenario with Access Via North."



Figure 4
Directional Distribution - Site Traffic

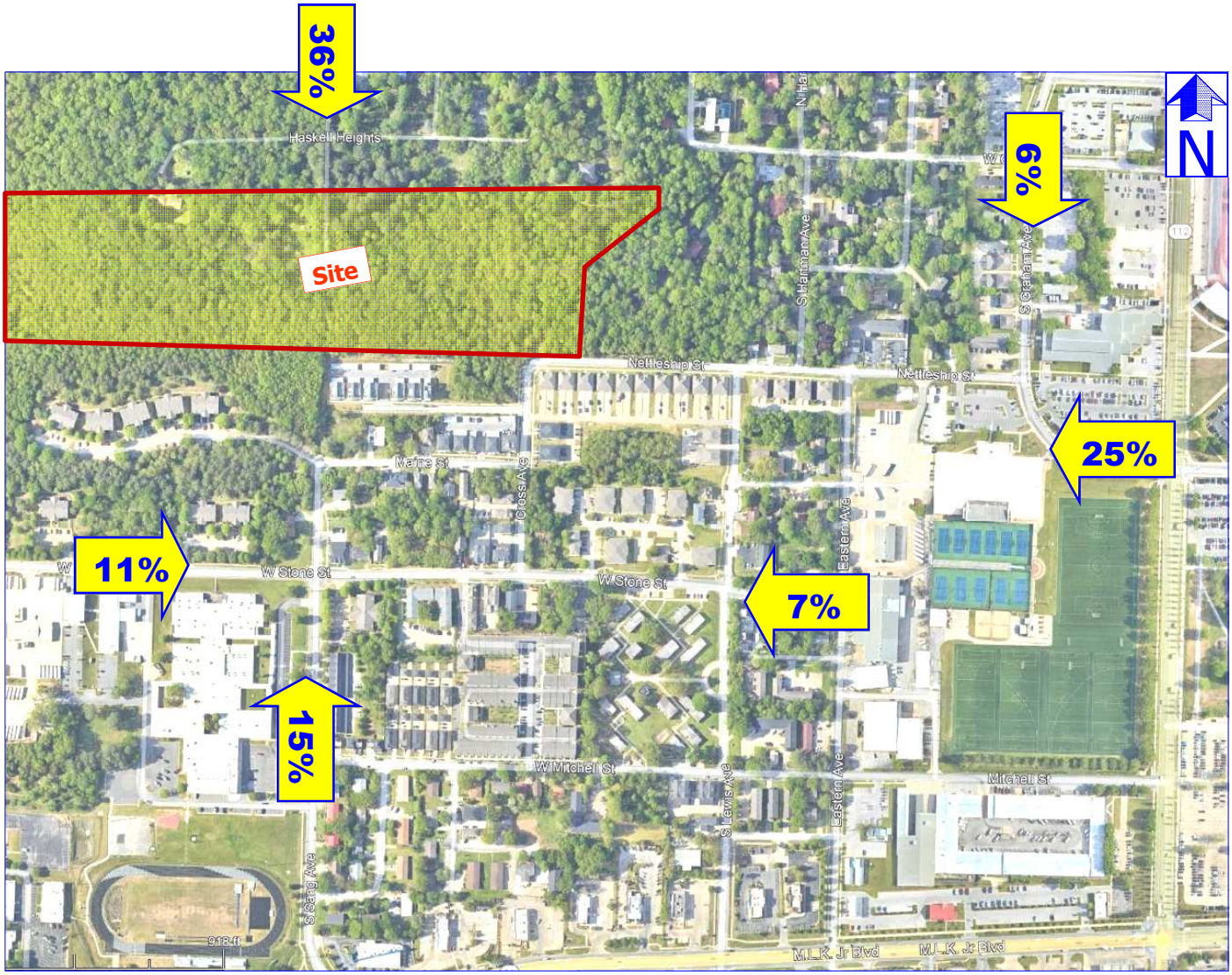


Figure 4B
Directional Distribution - Site Traffic
Alternate Scenario with Access Via North

The directional distribution percentages for site traffic have been equated to percentage turns for each movement at the study intersections. The site-generated traffic volumes result from applying the directional distribution percentages to the corresponding projected site-generated traffic volumes summarized on Table 1, "Summary of Trip-Generation." The site-generated traffic volumes and corresponding existing background traffic volumes plus five-year background growth with a compounded growth rate of two percent per year have been combined and the results are depicted on the following figures:

- Figure 5A, "Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using May 2024 Counts)."
- Figure 5B, "Projected Future 5-Year Traffic Volumes - PM Peak Hour (Using May 2024 Counts)."
- Figure 6A, "Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using October 2024 Counts)."
- Figure 6B, "Projected Future 5-Year Traffic Volumes - PM Peak Hour (Using October 2024 Counts)."
- Figure 7A, "Alternate Scenario with Connection to North Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using October 2024 Counts)."
- Figure 7B, "Alternate Scenario with Connection to North Projected Future 5-Year Traffic Volumes - PM Peak Hour (Using October 2024 Counts)."

Traffic volumes shown on Figures 3A, 3B, 3C, 3D, 5A, 5B, 6A, 6B, 7A and 7B are the values used in capacity and level of service calculations conducted as a part of this study. The effect of existing background traffic (i.e. the adjacent street non-site traffic which exists) and projected traffic associated with the site development as well as background traffic growth and has thus been accounted for in this analysis.

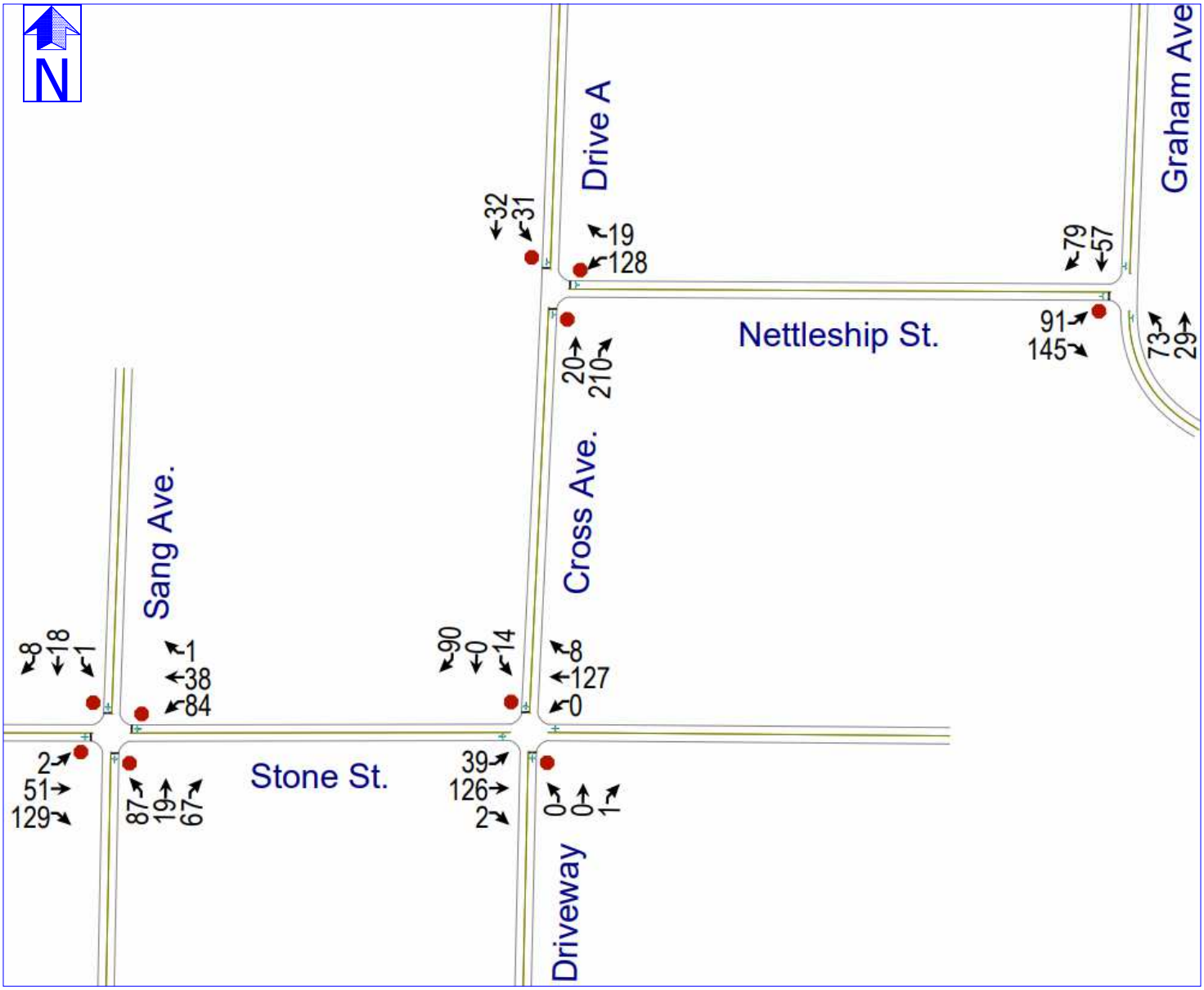


Figure 5A
Projected Future 5-Year Traffic Volumes
AM Peak Hour (Using May 2024 Counts)

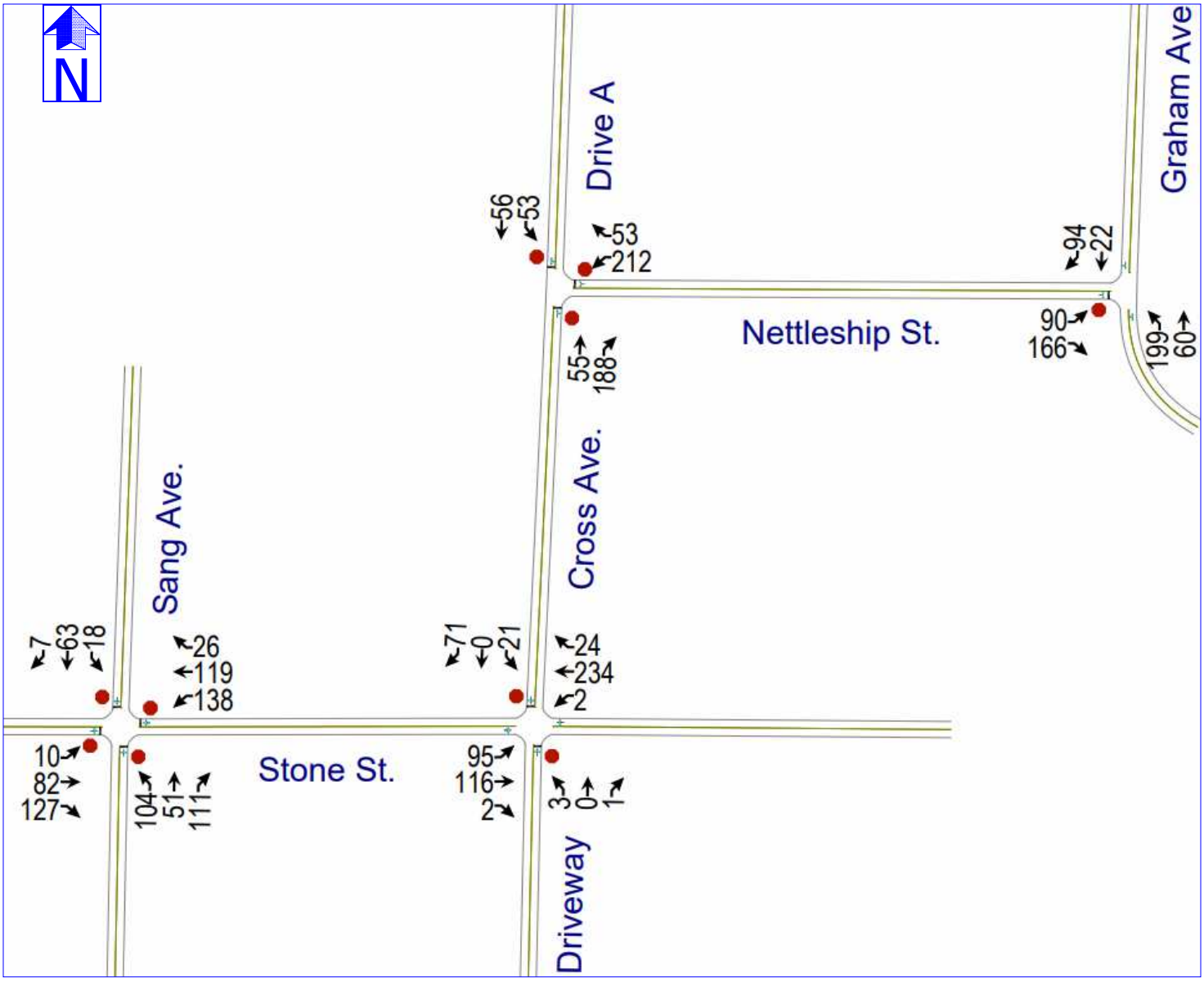


Figure 5B
Projected Future 5-Year Traffic Volumes
PM Peak Hour (Using May 2024 Counts)

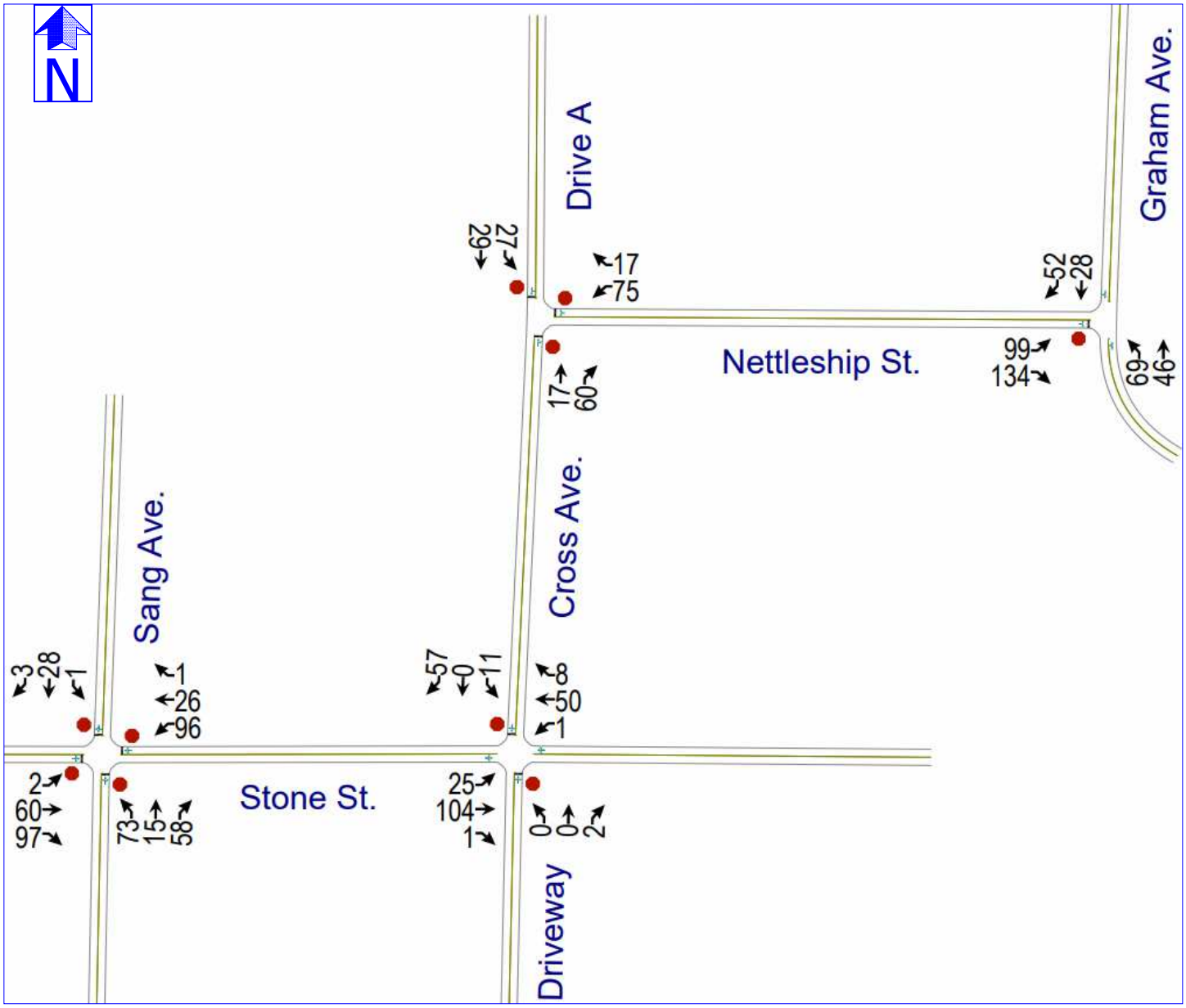


Figure 6A
Projected Future 5-Year Traffic Volumes
AM Peak Hour (Using October 2024 Counts)

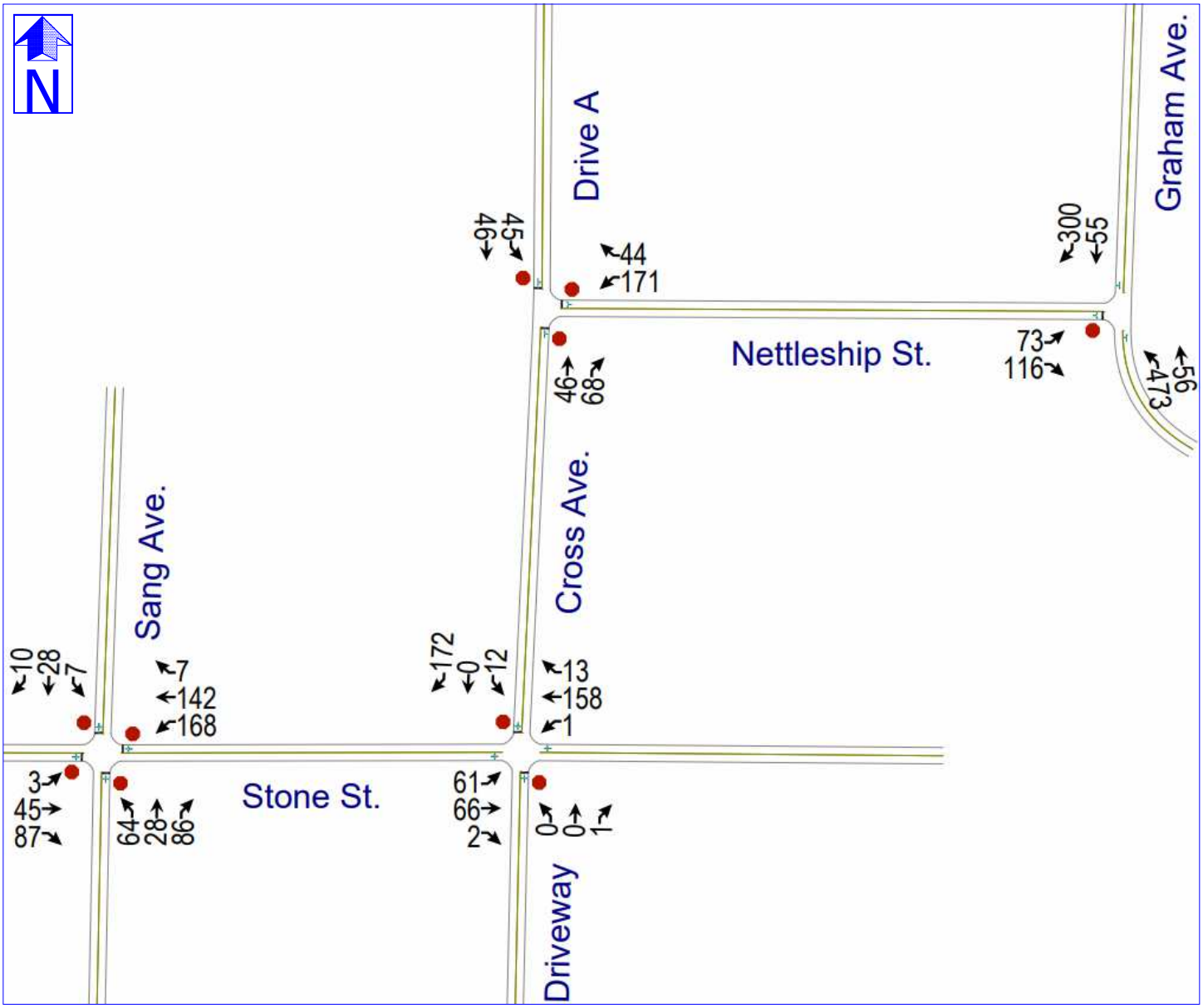


Figure 6B
Projected Future 5-Year Traffic Volumes
PM Peak Hour (Using October 2024 Counts)

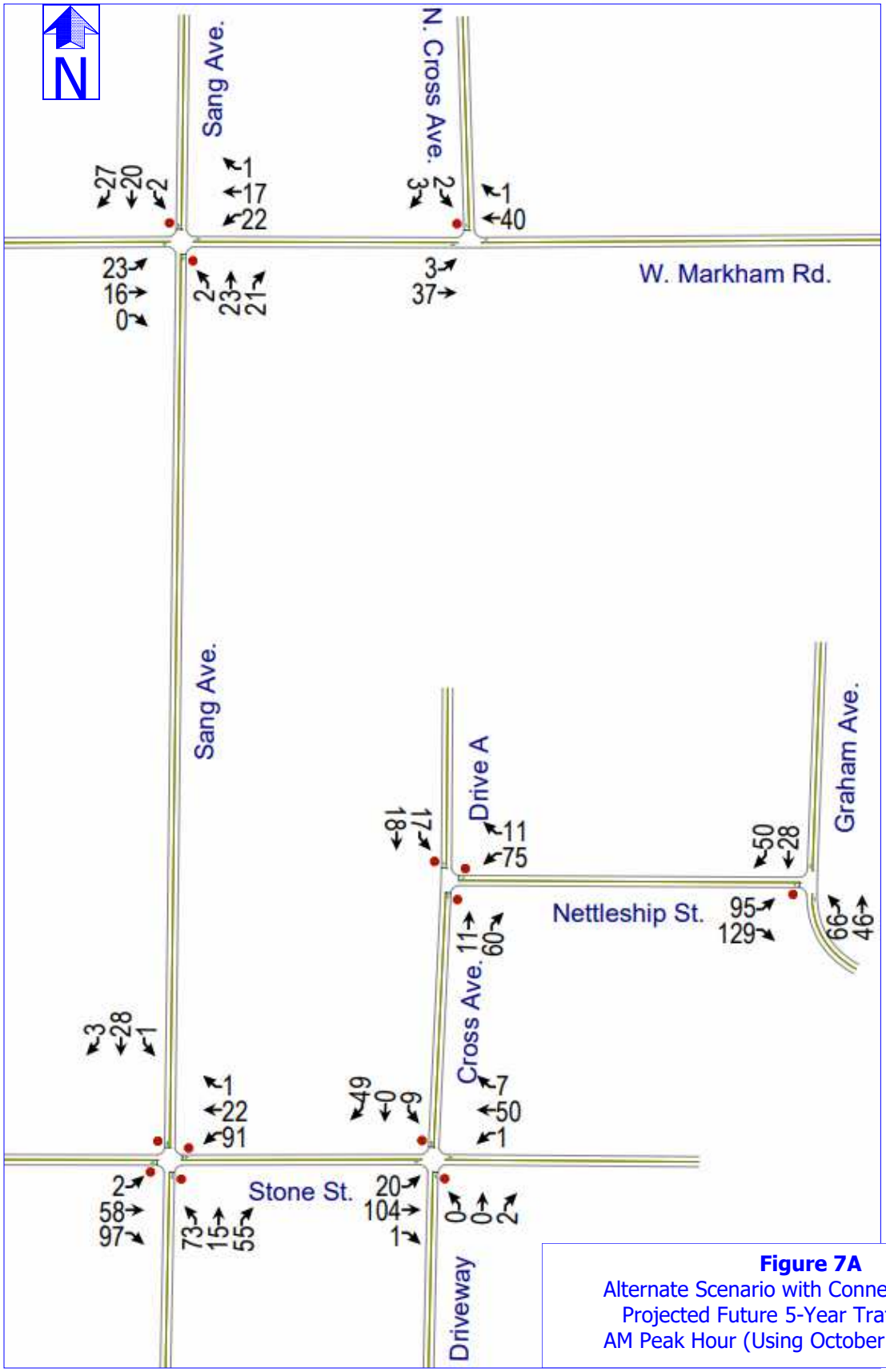


Figure 7A
Alternate Scenario with Connection to North
Projected Future 5-Year Traffic Volumes
AM Peak Hour (Using October 2024 Counts)

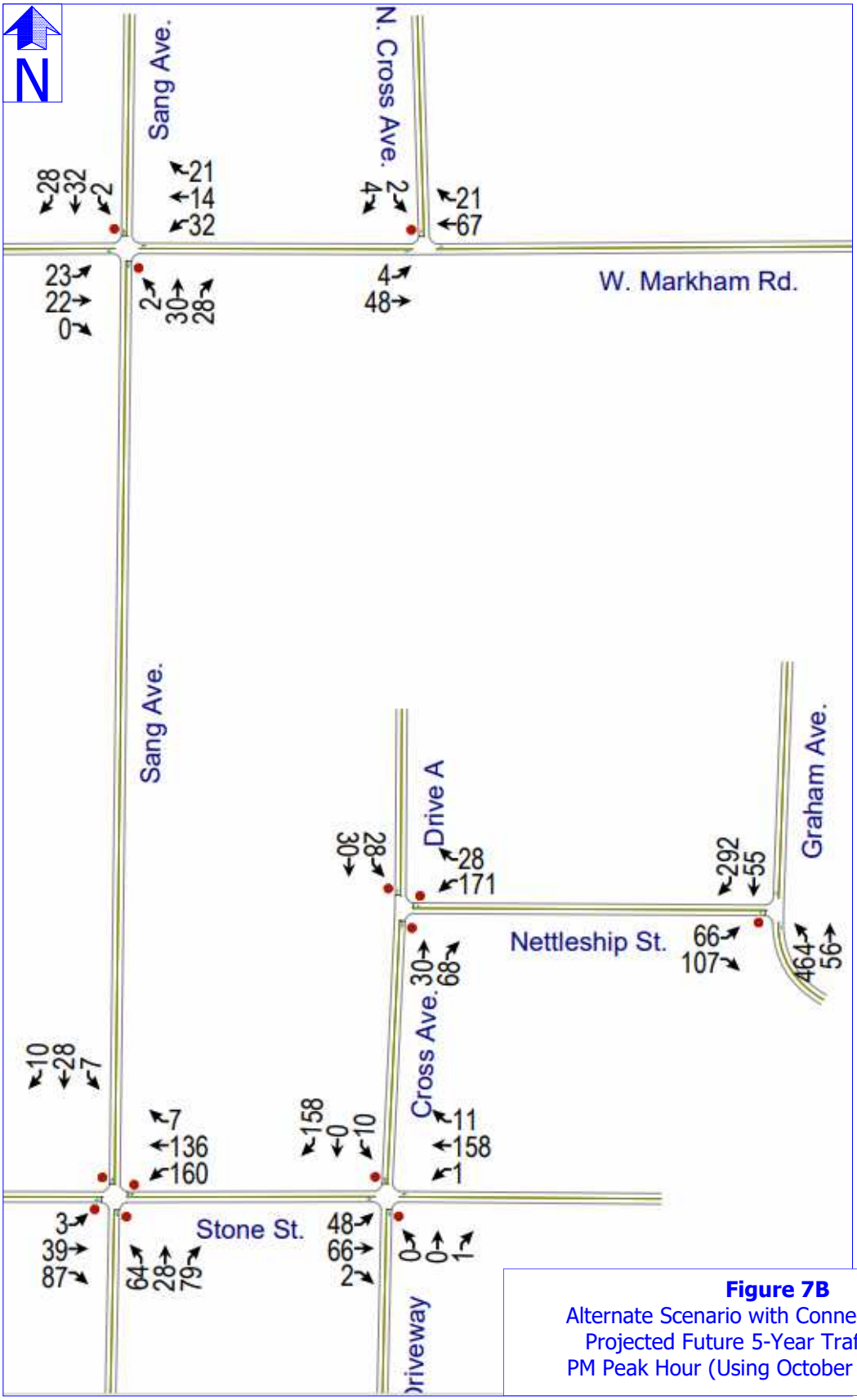


Figure 7B
Alternate Scenario with Connection to North
Projected Future 5-Year Traffic Volumes
PM Peak Hour (Using October 2024 Counts)

CAPACITY and LEVEL OF SERVICE

Generally, the "capacity" of a street is a measure of its ability to accommodate a certain magnitude of moving vehicles. It is a rate as opposed to a quantity, measured in terms of vehicles per hour. More specifically, street capacity refers to the maximum number of vehicles that a street element (e.g. an intersection) can be expected to accommodate in a given time period under the prevailing roadway and traffic conditions.

Traffic operational analysis for the study intersections were evaluated based on the methodologies outlined in the Highway Capacity Manual, 2010 Edition, published by the Transportation Research Board. The operating conditions at an intersection are graded by the "level of service" experienced by drivers. Level of service (LOS) describes the quality of traffic operating conditions and is rated from "A" to "F". LOS "A" represents the most desirable condition with free-flow movement of traffic with minimal delays. LOS "F" generally indicates severely congested conditions with excessive delays to motorists. Intermediate grades of B, C, D, and E reflect incremental increases in the average delay per stopped vehicle. Delay is measured in seconds per vehicle. The table below shows the upper limit of delay associated with each level of service for signalized and un-signalized intersections.

Intersection Level of Service Delay Thresholds

Level of Service (LOS)	Signalized	Un-Signalized
A	< 10 Seconds	< 10 Seconds
B	< 20 Seconds	< 15 Seconds
C	< 35 Seconds	< 25 Seconds
D	< 55 Seconds	< 35 Seconds
E	< 80 Seconds	< 50 Seconds
F	≥ 80 Seconds	≥ 50 Seconds

The LOS rating deemed acceptable varies by community, facility type and traffic control device. Typically, LOS "D" is the desirable goal for movements at un-signalized intersections that must yield to other movements; however, a LOS "E" or "F" is often accepted for low to moderate traffic volumes where the installation of a traffic signal is not warranted by the conditions at the intersection or the location is deemed undesirable for signalization for other reasons. Other reasons may include the close proximity of an existing traffic signal or the presence of a convenient alternative route. For signalized intersections, level of service and average delay relate to all vehicles using the intersection. LOS "D" is the typical desirable standard for signalized intersections. The study intersections were evaluated using the Synchro analysis software package based on Highway Capacity Manual methods. This computer program has been proven to be reliable when used to analyze capacity and levels of traffic service under various operating conditions. Detailed results for all capacity calculations are included in the Appendix. The adjacent street weekday AM and PM peak traffic periods were used for these calculations. Factors included in the analysis are as follows:

- Existing traffic volumes and patterns.
- Pedestrian traffic.
- Directional distribution of projected traffic volumes.
- Existing and proposed intersection geometry (including elements such as turn lanes, curb radii, etc.).
- Existing background traffic volumes and projected site-generated volumes for projected traffic conditions.
- Background traffic growth.
- Existing and proposed traffic control and lane geometry.

CAPACITY ANALYSIS

Level of Service Analysis Results

Existing Traffic Conditions (May 2024 Counts)

Capacity and level of service analysis was performed for existing traffic volumes, lane geometry and traffic control for the AM and PM peak hours for the following study intersections using counts made in May 2024:

- Sang Avenue and Stone Street.
- Cross Avenue and Stone Street.
- Nettleship Street and Graham Avenue.

As indicated in Table 2, "Level of Service Summary – Existing Traffic Conditions May 2024," all vehicle movements at the study intersections currently operate at what calculates as a LOS "B" or better for existing traffic conditions for the AM and PM peak hours.

Traffic volumes used for this analysis are shown on Figure 3A, "Existing Traffic Volumes (May 2024) - AM Peak Hour," and Figure 3B, "Existing Traffic Volumes (May 2024) - PM Peak Hour."

Projected 5-Year Traffic Conditions
(Using May 2024 Data)

Capacity and LOS analysis was performed for projected traffic conditions for full build-out of the proposed residential off campus student housing development plus five-year background traffic volume growth for the AM and PM peak hours for the following intersections using May 2024 traffic count data:

- Sang Avenue and Stone Street.
- Cross Avenue and Stone Street.
- Nettleship Street and Graham Avenue.
- Nettleship Street and Cross Avenue / Drive A.

Traffic volumes and intersection lane geometry used for analysis of projected traffic conditions are shown on Figure 5A, "Projected Future 5-Year Traffic Volumes - AM Peak Hour," and Figure 5B, "Projected Future 5-Year Traffic Volumes - PM Peak Hour." The operating conditions projected to exist at the study intersections are summarized in Table 3, "Level of Service Summary - Projected 5-Year Traffic Conditions (May 2024)."

As indicated in Table 3, all vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better for these projected traffic conditions for the AM and PM peak hours. Furthermore, the average seconds delay per vehicle are expected to be acceptable levels during the AM and PM peak hours for these projected traffic conditions at each of the study intersections with minimal increases compared to existing conditions.

EXISTING TRAFFIC CONDITIONS (MAY 2024)																			
INTERSECTION	PEAK HR	Traffic Control	PEAK HOUR - LEVEL OF SERVICE														Overall Intersection	Avg. Control Delay Seconds / Vehicle
			Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn		
Sang Avenue and Stone Street	AM	4-WAY "STOP" SIGN	A	A					A	A		A	A		A	8.3
	PM		A	B					B	B		A	A		B	10.1
Cross Avenue and Stone Street	AM	2-WAY "STOP" SIGN	B						A	A					n/a	8.4
	PM		B						A	A					n/a	10.7
Nettleship Street and Graham Avenue	AM	1-WAY "STOP" SIGN	B		B				A	A					n/a	6.4
	PM		B		B				A	A					n/a	7.1

Table 2 - Level of Service Summary - Existing Traffic Conditions (May 2024)

PROJECTED 5-YEAR TRAFFIC CONDITIONS (USING MAY 2024 DATA)																			
INTERSECTION	PEAK HR	Traffic Control	PEAK HOUR - LEVEL OF SERVICE														Overall Intersection	Avg. Control Delay Seconds / Vehicle
			Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn		
Sang Avenue and Stone Street	AM	4-WAY "STOP" SIGN	A	A					A	A		A	A		A	8.8
	PM		B	B					B	B		B	B		B	12.1
Cross Avenue and Stone Street	AM	2-WAY "STOP" SIGN	A						A	A					n/a	3.3
	PM		B						A	A					n/a	3.4
Nettleship Street and Graham Avenue	AM	1-WAY "STOP" SIGN	B		B				A	A					n/a	6.9
	PM		B		B				A	A					n/a	8.3
Nettleship Street and Cross Avenue / Drive A	AM	3-WAY "STOP" SIGN				A		A	A	A		A	A		A	8.5
	PM					B		B	A	A		A	A		A	10.0

Table 3 - Level of Service Summary - Projected 5-Year Traffic Conditions (May 2024)

Traffic Study

Existing Traffic Conditions (October 2024 Counts)

Capacity and level of service analysis was performed for existing traffic volumes, lane geometry and traffic control for the AM and PM peak hours for the following study intersections using counts made during University of Arkansas finals week in October 2024:

- Sang Avenue and Stone Street.
- Cross Avenue and Stone Street.
- Nettleship Street and Graham Avenue.

Counts were also made at Markham Road and Cross Avenue (Sang Avenue and Markham Road were under construction) October 2024.

As indicated in Table 4, "Level of Service Summary – Existing Traffic Conditions October 2024," all vehicle movements at the study intersections currently operate at what calculates as a LOS "B" or better for existing traffic conditions for the AM and PM peak hours except for the eastbound approach on Nettleship Street at Graham Avenue during the PM peak hour (LOS "D").

Traffic volumes used for this analysis are shown on Figure 3C, "Existing Traffic Volumes (October 2024) - AM Peak Hour," and Figure 3D, "Existing Traffic Volumes (October 2024) - PM Peak Hour."

Projected 5-Year Traffic Conditions
(Using October 2024 Data)

Capacity and LOS analysis was performed for projected traffic conditions for full build-out of the proposed residential off campus student housing development plus five-year background traffic volume growth for the AM and PM peak hours for the following intersections using October 2024 traffic count data:

- Sang Avenue and Stone Street.
- Cross Avenue and Stone Street.
- Nettleship Street and Graham Avenue.
- Nettleship Street and Cross Avenue / Drive A.

Traffic volumes and intersection lane geometry used for analysis of projected traffic conditions are shown on Figure 6A, "Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using October 2024 Counts)," and Figure 6B, "Projected Future 5-Year Traffic Volumes - PM Peak Hour (Using October 2024 Counts)." The operating conditions projected to exist at the study intersections are summarized in Table 5, "Level of Service Summary - Projected 5-Year Traffic Conditions (October 2024)."

As indicated in Table 5, all vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better for these projected traffic conditions for the AM and PM peak hours except for the eastbound approach on Nettleship Street at Graham Avenue during the PM peak hour (LOS "F") with one-way "Stop" sign control. This vehicle movement currently operates at LOS "D" with existing volumes. However, if the intersection operation is changed to 3-way "Stop" sign control, this vehicle movement would be expected to improve to an acceptable LOS "D" during the PM peak hour with minimal changes to the northbound and southbound vehicle movements.

EXISTING TRAFFIC CONDITIONS (OCTOBER 2024)																		
INTERSECTION	PEAK HR	Traffic Control	PEAK HOUR - LEVEL OF SERVICE													Overall Intersection	Avg. Control Delay Seconds / Vehicle
			Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn		
Sang Avenue and Stone Street	AM	4-WAY "STOP" SIGN	A	A		A	A		A	A		A	A		A	8.1
	PM		A	A		B	B		A	A		A	A		A	9.3
Cross Avenue and Stone Street	AM	2-WAY "STOP" SIGN	A			A			A			A			n/a	2.1
	PM		A			A			A			A			n/a	3.9
Nettleship Street and Graham Avenue	AM	1-WAY "STOP" SIGN	B			B			A			A			n/a	6.6
	PM		D			D			A			A			n/a	8.8

Table 4 - Level of Service Summary - Existing Traffic Conditions (October 2024)

PROJECTED 5-YEAR TRAFFIC CONDITIONS (USING OCTOBER 2024 DATA)																		
INTERSECTION	PEAK HR	Traffic Control	PEAK HOUR - LEVEL OF SERVICE													Overall Intersection	Avg. Control Delay Seconds / Vehicle
			Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn		
Sang Avenue and Stone Street	AM	4-WAY "STOP" SIGN	A	A		A	A		A	A		A	A		A	8.5
	PM		A	A		B	B		A	A		A	A		B	10.5
Cross Avenue and Stone Street	AM	2-WAY "STOP" SIGN	A		B	A		B	A			A			n/a	3.2
	PM		A		F	A		F	A			B			n/a	5.1
Nettleship Street and Graham Avenue	AM	1-WAY "STOP" SIGN	B						A						n/a	7.3
	PM		F						B						n/a	23.2
	PM	3-Way "STOP"	D		D				B						C	21.1
Nettleship Street and Cross Avenue / Drive A	AM	3-WAY "STOP" SIGN				A		A	A		A	A		A	A	7.6
	PM					A		A	A		A	A		A	A	8.8

Table 5 - Level of Service Summary - Projected 5-Year Traffic Conditions (October 2024)

Traffic Study

Projected 5-Year Traffic Conditions
Alternate Scenario with Site Connection to the North (Using October 2024 Data)

Capacity and LOS analysis was performed for projected traffic conditions for full build-out of the proposed residential off campus student housing development plus five-year background traffic volume growth for the AM and PM peak hours for the following intersections using October 2024 traffic count data for an alternate scenario that includes site connection to/from the north (via Sang Avenue):

- Sang Avenue and Stone Street.
- Cross Avenue and Stone Street.
- Nettleship Street and Graham Avenue.
- Nettleship Street and Cross Avenue / Drive A.
- Markham Road and Sang Avenue.
- Markham Road and Cross Avenue.

Traffic volumes and intersection lane geometry used for analysis of projected traffic conditions are shown on Figure 7A, "Alternate Scenario with Connection to North Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using October 2024 Counts)," and Figure 7B, "Alternate Scenario with Connection to North Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using October 2024 Counts)." The operating conditions projected to exist at the study intersections are summarized in Table 6, "Level of Service Summary - Alternate Scenario with Connection to North Projected Future 5-Year Traffic Volumes - AM Peak Hour (Using October 2024 Counts)." The traffic volumes at the intersections along Markham Road include traffic volumes expected to be associated with known development (currently under construction) in the immediate vicinity of the study area.

As indicated in Table 6, results are similar to the projected 5-year conditions without the connection to the north, all vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better for these projected traffic conditions for the AM and PM peak hours except for the eastbound approach on Nettleship Street at Graham Avenue during the PM peak hour (LOS "F") with one-way "Stop" sign control. This vehicle movement currently operates at LOS "D" with existing volumes. However, if the intersection operation is changed to 3-way "Stop" sign control, this vehicle movement would be expected to improve to an acceptable LOS "D" during the PM peak hour with minimal changes to the northbound and southbound vehicle movements. Furthermore, the average seconds delay per vehicle are expected to be acceptable levels during the AM and PM peak hours for these projected traffic conditions at each of the study intersections with minimal increases compared to existing October 2024 traffic conditions.

ALTERNATE SCENARIO W/ CONNECTION TO NORTH PROJECTED 5-YEAR TRAFFIC CONDITIONS (USING OCTOBER 2024 DATA)				PEAK HOUR - LEVEL OF SERVICE												
INTERSECTION	PEAK HR	Traffic Control	Eastbound Left-Turn	Eastbound Thru	Eastbound Right-Turn	Westbound Left-Turn	Westbound Thru	Westbound Right-Turn	Northbound Left-Turn	Northbound Thru	Northbound Right-Turn	Southbound Left-Turn	Southbound Thru	Southbound Right-Turn	Overall Intersection	Avg. Control Delay Seconds / Vehicle
Sang Avenue and Stone Street	AM	4-WAY "STOP" SIGN	A	A		A	A		A	A		A	A		**A**	8.4
	PM		A	A		B			A			A	A		**B**	10.2
Cross Avenue and Stone Street	AM	2-WAY "STOP" SIGN	A	A		A			A	A		A	A		**n/a**	2.9
	PM		A			A			A			A	B		**n/a**	4.7
Nettleship Street and Graham Avenue	AM	1-WAY "STOP" SIGN	B	B					A	A			A		**n/a**	7.1
	PM		F	F					B				A		**n/a**	16.8
	PM	3-Way "STOP"	D	D					B				B		**C**	19.4
Nettleship Street and Cross Avenue / Drive A	AM	3-WAY "STOP" SIGN				A	A		A	A		A	A		**A**	7.4
	PM					A			A			A			**A**	8.4
Sang Avenue and Markham Road	AM	2-WAY "STOP" SIGN	A16.8	A		A	A		A	A		A	A		**n/a**	7.0
	PM		A			A			A			A	A		**n/a**	6.8
Cross Avenue and Markham Road	AM	1-WAY "STOP" SIGN	A	A					A	A		A	A		**n/a**	0.7
	PM		A						A			A	A		**n/a**	6.0

Table 6

Level of Service Summary - Alternate Scenario with Connection to North Projected Future 5-Year Traffic Volumes
AM Peak Hour (Using October 2024 Counts)

Traffic Study

AUXILIARY TURN LANE ANALYSIS

Typically, an assessment of the need for an auxiliary right and/or left-turn lanes are included for projected traffic conditions. However, with the favorable capacity and LOS results (all vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better) for projected traffic conditions, turn lane analysis does not seem necessary for this study.

PEDESTRIAN PROVISIONS

Per City of Fayetteville Minimum Street Standards, a traffic engineering study must include pedestrian / bicycle evaluations per City of Fayetteville Minimum Street Standards Chapter 7.5. Sidewalks should be included from the site to tie into existing nearby sidewalks. Additionally, the installation of a crosswalk should be considered for the intersection of Nettleship Street and Cross Avenue to coincide with the construction of the north leg of this intersection.

FINDINGS and CONCLUSSIONS

Findings of this study are summarized as follows:

- Capacity and level of service analysis was performed for existing traffic volumes, lane geometry and traffic control for the AM and PM peak hours for the study intersections using counts made in May 2024. All vehicle movements at the study intersections currently operate at what calculates as a LOS "B" or better for existing traffic conditions for the AM and PM peak hours.

- Capacity and level of service analysis was performed for existing traffic volumes, lane geometry and traffic control for the AM and PM peak hours for the study intersections using counts made in October 2024. All vehicle movements at the study intersections currently operate at what calculates as a LOS "B" or better for existing traffic conditions for the AM and PM peak hours except for the eastbound approach on Nettleship Street at Graham Avenue during the PM peak hour (LOS "D").

- Approximately 2,692 vehicle trips (combined in and out) per average weekday are projected to be generated by the proposed land use on this site. Of this total, approximately 90 vehicle trips are estimated during the traffic conditions of the AM peak hour and approximately 181 vehicle trips are estimated during the traffic conditions of the PM peak hour.

- Capacity and LOS analysis was performed for projected traffic conditions for full build-out of the proposed residential off campus student housing development plus five-year background traffic volume growth for the AM and PM peak hours for the study intersections using May 2024 traffic count data. All vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better for these projected traffic conditions for the AM and PM peak hours. Furthermore, the average seconds delay per vehicle are expected to be acceptable levels during the AM and PM peak hours for these projected traffic conditions at

each of the study intersections with minimal increases compared to existing conditions.

- Capacity and LOS analysis was performed for projected traffic conditions for full build-out of the proposed residential off campus student housing development plus five-year background traffic volume growth for the AM and PM peak hours for the study intersections using October 2024 traffic count data. All vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better for these projected traffic conditions for the AM and PM peak hours except for the eastbound approach on Nettleship Street at Graham Avenue during the PM peak hour (LOS "F") with one-way "Stop" sign control. This vehicle movement currently operates at LOS "D" with existing volumes. However, if the intersection operation is changed to 3-way "Stop" sign control, this vehicle movement would be expected to improve to an acceptable LOS "D" during the PM peak hour with minimal changes to the northbound and southbound vehicle movements.

- Capacity and LOS analysis was performed for projected traffic conditions for full build-out of the proposed residential off campus student housing development plus five-year background traffic volume growth for the AM and PM peak hours for the study intersections using October 2024 traffic count data for an alternate scenario that includes site connection to/from the north (via Sang Avenue). The traffic volumes at the intersections along Markham Road include traffic volumes expected to be associated with known development (currently under construction) in the immediate vicinity of the study area. Results are similar to the projected 5-year conditions without the connection to the north. All vehicle movements at the study intersections are expected to continue to operate at what calculates as LOS "B" or better for these projected traffic conditions for the AM and PM peak hours except for the eastbound approach on Nettleship Street at Graham Avenue during the PM peak hour (LOS "F")

with one-way "Stop" sign control. This vehicle movement currently operates at LOS "D" with existing volumes. However, if the intersection operation is changed to 3-way "Stop" sign control, this vehicle movement would be expected to improve to an acceptable LOS "D" during the PM peak hour with minimal changes to the northbound and southbound vehicle movements. Furthermore, the average seconds delay per vehicle are expected to be acceptable levels during the AM and PM peak hours for these projected traffic conditions at each of the study intersections with minimal increases compared to existing October 2024 traffic conditions.

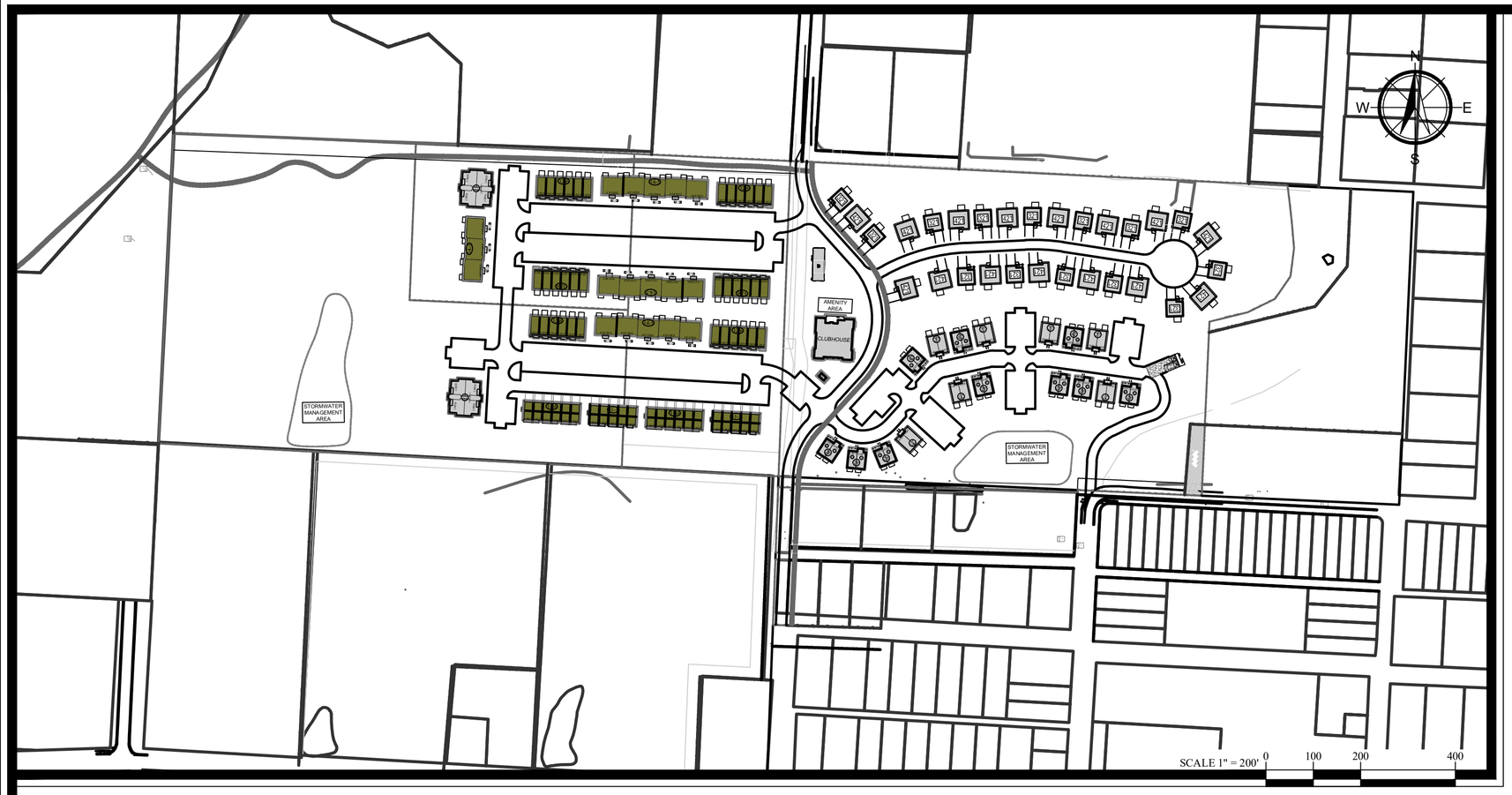
- Per City of Fayetteville Minimum Street Standards, a traffic engineering study must include pedestrian / bicycle evaluations per City of Fayetteville Minimum Street Standards Chapter 7.5. Sidewalks should be included from the site to tie into existing nearby sidewalks. Additionally, the installation of a crosswalk should be considered for the intersection of Nettleship Street and Cross Avenue to coincide with the construction of the north leg of this intersection.

The conclusion of traffic operational findings associated with this study is that additional traffic expected to be generated by the proposed approximate 754 tenant off-campus student housing residential development can be accommodated by the existing adjacent roadways and proposed access to the site, without discernable impact on traffic flow in the vicinity if consideration if given to change the operation of the intersection of Nettleship Street and Graham Avenue from one-way "Stop"" sign control to 3-way "Stop" sign control. These conclusion are with or without site connection to the north.

APPENDIX

Site Plan

PETERS & ASSOCIATES
ENGINEERS, INC.



UNIT MIX						
BUILDING TYPE		DESCRIPTION	BUILDINGS	UNITS	BEDS	UNITS (% OF TOTAL)
COTTAGE - SINGLE						
42	DOGWOOD	3+2 BR	10	20	50	10.1%
321	0	3 BR (2 CAR GARAGE)	14	14	42	7.0%
421	0	4 BR (2 CAR GARAGE)	15	15	60	7.5%
COTTAGE - DUPLEX & "ATTACHED" DUPLEX						
27	TALMADGE	5+5 BR	7	14	70	7.0%
		TOTAL COTTAGE	46	63	222	
TOWNHOMES						
14-3	WOODBURY	4+4+4 BR x 3	1	9	36	4.5%
14-5	WOODBURY	4+4+4 BR x 5	3	45	180	22.6%
31-5	FINLEY	4+4+4+4+4 BR (2 CAR GARAGE)	2	10	40	5.0%
31-6	FINLEY	4+4+4+4+4+4 BR (2 CAR GARAGE)	2	12	48	6.0%
32-6	BALDWIN	5+5+5+5+5+5 BR	6	36	180	18.1%
		TOTAL TOWNHOMES	14	112	484	
GARDEN APARTMENTS						
23	GARDEN APARTMENTS	2+2+2+2 BR x 3	2	24	48	12.1%
		TOTAL GARDEN APARTMENTS	2	24	48	
		TOTAL	62	199	754	100.0%
SURFACE PARKING = 553 SPACES						
GARAGE PARKING = 102 SPACES						
DRIVEWAY PARKING = 102 SPACES						
0 DETACHED GARAGES (4 CAR)= 0 SPACES						
TOTAL PARKING = 757 SPACES (1 SPACES/BED, 3.8 SPACES/UNIT)						
PROPERTY = 34.86 ACRES						
199 UNITS / 34.86 AC = 5.71 UNITS/AC						

BEDROOMS BREAKDOWN						
Bedrooms	1	2	3	4	5	6
Total Units	0	34	24	91	50	0
Percent of Total	0.0%	17.1%	12.1%	45.7%	25.1%	0.0%
Total Beds	0	68	72	364	250	0
Percent of Total	0.0%	9.0%	9.5%	48.3%	33.2%	0.0%



W&A ENGINEERING
CIVIL ENGINEERING | LANDSCAPE ARCHITECTURE
LAND SURVEYING | TRAFFIC ENGINEERING
ECONOMIC DEVELOPMENT

355 Oneta Street, Suite D100
Athens, GA 30601
P: (706) 310-0400 • F: (706) 310-4011
waengineering.com

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THE STATION AT FAYETTEVILLE

CITY OF FAYETTEVILLE

2215 HASKELL HEIGHTS - 35.42 ACRES

Know what's below. Call before you dig. 811

REVISIONS

DATE	COMMENT
###	###
###	###
###	###
###	###
###	###
###	###
###	###
###	###
###	###
###	###
###	###

REVIEW

INITIAL SUB. DATE: 2/27/2025

ISSUANCE DATE: 2/27/2025

W&A PROJECT #: 230144

CONCEPT F

C01

Planning Commission
March 24, 2025
Item 4
PZD-0025-0001 (HASKELL HEIGHTS)
Page 93 of 212

X:\Projects\2023\230144-The Station at Fayetteville - Fayetteville, AR\Design\Concept\Concept F-230144.dwg 2-27-25 02:26:10 PM khiser

Trip-Generation Data

ITE TRIP-GENERATION 11TH EDITION
The Station at Fayetteville
Approximate 754 Beds in Off-Campus Student Apartments Land-Use (ITE 225)
3/12/2025
P2243-B

Weekday Daily Volume

DATA STATISTICS

Land Use:
Off-Campus Student Apartment (Low-Rise) - Adjacent to Campus (225) Click for Description and Data Plots

Independent Variable:
Bedrooms

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
7

Avg. Num. of Bedrooms:
621

Average Rate:
3.57

Range of Rates:
2.52 - 5.30

Standard Deviation:
0.88

Fitted Curve Equation:
Ln(T) = 0.75 Ln(X) + 2.87

R^2:
0.90

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 2692 (Total), 1346 (Entry), 1346 (Exit)
Fitted Curve: 2538 (Total), 1269 (Entry), 1269 (Exit)

Weekday AM Peak Hour of Adjacent Street

Directional Distribution:
38% entering, 62% exiting

Calculated Trip Ends:
Average Rate: 90 (Total), 34 (Entry), 56 (Exit)
Fitted Curve: 85 (Total), 32 (Entry), 53 (Exit)

Weekday PM Peak Hour of Adjacent Street

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 181 (Total), 90 (Entry), 91 (Exit)
Fitted Curve: 175 (Total), 88 (Entry), 87 (Exit)

Vehicle Turning Movement Count Data

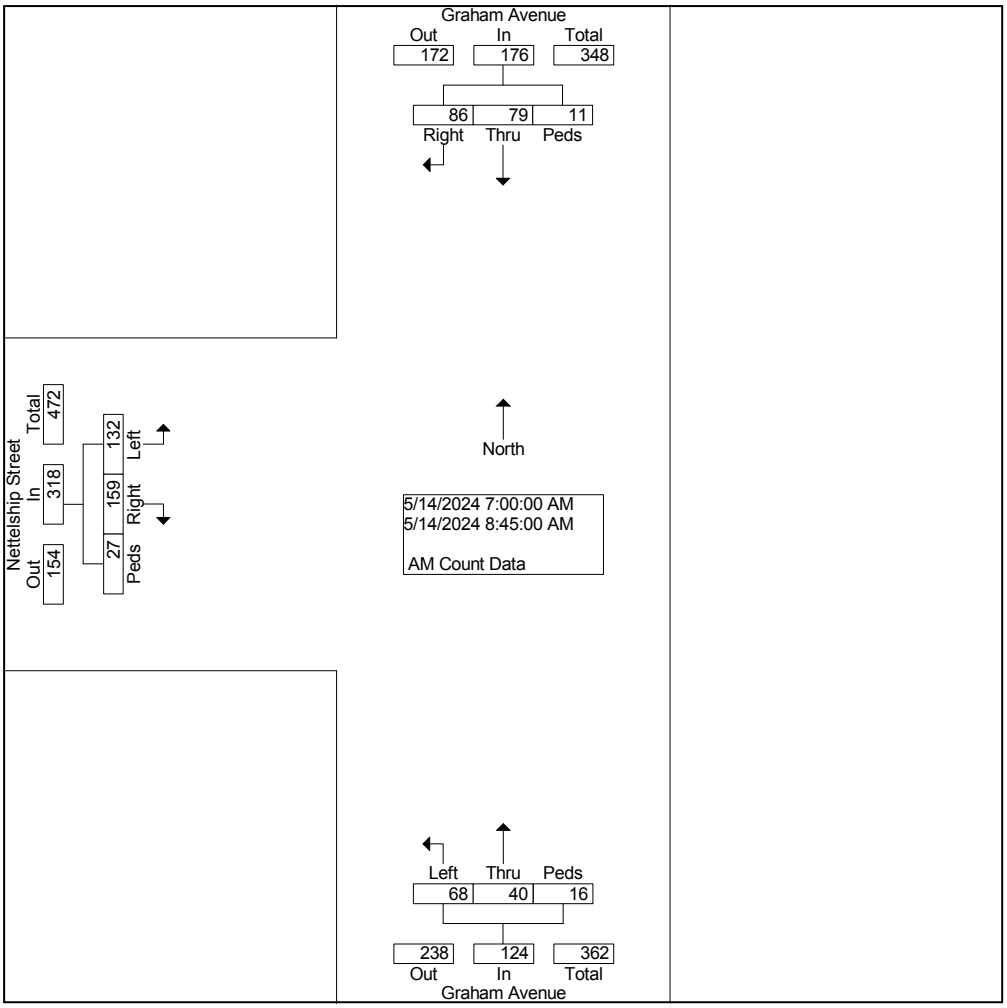
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

AM Hour Turning Movement Count Data
Nettleship Street & Graham Avenue
Fayetteville, Arkansas
P-2243

File Name : AM GR NE
Site Code : 00000000
Start Date : 05/14/2024
Page No : 1

Groups Printed- AM Count Data

	Graham Avenue From North				Graham Avenue From South				Nettelship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	2	4	2	8	2	2	3	7	4	12	1	17	32
07:15 AM	4	4	1	9	2	4	2	8	14	18	2	34	51
07:30 AM	12	12	1	25	8	6	4	18	34	20	3	57	100
07:45 AM	24	12	1	37	4	8	2	14	25	24	4	53	104
Total	42	32	5	79	16	20	11	47	77	74	10	161	287
08:00 AM	12	20	1	33	6	30	1	37	28	10	4	42	112
08:15 AM	14	8	2	24	8	10	2	20	24	20	5	49	93
08:30 AM	10	9	2	21	6	4	1	11	14	16	4	34	66
08:45 AM	8	10	1	19	4	4	1	9	16	12	4	32	60
Total	44	47	6	97	24	48	5	77	82	58	17	157	331
Grand Total	86	79	11	176	40	68	16	124	159	132	27	318	618
Apprch %	48.9	44.9	6.3		32.3	54.8	12.9		50.0	41.5	8.5		
Total %	13.9	12.8	1.8	28.5	6.5	11.0	2.6	20.1	25.7	21.4	4.4	51.5	

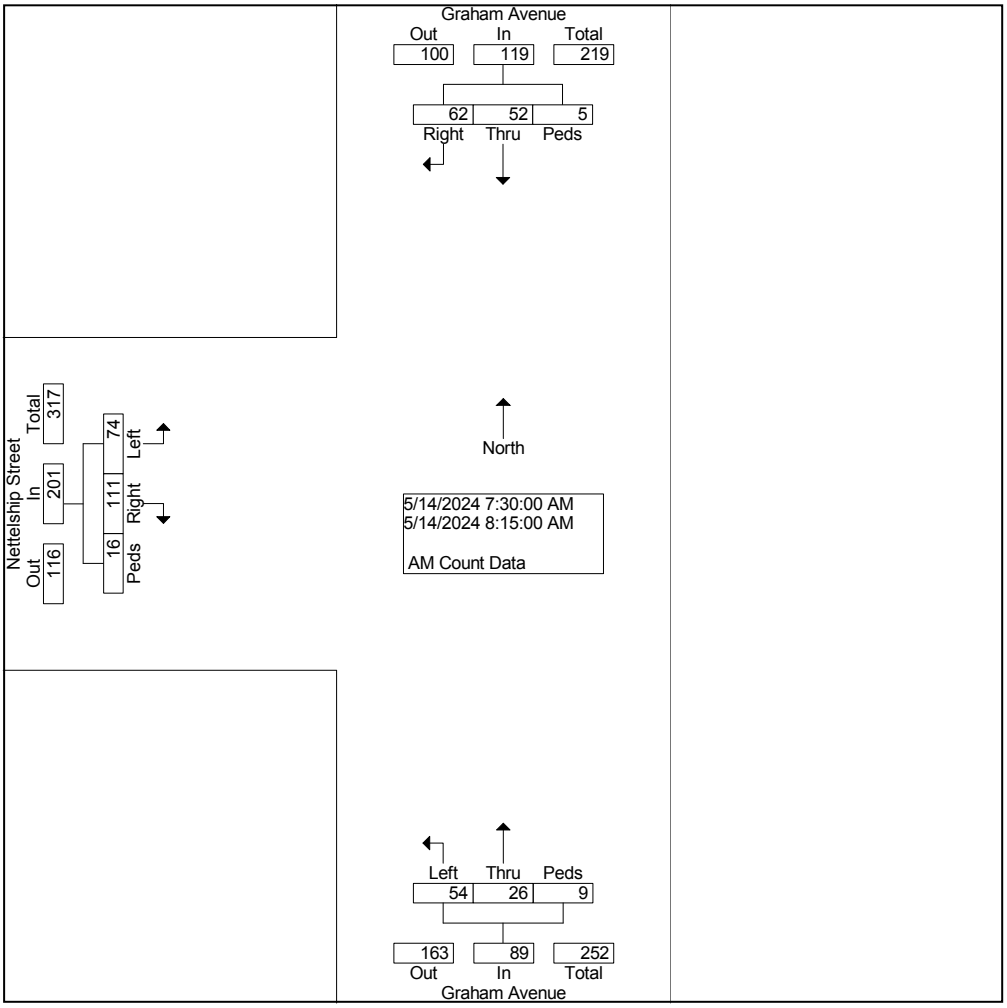


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

AM Hour Turning Movement Count Data
Nettleship Street & Graham Avenue
Fayetteville, Arkansas
P-2243

File Name : AM GR NE
Site Code : 00000000
Start Date : 05/14/2024
Page No : 2

	Graham Avenue From North				Graham Avenue From South				Nettelship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
Intersection	07:30 AM												
Volume	62	52	5	119	26	54	9	89	111	74	16	201	409
Percent	52.1	43.7	4.2		29.2	60.7	10.1		55.2	36.8	8.0		
08:00 Volume	12	20	1	33	6	30	1	37	28	10	4	42	112
Peak Factor													0.913
High Int.	07:45 AM				08:00 AM				07:30 AM				
Volume	24	12	1	37	6	30	1	37	34	20	3	57	
Peak Factor				0.804				0.601				0.882	



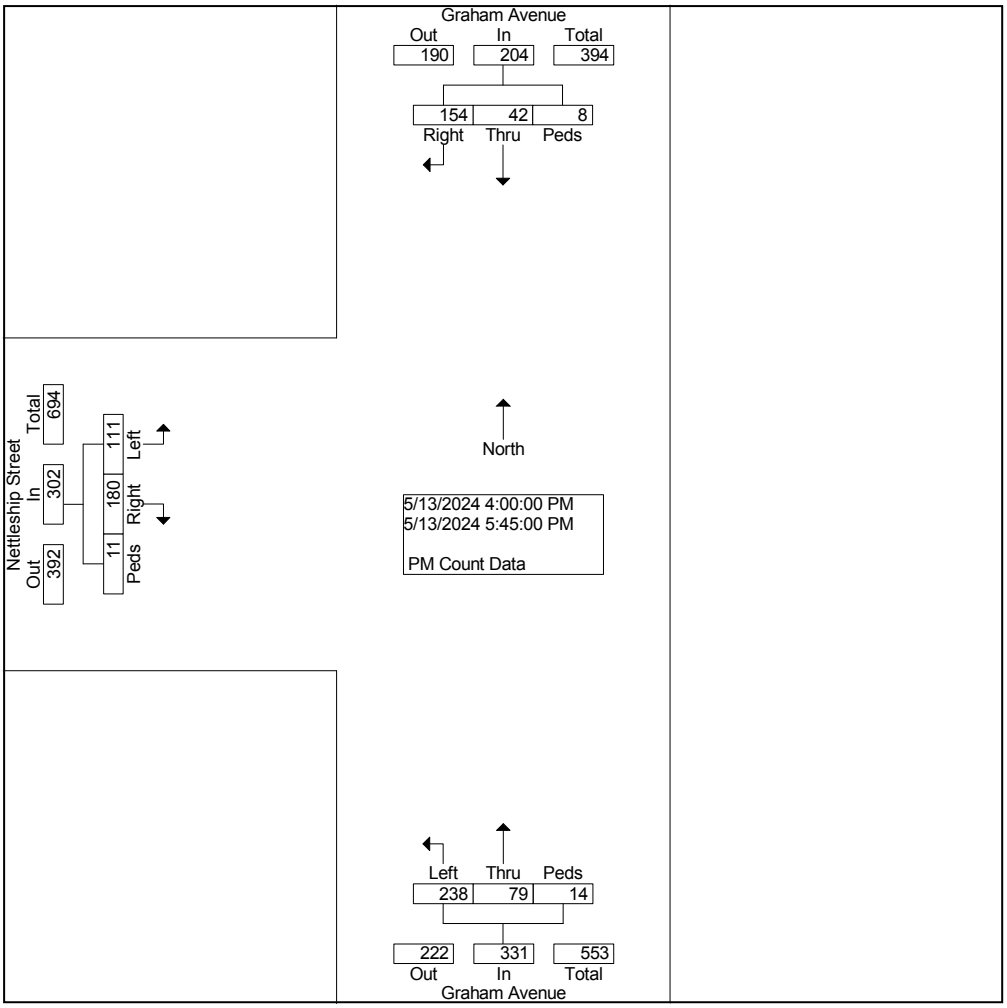
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Graham Avenue and Nettleship Street
Fayetteville, Ar
P2243

File Name : PM GR NE
Site Code : 00000000
Start Date : 05/13/2024
Page No : 1

Groups Printed- PM Count Data

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	20	10	1	31	12	45	2	59	38	24	2	64	154
04:15 PM	20	2	1	23	24	31	1	56	42	20	1	63	142
04:30 PM	16	4	1	21	9	38	2	49	24	14	2	40	110
04:45 PM	10	4	2	16	9	32	1	42	12	10	1	23	81
Total	66	20	5	91	54	146	6	206	116	68	6	190	487
05:00 PM	22	4	1	27	4	40	1	45	18	11	2	31	103
05:15 PM	22	5	1	28	12	24	2	38	16	14	1	31	97
05:30 PM	26	6	0	32	3	16	3	22	18	10	1	29	83
05:45 PM	18	7	1	26	6	12	2	20	12	8	1	21	67
Total	88	22	3	113	25	92	8	125	64	43	5	112	350
Grand Total	154	42	8	204	79	238	14	331	180	111	11	302	837
Apprch %	75.5	20.6	3.9		23.9	71.9	4.2		59.6	36.8	3.6		
Total %	18.4	5.0	1.0	24.4	9.4	28.4	1.7	39.5	21.5	13.3	1.3	36.1	

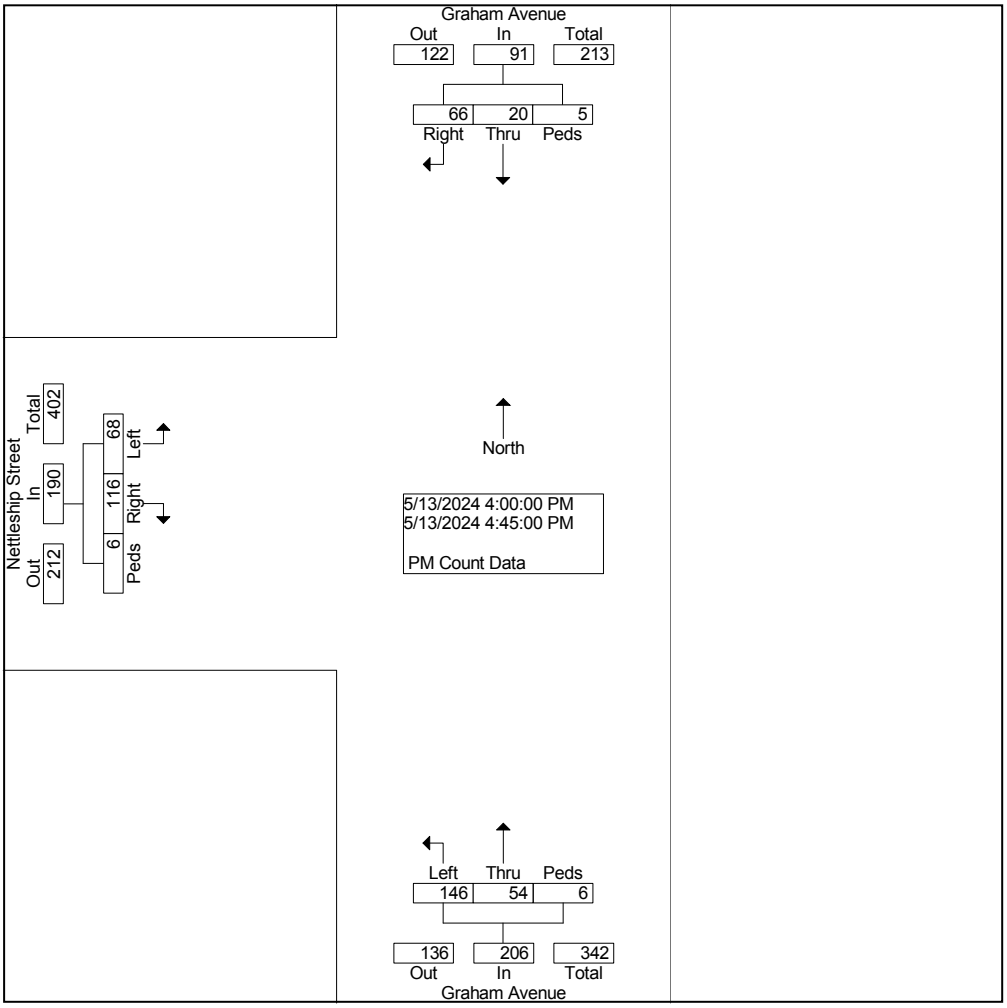


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Graham Avenue and Nettleship Street
Fayetteville, Ar
P2243

File Name : PM GR NE
Site Code : 00000000
Start Date : 05/13/2024
Page No : 2

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:00 PM												
Volume	66	20	5	91	54	146	6	206	116	68	6	190	487
Percent	72.5	22.0	5.5		26.2	70.9	2.9		61.1	35.8	3.2		
04:00 Volume	20	10	1	31	12	45	2	59	38	24	2	64	154
Peak Factor													0.791
High Int.	04:00 PM				04:00 PM				04:00 PM				
Volume	20	10	1	31	12	45	2	59	38	24	2	64	
Peak Factor				0.734				0.873				0.742	



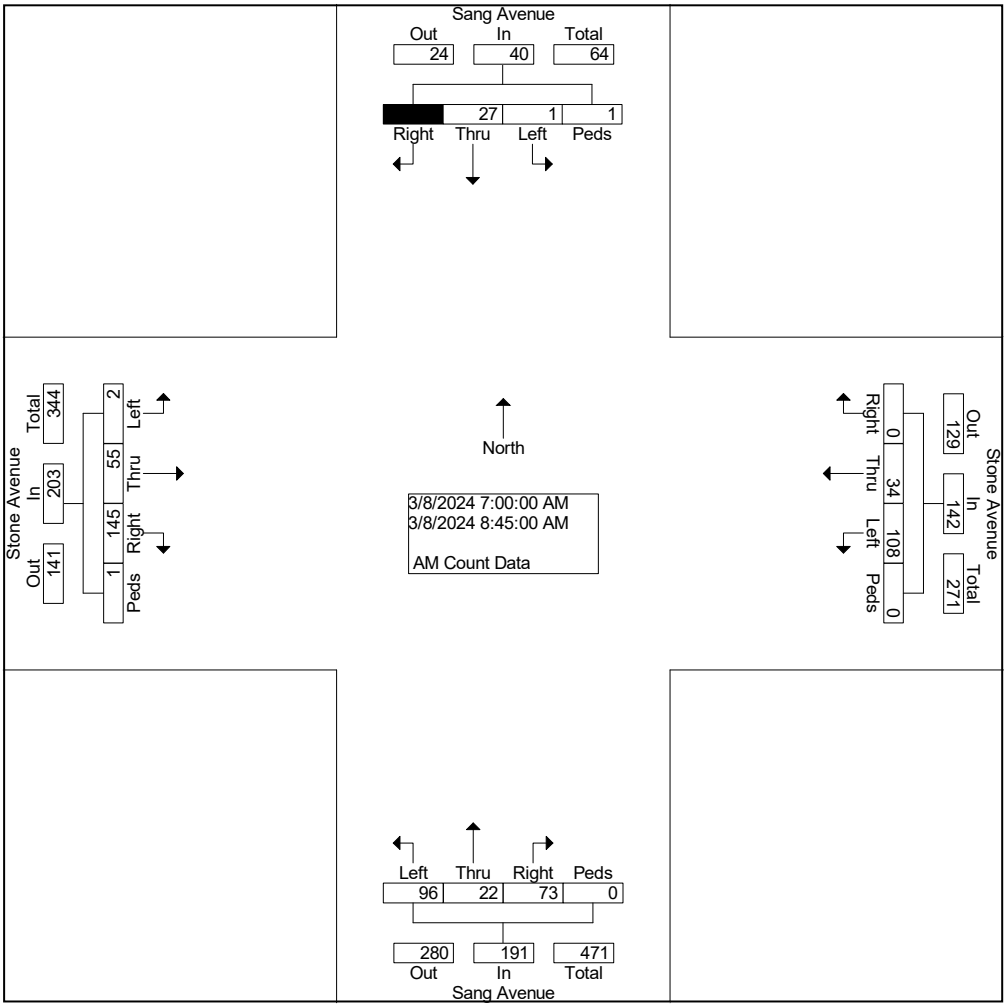
Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Hour Turning Movement Count Data
Stone Street & Sang Street
Fayetteville, Arkansas
P-2243

File Name : AM SA ST
Site Code : 00000000
Start Date : 03/08/2024
Page No : 1

Groups Printed- AM Count Data

	Sang Avenue From North					Stone Avenue From East					Sang Avenue From South					Stone Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	3	1	0	5	0	1	4	0	5	0	3	4	0	7	6	3	0	0	9	26
07:15 AM	1	1	0	0	2	0	3	16	0	19	12	2	7	0	21	9	5	0	0	14	56
07:30 AM	0	1	0	0	1	0	10	17	0	27	15	3	12	0	30	20	12	0	0	32	90
07:45 AM	0	3	0	1	4	0	4	21	0	25	10	4	17	0	31	28	10	0	1	39	99
Total	2	8	1	1	12	0	18	58	0	76	37	12	40	0	89	63	30	0	1	94	271
08:00 AM	5	11	0	0	16	0	6	23	0	29	19	6	34	0	59	50	11	1	0	62	166
08:15 AM	1	1	0	0	2	0	4	2	0	6	9	4	16	0	29	19	7	1	0	27	64
08:30 AM	0	2	0	0	2	0	6	5	0	11	2	0	0	0	2	10	1	0	0	11	26
08:45 AM	3	5	0	0	8	0	0	20	0	20	6	0	6	0	12	3	6	0	0	9	49
Total	9	19	0	0	28	0	16	50	0	66	36	10	56	0	102	82	25	2	0	109	305
Grand Total	11	27	1	1	40	0	34	108	0	142	73	22	96	0	191	145	55	2	1	203	576
Apprch %	27.5	67.5	2.5	2.5		0.0	23.9	76.1	0.0		38.2	11.5	50.3	0.0		71.4	27.1	1.0	0.5		
Total %	1.9	4.7	0.2	0.2	6.9	0.0	5.9	18.8	0.0	24.7	12.7	3.8	16.7	0.0	33.2	25.2	9.5	0.3	0.2	35.2	

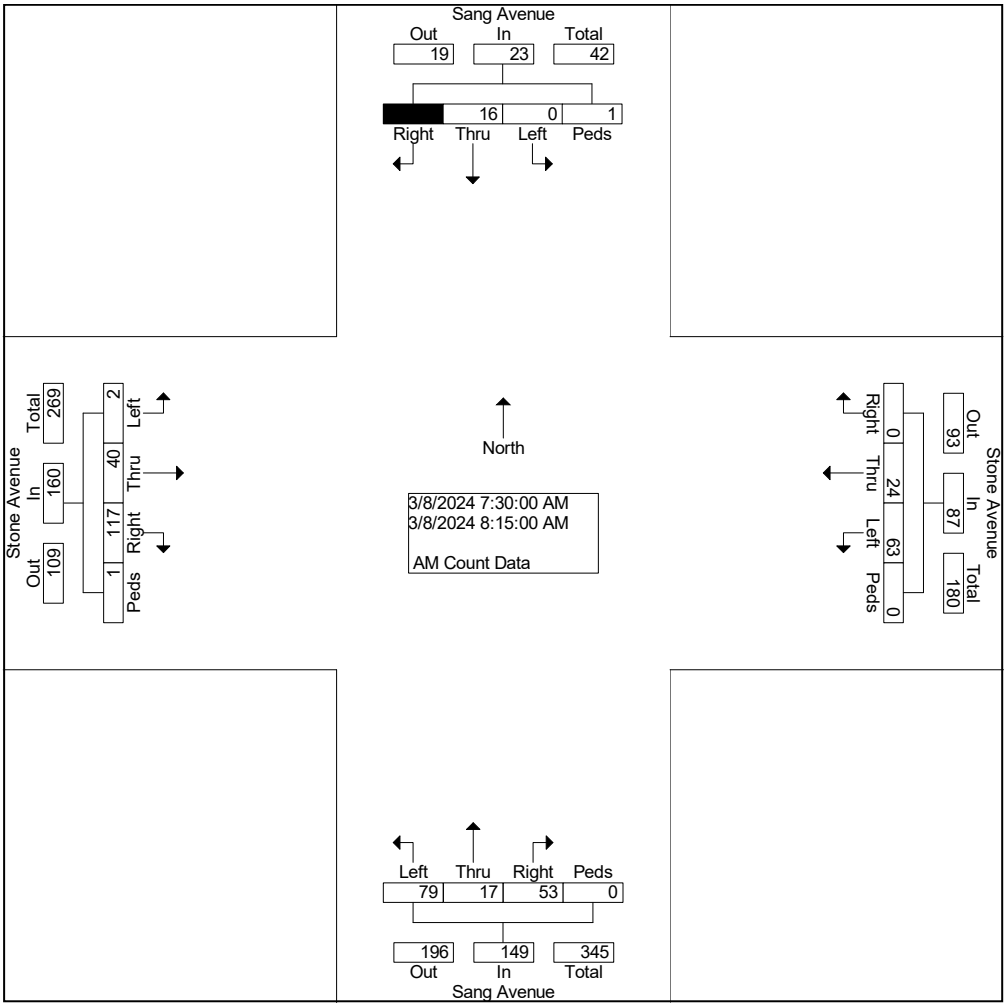


Peters & Associates Engineers, Inc.
Peak Hours Turning Movement Count Data

AM Hour Turning Movement Count Data
Stone Street & Sang Street
Fayetteville, Arkansas
P-2243

File Name : AM SA ST
Site Code : 00000000
Start Date : 03/08/2024
Page No : 2

	Sang Avenue From North					Stone Avenue From East					Sang Avenue From South					Stone Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	6	16	0	1	23	0	24	63	0	87	53	17	79	0	149	117	40	2	1	160	419
Percent	26.1	69.6	0.0	4.3		0.0	27.6	72.4	0.0		35.6	11.4	53.0	0.0		73.1	25.0	1.3	0.6		
08:00 Volume	5	11	0	0	16	0	6	23	0	29	19	6	34	0	59	50	11	1	0	62	166
Peak Factor																					0.631
High Int.	08:00 AM					08:00 AM					08:00 AM					08:00 AM					
Volume	5	11	0	0	16	0	6	23	0	29	19	6	34	0	59	50	11	1	0	62	
Peak Factor					0.359					0.750					0.631					0.645	



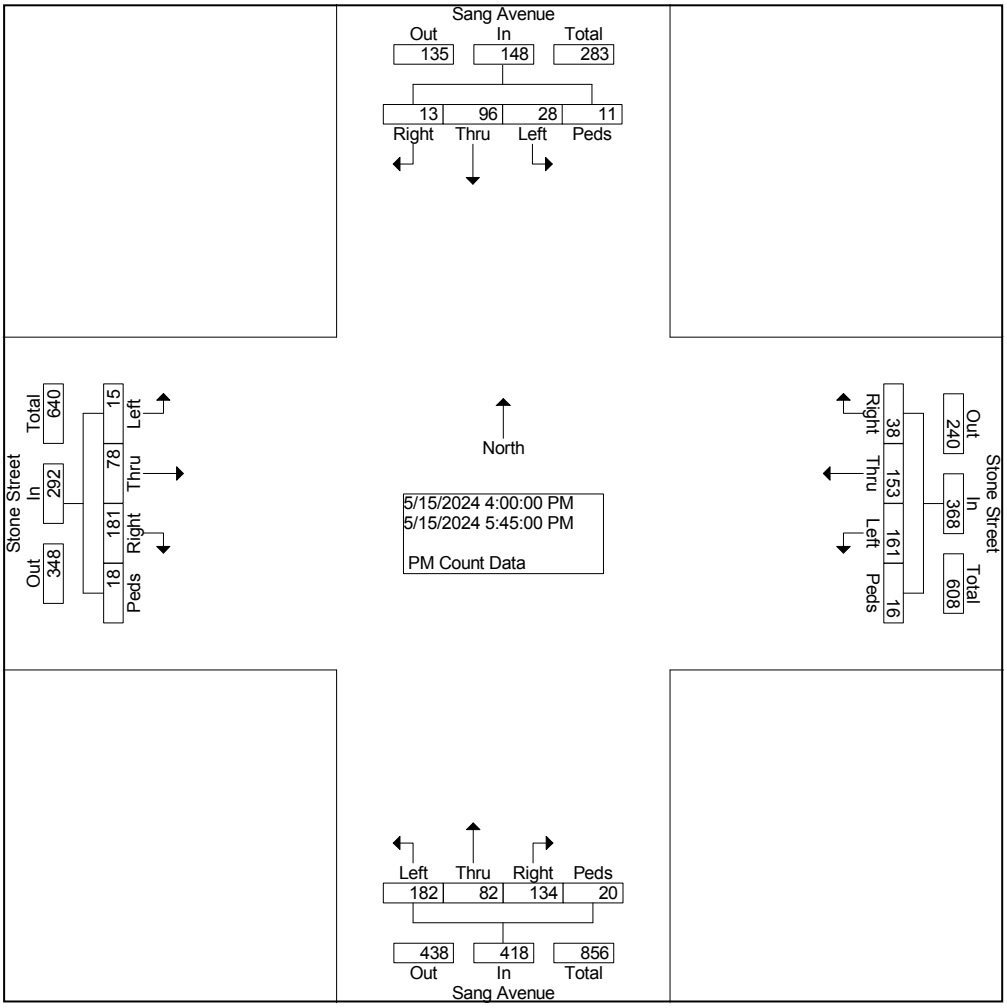
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Stone Street & Sang Avenue
Fayetteville, Arkansas
P-2243

File Name : PM SA ST
Site Code : 00000000
Start Date : 05/15/2024
Page No : 1

Groups Printed- PM Count Data

	Sang Avenue From North					Stone Street From East					Sang Avenue From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	1	22	5	2	30	10	26	42	4	82	29	8	16	4	57	35	20	2	8	65	234
04:15 PM	2	14	4	2	22	5	34	26	3	68	24	14	18	3	59	41	25	2	4	72	221
04:30 PM	2	12	3	3	20	5	12	14	0	31	13	12	32	5	62	21	8	1	3	33	146
04:45 PM	1	9	4	2	16	4	18	20	3	45	12	12	28	3	55	18	4	4	2	28	144
Total	6	57	16	9	88	24	90	102	10	226	78	46	94	15	233	115	57	9	17	198	745
05:00 PM	1	10	4	0	15	5	20	20	3	48	16	18	32	2	68	20	4	3	1	28	159
05:15 PM	2	10	3	1	16	3	14	19	0	36	14	4	18	2	38	18	6	2	0	26	116
05:30 PM	2	10	4	1	17	3	16	12	3	34	20	8	22	1	51	16	6	1	0	23	125
05:45 PM	2	9	1	0	12	3	13	8	0	24	6	6	16	0	28	12	5	0	0	17	81
Total	7	39	12	2	60	14	63	59	6	142	56	36	88	5	185	66	21	6	1	94	481
Grand Total	13	96	28	11	148	38	153	161	16	368	134	82	182	20	418	181	78	15	18	292	1226
Apprch %	8.8	64.9	18.9	7.4		10.3	41.6	43.8	4.3		32.1	19.6	43.5	4.8		62.0	26.7	5.1	6.2		
Total %	1.1	7.8	2.3	0.9	12.1	3.1	12.5	13.1	1.3	30.0	10.9	6.7	14.8	1.6	34.1	14.8	6.4	1.2	1.5	23.8	

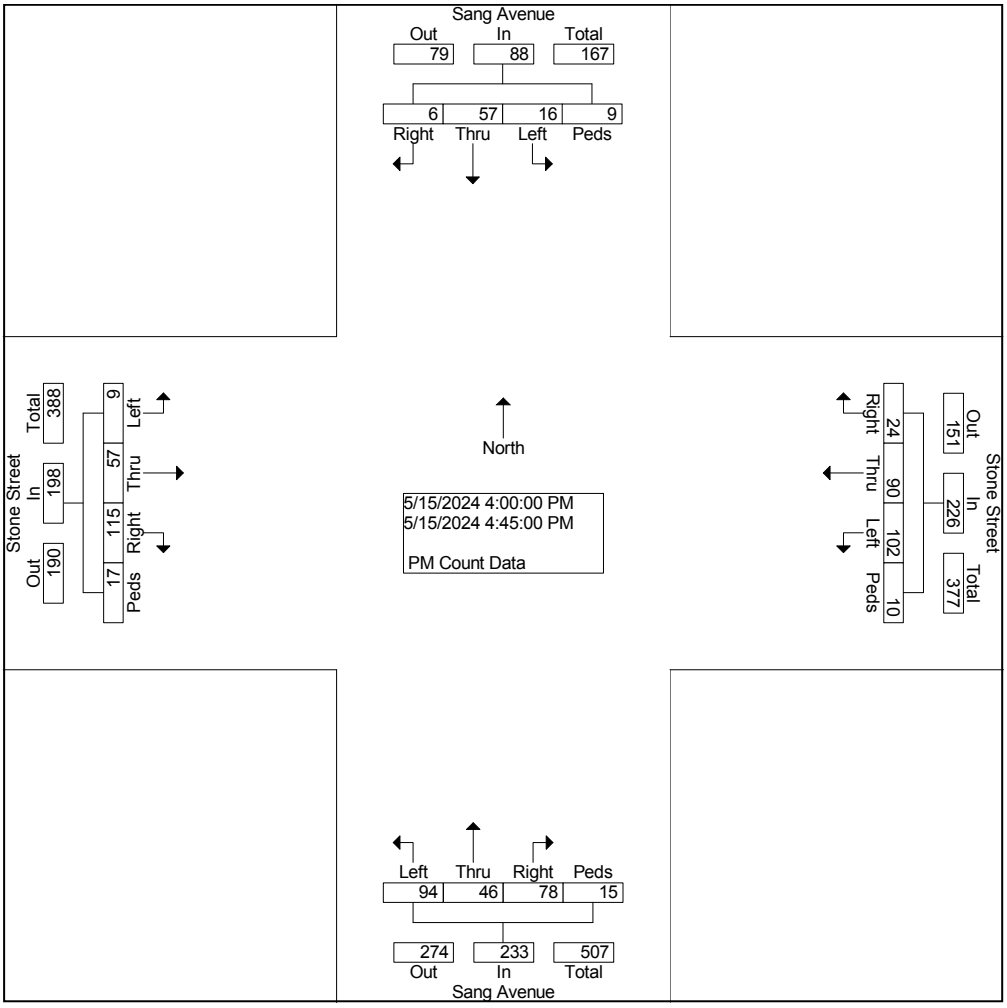


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Stone Street & Sang Avenue
Fayetteville, Arkansas
P-2243

File Name : PM SA ST
Site Code : 00000000
Start Date : 05/15/2024
Page No : 2

	Sang Avenue From North					Stone Street From East					Sang Avenue From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	6	57	16	9	88	24	90	102	10	226	78	46	94	15	233	115	57	9	17	198	745
Percent	6.8	64.8	18.2	10.2		10.6	39.8	45.1	4.4		33.5	19.7	40.3	6.4		58.1	28.8	4.5	8.6		
04:00 Volume	1	22	5	2	30	10	26	42	4	82	29	8	16	4	57	35	20	2	8	65	234
Peak Factor																					0.796
High Int.	04:00 PM					04:00 PM					04:30 PM					04:15 PM					
Volume	1	22	5	2	30	10	26	42	4	82	13	12	32	5	62	41	25	2	4	72	
Peak Factor					0.733					0.689					0.940					0.688	



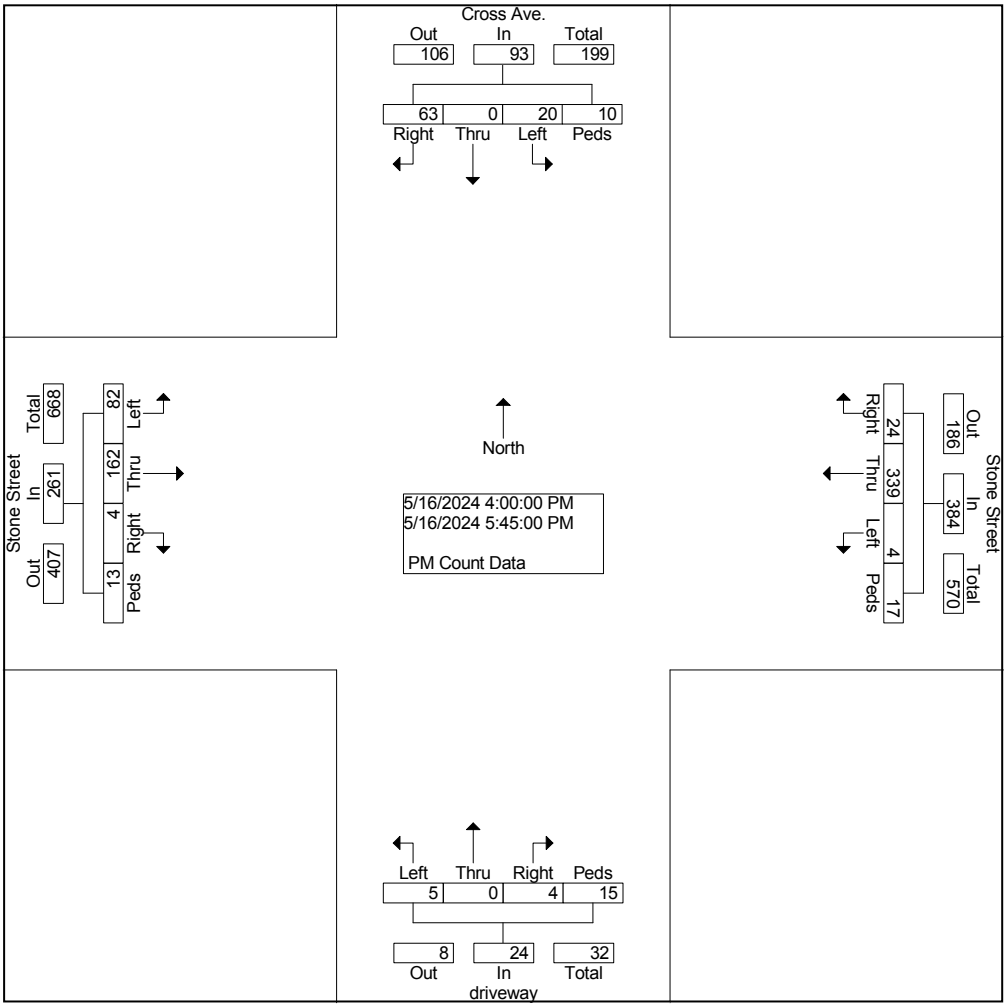
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Stone Street & Cross Avenue
Fayetteville, Arkansas
P-2243

File Name : PM CR ST
Site Code : 00000000
Start Date : 05/16/2024
Page No : 1

Groups Printed- PM Count Data

	Cross Ave. From North					Stone Street From East					driveway From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	8	0	2	1	11	3	78	1	2	84	0	0	1	0	1	0	40	14	4	58	154
04:15 PM	10	0	2	2	14	2	66	0	2	70	0	0	1	3	4	1	41	12	3	57	145
04:30 PM	2	0	3	3	8	3	27	1	3	34	1	0	0	4	5	0	12	12	3	27	74
04:45 PM	4	0	2	2	8	4	41	0	3	48	0	0	1	3	4	1	12	8	2	23	83
Total	24	0	9	8	41	12	212	2	10	236	1	0	3	10	14	2	105	46	12	165	456
05:00 PM	12	0	4	0	16	4	40	1	3	48	1	0	1	2	4	0	14	9	1	24	92
05:15 PM	9	0	3	1	13	3	36	0	1	40	1	0	0	2	3	1	12	12	0	25	81
05:30 PM	10	0	2	1	13	2	31	1	3	37	1	0	1	1	3	0	23	7	0	30	83
05:45 PM	8	0	2	0	10	3	20	0	0	23	0	0	0	0	0	1	8	8	0	17	50
Total	39	0	11	2	52	12	127	2	7	148	3	0	2	5	10	2	57	36	1	96	306
Grand Total	63	0	20	10	93	24	339	4	17	384	4	0	5	15	24	4	162	82	13	261	762
Apprch %	67.7	0.0	21.5	10.8		6.3	88.3	1.0	4.4		16.7	0.0	20.8	62.5		1.5	62.1	31.4	5.0		
Total %	8.3	0.0	2.6	1.3	12.2	3.1	44.5	0.5	2.2	50.4	0.5	0.0	0.7	2.0	3.1	0.5	21.3	10.8	1.7	34.3	

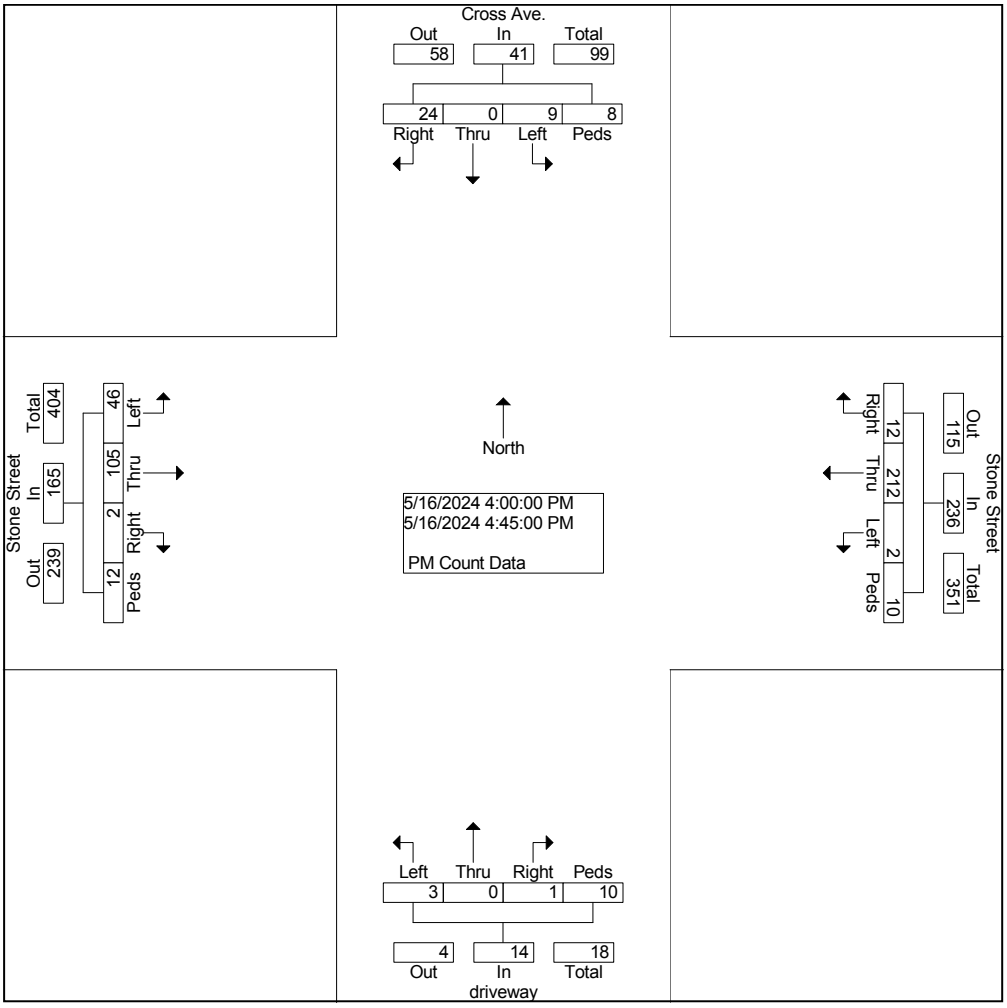


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Stone Street & Cross Avenue
Fayetteville, Arkansas
P-2243

File Name : PM CR ST
Site Code : 00000000
Start Date : 05/16/2024
Page No : 2

	Cross Ave. From North					Stone Street From East					driveway From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	24	0	9	8	41	12	212	2	10	236	1	0	3	10	14	2	105	46	12	165	456
Percent	58.5	0.0	22.0	19.5		5.1	89.8	0.8	4.2		7.1	0.0	21.4	71.4		1.2	63.6	27.9	7.3		
04:00 Volume	8	0	2	1	11	3	78	1	2	84	0	0	1	0	1	0	40	14	4	58	154
Peak Factor																					0.740
High Int.	04:15 PM					04:00 PM					04:30 PM					04:00 PM					
Volume	10	0	2	2	14	3	78	1	2	84	1	0	0	4	5	0	40	14	4	58	
Peak Factor					0.732					0.702					0.700					0.711	



Cross Avenue and Stone Street
Fayetteville AR
Tuesday, May 14, 2024

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound driveway						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

Cross Avenue and Stone Street
Fayetteville AR
Tuesday, May 14, 2024

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound driveway						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

Cross Avenue and Stone Street
Fayetteville AR
Tuesday, May 14, 2024

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound driveway						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	2	0	20	1	*22*	0	0	33	2	0	*35*	0	0	0	0	0	*0*	0	10	56	1	1	*67*	**124**
4:15 PM	0	2	0	24	1	*26*	0	0	25	1	0	*26*	0	0	0	0	3	*0*	0	8	28	0	1	*36*	**88**
4:30 PM	0	2	0	6	1	*8*	0	0	27	1	0	*28*	0	0	0	0	0	*0*	0	1	12	1	0	*14*	**50**
4:45 PM	0	1	0	8	1	*9*	0	0	30	0	0	*30*	0	0	0	0	0	*0*	0	2	18	0	1	*20*	**59**
Hourly Total	0	7	0	58	4	*65*	0	0	115	4	0	*119*	0	0	0	0	3	*0*	0	21	114	2	3	*137*	**321**
5:00 PM	0	2	0	20	1	*22*	0	0	24	1	0	*25*	0	0	0	0	0	*0*	0	3	14	1	1	*18*	**65**
5:15 PM	0	2	0	20	1	*22*	0	0	18	0	0	*18*	0	1	0	0	0	*1*	0	4	20	1	0	*25*	**66**
5:30 PM	0	2	0	16	0	*18*	0	0	21	1	0	*22*	0	0	0	0	0	*0*	0	6	8	0	1	*14*	**54**
5:45 PM	0	6	0	8	1	*14*	0	1	13	1	0	*15*	0	1	1	0	0	*2*	0	4	12	1	1	*17*	**48**
Hourly Total	0	12	0	64	3	*76*	0	1	76	3	0	*80*	0	2	1	0	0	*3*	0	17	54	3	3	*74*	**233**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**19**	**0**	**122**	**7**	***141***	**0**	**1**	**191**	**7**	**0**	***199***	**0**	**2**	**1**	**0**	**3**	***3***	**0**	**38**	**168**	**5**	**6**	***211***	**554**
Cars	0	19	0	122	7	*141*	0	1	176	7	0	*184*	0	2	1	0	3	*3*	0	38	164	5	6	*207*	**535**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	15	0	0	*15*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	**19**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	7.85%	0.00%	0.00%	*7.54%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	2.38%	0.00%	0.00%	*1.90%*	**3.43%**

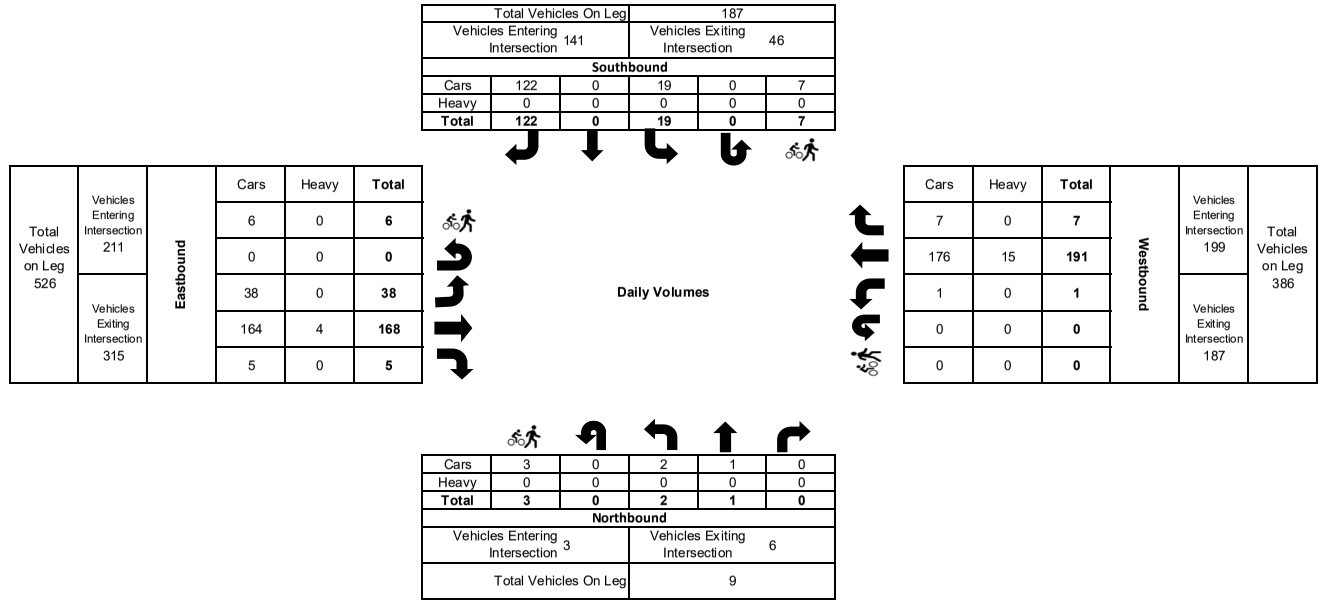
Cross Avenue and Stone Street
Fayetteville AR
Tuesday, May 14, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	2	0	20	1	*22*	0	0	33	2	0	*35*	0	0	0	0	0	*0*	0	10	56	1	1	*67*	**124**
4:15 PM	0	2	0	24	1	*26*	0	0	25	1	0	*26*	0	0	0	0	3	*0*	0	8	28	0	1	*36*	**88**
4:30 PM	0	2	0	6	1	*8*	0	0	27	1	0	*28*	0	0	0	0	0	*0*	0	1	12	1	0	*14*	**50**
4:45 PM	0	1	0	8	1	*9*	0	0	30	0	0	*30*	0	0	0	0	0	*0*	0	2	18	0	1	*20*	**59**
Peak Hour Total	0	7	0	58	4	*65*	0	0	115	4	0	*119*	0	0	0	0	3	*0*	0	21	114	2	3	*137*	**321**
PHF	0.000	0.875	0.000	0.604	1.000	*0.625*	0.000	0.000	0.871	0.500	0.000	*0.850*	0.000	0.000	0.000	0.000	0.250	*0.000*	0.000	0.525	0.509	0.500	0.750	*0.511*	**0.647**



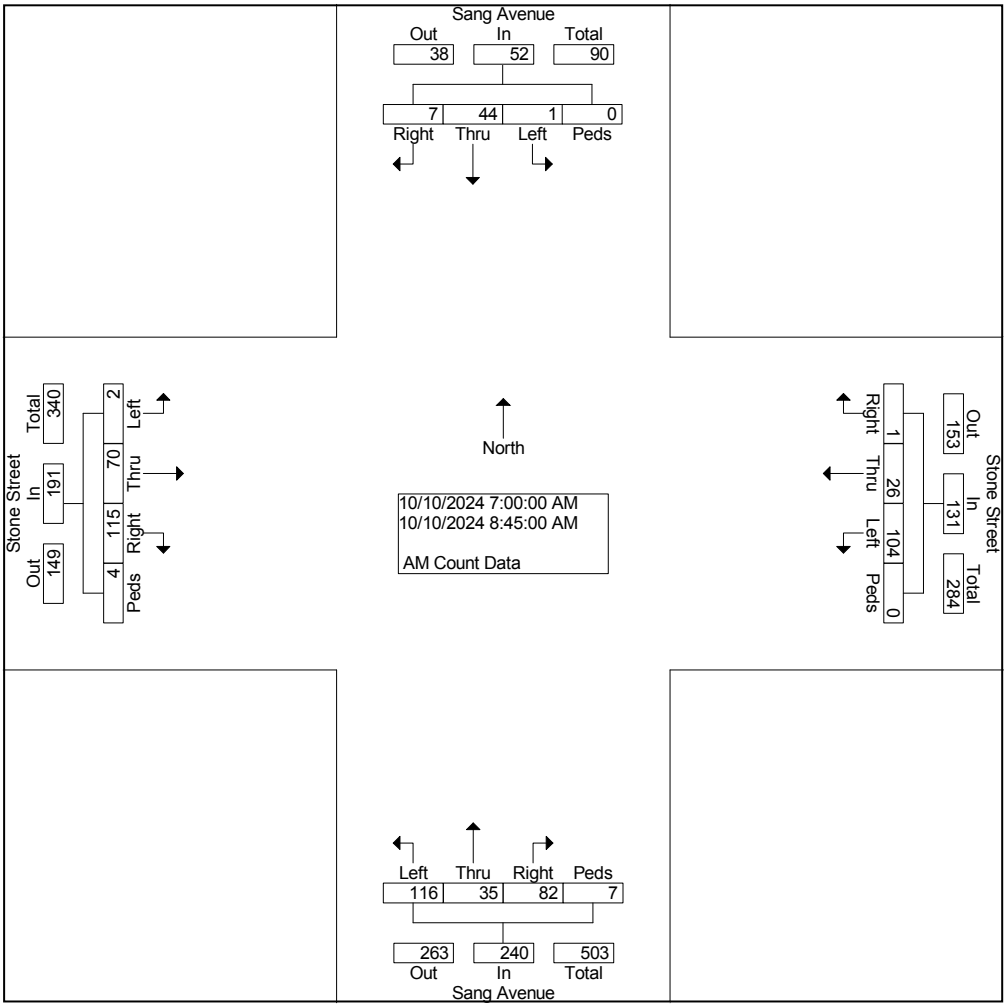
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

AM Hour Turning Movement Count Data
Sang Avenue & Stone Street
Fayetteville, Arkansas
P-2243

File Name : AM Sa St
Site Code : 00000000
Start Date : 10/10/2024
Page No : 1

Groups Printed- AM Count Data

	Sang Avenue From North					Stone Street From East					Sang Avenue From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	8	0	0	8	0	1	6	0	7	14	2	11	0	27	4	8	0	3	15	57
07:15 AM	2	2	0	0	4	0	2	4	0	6	6	10	12	3	31	3	8	0	0	11	52
07:30 AM	2	6	0	0	8	0	4	12	0	16	14	0	15	0	29	11	11	2	0	24	77
07:45 AM	0	7	1	0	8	0	2	19	0	21	9	4	9	0	22	18	18	0	0	36	87
Total	4	23	1	0	28	0	9	41	0	50	43	16	47	3	109	36	45	2	3	86	273
08:00 AM	1	6	0	0	7	0	3	25	0	28	11	4	15	2	32	31	13	0	0	44	111
08:15 AM	0	6	0	0	6	0	5	19	0	24	11	6	27	2	46	28	7	0	1	36	112
08:30 AM	1	5	0	0	6	1	5	10	0	16	9	5	14	0	28	11	3	0	0	14	64
08:45 AM	1	4	0	0	5	0	4	9	0	13	8	4	13	0	25	9	2	0	0	11	54
Total	3	21	0	0	24	1	17	63	0	81	39	19	69	4	131	79	25	0	1	105	341
Grand Total	7	44	1	0	52	1	26	104	0	131	82	35	116	7	240	115	70	2	4	191	614
Apprch %	13.5	84.6	1.9	0.0		0.8	19.8	79.4	0.0		34.2	14.6	48.3	2.9		60.2	36.6	1.0	2.1		
Total %	1.1	7.2	0.2	0.0	8.5	0.2	4.2	16.9	0.0	21.3	13.4	5.7	18.9	1.1	39.1	18.7	11.4	0.3	0.7	31.1	

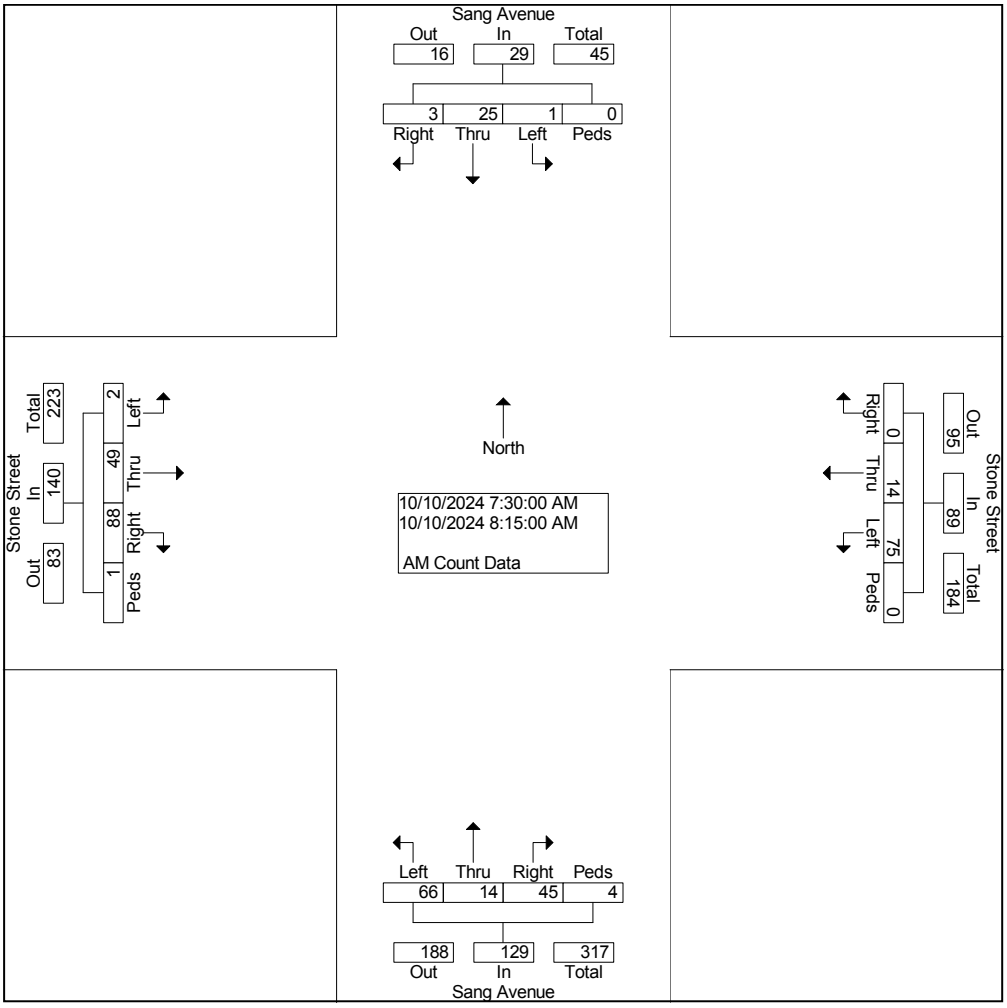


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

AM Hour Turning Movement Count Data
Sang Avenue & Stone Street
Fayetteville, Arkansas
P-2243

File Name : AM Sa St
Site Code : 00000000
Start Date : 10/10/2024
Page No : 2

	Sang Avenue From North					Stone Street From East					Sang Avenue From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	3	25	1	0	29	0	14	75	0	89	45	14	66	4	129	88	49	2	1	140	387
Percent	10.3	86.2	3.4	0.0		0.0	15.7	84.3	0.0		34.9	10.9	51.2	3.1		62.9	35.0	1.4	0.7		
08:15 Volume	0	6	0	0	6	0	5	19	0	24	11	6	27	2	46	28	7	0	1	36	112
Peak Factor																					0.864
High Int.	07:30 AM					08:00 AM					08:15 AM					08:00 AM					
Volume	2	6	0	0	8	0	3	25	0	28	11	6	27	2	46	31	13	0	0	44	
Peak Factor					0.906					0.795					0.701					0.795	



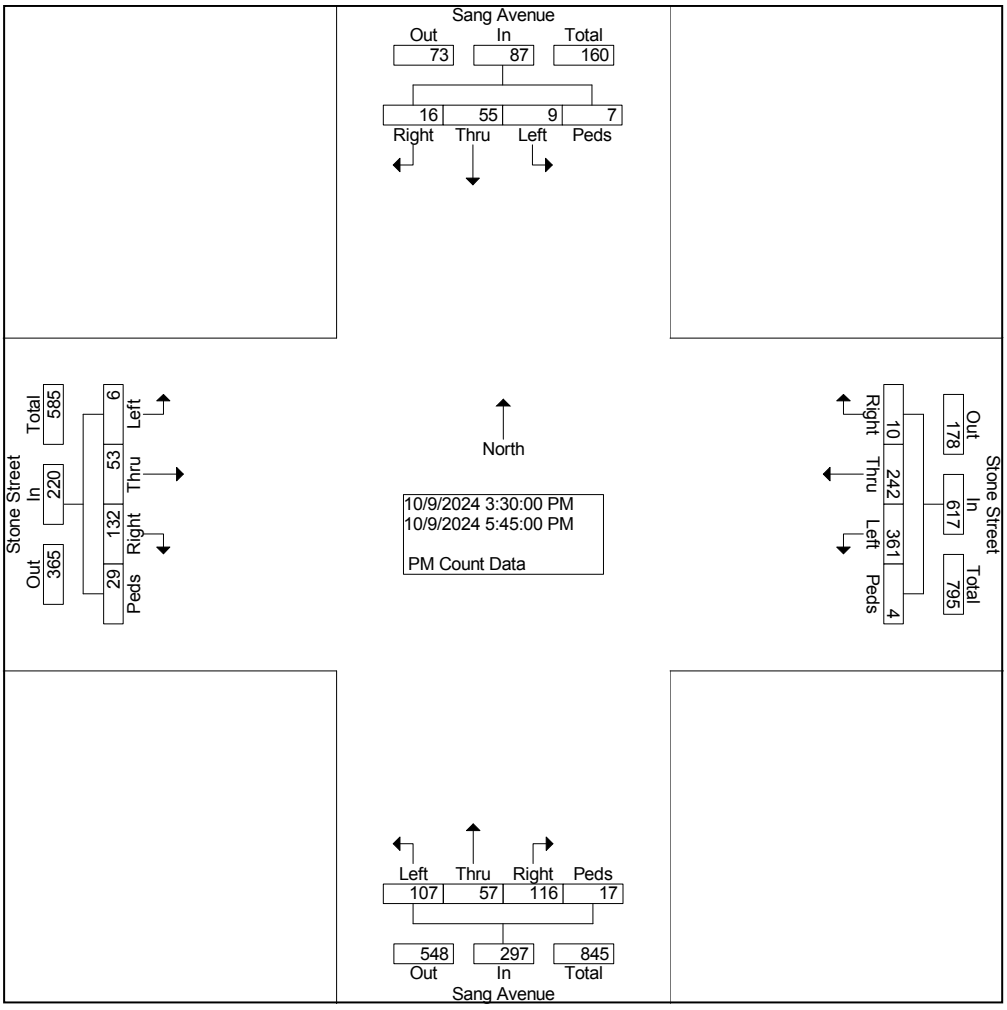
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Sang Avenue & Stone Street
Fayetteville, Arkansas
P-2243

File Name : PM Sa St
Site Code : 00000000
Start Date : 10/09/2024
Page No : 1

Groups Printed- PM Count Data

	Sang Avenue From North					Stone Street From East					Sang Avenue From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:30 PM	1	2	0	0	3	1	12	46	0	59	5	4	4	0	13	8	5	0	0	13	88
03:45 PM	1	6	3	5	15	3	13	26	3	45	13	8	11	10	42	27	7	3	26	63	165
Total	2	8	3	5	18	4	25	72	3	104	18	12	15	10	55	35	12	3	26	76	253
04:00 PM	3	5	3	1	12	1	24	21	1	47	15	6	19	5	45	24	11	0	3	38	142
04:15 PM	3	7	0	0	10	1	39	41	0	81	16	4	14	0	34	15	4	0	0	19	144
04:30 PM	2	7	0	0	9	1	38	45	0	84	15	7	14	1	37	13	4	0	0	17	147
04:45 PM	3	10	0	1	14	1	29	27	0	57	17	8	14	1	40	13	6	1	0	20	131
Total	11	29	3	2	45	4	130	134	1	269	63	25	61	7	156	65	25	1	3	94	564
05:00 PM	2	4	0	0	6	1	28	26	0	55	13	5	17	0	35	11	2	1	0	14	110
05:15 PM	0	6	0	0	6	0	24	48	0	72	10	6	6	0	22	8	6	0	0	14	114
05:30 PM	1	4	2	0	7	1	20	42	0	63	7	4	5	0	16	7	4	1	0	12	98
05:45 PM	0	4	1	0	5	0	15	39	0	54	5	5	3	0	13	6	4	0	0	10	82
Total	3	18	3	0	24	2	87	155	0	244	35	20	31	0	86	32	16	2	0	50	404
Grand Total	16	55	9	7	87	10	242	361	4	617	116	57	107	17	297	132	53	6	29	220	1221
Apprch %	18.4	63.2	10.3	8.0		1.6	39.2	58.5	0.6		39.1	19.2	36.0	5.7		60.0	24.1	2.7	13.2		
Total %	1.3	4.5	0.7	0.6	7.1	0.8	19.8	29.6	0.3	50.5	9.5	4.7	8.8	1.4	24.3	10.8	4.3	0.5	2.4	18.0	

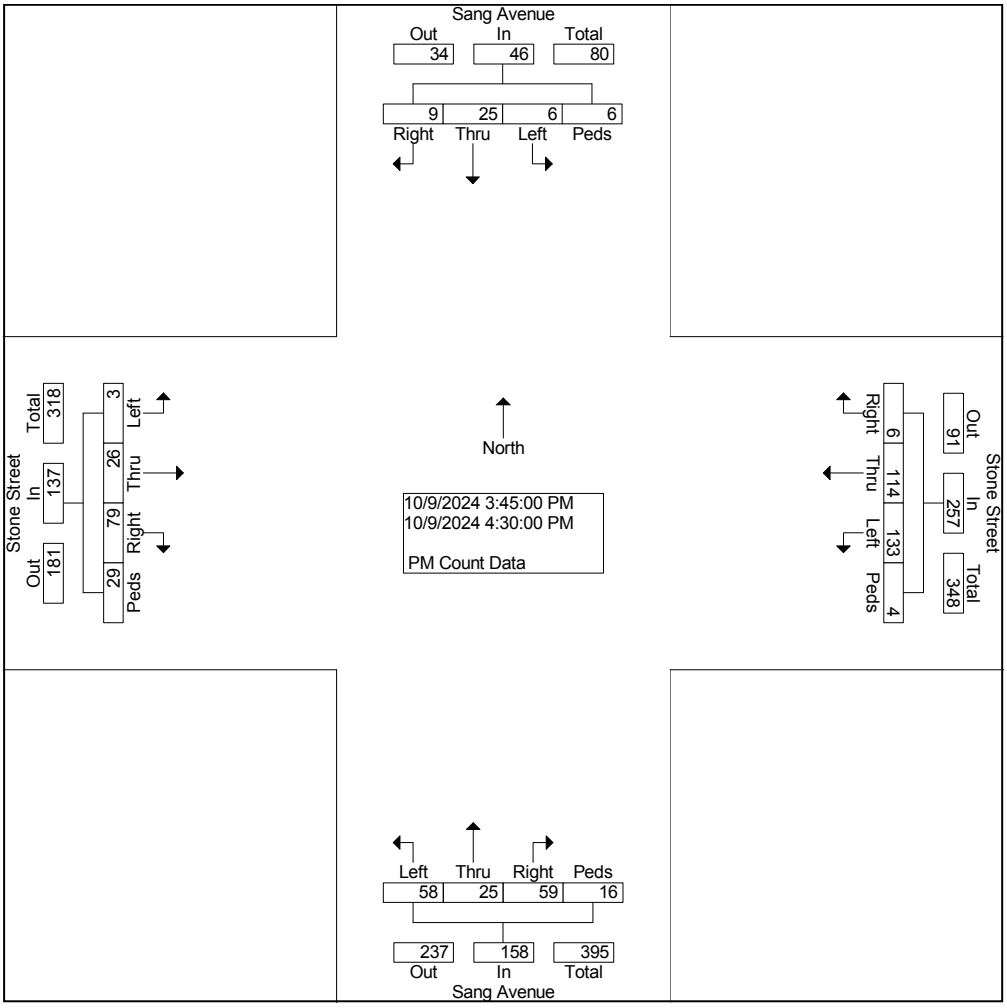


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Sang Avenue & Stone Street
Fayetteville, Arkansas
P-2243

File Name : PM Sa St
Site Code : 00000000
Start Date : 10/09/2024
Page No : 2

	Sang Avenue From North					Stone Street From East					Sang Avenue From South					Stone Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 05:45 PM - Peak 1 of 1																					
Intersection	03:45 PM																				
Volume	9	25	6	6	46	6	114	133	4	257	59	25	58	16	158	79	26	3	29	137	598
Percent	19.6	54.3	13.0	13.0		2.3	44.4	51.8	1.6		37.3	15.8	36.7	10.1		57.7	19.0	2.2	21.2		
03:45 Volume	1	6	3	5	15	3	13	26	3	45	13	8	11	10	42	27	7	3	26	63	165
Peak Factor																					0.906
High Int.	03:45 PM					04:30 PM					04:00 PM					03:45 PM					
Volume	1	6	3	5	15	1	38	45	0	84	15	6	19	5	45	27	7	3	26	63	
Peak Factor					0.767					0.765					0.878					0.544	



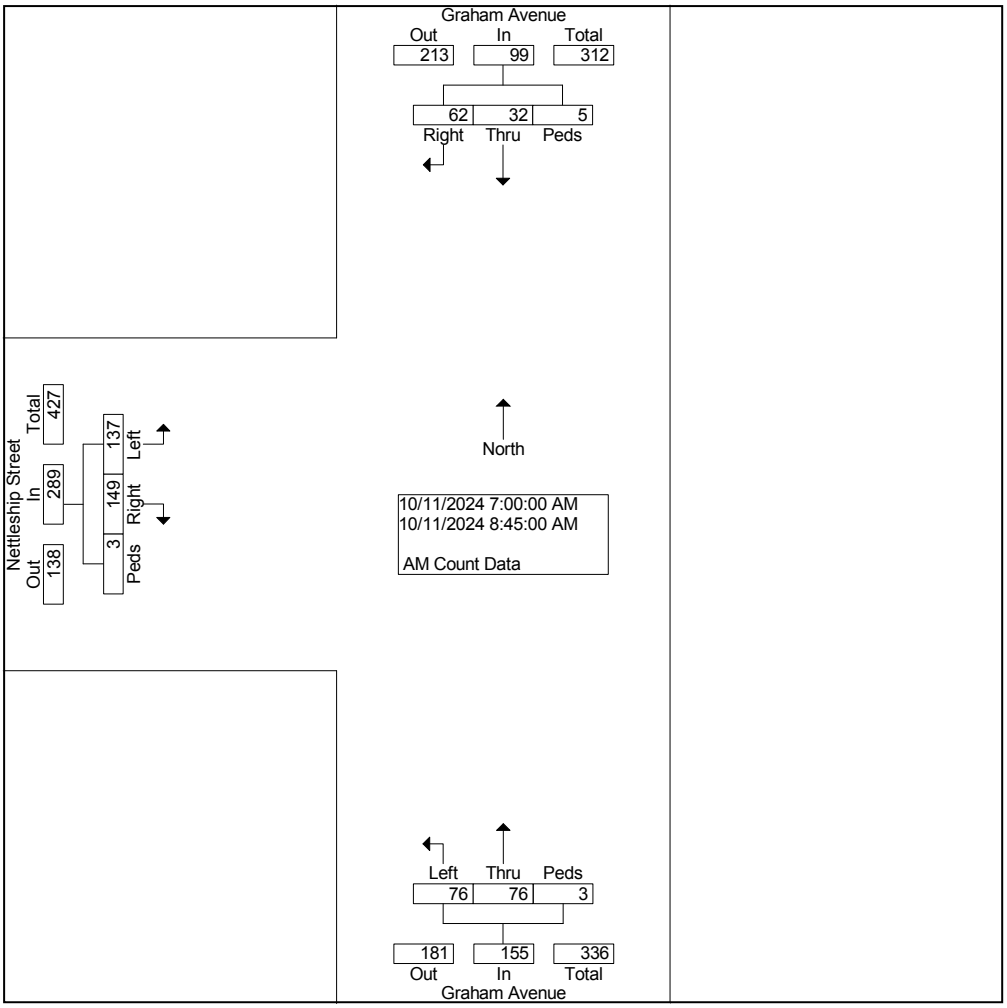
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

AM Hour Turning Movement Count Data
Nettleship Street & S. Graham Avenue
Fayetteville, Arkansas
P-2243

File Name : AM Gr Ne
Site Code : 00000000
Start Date : 10/11/2024
Page No : 1

Groups Printed- AM Count Data

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	4	2	0	6	7	7	0	14	11	6	1	18	38
07:15 AM	5	1	0	6	5	7	0	12	13	9	0	22	40
07:30 AM	6	2	1	9	12	7	1	20	14	17	1	32	61
07:45 AM	11	5	0	16	14	7	1	22	18	18	1	37	75
Total	26	10	1	37	38	28	2	68	56	50	3	109	214
08:00 AM	7	7	0	14	10	18	1	29	33	27	0	60	103
08:15 AM	16	9	0	25	7	12	0	19	37	26	0	63	107
08:30 AM	9	4	4	17	11	15	0	26	16	12	0	28	71
08:45 AM	4	2	0	6	10	3	0	13	7	22	0	29	48
Total	36	22	4	62	38	48	1	87	93	87	0	180	329
Grand Total	62	32	5	99	76	76	3	155	149	137	3	289	543
Apprch %	62.6	32.3	5.1		49.0	49.0	1.9		51.6	47.4	1.0		
Total %	11.4	5.9	0.9	18.2	14.0	14.0	0.6	28.5	27.4	25.2	0.6	53.2	

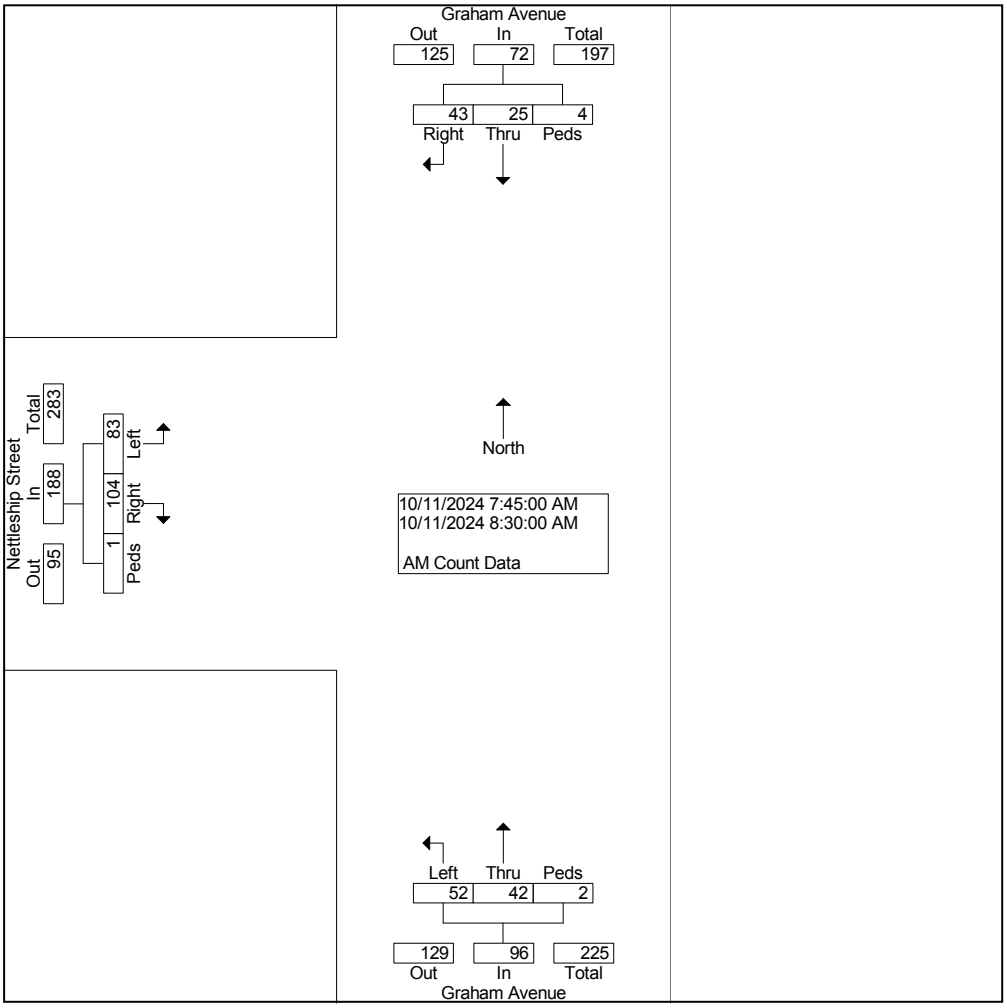


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

AM Hour Turning Movement Count Data
Nettleship Street & S. Graham Avenue
Fayetteville, Arkansas
P-2243

File Name : AM Gr Ne
Site Code : 00000000
Start Date : 10/11/2024
Page No : 2

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
Intersection	07:45 AM												
Volume	43	25	4	72	42	52	2	96	104	83	1	188	356
Percent	59.7	34.7	5.6		43.8	54.2	2.1		55.3	44.1	0.5		
08:15 Volume	16	9	0	25	7	12	0	19	37	26	0	63	107
Peak Factor													0.832
High Int.	08:15 AM				08:00 AM				08:15 AM				
Volume	16	9	0	25	10	18	1	29	37	26	0	63	
Peak Factor				0.720				0.828				0.746	



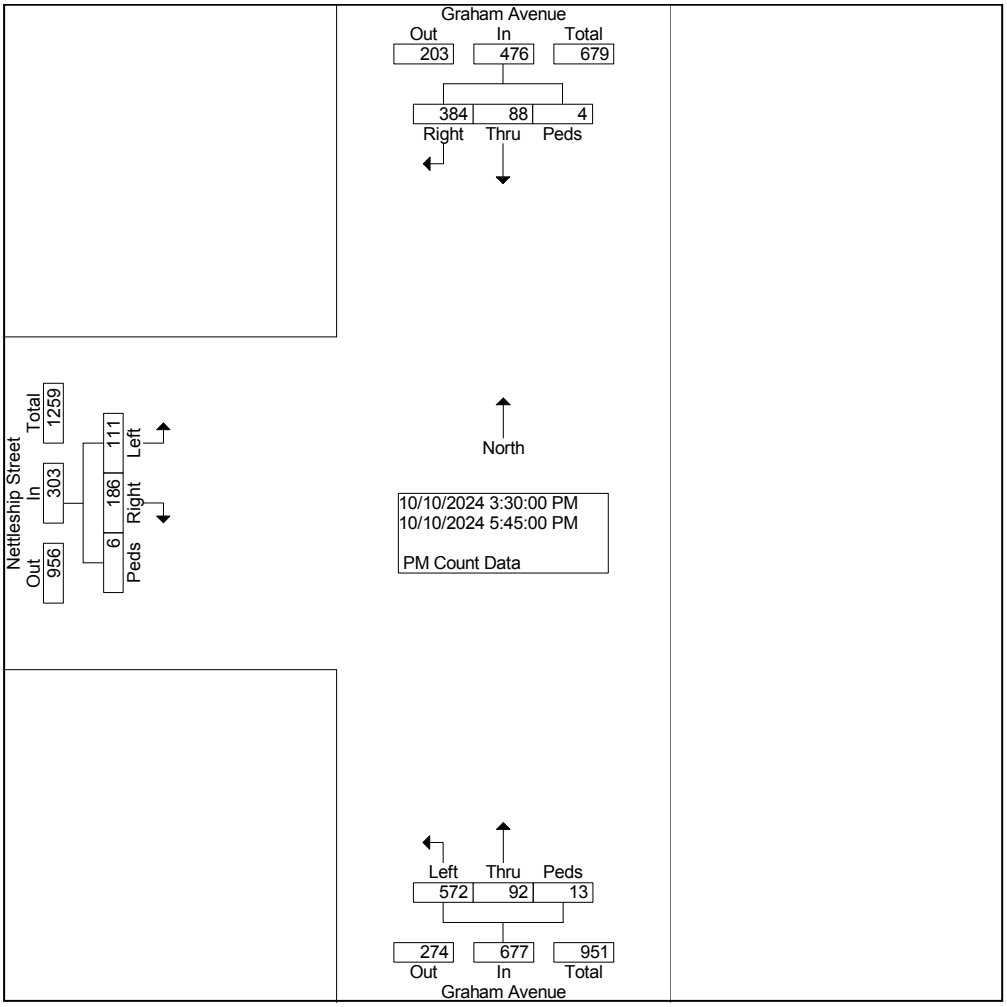
Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Nettleship Street & Graham Avenue
Fayetteville, Arkansas
P-2243

File Name : PM Gr Ne
Site Code : 00000000
Start Date : 10/10/2024
Page No : 1

Groups Printed- PM Count Data

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
03:30 PM	11	7	2	20	7	27	1	35	11	4	3	18	73
03:45 PM	27	9	0	36	10	25	1	36	33	17	0	50	122
Total	38	16	2	56	17	52	2	71	44	21	3	68	195
04:00 PM	48	9	1	58	12	83	2	97	21	15	0	36	191
04:15 PM	39	7	0	46	9	122	1	132	11	20	0	31	209
04:30 PM	97	22	0	119	13	116	2	131	12	8	0	20	270
04:45 PM	76	12	1	89	17	79	4	100	32	12	0	44	233
Total	260	50	2	312	51	400	9	460	76	55	0	131	903
05:00 PM	44	9	0	53	9	51	1	61	21	19	1	41	155
05:15 PM	20	6	0	26	5	37	1	43	20	9	1	30	99
05:30 PM	12	4	0	16	6	18	0	24	14	4	0	18	58
05:45 PM	10	3	0	13	4	14	0	18	11	3	1	15	46
Total	86	22	0	108	24	120	2	146	66	35	3	104	358
Grand Total	384	88	4	476	92	572	13	677	186	111	6	303	1456
Apprch %	80.7	18.5	0.8		13.6	84.5	1.9		61.4	36.6	2.0		
Total %	26.4	6.0	0.3	32.7	6.3	39.3	0.9	46.5	12.8	7.6	0.4	20.8	

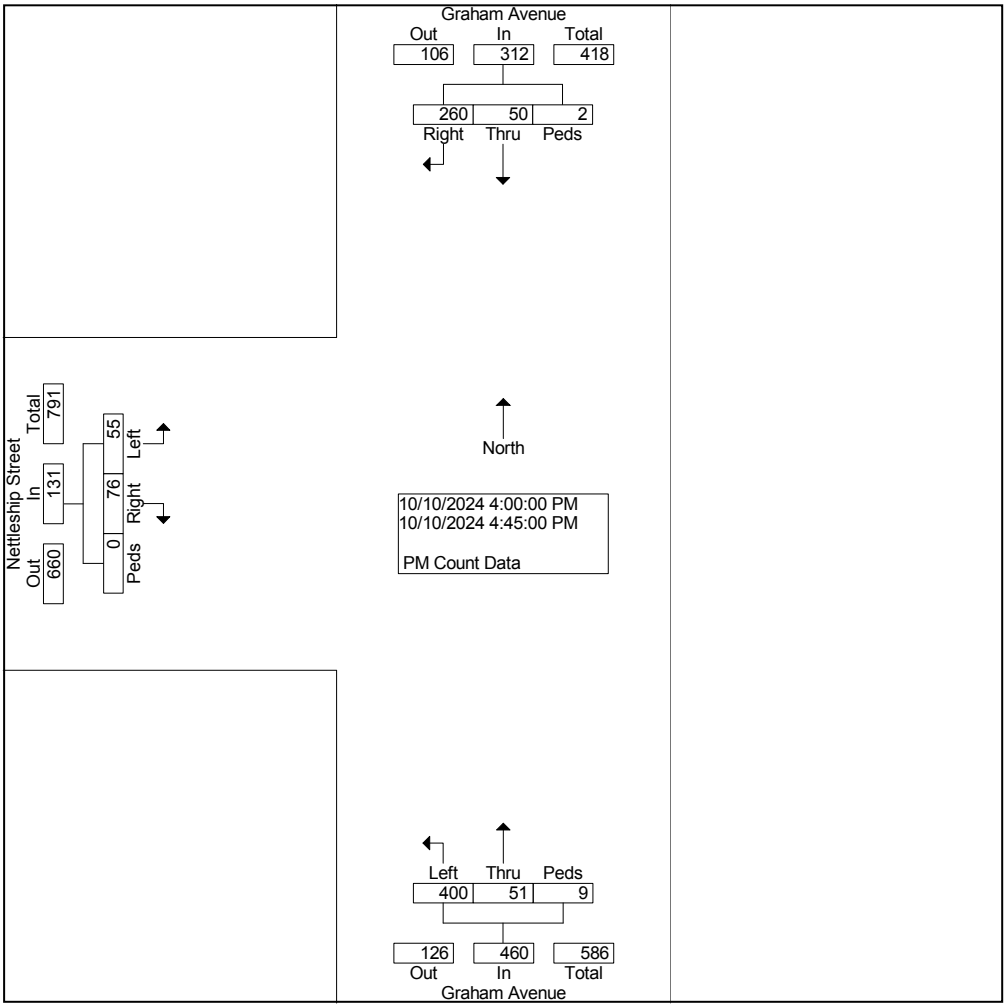


Peters & Associates Engineers, Inc.
Peak Hour Turning Movement Count Data

PM Hour Turning Movement Count Data
Nettleship Street & Graham Avenue
Fayetteville, Arkansas
P-2243

File Name : PM Gr Ne
Site Code : 00000000
Start Date : 10/10/2024
Page No : 2

	Graham Avenue From North				Graham Avenue From South				Nettleship Street From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:00 PM												
Volume	260	50	2	312	51	400	9	460	76	55	0	131	903
Percent	83.3	16.0	0.6		11.1	87.0	2.0		58.0	42.0	0.0		
04:30 Volume	97	22	0	119	13	116	2	131	12	8	0	20	270
Peak Factor													0.836
High Int.	04:30 PM				04:15 PM				04:45 PM				
Volume	97	22	0	119	9	122	1	132	32	12	0	44	
Peak Factor				0.655				0.871				0.744	



AM Stone Street and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound 0						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 AM	0	2	0	4	0	*6*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	2	16	0	0	*18*	**26**
7:15 AM	0	3	0	6	0	*9*	0	0	3	0	0	*3*	0	0	0	0	1	*0*	0	2	18	0	1	*20*	**32**
7:30 AM	0	1	0	1	2	*2*	0	0	5	1	1	*6*	0	0	0	2	0	*2*	0	5	27	0	0	*32*	**42**
7:45 AM	0	2	0	7	0	*9*	0	0	14	1	0	*15*	0	0	0	0	0	*0*	0	4	27	0	1	*31*	**55**
Hourly Total	0	8	0	18	2	*26*	0	0	24	2	1	*26*	0	0	0	2	1	*2*	0	13	88	0	2	*101*	**155**

AM Stone Street and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound 0						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	1	0	10	1	*11*	0	0	12	1	1	*13*	0	0	0	0	0	*0*	0	1	22	0	2	*23*	**47**
8:15 AM	0	1	0	13	2	*14*	0	0	14	1	1	*15*	0	0	0	0	0	*0*	0	0	18	0	1	*18*	**47**
8:30 AM	0	0	0	10	0	*10*	0	0	5	0	1	*5*	0	0	0	0	0	*0*	0	2	14	0	1	*16*	**31**
8:45 AM	0	1	0	8	1	*9*	0	0	6	0	0	*6*	0	2	0	0	0	*2*	0	2	11	0	1	*13*	**30**
Hourly Total	0	3	0	41	4	*44*	0	0	37	2	3	*39*	0	2	0	0	0	*2*	0	5	65	0	5	*70*	**155**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

AM Stone Street and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound 0						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**11**	**0**	**59**	**6**	***70***	**0**	**0**	**61**	**4**	**4**	***65***	**0**	**2**	**0**	**2**	**1**	***4***	**0**	**18**	**153**	**0**	**7**	***171***	**310**
Cars	0	11	0	59	6	*70*	0	0	55	4	4	*59*	0	2	0	2	1	*4*	0	18	152	0	7	*170*	**303**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**7**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	9.84%	0.00%	0.00%	*9.23%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.65%	0.00%	0.00%	*0.58%*	**2.26%**

AM Stone Street and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:30 AM	0	1	0	1	2	*2*	0	0	5	1	1	*6*	0	0	0	2	0	*2*	0	5	27	0	0	*32*	**42**
7:45 AM	0	2	0	7	0	*9*	0	0	14	1	0	*15*	0	0	0	0	0	*0*	0	4	27	0	1	*31*	**55**
8:00 AM	0	1	0	10	1	*11*	0	0	12	1	1	*13*	0	0	0	0	0	*0*	0	1	22	0	2	*23*	**47**
8:15 AM	0	1	0	13	2	*14*	0	0	14	1	1	*15*	0	0	0	0	0	*0*	0	0	18	0	1	*18*	**47**
Peak Hour Total	0	5	0	31	5	*36*	0	0	45	4	3	*49*	0	0	0	2	0	*2*	0	10	94	0	4	*104*	**191**
PHF	0.000	0.625	0.000	0.596	0.625	*0.643*	0.000	0.000	0.804	1.000	0.750	*0.817*	0.000	0.000	0.000	0.250	0.000	*0.250*	0.000	0.500	0.870	0.000	0.500	*0.813*	**0.868**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

Total Vehicles On Leg			92		
Vehicles Entering Intersection	70		Vehicles Exiting Intersection		22
Southbound					
Cars	59	0	11	0	6
Heavy	0	0	0	0	0
Total	**59**	**0**	**11**	**0**	**6**

Total Vehicles on Leg 293	Vehicles Entering Intersection 171	Eastbound	Cars	Heavy	Total
			7	0	**7**
			0	0	**0**
	Vehicles Exiting Intersection 122		18	0	**18**
			152	1	**153**
			0	0	**0**

Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 65	Total Vehicles on Leg 231
4	0	**4**			
55	6	**61**			
0	0	**0**		Vehicles Exiting Intersection 166	
0	0	**0**			
4	0	**4**			

Cars	1	0	2	0	2
Heavy	0	0	0	0	0
Total	**1**	**0**	**2**	**0**	**2**
Northbound					
Vehicles Entering Intersection	4		Vehicles Exiting Intersection		0
Total Vehicles On Leg			4		

PM Stone Street and Cross Avenue
Fayetteville AR
Wednesday, October 9, 2024

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound 0						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

PM Stone Street and Cross Avenue
Fayetteville AR
Wednesday, October 9, 2024

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound 0						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 PM	0	0	0	1	0	*1*	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	0	8	1	0	*9*	**20**
3:15 PM	0	1	0	0	0	*1*	0	0	29	1	0	*30*	0	0	0	0	0	*0*	0	0	13	0	0	*13*	**44**
3:30 PM	0	0	0	16	3	*16*	0	0	17	1	0	*18*	0	0	0	0	0	*0*	0	2	11	0	0	*13*	**47**
3:45 PM	0	2	0	22	3	*24*	0	0	23	2	1	*25*	0	0	0	0	0	*0*	0	6	29	0	3	*35*	**84**
Hourly Total	0	3	0	39	6	*42*	0	0	79	4	1	*83*	0	0	0	0	0	*0*	0	8	61	1	3	*70*	**195**

PM Stone Street and Cross Avenue
Fayetteville AR
Wednesday, October 9, 2024

Time	Southbound Cross Avenue						Westbound Stone Street						Northbound 0						Eastbound Stone Street						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	1	0	26	21	*27*	0	0	27	0	0	*27*	0	0	0	0	0	*0*	0	2	25	0	2	*27*	**81**
4:15 PM	0	0	0	22	0	*22*	0	0	41	0	1	*41*	0	0	0	0	0	*0*	0	2	14	0	0	*16*	**79**
4:30 PM	0	0	0	39	1	*39*	1	0	35	0	1	*36*	0	0	0	0	0	*0*	0	5	17	0	0	*22*	**97**
4:45 PM	0	1	0	29	1	*30*	0	0	32	2	0	*34*	0	0	0	0	0	*0*	0	6	18	0	1	*24*	**88**
Hourly Total	0	2	0	116	23	*118*	1	0	135	2	2	*138*	0	0	0	0	0	*0*	0	15	74	0	3	*89*	**345**
5:00 PM	0	1	0	22	1	*23*	0	0	32	1	1	*33*	0	0	0	0	0	*0*	0	6	11	0	1	*17*	**73**
5:15 PM	0	1	0	32	0	*33*	0	0	44	1	1	*45*	0	0	0	0	0	*0*	0	5	14	0	0	*19*	**97**
5:30 PM	0	3	0	23	1	*26*	0	0	29	2	0	*31*	0	0	0	0	0	*0*	0	4	15	0	0	*19*	**76**
5:45 PM	0	3	0	15	2	*18*	0	0	22	3	1	*25*	0	0	0	0	0	*0*	0	9	9	0	2	*18*	**61**
Hourly Total	0	8	0	92	4	*100*	0	0	127	7	3	*134*	0	0	0	0	0	*0*	0	24	49	0	3	*73*	**307**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**13**	**0**	**247**	**33**	***260***	**1**	**0**	**341**	**13**	**6**	***355***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**47**	**184**	**1**	**9**	***232***	**847**
Cars	0	13	0	247	33	*260*	1	0	325	13	6	*339*	0	0	0	0	0	*0*	0	47	179	1	9	*227*	**826**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	16	0	0	*16*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	**21**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	4.69%	0.00%	0.00%	*4.51%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	2.72%	0.00%	0.00%	*2.16%*	**2.48%**

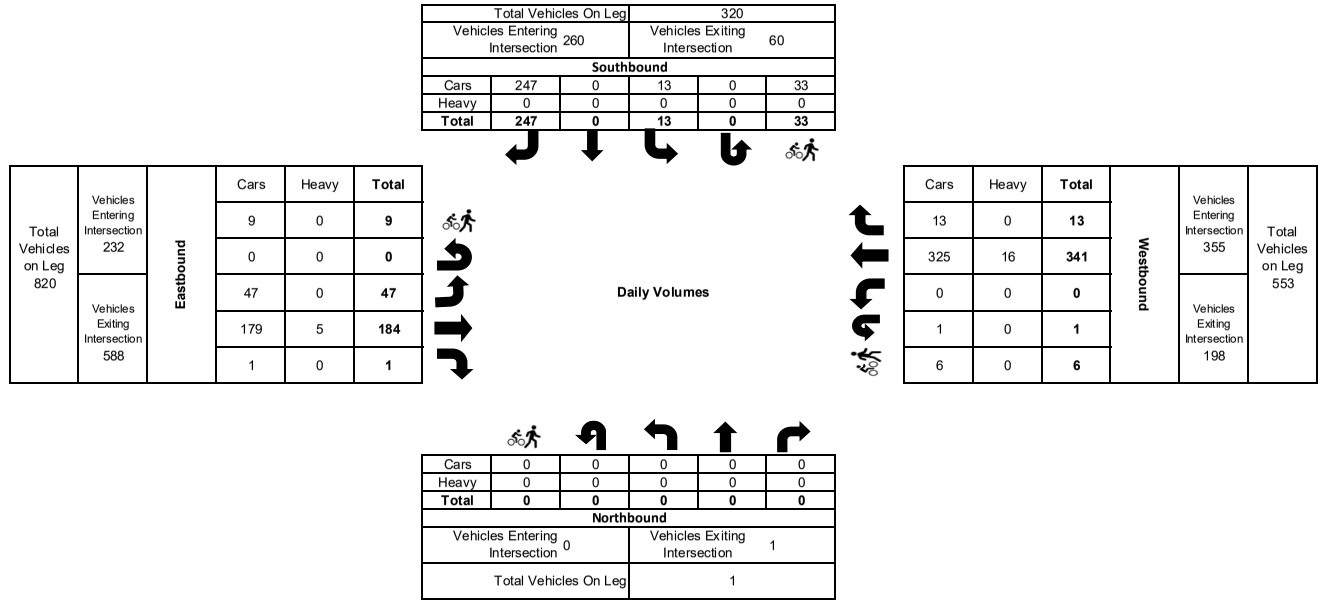
PM Stone Street and Cross Avenue
Fayetteville AR
Wednesday, October 9, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:30 PM	0	0	0	39	1	*39*	1	0	35	0	1	*36*	0	0	0	0	0	*0*	0	5	17	0	0	*22*	**97**
4:45 PM	0	1	0	29	1	*30*	0	0	32	2	0	*34*	0	0	0	0	0	*0*	0	6	18	0	1	*24*	**88**
5:00 PM	0	1	0	22	1	*23*	0	0	32	1	1	*33*	0	0	0	0	0	*0*	0	6	11	0	1	*17*	**73**
5:15 PM	0	1	0	32	0	*33*	0	0	44	1	1	*45*	0	0	0	0	0	*0*	0	5	14	0	0	*19*	**97**
Peak Hour Total	0	3	0	122	3	*125*	1	0	143	4	3	*148*	0	0	0	0	0	*0*	0	22	60	0	2	*82*	**355**
PHF	0.000	0.750	0.000	0.782	0.750	*0.801*	0.250	0.000	0.813	0.500	0.750	*0.822*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.917	0.833	0.000	0.500	*0.854*	**0.915**



AM Markham Road and Cross Avenue
Fayetteville AR
Friday, October 11, 2024

Time	Southbound Cross Avenue						Westbound Markhma Road						Northbound 0						Eastbound Markhma Road						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 AM	0	2	0	4	0	*6*	0	0	7	3	0	*10*	0	0	0	0	0	*0*	0	4	2	0	0	*6*	**22**
7:15 AM	0	4	0	4	0	*8*	0	0	10	1	0	*11*	0	0	0	0	0	*0*	0	7	7	0	0	*14*	**33**
7:30 AM	0	2	0	2	0	*4*	0	0	2	4	0	*6*	0	0	0	0	0	*0*	0	2	5	0	0	*7*	**17**
7:45 AM	0	12	0	5	0	*17*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	2	1	0	0	*3*	**23**
Hourly Total	0	20	0	15	0	*35*	0	0	22	8	0	*30*	0	0	0	0	0	*0*	0	15	15	0	0	*30*	**95**

AM Markham Road and Cross Avenue
Fayetteville AR
Friday, October 11, 2024

Time	Southbound Cross Avenue						Westbound Markhma Road						Northbound 0						Eastbound Markhma Road						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	9	0	7	0	*16*	0	0	10	4	5	*14*	0	0	0	0	0	*0*	0	6	2	0	0	*8*	**38**
8:15 AM	0	12	0	5	0	*17*	0	0	9	4	1	*13*	0	0	0	0	0	*0*	0	1	11	0	0	*12*	**42**
8:30 AM	0	4	0	3	0	*7*	0	0	7	4	0	*11*	0	0	0	0	0	*0*	0	4	4	0	0	*8*	**26**
8:45 AM	0	5	0	2	0	*7*	0	0	5	2	1	*7*	0	0	0	0	0	*0*	0	2	6	0	0	*8*	**22**
Hourly Total	0	30	0	17	0	*47*	0	0	31	14	7	*45*	0	0	0	0	0	*0*	0	13	23	0	0	*36*	**128**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

AM Markham Road and Cross Avenue
Fayetteville AR
Friday, October 11, 2024

Time	Southbound Cross Avenue						Westbound Markhma Road						Northbound 0						Eastbound Markhma Road						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**50**	**0**	**32**	**0**	***82***	**0**	**0**	**53**	**22**	**7**	***75***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**28**	**38**	**0**	**0**	***66***	**223**
Cars	0	50	0	24	0	*74*	0	0	32	22	7	*54*	0	0	0	0	0	*0*	0	17	15	0	0	*32*	**160**
Heavy Vehicles	0	0	0	8	0	*8*	0	0	21	0	0	*21*	0	0	0	0	0	*0*	0	11	23	0	0	*34*	**63**
Heavy Vehicle %	0.00%	0.00%	0.00%	25.00%	0.00%	*9.76%*	0.00%	0.00%	39.62%	0.00%	0.00%	*28.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	39.29%	60.53%	0.00%	0.00%	*51.52%*	**28.25%**

AM Markham Road and Cross Avenue
Fayetteville AR
Friday, October 11, 2024

AM Peak Hour

Time	Southbound U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Westbound U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Northbound U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Eastbound U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
7:45 AM	0	12	0	5	0	*17*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	2	1	0	0	*3*	**23**
8:00 AM	0	9	0	7	0	*16*	0	0	10	4	5	*14*	0	0	0	0	0	*0*	0	6	2	0	0	*8*	**38**
8:15 AM	0	12	0	5	0	*17*	0	0	9	4	1	*13*	0	0	0	0	0	*0*	0	1	11	0	0	*12*	**42**
8:30 AM	0	4	0	3	0	*7*	0	0	7	4	0	*11*	0	0	0	0	0	*0*	0	4	4	0	0	*8*	**26**
Peak Hour Total	0	37	0	20	0	*57*	0	0	29	12	6	*41*	0	0	0	0	0	*0*	0	13	18	0	0	*31*	**129**
PHF	0.000	0.771	0.000	0.714	0.000	*0.838*	0.000	0.000	0.725	0.750	0.300	*0.732*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.542	0.409	0.000	0.000	*0.646*	**0.768**

PM Peak Hour

Time	Southbound U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Westbound U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Northbound U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Eastbound U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

Total Vehicles On Leg			132		
Vehicles Entering Intersection	82		Vehicles Exiting Intersection		50
Southbound					
Cars	24	0	50	0	0
Heavy	8	0	0	0	0
Total	**32**	**0**	**50**	**0**	**0**

Total Vehicles on Leg 151	Vehicles Entering Intersection 66	Vehicles Exiting Intersection 85	**Eastbound**	Cars	Heavy	**Total**
				0	0	**0**
				0	0	**0**
				17	11	**28**
				15	23	**38**
				0	0	**0**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 75	Total Vehicles on Leg 163
22	0	**22**			
32	21	**53**			
0	0	**0**			
0	0	**0**		Vehicles Exiting Intersection 88	
7	0	**7**			

Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**
Northbound					
Vehicles Entering Intersection	0		Vehicles Exiting Intersection		0
Total Vehicles On Leg			0		

PM Markham Road and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024

Time	Southbound Cross Avenue						Westbound Markham Road						Northbound 0						Eastbound Markham Road						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

PM Markham Road and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024

	Southbound Cross Avenue						Westbound Markham Road						Northbound 0						Eastbound Markham Road						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
8:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

PM Markham Road and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024

Time	Southbound Cross Avenue						Westbound Markham Road						Northbound 0						Eastbound Markham Road						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	4	0	1	0	*5*	0	0	0	14	0	*14*	0	0	0	0	0	*0*	0	8	3	0	0	*11*	**30**
4:15 PM	0	4	0	4	0	*8*	0	0	11	10	0	*21*	0	0	0	0	0	*0*	0	5	4	0	0	*9*	**38**
4:30 PM	0	4	0	1	0	*5*	0	0	3	18	0	*21*	0	0	0	0	0	*0*	0	2	12	0	0	*14*	**40**
4:45 PM	0	2	0	0	0	*2*	1	0	3	8	2	*12*	0	0	0	0	0	*0*	0	2	7	0	0	*9*	**23**
Hourly Total	0	14	0	6	0	*20*	1	0	17	50	2	*68*	0	0	0	0	0	*0*	0	17	26	0	0	*43*	**131**
5:00 PM	0	3	0	2	0	*5*	0	0	2	6	0	*8*	0	0	0	0	0	*0*	0	7	10	0	0	*17*	**30**
5:15 PM	0	6	0	1	0	*7*	0	0	1	4	0	*5*	0	0	0	0	0	*0*	0	1	6	0	0	*7*	**19**
5:30 PM	0	1	0	3	0	*4*	0	0	0	8	0	*8*	0	0	0	0	0	*0*	0	4	5	0	0	*9*	**21**
5:45 PM	0	2	0	3	0	*5*	0	0	2	4	0	*6*	0	0	0	0	0	*0*	0	3	2	0	0	*5*	**16**
Hourly Total	0	12	0	9	0	*21*	0	0	5	22	0	*27*	0	0	0	0	0	*0*	0	15	23	0	0	*38*	**86**
6:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**26**	**0**	**15**	**0**	***41***	**1**	**0**	**22**	**72**	**2**	***95***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**32**	**49**	**0**	**0**	***81***	**217**
Cars	0	26	0	9	0	*35*	1	0	5	70	2	*76*	0	0	0	0	0	*0*	0	26	31	0	0	*57*	**168**
Heavy Vehicles	0	0	0	6	0	*6*	0	0	17	2	0	*19*	0	0	0	0	0	*0*	0	6	18	0	0	*24*	**49**
Heavy Vehicle %	0.00%	0.00%	0.00%	40.00%	0.00%	*14.63%*	0.00%	0.00%	77.27%	2.78%	0.00%	*20.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	18.75%	36.73%	0.00%	0.00%	*29.63%*	**22.58%**

PM Markham Road and Cross Avenue
Fayetteville AR
Thursday, October 10, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Peak Hour Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.000**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	4	0	1	0	*5*	0	0	0	14	0	*14*	0	0	0	0	0	*0*	0	8	3	0	0	*11*	**30**
4:15 PM	0	4	0	4	0	*8*	0	0	11	10	0	*21*	0	0	0	0	0	*0*	0	5	4	0	0	*9*	**38**
4:30 PM	0	4	0	1	0	*5*	0	0	3	18	0	*21*	0	0	0	0	0	*0*	0	2	12	0	0	*14*	**40**
4:45 PM	0	2	0	0	0	*2*	1	0	3	8	2	*12*	0	0	0	0	0	*0*	0	2	7	0	0	*9*	**23**
Peak Hour Total	0	14	0	6	0	*20*	1	0	17	50	2	*68*	0	0	0	0	0	*0*	0	17	26	0	0	*43*	**131**
PHF	0.000	0.875	0.000	0.375	0.000	*0.625*	0.250	0.000	0.386	0.694	0.250	*0.810*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.531	0.542	0.000	0.000	*0.768*	**0.819**

Total Vehicles On Leg			145		
Vehicles Entering Intersection	41		Vehicles Exiting Intersection	104	
Southbound					
Cars	9	0	26	0	0
Heavy	6	0	0	0	0
Total	**15**	**0**	**26**	**0**	**0**

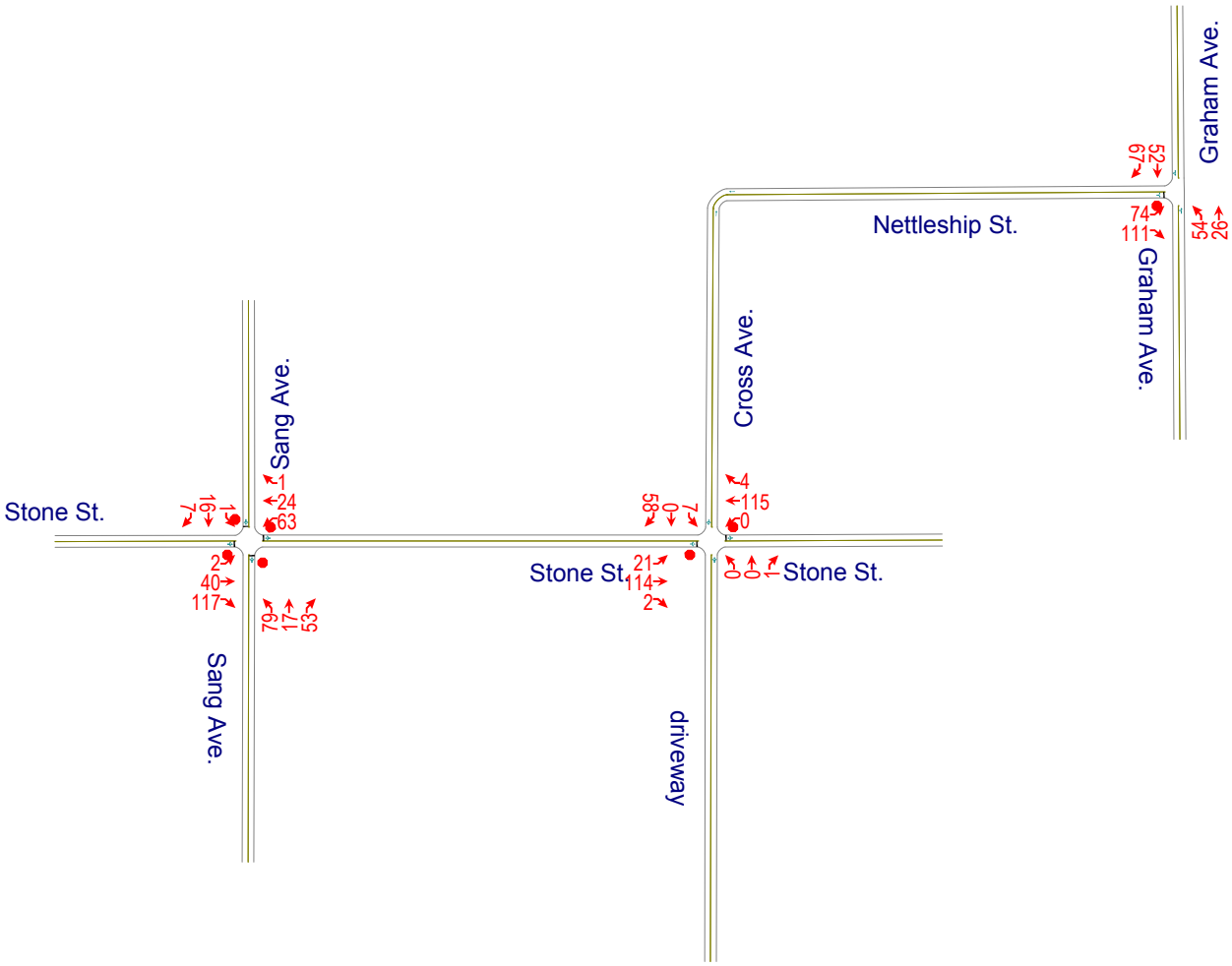
Total Vehicles on Leg 118	Vehicles Entering Intersection 81	Vehicles Exiting Intersection 37	Eastbound	Cars	Heavy	Total
				0	0	**0**
				0	0	**0**
				26	6	**32**
				31	18	**49**
				0	0	**0**

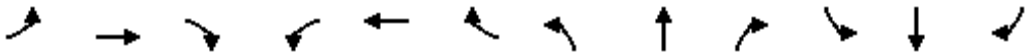
Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 95	Total Vehicles on Leg 171
70	2	**72**			
5	17	**22**			
0	0	**0**		Vehicles Exiting Intersection 76	
1	0	**1**			
2	0	**2**			

Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**
Northbound					
Vehicles Entering Intersection	0		Vehicles Exiting Intersection	0	
Total Vehicles On Leg			0		

Capacity & Level of Service Calculations

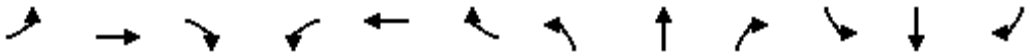

Graham Ave.
Nettleship St.
Graham Ave.
Cross Ave.
Sang Ave.
Stone St.
Stone St.
Stone St.
Sang Ave.
driveway
19
52
74
111
54
26
4
115
0
85
0
7
1
24
63
7
19
1
2
40
117
79
17
53
21
114
2
0
0
1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	114	2	0	115	4	0	0	1	7	0	58
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	124	2	0	125	4	0	0	1	8	0	63
Pedestrians		3			4			3			4	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	121	55	38	118	86	9	66			5		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	121	55	38	118	86	9	66			5		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	85	100	100	84	100	100			100		
cM capacity (veh/h)	738	828	1029	747	796	1066	1532			1611		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	149	129	1	71
Volume Left	23	0	0	8
Volume Right	2	4	1	63
cSH	815	803	1532	1611
Volume to Capacity	0.18	0.16	0.00	0.00
Queue Length 95th (ft)	17	14	0	0
Control Delay (s)	10.4	10.3	0.0	0.8
Lane LOS	B	B		A
Approach Delay (s)	10.4	10.3	0.0	0.8
Approach LOS	B	B		

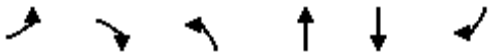
Intersection Summary				
Average Delay	8.4			
Intersection Capacity Utilization	32.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	2	40	117	63	24	1	79	17	53	1	16	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	43	127	68	26	1	86	18	58	1	17	8

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	173	96	162	26
Volume Left (vph)	2	68	86	1
Volume Right (vph)	127	1	58	8
Hadj (s)	-0.40	0.17	-0.07	-0.13
Departure Headway (s)	4.1	4.7	4.5	4.6
Degree Utilization, x	0.19	0.12	0.20	0.03
Capacity (veh/h)	846	721	762	724
Control Delay (s)	8.0	8.4	8.6	7.7
Approach Delay (s)	8.0	8.4	8.6	7.7
Approach LOS	A	A	A	A

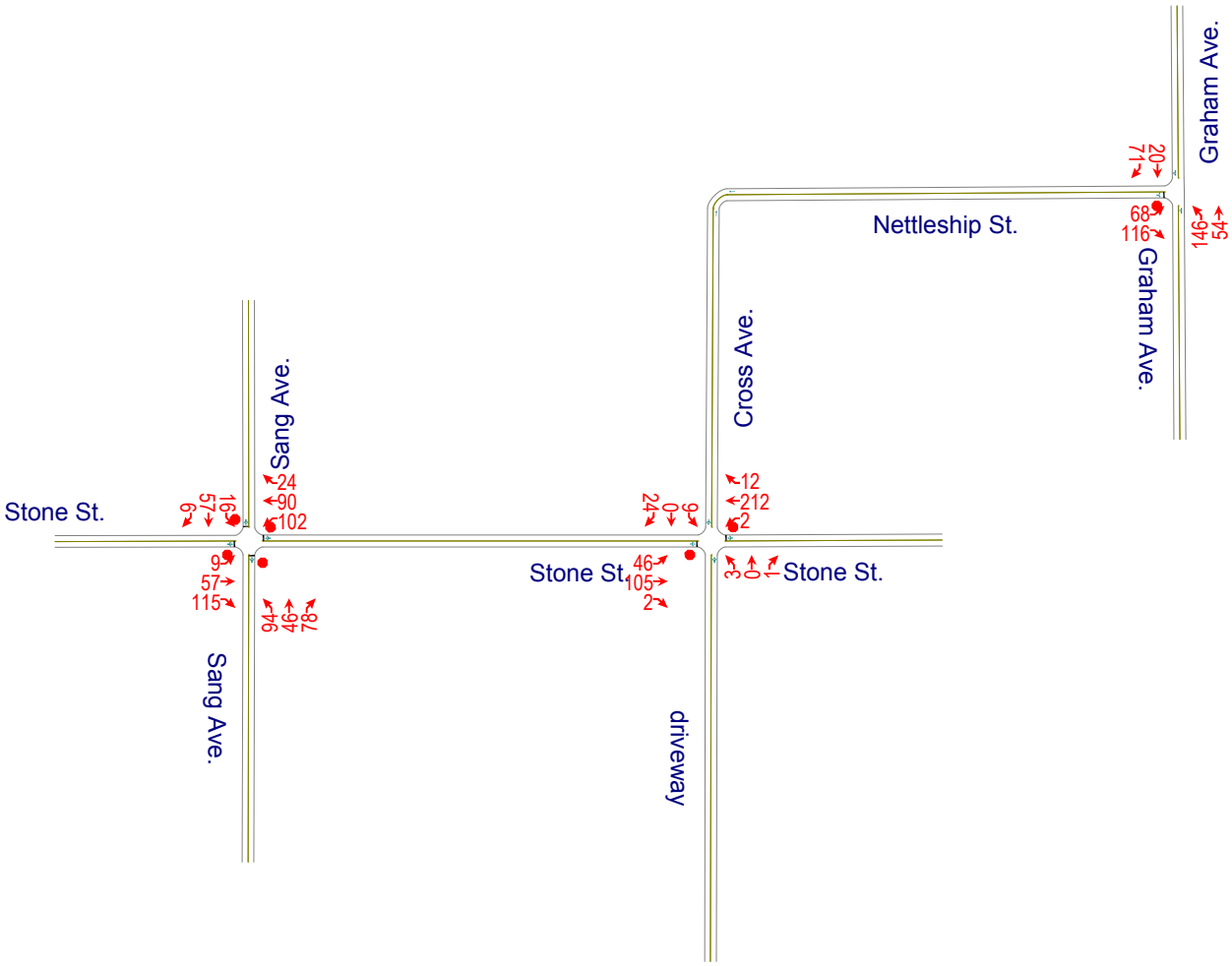
Intersection Summary				
Delay	8.3			
Level of Service	A			
Intersection Capacity Utilization	42.1%	ICU Level of Service	A	
Analysis Period (min)	15			

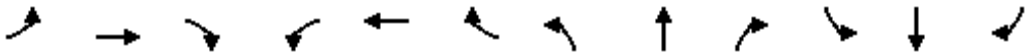


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	74	111	54	26	52	67
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	80	121	59	28	57	73
Pedestrians	16			9	5	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	260	118	145			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	260	118	145			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	88	87	96			
cM capacity (veh/h)	687	915	1418			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	201	87	129
Volume Left	80	59	0
Volume Right	121	0	73
cSH	807	1418	1700
Volume to Capacity	0.25	0.04	0.08
Queue Length 95th (ft)	25	3	0
Control Delay (s)	10.9	5.3	0.0
Lane LOS	B	A	
Approach Delay (s)	10.9	5.3	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	30.7%	ICU Level of Service	A
Analysis Period (min)	15		

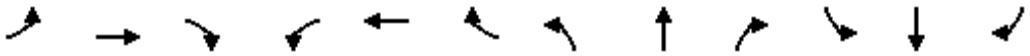

Graham Ave.
Nettleship St.
Graham Ave.
Cross Ave.
Sang Ave.
Stone St.
Stone St.
Stone St.
Sang Ave.
driveway
71
20
68
116
146
54
24
90
102
9
57
115
94
46
78
9
57
16
24
0
9
12
212
2
46
105
2
3
0
1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	46	105	2	2	212	12	3	0	1	9	0	24
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	50	114	2	2	230	13	3	0	1	10	0	26
Pedestrians		12			10			10			8	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	188	62	35	119	75	19	38			11		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	188	62	35	119	75	19	38			11		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	86	100	100	71	99	100			99		
cM capacity (veh/h)	571	807	1019	735	794	1044	1556			1595		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	166	246	4	36
Volume Left	50	2	3	10
Volume Right	2	13	1	26
cSH	719	804	1556	1595
Volume to Capacity	0.23	0.31	0.00	0.01
Queue Length 95th (ft)	22	32	0	0
Control Delay (s)	11.5	11.4	5.5	2.0
Lane LOS	B	B	A	A
Approach Delay (s)	11.5	11.4	5.5	2.0
Approach LOS	B	B		

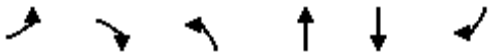
Intersection Summary				
Average Delay	10.7			
Intersection Capacity Utilization	39.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	9	57	115	102	90	24	94	46	78	16	57	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	62	125	111	98	26	102	50	85	17	62	7

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	197	235	237	86
Volume Left (vph)	10	111	102	17
Volume Right (vph)	125	26	85	7
Hadj (s)	-0.34	0.06	-0.09	0.03
Departure Headway (s)	4.8	5.1	5.0	5.4
Degree Utilization, x	0.26	0.33	0.33	0.13
Capacity (veh/h)	693	659	654	594
Control Delay (s)	9.5	10.6	10.5	9.2
Approach Delay (s)	9.5	10.6	10.5	9.2
Approach LOS	A	B	B	A

Intersection Summary				
Delay	10.1			
Level of Service	B			
Intersection Capacity Utilization	56.1%	ICU Level of Service	B	
Analysis Period (min)	15			

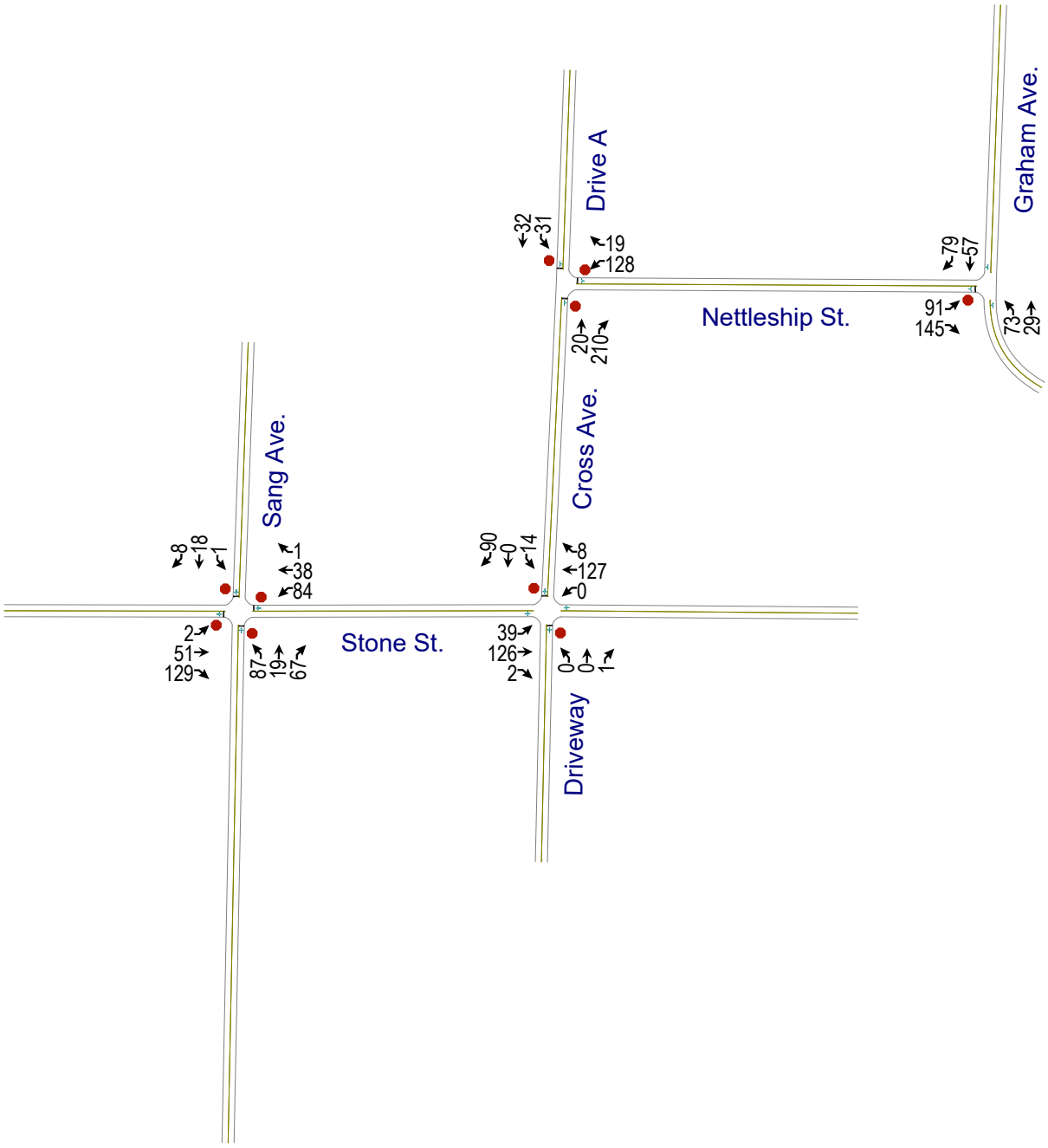


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	68	116	146	54	20	71
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	74	126	159	59	22	77
Pedestrians	6			5	5	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	447	71	105			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	447	71	105			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	87	89			
cM capacity (veh/h)	503	982	1479			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	200	217	99
Volume Left	74	159	0
Volume Right	126	0	77
cSH	726	1479	1700
Volume to Capacity	0.28	0.11	0.06
Queue Length 95th (ft)	28	9	0
Control Delay (s)	11.8	5.9	0.0
Lane LOS	B	A	
Approach Delay (s)	11.8	5.9	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	7.1		
Intersection Capacity Utilization	37.5%	ICU Level of Service	A
Analysis Period (min)	15		

PROJECTED AM



Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	51	129	84	38	1	87	19	67	1	18	8
Future Vol, veh/h	2	51	129	84	38	1	87	19	67	1	18	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	55	140	91	41	1	95	21	73	1	20	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.9	9.1	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	1%	68%	4%
Vol Thru, %	11%	28%	31%	67%
Vol Right, %	39%	71%	1%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	173	182	123	27
LT Vol	87	2	84	1
Through Vol	19	51	38	18
RT Vol	67	129	1	8
Lane Flow Rate	188	198	134	29
Geometry Grp	1	1	1	1
Degree of Util (X)	0.239	0.23	0.178	0.039
Departure Headway (Hd)	4.578	4.188	4.792	4.739
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	782	857	747	753
Service Time	2.614	2.218	2.827	2.785
HCM Lane V/C Ratio	0.24	0.231	0.179	0.039
HCM Control Delay	9.1	8.5	8.9	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.9	0.6	0.1

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	126	2	0	127	8	0	0	1	14	0	90
Future Vol, veh/h	39	126	2	0	127	8	0	0	1	14	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	137	2	0	138	9	0	0	1	15	0	98

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	139	0	0	414	369	138	366	366	143
Stage 1	-	-	-	-	-	-	222	222	-	143	143	-
Stage 2	-	-	-	-	-	-	192	147	-	223	223	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1435	-	-	1445	-	-	549	560	910	590	562	905
Stage 1	-	-	-	-	-	-	780	720	-	860	779	-
Stage 2	-	-	-	-	-	-	810	775	-	780	719	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1445	-	-	478	542	910	575	544	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	478	542	-	575	544	-
Stage 1	-	-	-	-	-	-	755	697	-	832	779	-
Stage 2	-	-	-	-	-	-	722	775	-	754	696	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0	9	10
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	910	1435	-	-	1445	-	-	840
HCM Lane V/C Ratio	0.001	0.03	-	-	-	-	-	0.135
HCM Control Delay (s)	9	7.6	0	-	0	-	-	10
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.5

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	128	19	20	210	31	32
Future Vol, veh/h	128	19	20	210	31	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	139	21	22	228	34	35
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.9	8.3	8.1
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	87%	49%
Vol Thru, %	9%	0%	51%
Vol Right, %	91%	13%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	230	147	63
LT Vol	0	128	31
Through Vol	20	0	32
RT Vol	210	19	0
Lane Flow Rate	250	160	68
Geometry Grp	1	1	1
Degree of Util (X)	0.268	0.208	0.089
Departure Headway (Hd)	3.863	4.688	4.671
Convergence, Y/N	Yes	Yes	Yes
Cap	933	767	768
Service Time	1.876	2.712	2.69
HCM Lane V/C Ratio	0.268	0.209	0.089
HCM Control Delay	8.3	8.9	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.1	0.8	0.3

Intersection	
Int Delay, s/veh	6.9

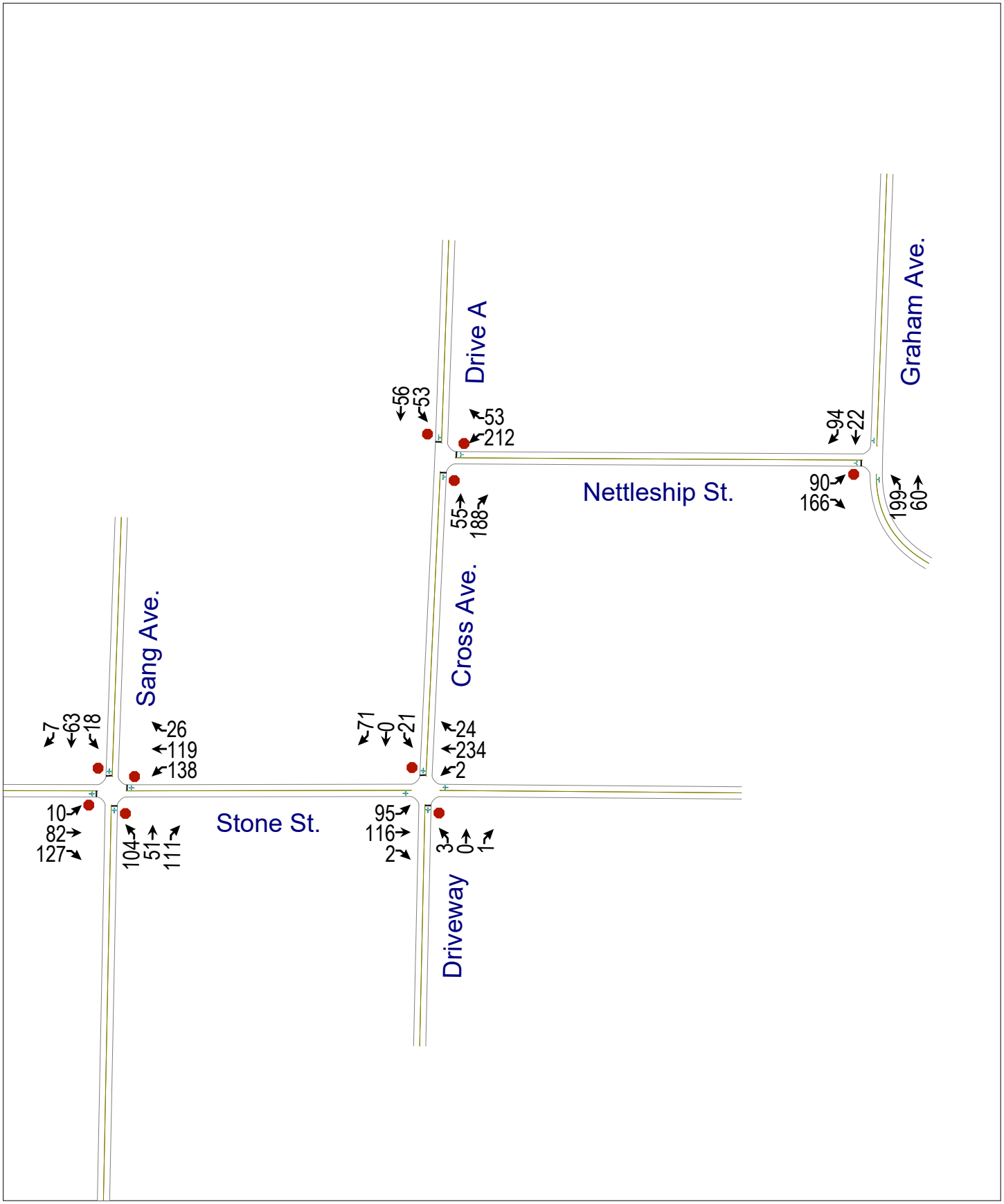
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	91	145	73	29	57	79
Future Vol, veh/h	91	145	73	29	57	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	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	99	158	79	32	62	86

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	295	105	148	0	-	0
Stage 1	105	-	-	-	-	-
Stage 2	190	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	696	949	1434	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	657	949	1434	-	-	-
Mov Cap-2 Maneuver	657	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	842	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	5.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1434	-	810	-	-
HCM Lane V/C Ratio	0.055	-	0.317	-	-
HCM Control Delay (s)	7.7	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.4	-	-

PROJECTED PM



Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	82	127	138	119	26	104	51	111	18	63	7
Future Vol, veh/h	10	82	127	138	119	26	104	51	111	18	63	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	89	138	150	129	28	113	55	121	20	68	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.9	13.2	12.5	10.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	39%	5%	49%	20%
Vol Thru, %	19%	37%	42%	72%
Vol Right, %	42%	58%	9%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	266	219	283	88
LT Vol	104	10	138	18
Through Vol	51	82	119	63
RT Vol	111	127	26	7
Lane Flow Rate	289	238	308	96
Geometry Grp	1	1	1	1
Degree of Util (X)	0.433	0.343	0.465	0.157
Departure Headway (Hd)	5.395	5.187	5.437	5.918
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	665	690	661	604
Service Time	3.443	3.237	3.483	3.981
HCM Lane V/C Ratio	0.435	0.345	0.466	0.159
HCM Control Delay	12.5	10.9	13.2	10.1
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.2	1.5	2.5	0.6

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	95	116	2	2	234	24	3	0	1	21	0	71
Future Vol, veh/h	95	116	2	2	234	24	3	0	1	21	0	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	126	2	2	254	26	3	0	1	23	0	77

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	128	0	0	643	617	127	605	605	267
Stage 1	-	-	-	-	-	-	333	333	-	271	271	-
Stage 2	-	-	-	-	-	-	310	284	-	334	334	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1283	-	-	1458	-	-	386	405	923	410	412	772
Stage 1	-	-	-	-	-	-	681	644	-	735	685	-
Stage 2	-	-	-	-	-	-	700	676	-	680	643	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1283	-	-	1458	-	-	324	369	923	382	376	772
Mov Cap-2 Maneuver	-	-	-	-	-	-	324	369	-	382	376	-
Stage 1	-	-	-	-	-	-	622	589	-	672	684	-
Stage 2	-	-	-	-	-	-	629	675	-	621	588	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.6	0.1	14.4	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	387	1283	-	-	1458	-	-	626
HCM Lane V/C Ratio	0.011	0.08	-	-	0.001	-	-	0.16
HCM Control Delay (s)	14.4	8.1	0	-	7.5	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.3	-	-	0	-	-	0.6

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	212	53	55	188	53	56
Future Vol, veh/h	212	53	55	188	53	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	230	58	60	204	58	61
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	10.9	9.4	9.1
HCM LOS	B	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	80%	49%
Vol Thru, %	23%	0%	51%
Vol Right, %	77%	20%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	243	265	109
LT Vol	0	212	53
Through Vol	55	0	56
RT Vol	188	53	0
Lane Flow Rate	264	288	118
Geometry Grp	1	1	1
Degree of Util (X)	0.319	0.387	0.166
Departure Headway (Hd)	4.351	4.833	5.058
Convergence, Y/N	Yes	Yes	Yes
Cap	824	740	706
Service Time	2.395	2.886	3.114
HCM Lane V/C Ratio	0.32	0.389	0.167
HCM Control Delay	9.4	10.9	9.1
HCM Lane LOS	A	B	A
HCM 95th-tile Q	1.4	1.8	0.6

Intersection	
Int Delay, s/veh	8.3

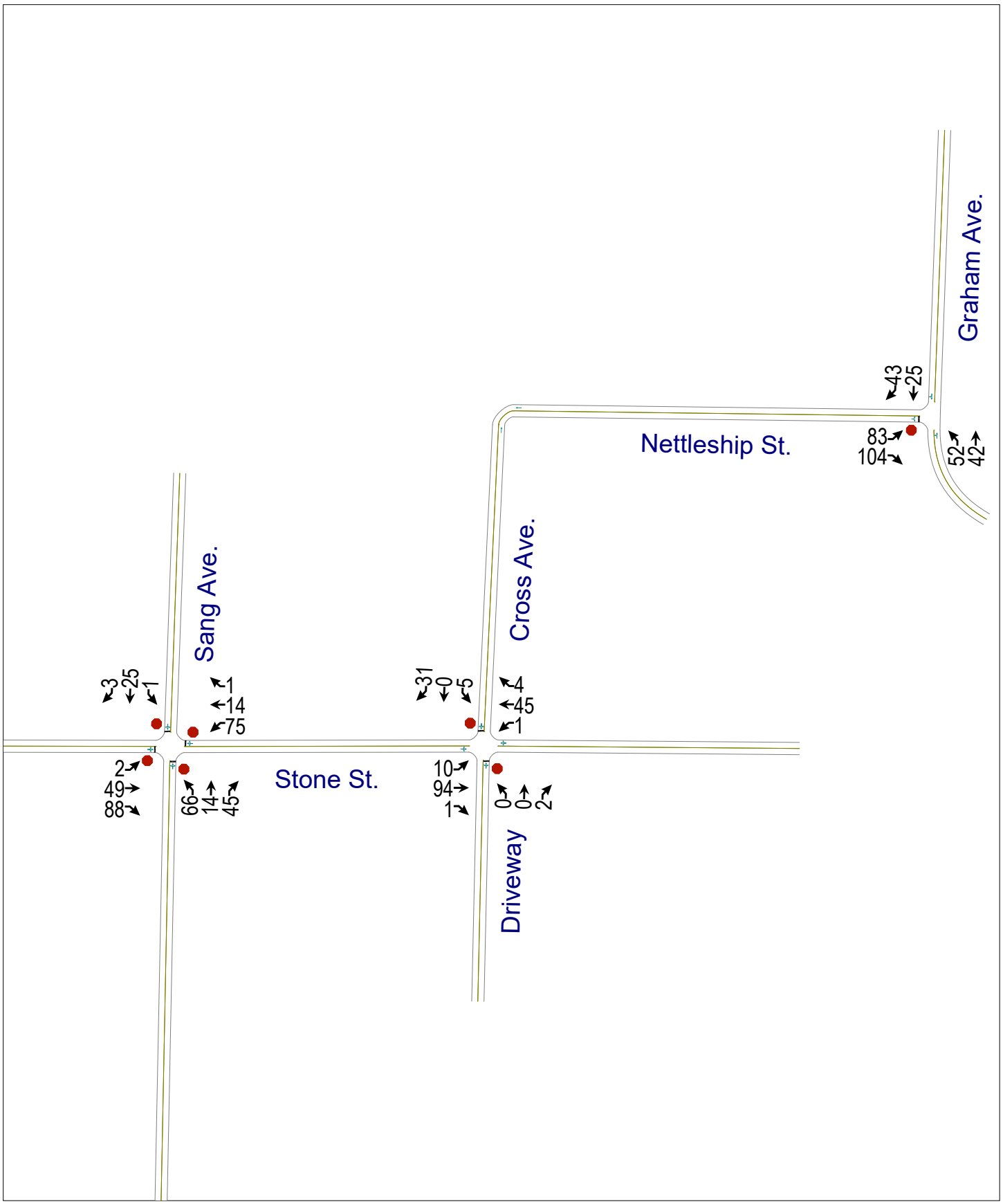
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	90	166	199	60	22	94
Future Vol, veh/h	90	166	199	60	22	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	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	98	180	216	65	24	102

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	572	75	126	0	-	0
Stage 1	75	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	482	986	1460	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	408	986	1460	-	-	-
Mov Cap-2 Maneuver	408	-	-	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	6.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1460	-	658	-	-
HCM Lane V/C Ratio	0.148	-	0.423	-	-
HCM Control Delay (s)	7.9	0	14.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	2.1	-	-

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Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	49	88	75	14	1	66	14	45	1	25	3
Future Vol, veh/h	2	49	88	75	14	1	66	14	45	1	25	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	53	96	82	15	1	72	15	49	1	27	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	8.3	8.3	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	53%	1%	83%	3%
Vol Thru, %	11%	35%	16%	86%
Vol Right, %	36%	63%	1%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	139	90	29
LT Vol	66	2	75	1
Through Vol	14	49	14	25
RT Vol	45	88	1	3
Lane Flow Rate	136	151	98	32
Geometry Grp	1	1	1	1
Degree of Util (X)	0.166	0.17	0.126	0.04
Departure Headway (Hd)	4.41	4.056	4.635	4.585
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	815	887	776	782
Service Time	2.428	2.072	2.652	2.607
HCM Lane V/C Ratio	0.167	0.17	0.126	0.041
HCM Control Delay	8.3	7.9	8.3	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.6	0.4	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	10	94	1	1	45	4	0	0	2	5	0	31
Future Vol, veh/h	10	94	1	1	45	4	0	0	2	5	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	102	1	1	49	4	0	0	2	5	0	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	53	0	0	103	0	0	195	180	103	179	178	51
Stage 1	-	-	-	-	-	-	125	125	-	53	53	-
Stage 2	-	-	-	-	-	-	70	55	-	126	125	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1553	-	-	1489	-	-	764	714	952	783	716	1017
Stage 1	-	-	-	-	-	-	879	792	-	960	851	-
Stage 2	-	-	-	-	-	-	940	849	-	878	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1553	-	-	1489	-	-	733	708	952	776	710	1017
Mov Cap-2 Maneuver	-	-	-	-	-	-	733	708	-	776	710	-
Stage 1	-	-	-	-	-	-	872	786	-	952	850	-
Stage 2	-	-	-	-	-	-	908	848	-	869	786	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	8.8	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	952	1553	-	-	1489	-	-	975
HCM Lane V/C Ratio	0.002	0.007	-	-	0.001	-	-	0.04
HCM Control Delay (s)	8.8	7.3	0	-	7.4	0	-	8.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	6.6

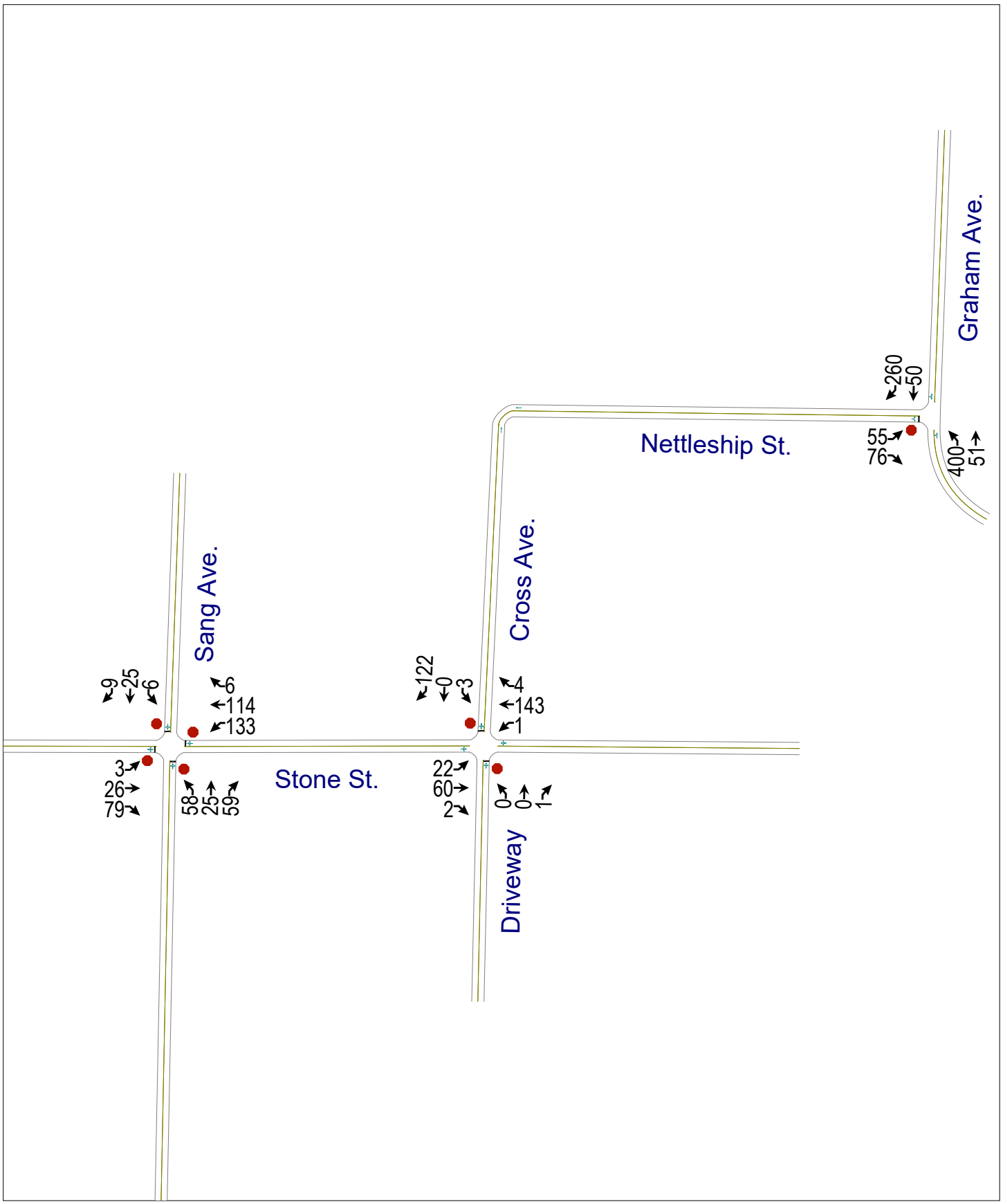
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	83	104	52	42	25	43
Future Vol, veh/h	83	104	52	42	25	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	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	90	113	57	46	27	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	211	51	74	0	-	0
Stage 1	51	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	777	1017	1526	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	747	1017	1526	-	-	-
Mov Cap-2 Maneuver	747	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	869	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	4.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1526	-	876	-	-
HCM Lane V/C Ratio	0.037	-	0.232	-	-
HCM Control Delay (s)	7.5	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

P2243 EXISTING PM



Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	26	79	133	114	6	58	25	59	6	25	9
Future Vol, veh/h	3	26	79	133	114	6	58	25	59	6	25	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	28	86	145	124	7	63	27	64	7	27	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	10.2	9	8.3
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	41%	3%	53%	15%
Vol Thru, %	18%	24%	45%	62%
Vol Right, %	42%	73%	2%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	108	253	40
LT Vol	58	3	133	6
Through Vol	25	26	114	25
RT Vol	59	79	6	9
Lane Flow Rate	154	117	275	43
Geometry Grp	1	1	1	1
Degree of Util (X)	0.202	0.14	0.354	0.06
Departure Headway (Hd)	4.722	4.301	4.63	4.932
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	758	831	776	723
Service Time	2.765	2.342	2.665	2.984
HCM Lane V/C Ratio	0.203	0.141	0.354	0.059
HCM Control Delay	9	8	10.2	8.3
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.8	0.5	1.6	0.2

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	60	2	1	143	4	0	0	1	3	0	122
Future Vol, veh/h	22	60	2	1	143	4	0	0	1	3	0	122
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	65	2	1	155	4	0	0	1	3	0	133

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	67	0	0	340	275	66	274	274	157
Stage 1	-	-	-	-	-	-	114	114	-	159	159	-
Stage 2	-	-	-	-	-	-	226	161	-	115	115	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1420	-	-	1535	-	-	614	632	998	678	633	889
Stage 1	-	-	-	-	-	-	891	801	-	843	766	-
Stage 2	-	-	-	-	-	-	777	765	-	890	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1420	-	-	1535	-	-	515	620	998	667	621	889
Mov Cap-2 Maneuver	-	-	-	-	-	-	515	620	-	667	621	-
Stage 1	-	-	-	-	-	-	875	787	-	828	765	-
Stage 2	-	-	-	-	-	-	660	764	-	873	786	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0	8.6	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	998	1420	-	-	1535	-	-	882
HCM Lane V/C Ratio	0.001	0.017	-	-	0.001	-	-	0.154
HCM Control Delay (s)	8.6	7.6	0	-	7.3	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	8.8

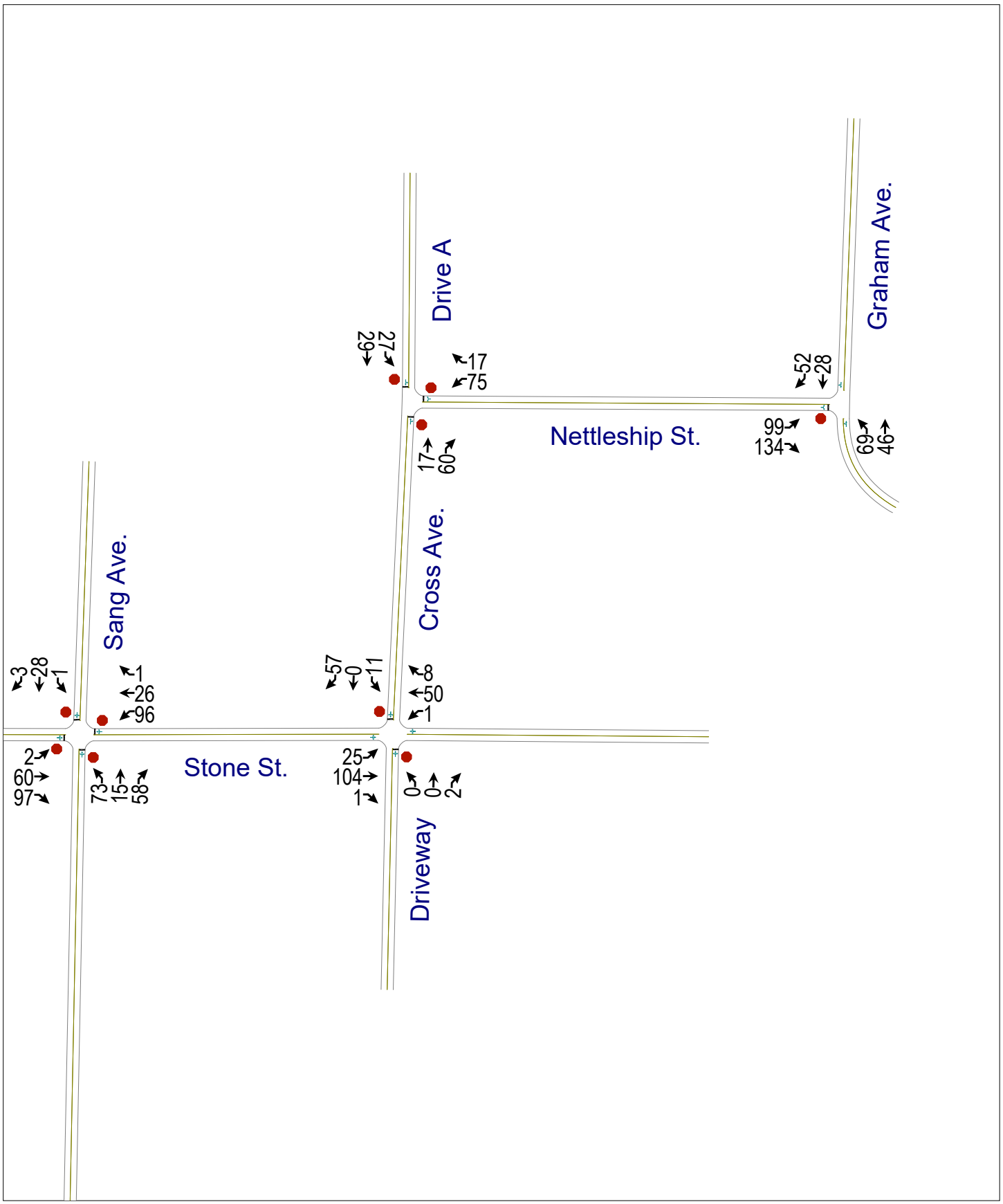
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	76	400	51	50	260
Future Vol, veh/h	55	76	400	51	50	260
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	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	60	83	435	55	54	283

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1121	196	337	0	-	0
Stage 1	196	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	228	845	1222	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	845	1222	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	386	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.8	8.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1222	-	278	-	-
HCM Lane V/C Ratio	0.356	-	0.512	-	-
HCM Control Delay (s)	9.6	0	30.8	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	1.6	-	2.7	-	-

P2243 PROJECTED AM - REV



Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	60	97	96	26	1	73	15	58	1	28	3
Future Vol, veh/h	2	60	97	96	26	1	73	15	58	1	28	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	65	105	104	28	1	79	16	63	1	30	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8.8	8.7	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	1%	78%	3%
Vol Thru, %	10%	38%	21%	88%
Vol Right, %	40%	61%	1%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	146	159	123	32
LT Vol	73	2	96	1
Through Vol	15	60	26	28
RT Vol	58	97	1	3
Lane Flow Rate	159	173	134	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.2	0.201	0.175	0.046
Departure Headway (Hd)	4.527	4.185	4.725	4.767
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	793	857	759	750
Service Time	2.555	2.21	2.753	2.803
HCM Lane V/C Ratio	0.201	0.202	0.177	0.047
HCM Control Delay	8.7	8.3	8.8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.7	0.6	0.1

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	104	1	1	50	8	0	0	2	11	0	57
Future Vol, veh/h	25	104	1	1	50	8	0	0	2	11	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	113	1	1	54	9	0	0	2	12	0	62

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	114	0	0	260	233	114	230	229	59
Stage 1	-	-	-	-	-	-	168	168	-	61	61	-
Stage 2	-	-	-	-	-	-	92	65	-	169	168	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1540	-	-	1475	-	-	693	667	939	725	671	1007
Stage 1	-	-	-	-	-	-	834	759	-	950	844	-
Stage 2	-	-	-	-	-	-	915	841	-	833	759	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1475	-	-	640	654	939	712	658	1007
Mov Cap-2 Maneuver	-	-	-	-	-	-	640	654	-	712	658	-
Stage 1	-	-	-	-	-	-	818	745	-	932	843	-
Stage 2	-	-	-	-	-	-	858	840	-	815	745	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.1	8.8	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	939	1540	-	-	1475	-	-	944
HCM Lane V/C Ratio	0.002	0.018	-	-	0.001	-	-	0.078
HCM Control Delay (s)	8.8	7.4	0	-	7.4	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.3

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	17	17	60	27	29
Future Vol, veh/h	75	17	17	60	27	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	18	18	65	29	32
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.9	7.1	7.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	82%	48%
Vol Thru, %	22%	0%	52%
Vol Right, %	78%	18%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	77	92	56
LT Vol	0	75	27
Through Vol	17	0	29
RT Vol	60	17	0
Lane Flow Rate	84	100	61
Geometry Grp	1	1	1
Degree of Util (X)	0.086	0.118	0.072
Departure Headway (Hd)	3.688	4.234	4.271
Convergence, Y/N	Yes	Yes	Yes
Cap	958	840	831
Service Time	1.761	2.291	2.339
HCM Lane V/C Ratio	0.088	0.119	0.073
HCM Control Delay	7.1	7.9	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.4	0.2

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	99	134	69	46	28	52
Future Vol, veh/h	99	134	69	46	28	52
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	108	146	75	50	30	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	259	59	87	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	730	1007	1509	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	693	1007	1509	-	-	-
Mov Cap-2 Maneuver	693	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	834	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	4.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1509	-	844	-	-
HCM Lane V/C Ratio	0.05	-	0.3	-	-
HCM Control Delay (s)	7.5	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.3	-	-

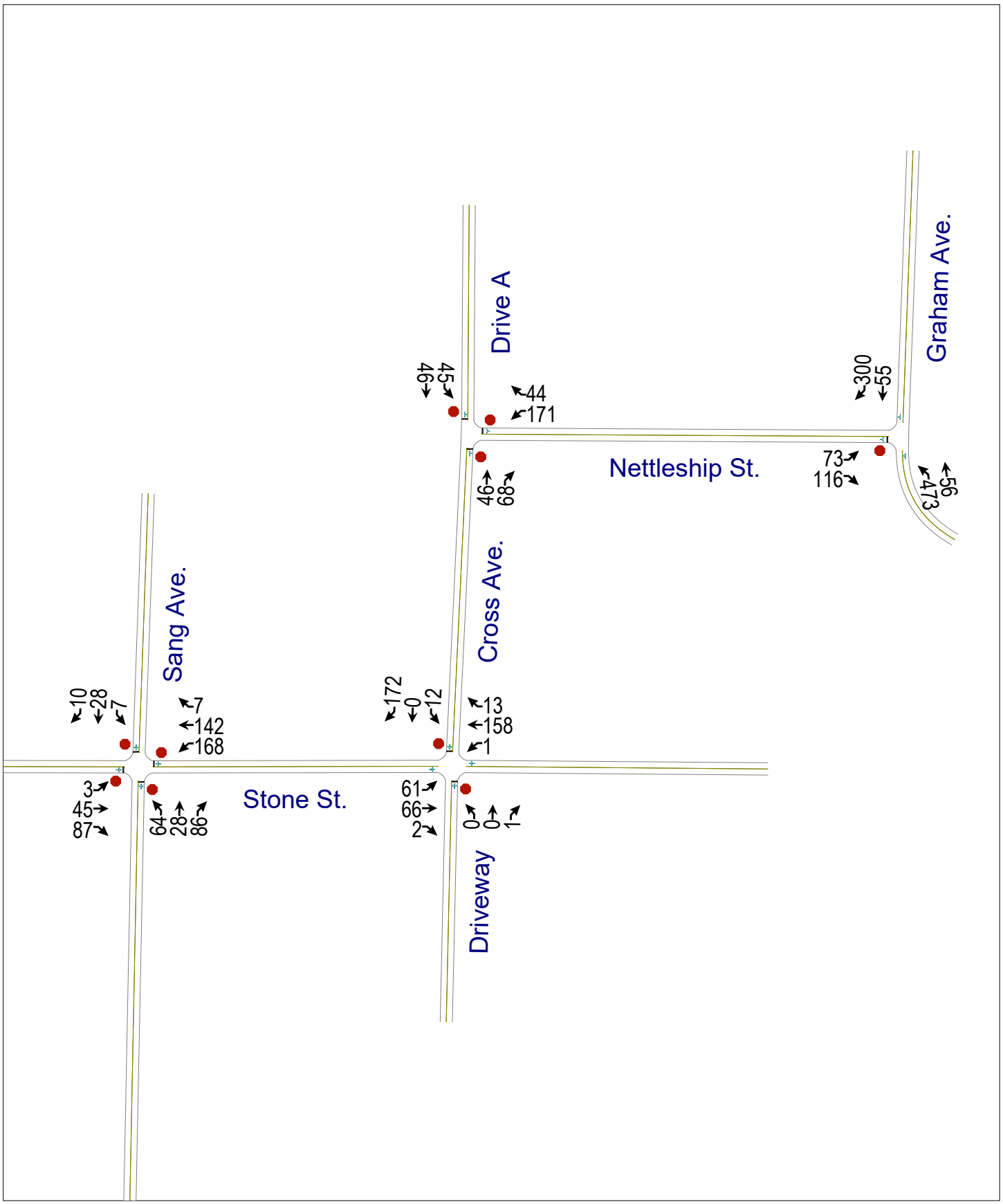
Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	99	134	69	46	28	52
Future Vol, veh/h	99	134	69	46	28	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	108	146	75	50	30	57
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.9	8.7	7.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	60%	42%	0%
Vol Thru, %	40%	0%	35%
Vol Right, %	0%	58%	65%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	115	233	80
LT Vol	69	99	0
Through Vol	46	0	28
RT Vol	0	134	52
Lane Flow Rate	125	253	87
Geometry Grp	1	1	1
Degree of Util (X)	0.164	0.293	0.103
Departure Headway (Hd)	4.71	4.166	4.253
Convergence, Y/N	Yes	Yes	Yes
Cap	763	864	843
Service Time	2.732	2.183	2.276
HCM Lane V/C Ratio	0.164	0.293	0.103
HCM Control Delay	8.7	8.9	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	1.2	0.3

P2243 PROJECTED PM REV



Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	45	87	168	142	7	64	28	86	7	28	10
Future Vol, veh/h	3	45	87	168	142	7	64	28	86	7	28	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	49	95	183	154	8	70	30	93	8	30	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	11.9	9.8	8.8
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	2%	53%	16%
Vol Thru, %	16%	33%	45%	62%
Vol Right, %	48%	64%	2%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	178	135	317	45
LT Vol	64	3	168	7
Through Vol	28	45	142	28
RT Vol	86	87	7	10
Lane Flow Rate	193	147	345	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.265	0.187	0.459	0.072
Departure Headway (Hd)	4.935	4.581	4.8	5.264
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	722	776	744	673
Service Time	3.007	2.653	2.862	3.355
HCM Lane V/C Ratio	0.267	0.189	0.464	0.073
HCM Control Delay	9.8	8.7	11.9	8.8
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	1.1	0.7	2.4	0.2

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	61	66	2	1	158	13	0	0	1	12	0	172
Future Vol, veh/h	61	66	2	1	158	13	0	0	1	12	0	172
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	72	2	1	172	14	0	0	1	13	0	187

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	186	0	0	74	0	0	480	393	73	387	387	179
Stage 1	-	-	-	-	-	-	205	205	-	181	181	-
Stage 2	-	-	-	-	-	-	275	188	-	206	206	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1388	-	-	1526	-	-	496	543	989	572	547	864
Stage 1	-	-	-	-	-	-	797	732	-	821	750	-
Stage 2	-	-	-	-	-	-	731	745	-	796	731	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1388	-	-	1526	-	-	373	515	989	549	519	864
Mov Cap-2 Maneuver	-	-	-	-	-	-	373	515	-	549	519	-
Stage 1	-	-	-	-	-	-	757	695	-	780	749	-
Stage 2	-	-	-	-	-	-	572	744	-	755	694	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0	8.6	10.7
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	989	1388	-	-	1526	-	-	833
HCM Lane V/C Ratio	0.001	0.048	-	-	0.001	-	-	0.24
HCM Control Delay (s)	8.6	7.7	0	-	7.4	0	-	10.7
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	23.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	73	116	473	56	55	300
Future Vol, veh/h	73	116	473	56	55	300
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	79	126	514	61	60	326

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1312	223	386	0	-	0
Stage 1	223	-	-	-	-	-
Stage 2	1089	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	175	817	1172	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	96	817	1172	-	-	-
Mov Cap-2 Maneuver	96	-	-	-	-	-
Stage 1	444	-	-	-	-	-
Stage 2	323	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	105.8	9.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1172	-	209	-	-
HCM Lane V/C Ratio	0.439	-	0.983	-	-
HCM Control Delay (s)	10.4	0	105.8	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	2.3	-	8.6	-	-

Intersection	
Intersection Delay, s/veh	21.1
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	73	116	473	56	55	300
Future Vol, veh/h	73	116	473	56	55	300
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	126	514	61	60	326
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	12	29.7	13.1
HCM LOS	B	D	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	89%	39%	0%
Vol Thru, %	11%	0%	15%
Vol Right, %	0%	61%	85%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	529	189	355
LT Vol	473	73	0
Through Vol	56	0	55
RT Vol	0	116	300
Lane Flow Rate	575	205	386
Geometry Grp	1	1	1
Degree of Util (X)	0.84	0.339	0.522
Departure Headway (Hd)	5.261	5.947	4.869
Convergence, Y/N	Yes	Yes	Yes
Cap	690	604	741
Service Time	3.294	3.998	2.909
HCM Lane V/C Ratio	0.833	0.339	0.521
HCM Control Delay	29.7	12	13.1
HCM Lane LOS	D	B	B
HCM 95th-tile Q	9.3	1.5	3.1

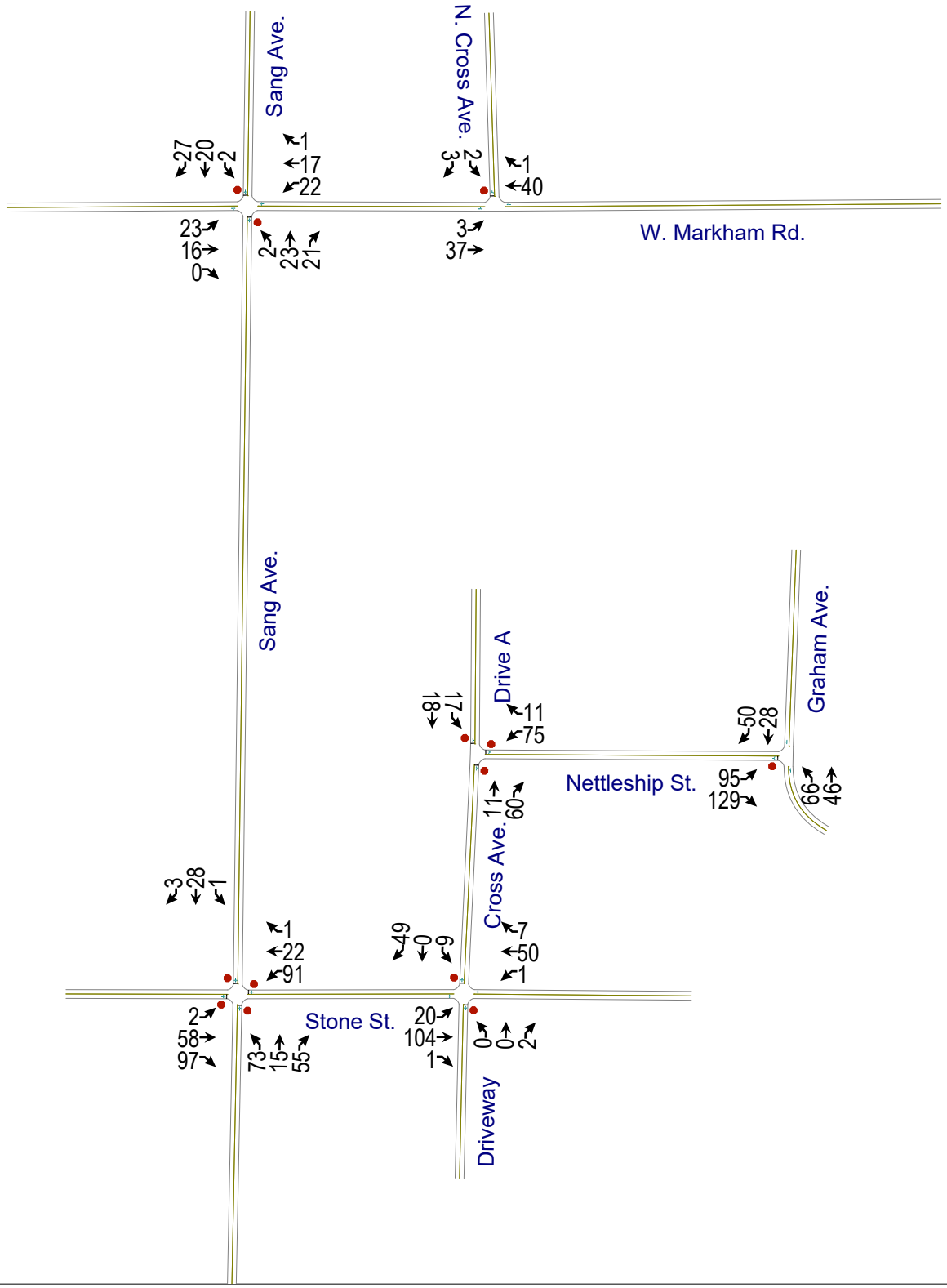
Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	171	44	46	68	45	46
Future Vol, veh/h	171	44	46	68	45	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	48	50	74	49	50
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	9.3	8	8.5
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	80%	49%
Vol Thru, %	40%	0%	51%
Vol Right, %	60%	20%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	114	215	91
LT Vol	0	171	45
Through Vol	46	0	46
RT Vol	68	44	0
Lane Flow Rate	124	234	99
Geometry Grp	1	1	1
Degree of Util (X)	0.146	0.291	0.13
Departure Headway (Hd)	4.249	4.476	4.723
Convergence, Y/N	Yes	Yes	Yes
Cap	845	804	760
Service Time	2.272	2.497	2.747
HCM Lane V/C Ratio	0.147	0.291	0.13
HCM Control Delay	8	9.3	8.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	1.2	0.4

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Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	95	129	66	46	28	50
Future Vol, veh/h	95	129	66	46	28	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	140	72	50	30	54
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.8	8.6	7.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	59%	42%	0%
Vol Thru, %	41%	0%	36%
Vol Right, %	0%	58%	64%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	112	224	78
LT Vol	66	95	0
Through Vol	46	0	28
RT Vol	0	129	50
Lane Flow Rate	122	243	85
Geometry Grp	1	1	1
Degree of Util (X)	0.158	0.281	0.1
Departure Headway (Hd)	4.68	4.151	4.23
Convergence, Y/N	Yes	Yes	Yes
Cap	767	867	848
Service Time	2.702	2.165	2.252
HCM Lane V/C Ratio	0.159	0.28	0.1
HCM Control Delay	8.6	8.8	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	1.2	0.3

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	58	97	91	22	1	73	15	55	1	28	3
Future Vol, veh/h	2	58	97	91	22	1	73	15	55	1	28	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	63	105	99	24	1	79	16	60	1	30	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.7	8.6	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	1%	80%	3%
Vol Thru, %	10%	37%	19%	88%
Vol Right, %	38%	62%	1%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	143	157	114	32
LT Vol	73	2	91	1
Through Vol	15	58	22	28
RT Vol	55	97	1	3
Lane Flow Rate	155	171	124	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.195	0.197	0.162	0.046
Departure Headway (Hd)	4.507	4.159	4.714	4.731
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	796	863	761	756
Service Time	2.533	2.183	2.742	2.764
HCM Lane V/C Ratio	0.195	0.198	0.163	0.046
HCM Control Delay	8.6	8.2	8.7	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.7	0.6	0.1

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	104	1	1	50	7	0	0	2	9	0	49
Future Vol, veh/h	20	104	1	1	50	7	0	0	2	9	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	113	1	1	54	8	0	0	2	10	0	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	62	0	0	114	0	0	245	222	114	219	218	58
Stage 1	-	-	-	-	-	-	158	158	-	60	60	-
Stage 2	-	-	-	-	-	-	87	64	-	159	158	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1541	-	-	1475	-	-	709	677	939	737	680	1008
Stage 1	-	-	-	-	-	-	844	767	-	951	845	-
Stage 2	-	-	-	-	-	-	921	842	-	843	767	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1541	-	-	1475	-	-	664	666	939	727	669	1008
Mov Cap-2 Maneuver	-	-	-	-	-	-	664	666	-	727	669	-
Stage 1	-	-	-	-	-	-	831	755	-	937	844	-
Stage 2	-	-	-	-	-	-	871	841	-	828	755	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.1	8.8	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	939	1541	-	-	1475	-	-	951
HCM Lane V/C Ratio	0.002	0.014	-	-	0.001	-	-	0.066
HCM Control Delay (s)	8.8	7.4	0	-	7.4	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	16	0	22	17	1	2	23	21	2	20	27
Future Vol, veh/h	23	16	0	22	17	1	2	23	21	2	20	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	17	0	24	18	1	2	25	23	2	22	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	19	0	0	17	0	0	159	134	17	158	134	19
Stage 1	-	-	-	-	-	-	67	67	-	67	67	-
Stage 2	-	-	-	-	-	-	92	67	-	91	67	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1597	-	-	1600	-	-	807	757	1062	808	757	1059
Stage 1	-	-	-	-	-	-	943	839	-	943	839	-
Stage 2	-	-	-	-	-	-	915	839	-	916	839	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1597	-	-	1600	-	-	749	734	1062	752	734	1059
Mov Cap-2 Maneuver	-	-	-	-	-	-	749	734	-	752	734	-
Stage 1	-	-	-	-	-	-	928	826	-	928	826	-
Stage 2	-	-	-	-	-	-	853	826	-	855	826	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.3	4	9.5	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	855	1597	-	-	1600	-	-	884
HCM Lane V/C Ratio	0.058	0.016	-	-	0.015	-	-	0.06
HCM Control Delay (s)	9.5	7.3	0	-	7.3	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	95	129	66	46	28	50
Future Vol, veh/h	95	129	66	46	28	50
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	103	140	72	50	30	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	251	57	84	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	738	1009	1513	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	702	1009	1513	-	-	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	4.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1513	-	851	-	-
HCM Lane V/C Ratio	0.047	-	0.286	-	-
HCM Control Delay (s)	7.5	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	37	40	1	2	3
Future Vol, veh/h	3	37	40	1	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	3	40	43	1	2	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	44	0	-	0	90	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	46	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1564	-	-	-	910	1026
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	976	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1564	-	-	-	908	1026
Mov Cap-2 Maneuver	-	-	-	-	908	-
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	976	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.7
HCM LOS			A

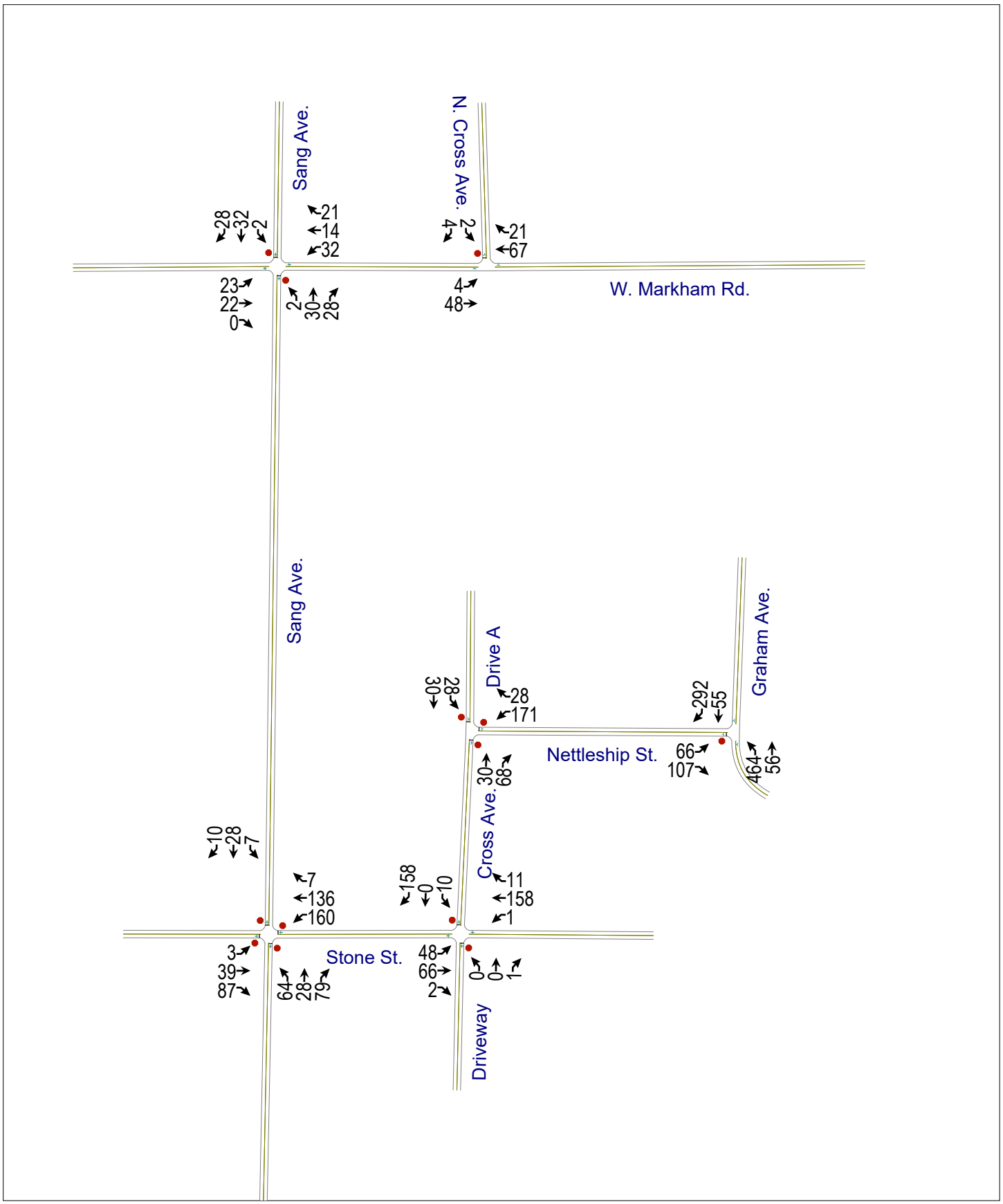
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1564	-	-	-	975
HCM Lane V/C Ratio	0.002	-	-	-	0.006
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	11	11	60	17	18
Future Vol, veh/h	75	11	11	60	17	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	12	12	65	18	20
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.8	7	7.5
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	87%	49%
Vol Thru, %	15%	0%	51%
Vol Right, %	85%	13%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	71	86	35
LT Vol	0	75	17
Through Vol	11	0	18
RT Vol	60	11	0
Lane Flow Rate	77	93	38
Geometry Grp	1	1	1
Degree of Util (X)	0.078	0.11	0.045
Departure Headway (Hd)	3.619	4.231	4.255
Convergence, Y/N	Yes	Yes	Yes
Cap	979	844	834
Service Time	1.682	2.27	2.317
HCM Lane V/C Ratio	0.079	0.11	0.046
HCM Control Delay	7	7.8	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.4	0.1


Sang Ave.
N. Cross Ave.
W. Markham Rd.
Sang Ave.
Drive A
Graham Ave.
Nettleship St.
Cross Ave.
Stone St.
Driveway
28
32
2
21
14
32
4
2
21
67
23
22
0
2
30
28
4
48
30
28
28
171
292
55
66
107
464
56
30
68
10
28
7
7
136
160
158
0
10
11
158
1
3
39
87
64
28
79
48
66
2
0
0
1

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	39	87	160	136	7	64	28	79	7	28	10
Future Vol, veh/h	3	39	87	160	136	7	64	28	79	7	28	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	42	95	174	148	8	70	30	86	8	30	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	11.5	9.6	8.7
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	2%	53%	16%
Vol Thru, %	16%	30%	45%	62%
Vol Right, %	46%	67%	2%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	171	129	303	45
LT Vol	64	3	160	7
Through Vol	28	39	136	28
RT Vol	79	87	7	10
Lane Flow Rate	186	140	329	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.253	0.176	0.436	0.071
Departure Headway (Hd)	4.894	4.517	4.766	5.192
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	729	787	751	683
Service Time	2.96	2.585	2.824	3.274
HCM Lane V/C Ratio	0.255	0.178	0.438	0.072
HCM Control Delay	9.6	8.6	11.5	8.7
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	1	0.6	2.2	0.2

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	48	66	2	1	158	11	0	0	1	10	0	158
Future Vol, veh/h	48	66	2	1	158	11	0	0	1	10	0	158
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	72	2	1	172	12	0	0	1	11	0	172

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	184	0	0	74	0	0	443	363	73	358	358	178
Stage 1	-	-	-	-	-	-	177	177	-	180	180	-
Stage 2	-	-	-	-	-	-	266	186	-	178	178	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1391	-	-	1526	-	-	525	565	989	597	568	865
Stage 1	-	-	-	-	-	-	825	753	-	822	750	-
Stage 2	-	-	-	-	-	-	739	746	-	824	752	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1391	-	-	1526	-	-	408	542	989	578	545	865
Mov Cap-2 Maneuver	-	-	-	-	-	-	408	542	-	578	545	-
Stage 1	-	-	-	-	-	-	793	724	-	790	749	-
Stage 2	-	-	-	-	-	-	592	745	-	791	723	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.2	0	8.6	10.5
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	989	1391	-	-	1526	-	-	840
HCM Lane V/C Ratio	0.001	0.038	-	-	0.001	-	-	0.217
HCM Control Delay (s)	8.6	7.7	0	-	7.4	0	-	10.5
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	22	0	32	14	21	2	30	28	2	32	28
Future Vol, veh/h	23	22	0	32	14	21	2	30	28	2	32	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	24	0	35	15	23	2	33	30	2	35	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	38	0	0	24	0	0	203	182	24	203	171	27
Stage 1	-	-	-	-	-	-	74	74	-	97	97	-
Stage 2	-	-	-	-	-	-	129	108	-	106	74	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1572	-	-	1591	-	-	755	712	1052	755	722	1048
Stage 1	-	-	-	-	-	-	935	833	-	910	815	-
Stage 2	-	-	-	-	-	-	875	806	-	900	833	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1572	-	-	1591	-	-	684	684	1052	686	694	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	684	684	-	686	694	-
Stage 1	-	-	-	-	-	-	920	820	-	895	796	-
Stage 2	-	-	-	-	-	-	794	787	-	826	820	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	3.5	9.8	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	817	1572	-	-	1591	-	-	819
HCM Lane V/C Ratio	0.08	0.016	-	-	0.022	-	-	0.082
HCM Control Delay (s)	9.8	7.3	0	-	7.3	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	16.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	107	464	56	55	292
Future Vol, veh/h	66	107	464	56	55	292
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	72	116	504	61	60	317

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1288	219	377	0	-	0
Stage 1	219	-	-	-	-	-
Stage 2	1069	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	181	821	1181	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	101	821	1181	-	-	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	330	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	73.5	9.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1181	-	221	-	-
HCM Lane V/C Ratio	0.427	-	0.851	-	-
HCM Control Delay (s)	10.3	0	73.5	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	2.2	-	6.6	-	-

Intersection	
Intersection Delay, s/veh	19.4
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	107	464	56	55	292
Future Vol, veh/h	66	107	464	56	55	292
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	116	504	61	60	317
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	11.5	26.6	12.5
HCM LOS	B	D	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	89%	38%	0%
Vol Thru, %	11%	0%	16%
Vol Right, %	0%	62%	84%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	520	173	347
LT Vol	464	66	0
Through Vol	56	0	55
RT Vol	0	107	292
Lane Flow Rate	565	188	377
Geometry Grp	1	1	1
Degree of Util (X)	0.812	0.307	0.5
Departure Headway (Hd)	5.173	5.875	4.775
Convergence, Y/N	Yes	Yes	Yes
Cap	701	611	754
Service Time	3.202	3.919	2.81
HCM Lane V/C Ratio	0.806	0.308	0.5
HCM Control Delay	26.6	11.5	12.5
HCM Lane LOS	D	B	B
HCM 95th-tile Q	8.5	1.3	2.8

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	48	67	21	2	4
Future Vol, veh/h	4	48	67	21	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	4	52	73	23	2	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	96	0	-	0	145	85
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1498	-	-	-	847	974
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1498	-	-	-	844	974
Mov Cap-2 Maneuver	-	-	-	-	844	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	963	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1498	-	-	-	926
HCM Lane V/C Ratio	0.003	-	-	-	0.007
HCM Control Delay (s)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	171	28	30	68	28	30
Future Vol, veh/h	171	28	30	68	28	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	30	33	74	30	33
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.9	7.7	8.1
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	86%	48%
Vol Thru, %	31%	0%	52%
Vol Right, %	69%	14%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	98	199	58
LT Vol	0	171	28
Through Vol	30	0	30
RT Vol	68	28	0
Lane Flow Rate	107	216	63
Geometry Grp	1	1	1
Degree of Util (X)	0.121	0.259	0.081
Departure Headway (Hd)	4.101	4.313	4.652
Convergence, Y/N	Yes	Yes	Yes
Cap	879	820	774
Service Time	2.103	2.41	2.656
HCM Lane V/C Ratio	0.122	0.263	0.081
HCM Control Delay	7.7	8.9	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	1	0.3

PETERS & ASSOCIATES
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5507 Ranch Drive - Suite 209
Little Rock, Arkansas 72223 (501) 868-3999

APPENDIX D: ALTA SURVEY

FIDELITY NATIONAL TITLE INSURANCE COMPANY ALTA COMMITMENT FOR TITLE INSURANCE FILE NO. 24-1007-1, DATED DECEMBER 26, 2023

SCHEDULE B – SECTION II EXCEPTIONS

(1) ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART 1–REQUIREMENTS ARE MET. (NOT SURVEY RELATED)

(2) REAL ESTATE TAXES FOR THE YEAR 2024 AND SUBSEQUENT YEARS, WHICH ARE NOT YET DUE AND PAYABLE. TAXES FOR THE YEAR 2022 AND PRIOR YEARS ARE PAID. (NOT SURVEY RELATED)

(3) ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ALTA/NSPS LAND TITLE SURVEY OF THE LAND. (IF ANY, AS SHOWN ON SURVEY)

(4) RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS. (NOT SURVEY RELATED)

(5) RIGHTS OF TENANTS IN POSSESSION UNDER UNRECORDED LEASES SOLELY AS TENANTS AND SOLELY WITH RESPECT TO SPACE OCCUPIED BY EACH SUCH TENANT, TOGETHER WITH NON-EXCLUSIVE RIGHTS IN COMMON WITH OTHER TENANTS IN AREAS USED BY ALL TENANTS. (NOT SURVEY RELATED)

(6) ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR, OR MATERIAL HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS. (NOT SURVEY RELATED)

(7) EASEMENTS, OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS. (NOT SURVEY RELATED)

(8) TAXES OR SPECIAL ASSESSMENTS, IF ANY, WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS. (NOT SURVEY RELATED)

(9) MINERALS OF WHATEVER KIND, SUBSURFACE AND SURFACE SUBSTANCES, INCLUDING BUT NOT LIMITED TO COAL, LIGNITE, OIL, GAS, URANIUM, CLAY, ROCK, SAND AND GRAVEL IN, ON, UNDER AND THAT MAY BE PRODUCED FROM THE LAND, TOGETHER WITH ALL RIGHTS, PRIVILEGES, AND IMMUNITIES RELATING THERETO, WHETHER OR NOT APPEARING IN THE PUBLIC RECORDS OR LISTED IN SCHEDULE B. THE COMPANY MAKES NO REPRESENTATION AS TO THE PRESENT OWNERSHIP OF ANY SUCH INTERESTS. THERE MAY BE LEASES, GRANTS, EXCEPTIONS OR RESERVATIONS OF INTERESTS THAT ARE NOT LISTED. (NOT SURVEY RELATED)

(10) EASEMENT CONTAINED IN WARRANTY DEED FILED AS FILE 2008-00037417, OF THE PUBLIC RECORDS OF WASHINGTON COUNTY, ARKANSAS. TRACT 1 (SHOWN)

(11) TRACT 2 HAS ACCESS BY VIRTUE OF COMMON OWNERSHIP WITH TRACT 1 AND 3. (NOT SURVEY RELATED)

(12) EASEMENT FOR ROADWAY MENTIONED IN DEED 1017 PAGE 336, OF THE PUBLIC RECORDS OF WASHINGTON COUNTY, ARKANSAS. TRACT 2 (SHOWN)

(13) INTENTIONALLY DELETED.

(14) BOUNDARY LINES AND RIGHTS OF WAY AS SET FORTH ON PLAT RECORDED IN/AS PLAT BOOK 5 PAGE 575 , OF THE PUBLIC RECORDS OF WASHINGTON COUNTY, ARKANSAS. TRACTS 4 AND 5 (SHOWN)

(15) RIGHT OF WAY AND EASEMENT IN FAVOR OF SOUTHWESTERN ELECTRIC POWER COMPANY, RECORDED AUGUST 9, 2020, IN/AS FILE 2020-00018665, OF THE PUBLIC RECORDS OF WASHINGTON COUNTY, ARKANSAS. TRACT 5 (SHOWN)

(16) EASEMENT/ RIGHT OF WAY IN FAVOR OF ARKANSAS WESTERN GAS COMPANY, RECORDED AUGUST, 1946, IN/AS BOOK 370 PAGE 189, OF THE PUBLIC RECORDS OF WASHINGTON COUNTY, ARKANSAS. TRACT 6 (AFFECTS PROPERTY – CANNOT BE SHOWN GRAPHICALLY)

(17) EASEMENT/ RIGHT OF WAY IN FAVOR OF CITY OF FAYETTEVILLE, RECORDED AUGUST 15, 1975, IN/AS BOOK 893 PAGE 199, OF THE PUBLIC RECORDS OF WASHINGTON COUNTY, ARKANSAS. TRACT 6 (SHOWN)

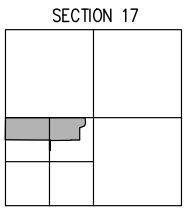
(18) EASEMENT IN FAVOR OF CITY OF FAYETTEVILLE, RECORDED MAY 19, 1982, IN/AS BOOK 1065 PAGE 182, OF THE PUBLIC RECORDS OF WASHINGTON COUNTY, ARKANSAS. TRACT 6 (SHOWN)

(19) TITLE TO, AND EASEMENTS IN, THAT PORTION OF THE LAND WITHIN SANG AVE AND HASKELL HEIGHTS. (NOT SURVEY RELATED)

(20) MATTERS AS SET FORTH ON PRELIMINARY SURVEY MADE BY _____, PLS NO. ____, OF CRAFTON TULL, DATED , AND DESIGNATED AS PROJECT NO 24301900, INCLUDING BUT NOT LIMITED TO RESERVATIONS, RESTRICTIONS, EASEMENTS, DEDICATIONS, RIGHTS OF WAY, AND SETBACK LINES. ("SURVEY").

MATTERS AS SET FORTH ON THE SURVEY, INCLUDING BUT NOT LIMITED TO THE FOLLOWING:

TRACT 2:
WIRE FENCE ENCROACHES ONTO SOUTHERN PORTION OF LAND (SHOWN)
TRACT 3:
OVERHEAD ELECTRIC LINE CROSSES EAST PORTION OF LAND (SHOWN)
TRACT 4:
WATER LINE CROSSES THROUGH THE LAND (SHOWN)
TRACT 5:
WATER LINE CROSSES THROUGH THE LAND (SHOWN)
OVERHEAD ELECTRIC LINE CROSSES THROUGH LAND (SHOWN)
TRACT 6:
GAS LINE CROSSES THROUGH SOUTHEAST PORTION OF LAND (SHOWN)
OVERHEAD ELECTRIC LINE CROSSES INTO NORTH PORTION OF LAND (SHOWN)



ALTA/NSPS LAND TITLE SURVEY, TABLE A:

2 ADDRESS(ES) OF THE SURVEYED PROPERTY IF DISCLOSED IN DOCUMENTS PROVIDED TO OR OBTAINED BY THE SURVEYOR, OR OBSERVED WHILE CONDUCTING THE FIELDWORK.
(THE ADDRESS FOR THE PROPERTY WAS OBTAINED FROM THE CITY OF FAYETTEVILLE GIS WEB SITE AND IS LISTED ON SUCH AS: 1875 W HASKELL HTS, FAYETTEVILLE, AR, 2215 W HASKELL HTS, FAYETTEVILLE, AR AND 9 S SANG AVE, FAYETTEVILLE, AR)

3 FLOOD ZONE CLASSIFICATION (WITH PROPER ANNOTATION BASED ON FEDERAL FLOOD INSURANCE RATE MAPS OR THE STATE OR LOCAL EQUIVALENT) DEPICTED BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY.
(THIS PROPERTY IS NOT IN FLOOD ZONE "A" OR "AE", AND IS OUTSIDE THE 100-YEAR FLOOD PLAIN AS SHOWN ON THE NATIONAL FLOOD INSURANCE PROGRAM'S FIRM PANEL NUMBERS 05143C0204G, 05143C0208G, 05143C0215G, AND 05143C0216G ALL REVISED DATE JANUARY 25, 2024. ACCORDING TO NATIONAL FLOOD INSURANCE PROGRAM'S FIRM PANEL NUMBERS 05143C0204G, 05143C0208G, 05143C0215G, AND 05143C0216G, THE PROPERTY IS IN A "NO SCREEN" " AREA OF MINIMAL FLOOD HAZARD" OR ZONE "X".
THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THIS SURVEYOR ASSUMES NO LIABILITY FOR THE CORRECTNESS OF THE CITED MAP(S). IN ADDITION, NO INDEPENDENT STUDY OF THE LIKELIHOOD OF FLOODING OF THE SURVEYED PROPERTY HAS BEEN DONE BY THE SURVEYOR AND NO OPINION OF FLOOD HAZARDS IS INCLUDED IN THIS SURVEY. THE FLOOD HAZARD ZONE BOUNDARIES SHOWN HEREON WERE SCALED FROM THE MAPS CITED AND ARE NOT THE RESULT OF INDEPENDENT COMPUTATION OR ANALYSIS.)

4 GROSS LAND AREA (AND OTHER AREAS IF SPECIFIED BY THE CLIENT).
(SURVEYED ACREAGE BY CALCULATION AS SHOWN UPON FACE OF PLAT – NO GUARANTEE EXPRESSED OR IMPLIED, SEE MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS SECTION 3. E. II)

TRACT 1 – ±5.05 ACRES OR ±220107 SQ FT
TRACT 2 – ±11.31 ACRES OR ±492705 SQ FT
TRACT 3 – ±3.50 ACRES OR ±152458 SQ FT
TRACT 4 – ±0.10 ACRES OR ±4251 SQ FT
TRACT 5 – ±0.09 ACRES OR ±4034 SQ FT
TRACT 6 – ±14.81 ACRES OR ±645151 SQ FT
TOTAL – ±34.86 ACRES OR ±1518706 SQ FT

6(A) IF SET FORTH IN A ZONING REPORT OR LETTER PROVIDED TO THE SURVEYOR BY THE CLIENT, LIST THE CURRENT ZONING CLASSIFICATION, SETBACK REQUIREMENTS, THE HEIGHT AND FLOOR SPACE AREA RESTRICTIONS, AND PARKING REQUIREMENTS. IDENTIFY THE DATE AND SOURCE OF THE REPORT OR LETTER.
(ZONING REPORT OR LETTER NOT PROVIDED TO THE SURVEYOR BY THE CLIENT)

6(B) IF THE ZONING SETBACK REQUIREMENTS ARE SET FORTH IN A ZONING REPORT OR LETTER PROVIDED TO THE SURVEYOR BY THE CLIENT, AND IF THOSE REQUIREMENTS DO NOT REQUIRE AN INTERPRETATION BY THE SURVEYOR, GRAPHICALLY DEPICT THE BUILDING SETBACK REQUIREMENTS. IDENTIFY THE DATE AND SOURCE OF THE REPORT OR LETTER.
(ZONING REPORT OR LETTER NOT PROVIDED TO THE SURVEYOR BY THE CLIENT)

9 NUMBER AND TYPE (E.G., DISABLED, MOTORCYCLE, REGULAR AND OTHER MARKED SPECIALIZED TYPES) OF CLEARLY IDENTIFIABLE PARKING SPACES ON SURFACE PARKING AREAS, LOTS AND IN PARKING STRUCTURES. STRIPING OF CLEARLY IDENTIFIABLE PARKING SPACES ON SURFACE PARKING AREAS AND LOTS.
(THERE ARE NO STRIPED PARKING SPACES ON THE PROPERTY)

10 AS DESIGNATED BY THE CLIENT, A DETERMINATION OF THE RELATIONSHIP AND LOCATION OF CERTAIN DIVISION OR PARTY WALLS WITH RESPECT TO ADJOINING PROPERTIES (CLIENT TO OBTAIN NECESSARY PERMISSIONS).
(NOT DESIGNATED BY THE CLIENT – NO PARTY WALLS WERE OBSERVED)

11 EVIDENCE OF UNDERGROUND UTILITIES EXISTING ON OR SERVING THE SURVEYED PROPERTY (IN ADDITION TO THE OBSERVED EVIDENCE OF UTILITIES REQUIRED PURSUANT TO SECTION 5.E.IV.) AS DETERMINED BY:

(B) MARKINGS COORDINATED BY THE SURVEYOR PURSUANT TO A PRIVATE UTILITY LOCATE REQUEST (ANY UTILITY LINES, SERVICE LINES, STRUCTURES OR APPURTENANCES SHOWN HEREON WERE LOCATED AS MARKED BY ARKANSAS ONE CALL OR SCALED FROM THE CITY OF FAYETTEVILLE GIS WEB SITE)

13 NAMES OF ADJOINING OWNERS ACCORDING TO CURRENT TAX RECORDS. IF MORE THAN ONE OWNER, IDENTIFY THE FIRST OWNER'S NAME LISTED IN THE TAX RECORDS FOLLOWED BY "ET AL."
(THE ADJACENT PROPERTY OWNERS NAMES SHOWN ON THIS PLAT WERE OBTAINED FROM THE CITY OF FAYETTEVILLE GIS WEB SITE)

16 EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
(NONE OBSERVED)

17 PROPOSED CHANGES IN STREET RIGHT OF WAY LINES, IF SUCH INFORMATION IS MADE AVAILABLE TO THE SURVEYOR BY THE CONTROLLING JURISDICTION. EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
(AT THE TIME OF SURVEY THERE ARE NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES AFFECTING THE PROPERTY, ACCORDING TO THE CITY OF FAYETTEVILLE MASTER STREET PLAN AS SHOWN ON THE CITY OF FAYETTEVILLE WEB SITE.) (ACCORDING TO THE CITY OF FAYETTEVILLE WEB SITE, A PROPOSED TRAIL IS PROJECTED TO LIE ALONG THE WEST SIDE OF TRACT 6.)

18 PURSUANT TO SECTIONS 5 AND 6 (AND APPLICABLE SELECTED TABLE A ITEMS, EXCLUDING TABLE A ITEM 1), INCLUDE AS PART OF THE SURVEY ANY PLOTTABLE OFFSITE (I.E., APPURTENANT) EASEMENTS DISCLOSED IN DOCUMENTS PROVIDED TO OR OBTAINED BY THE SURVEYOR.
(NO OFFSITE EASEMENTS WERE PROVIDED TO THE SURVEYOR)

NOTES:

THIS PLAT IS NOT A TRACT SPLIT PLAT.

THE WORD "CERTIFY" AS SHOWN HEREON IS AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THE FACTS OF THIS SURVEY AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED.

THIS PROPERTY LIES WITHIN THE MUNICIPAL LIMITS OF FAYETTEVILLE, ARKANSAS.

THE BOUNDARY DETERMINATION SHOWN HEREON WAS BASED UPON THE FOLLOWING DOCUMENTS AND NO OTHERS: DEED RECORD 495-219, DEED RECORD 721-457, DEED RECORD 97-89847, DEED RECORD 2006-00042573, DEED RECORD 2009-00006633, DEED RECORD 2013-00024460, DEED RECORD 2013-00024461, DEED RECORD 2018-00033291, DEED RECORD 2024-00002060, MEMORANDUM 2024-00002061, ORDINANCE 2009-00002520, PLAT RECORD 4-61, PLAT RECORD 5-75, PLAT RECORD 16-71, PLAT RECORD 18-1511, PLAT RECORD 2006-00044105, PLAT RECORD 2007-00008611, PLAT RECORD 2018-00031916, PLAT RECORD 2019-00030504, PLAT RECORD 024A-00000141, PLAT RECORD 024A-00000180, PLAT RECORD 024A-00000237, PLAT RECORD 2021-00048247, STATE PLAT RECORD 20180306579, STATE PLAT RECORD 202005295742, STATE PLAT RECORD 202005295745, STATE PLAT RECORD 202105217443, STATE PLAT RECORD 202201072482.

MATTERS SHOWN ON THE FACE OF THE ABOVE LISTED RECORDED PLATS ARE SHOWN ON THE SURVEY.

FIDELITY NATIONAL TITLE INSURANCE COMPANY ALTA COMMITMENT FOR TITLE INSURANCE FILE NO. 24-1007-1, DATED DECEMBER 26, 2023, WAS ENTIRELY RELIED UPON FOR RECORD INFORMATION REGARDING RIGHTS-OF-WAY, EASEMENTS AND ENCUMBRANCES IN THE PREPARATION OF THIS SURVEY. THE PROPERTY SHOWN HEREON IS ALL OF THE PROPERTY DESCRIBED IN SAID TITLE COMMITMENT.

THE SURVEYOR HAS NOT MADE A SEPARATE INVESTIGATION OR SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, OR RESTRICTIVE COVENANTS OR ANY OTHER FACTS WHICH MIGHT AFFECT THE PROPERTY. ANY EASEMENTS SHOWN HEREON CAME TO THE ATTENTION OF THE SURVEYOR FROM EXAMINATION OF FIDELITY NATIONAL TITLE INSURANCE COMPANY ALTA COMMITMENT FOR TITLE INSURANCE FILE NO. 24-1007-1, DATED DECEMBER 26, 2023.

SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT CONSIDERED A PART OF THIS SURVEY AND NO INVESTIGATION OF THESE CONDITIONS WAS MADE.

ANY UTILITY LINES, STRUCTURES OR APPURTENANCES SHOWN HEREON ARE FROM A FIELD INVESTIGATION LIMITED TO THE VISIBLE SURFACE OF THE PROPERTY SURVEYED. OTHER UTILITY LINES, STRUCTURES AND APPURTENANCES MAY BE PRESENT ON THE PROPERTY. FOR INFORMATION REGARDING SUCH ITEMS, CONTACT THE APPROPRIATE AGENCIES.

NO DOCUMENTATION OF THE PROPERTY BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL WAS PROVIDED TO THE SURVEYOR. NO ENVIRONMENTAL REPORT FOR THE PROPERTY WAS SUPPLIED TO THE SURVEYOR. ABOVEGROUND OBSERVATIONS BY THE SURVEYOR WITH REGARDS TO THE PROPERTY BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL REPRESENT A NONPROFESSIONAL OPINION ABOUT THE PROPERTY BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL. THE SURVEYOR IS NOT A PROFESSIONAL ENVIRONMENTAL ENGINEER OR ENVIRONMENTAL SCIENTIST. NONE OBSERVED.

NO ABOVEGROUND EVIDENCE OF CEMETERIES OR BURIAL GROUNDS, SUCH AS TOMBSTONES AND CEMETERY SIGNS, WAS OBSERVED BY THE SURVEYOR. NO DOCUMENTATION OF THE PROPERTY BEING USED AS A CEMETERY OR BURIAL GROUND WAS PROVIDED TO THE SURVEYOR. ABOVEGROUND OBSERVATIONS BY THE SURVEYOR WITH REGARDS TO THE PROPERTY BEING USED AS A CEMETERY OR BURIAL GROUND REPRESENT A NONPROFESSIONAL OPINION ABOUT THE PROPERTY BEING USED AS A CEMETERY OR BURIAL GROUND. THE SURVEYOR IS NOT AN ARCHAEOLOGIST.

THE SURVEYED PROPERTY IS THE SAME PROPERTY AS DESCRIBED IN THE FIDELITY NATIONAL TITLE INSURANCE COMPANY ALTA COMMITMENT NO. 24-1007-1.

TRACT 2 IS CONTIGUOUS WITH TRACTS 1 AND 3 ALONG THEIR COMMON BOUNDARY LINES.
TRACT 3 IS CONTIGUOUS WITH TRACT 1 ALONG THEIR COMMON BOUNDARY LINES.
TRACT 6 IS CONTIGUOUS WITH TRACT 1 ALONG THEIR COMMON BOUNDARY LINES.

THE PROPERTY HAS ACCESS TO THE FOLLOWING PUBLICLY DEDICATED PUBLIC STREETS:
NORTH ALLEY OF WEST END ADDITION
MIDDLE ALLEY OF WEST END ADDITION
W HENSON HILL
S SANG AVE
N SANG AVE
W MAINE ST
S CROSS AVE
W NETTLESHIP ST
W HASKELL HTS

FOR A LISTING OF POSSIBLE OBSERVED ENCROACHMENTS, SEE ITEM "20" OF FIDELITY NATIONAL TITLE INSURANCE COMPANY ALTA COMMITMENT FOR TITLE INSURANCE FILE NO. 24-1007-1, DATED DECEMBER 26, 2023.

SURVEY CERTIFICATE:

TO: FIDELITY NATIONAL TITLE INSURANCE COMPANY, ALLEGIANCE TITLE COMPANY AND LCD ACQUISITIONS, LLC, A DELAWARE LIMITED LIABILITY COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(A), 6(B), 7(A), 7(B)(1), 7(C), 8, 9, 10, 11(B), 13, 14, 16, 17, 18, 19 AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JUNE 05, 2024.

REGISTERED STATE OF ARKANSAS NO. 1460 SIGNATURE KEVIN J. MONTGOMERY PROFESSIONAL LAND SURVEYOR

CRAFTON, TULL & ASSOCIATES, INC.
BY KEVIN J. MONTGOMERY (AGENT)

KEVIN J. MONTGOMERY PS 1460

07/01/2024

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RECORD INFORMATION

Planning Commission
March 24, 2025

PZD-2025-0001 (HASKELL COMMONS)
Page 192 of 212

STATE PLAT CODE:
500-16N-30W-0-17-300-72-1460

SEAL

A-TA/NSPS LAND TITLE SURVEY
PART N 1/2 SW 1/4
SECTION 17
T-16-N R-30-W
FAYETTEVILLE ARKANSAS

PREPARED FOR:
LCD ACQUISITIONS, LLC

DATE: 07/01/2024
PROJECT NO: 24301900
CONTACT: K MONTGOMERY

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
479.636.4838.1
www.craftontull.com

CERTIFICATE OF AUTHORIZATION:
CERTIFICATE OF AUTHORIZATION CRAFTON, TULL & ASSOCIATES, INC. No. 109 ARKANSAS

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DELTA	DESCRIPTION	DATE
1	REVISED PER COMMENTS	06/19/2024
2	REVISED PER COMMENTS	06/27/2024
3	REVISED PER COMMENTS	07/01/2024

SHEET NO.:
1 OF 6

DRAWING: G:\24301900_INSTALLATION\INFRASTRUCTURE\SURVEY\DWG\24301900 ALTA.DWG
LAYOUT: LAYOUT1, LAST SAVED: KMAPS 7/1/2024 12:45:54 PM
LAST PLOTTED: 7/1/2024 12:46:00 PM BY: KMAPS (PLOTTED BY: VALID ON HARD COPY ONLY)

DESCRIPTION AS SHOWN ON TITLE COMMITMENT IN "EXHIBIT A":

THE LAND AS DESCRIBED AS FOLLOWS:

TRACT 1:
PART OF THE NW 1/4, SW 1/4, SECTION 17, T-16-N, R-30-W, FAYETTEVILLE, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE NE CORNER OF THE NW 1/4, SW 1/4 OF SECTION 17, T-16-N, R-30-W;
SAID POINT BEING THE POINT OF BEGINNING;
THENCE S 00°08'47" E ALONG THE EAST LINE OF SAID NW 1/4, SW 1/4 A DISTANCE OF 660.00';
THENCE S 89°50'09" W A DISTANCE OF 331.77' SAID LINE BEING THE SOUTH LINE OF THE N 1/2, NW 1/4, SW 1/4;
THENCE N 00°00' 14" W A DISTANCE OF 659.17' TO A POINT OF THE NORTH LINE OF THE NW 1/4, SW 1/4;
THENCE S 89°58'42" E A DISTANCE OF 330.12' ALONG THE NORTH LINE OF THE NW 1/4, SW 1/4, AND ENDING AT THE SAID POINT OF BEGINNING, CONTAINING 5.01 ACRES, MORE OR LESS.
SUBJECT TO A PERMANENT NON-EXCLUSIVE EASEMENT FOR INGRESS, EGRESS AND THE INSTALLATION AND MAINTENANCE OF UTILITIES OVER THAT CERTAIN PROPERTY MORE PARTICULARLY DESCRIBED AS FOLLOWS:
PART OF THE NW 1/4, SW 1/4, SECTION 17, T-16-N, R-30-W, FAYETTEVILLE, ARKANSAS, MORE PARTICULARLY AS FOLLOWS:
COMMENCING AT THE NE CORNER OF THE NW 1/4, SW 1/4 OF SECTION 17, T-16-N, R-30-W,
THENCE S 00°08'47" E ALONG THE EAST LINE OF SAID NW 1/4, SW 1/4, A DISTANCE OF 610.0' TO THE POINT OF BEGINNING;
THENCE S 00°08'47" E ALONG SAID NW 1/4, SW 1/4 A DISTANCE OF 50.00' TO A POINT BEING THE SE CORNER OF THE N 1/2, NW 1/4, SW 1/4;
THENCE N 89°50'09" W A DISTANCE OF 331.77' ALONG THE SOUTH LINE OF THE N 1/2, NW 1/4, SW 1/4;
THENCE N 00°00'14" W A DISTANCE OF 50.00';
THENCE S 89°50'09" E A DISTANCE OF 331.64' SAID LINE BEING PARALLEL TO THE SOUTH LINE OF THE N 1/2, NW 1/4, SW 1/4, AND ENDING AT THE SAID POINT OF BEGINNING, CONTAINING 0.38 ACRES, MORE OR LESS.

TRACT 2:
PART OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO-WIT:
BEGINNING AT THE NORTHWEST CORNER OF SAID 20 ACRE TRACT;
THENCE EAST 528 FEET;
THENCE SOUTH 330 FEET;
THENCE EAST 396 FEET;
THENCE NORTH 330 FEET;
THENCE EAST 396 FEET;
THENCE SOUTH 660 FEET;
THENCE WEST 1320 FEET;
THENCE NORTH 660 FEET TO THE POINT OF BEGINNING, CONTAINING 17 ACRES, MORE OR LESS.
LESS AND EXCEPT
PART OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, DESCRIBED AS BEGINNING AT A POINT 330 FEET WEST OF THE NORTHEAST CORNER OF SAID 20 ACRE TRACT AND RUNNING
THENCE WEST 66 FEET;
THENCE SOUTH 330 FEET;
THENCE EAST 66 FEET;
THENCE NORTH 330 FEET TO THE PLACE OF BEGINNING.
ALSO LESS AND EXCEPT
PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHEAST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, SAID POINT BEING THE POINT OF BEGINNING;
THENCE SOUTH 00°08'47" EAST ALONG THE EAST LINE OF SAID NW 1/4 OF THE SW 1/4 A DISTANCE OF 660.00 FEET;
THENCE SOUTH 89°50'09" WEST A DISTANCE OF 331.77 FEET, SAID LINE BEING ON THE SOUTH LINE OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4;
THENCE NORTH 00°00'14" WEST A DISTANCE OF 659.17 FEET TO A POINT ON THE NORTH LINE OF THE NW 1/4 OF THE SW 1/4;
THENCE SOUTH 89°58'42" EAST A DISTANCE OF 330.12 FEET ALONG THE NORTH LINE OF THE NW 1/4 OF THE SW 1/4, AND ENDING AT THE SAID POINT OF BEGINNING, CONTAINING 5.01 ACRES, MORE OR LESS.

TRACT 3:
PART OF THE NORTH HALF (N 1/2) OF THE NORTHWEST QUARTER (NW 1/4) OF THE SOUTHWEST QUARTER (SW 1/4) OF SECTION SEVENTEEN (17), TOWNSHIP SIXTEEN (16) NORTH, RANGE THIRTY (30) WEST, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO-WIT:
BEGINNING AT A POINT WHICH IS 528.0 FEET EAST OF THE NORTHWEST CORNER OF SAID 20 ACRE TRACT, AND RUNNING THENCE EAST 462.0 FEET;
THENCE SOUTH 330.0 FEET;
THENCE WEST 462.0 FEET;
THENCE NORTH 330 FEET TO THE POINT OF BEGINNING, CONTAINING 3 .73 ACRES, MORE OR LESS.
ALSO, A THIRTY (30) FEET WIDE ROAD ACCESS EASEMENT, THE NORTH LINE OF WHICH IS DESCRIBED AS BEGINNING AT THE NORTHEAST CORNER OF THE HEREIN DESCRIBED TRACT, AND RUNNING THENCE EAST 330 FEET TO THE NORTHEAST CORNER OF SAID 20 ACRE TRACT IN THE CENTER OF HASKELL HEIGHTS STREET.

TRACT 4:
LOT 27, BLOCK 1, WEST END ADDITION TO THE CITY OF FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS.

TRACT 5:
LOT 26, BLOCK 1, WEST END ADDITION TO THE CITY OF FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS.

TRACT 6:
PART OF THE NORTH-HALF NORTHEAST QUARTER SOUTHWEST QUARTER (N1/2 NE1/4 SW1/4) OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, OF THE FIFTH PRINCIPAL MERIDIAN, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT AN EXISTING FIVE EIGHTHS INCH (5/8") REBAR MARKING THE NORTHWEST CORNER OF THE NORTH-HALF NORTHEAST QUARTER SOUTHWEST QUARTER (N1/2 NE1/4 SW1/4) OF SECTION 17;
THENCE BY BEARING AND DISTANCE (BASIS OF BEARING, GRID NORTH), SOUTH 87°09'48" EAST ALONG THE NORTH LINE THEREOF A DISTANCE OF 1,051.16 FEET TO A SET ONE-HALF INCH (1/2") REBAR WITH PS #1507 CAP ON THE WEST LINE OF A TRACT FIRST CONVEYED TO ROBERT A. LEFLAR AND HELEN F. LEFLAR BY WARRANTY DEED, FILED FOR RECORD IN BOOK 721, AT PAGE 457, ON FEBRUARY 12, 1968;
THENCE LEAVING SAID NORTH LINE AND ALONG SAID WEST LINE THE FOLLOWING COURSES:
SOUTH 06°50'45" EAST A DISTANCE OF 73.71 FEET TO AN EXISTING ONE-INCH (1") GALVANIZED IRON PIPE;
SOUTH 04°13'41"E A DISTANCE OF 59.08 FEET TO AN EXISTING ONE-INCH (1") GALVANIZED IRON PIPE;
SOUTH 06°49'29" WEST A DISTANCE OF 59.88 FEET TO AN EXISTING ONE-INCH (1") GALVANIZED IRON PIPE;
SOUTH 34°57'45" WEST A DISTANCE OF 57.69 FEET TO AN EXISTING ONE-INCH (1") GALVANIZED IRON PIPE;
SOUTH 63°29'10" WEST A DISTANCE OF 63.73 FEET TO AN EXISTING ONE-INCH (1") GALVANIZED IRON PIPE;
SOUTH 76°18'24" WEST A DISTANCE OF 83.11 FEET TO AN EXISTING ONE-INCH (1") GALVANIZED IRON PIPE;
THENCE SOUTH 02°35'06" WEST, CONTINUING ALONG SAID WEST LINE, A DISTANCE OF 22.86 FEET TO AN EXISTING TWELVE INCH BY EIGHT INCH (12" X 8") STONE BEING THE NORTHWEST CORNER OF THE OLD LEFLAR-NICHOLS CORNER, CONVEYED TO ROBERT A. LEFLAR AND HELEN FINGER LEFLAR BY WARRANTY DEED, FILED FOR RECORD IN BOOK 495, AT PAGE 219, ON MAY 31, 1957;
THENCE SOUTH 02°35'06" WEST ALONG THE WEST LINE OF THEREOF A DISTANCE OF 345.12 FEET TO A SET MAG NAIL WITH PS #1507 WASHER ON THE SOUTH LINE OF SAID NORTH-HALF NORTHEAST QUARTER SOUTHWEST QUARTER (N1/2 NE1/4 SW1/4) OF SECTION 17;
THENCE LEAVING SAID WEST LINE, NORTH 87°23'09" WEST A DISTANCE OF 894.67 FEET TO AN EXISTING FIVE-EIGHTHS INCH (5/8") REBAR WITH PS# 1252 CAP MARKING THE SOUTHWEST CORNER OF SAID NORTH-HALF NORTHEAST QUARTER SOUTHWEST QUARTER (N1/2 NE1/4 SW1/4) OF SECTION 17;
THENCE NORTH 02°10'28" EAST A DISTANCE OF 666.27 FEET TO THE POINT OF BEGINNING, CONTAINING 14.67 ACRES, MORE OR LESS.

SURVEY DESCRIPTION:

TRACT 1:

PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 5/8" IRON PIN;
THENCE ALONG THE EAST LINE THEREOF S02°09'42"W 666.35 FEET TO THE SOUTHEAST CORNER OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 5/8" IRON PIN WITH PS 1252 CAP;
THENCE ALONG THE SOUTH LINE THEREOF N86°57'59"W 331.77 FEET;
THENCE LEAVING SAID SOUTH LINE N02°18'06"E 863.90 FEET TO THE NORTH LINE OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17;
THENCE ALONG SAID NORTH LINE S87°23'15"E 330.12 FEET TO THE POINT OF BEGINNING, CONTAINING 5.05 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 2:

PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 6"X3" STONE;
THENCE ALONG THE NORTH LINE THEREOF S87°23'15"E 512.46 FEET;
THENCE LEAVING SAID NORTH LINE S02°18'06"W 330.00 FEET;
THENCE S87°23'15"E 462.00 FEET;
THENCE S02°18'06"W 333.90 FEET TO THE SOUTH LINE OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17
THENCE ALONG SAID SOUTH LINE N86°57'59"W 979.75 FEET TO THE SOUTHWEST CORNER OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 10"X3" STONE;
THENCE ALONG THE WEST LINE THEREOF N02°45'28"E 656.70 FEET TO THE POINT OF BEGINNING, CONTAINING 11.31 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 3:

PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 6"X3" STONE;
THENCE ALONG THE NORTH LINE THEREOF S87°23'15"E 512.46 FEET TO THE POINT OF BEGINNING;
THENCE CONTINUING ALONG SAID NORTH LINE S87°23'15"E 462.00 FEET;
THENCE LEAVING SAID NORTH LINE S02°18'06"W 330.00 FEET;
THENCE N87°23'15"W 462.00 FEET;
THENCE N02°18'06"E 330.00 FEET TO THE POINT OF BEGINNING, CONTAINING 3.50 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 4:

LOT 27, BLOCK 1, OF WEST END ADDITION, AS PER PLAT RECORD 4-61 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 27, SAID POINT BEING A 1/2" IRON PIN;
THENCE ALONG THE EAST LINE THEREOF S02°36'43"W 138.38 FEET TO THE SOUTHEAST CORNER OF SAID LOT 27;
THENCE ALONG THE SOUTH LINE THEREOF N88°17'52"W 30.18 FEET TO THE SOUTHWEST CORNER OF SAID LOT 27;
THENCE ALONG THE WEST LINE THEREOF N02°09'42"E 138.35 FEET TO THE NORTHWEST CORNER OF SAID LOT 27;
THENCE ALONG THE NORTH LINE THEREOF S88°19'29"E 31.27 FEET TO THE POINT OF BEGINNING, CONTAINING 0.10 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 5:

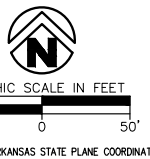
LOT 26, BLOCK 1, OF WEST END ADDITION, AS PER PLAT RECORD 4-61 IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 26, SAID POINT BEING A 5/8" IRON PIN WITH PS 1642 CAP;
THENCE ALONG THE EAST LINE THEREOF S02°33'40"W 138.30 FEET TO THE SOUTHEAST CORNER OF SAID LOT 26;
THENCE ALONG THE SOUTH LINE THEREOF N88°12'35"W 28.69 FEET TO THE SOUTHWEST CORNER OF SAID LOT 26;
THENCE ALONG THE WEST LINE THEREOF N02°09'42"E 138.24 FEET TO THE NORTHWEST CORNER OF SAID LOT 26;
THENCE ALONG THE NORTH LINE THEREOF S88°19'10"E 29.66 FEET TO THE POINT OF BEGINNING, CONTAINING 0.09 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.

TRACT 6:

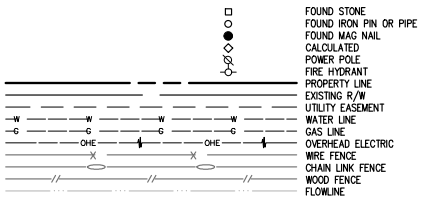
PART OF THE NE 1/4 OF THE SW 1/4 OF SECTION 17, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NE 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 5/8" IRON PIN;
THENCE ALONG THE NORTH LINE THEREOF S87°09'48"E 1051.49 FEET TO A 1/2" IRON PIN;
THENCE LEAVING SAID NORTH LINE S06°35'29"E 73.65 FEET TO A 1 1/2" IRON PIPE;
THENCE S04°54'10"E 59.19 FEET TO A 1" IRON PIPE;
THENCE S07°17'26"W 60.05 FEET TO A 1" IRON PIPE;
THENCE S34°45'43"W 57.69 FEET TO A 3/4" IRON PIPE;
THENCE S63°51'40"W 63.93 FEET TO A 3/4" IRON PIPE;
THENCE S76°09'07"W 83.18 FEET TO A 3/4" IRON PIPE;
THENCE S02°35'06"W 22.71 FEET TO A 11"X7" STONE;
THENCE S02°33'06"W 345.13 FEET TO THE SOUTH LINE OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17;
THENCE ALONG SAID SOUTH LINE N87°23'09"W 262.79 FEET;
THENCE LEAVING SAID SOUTH LINE S02°50'38"W 4.86 FEET TO THE CENTERLINE OF A VACATED ALLEY AS VACATED BY DOCUMENT 2009-2520;
THENCE ALONG SAID VACATED ALLEY CENTERLINE N88°19'29"W 600.56 FEET TO THE EAST LINE OF AN ALLEY AS DEDICATED IN PLAT RECORD 4-61;
THENCE ALONG SAID EAST LINE N02°36'43"E 14.70 FEET TO THE SOUTH LINE OF THE N 1/2 OF THE NW 1/4 OF THE SW 1/4 OF SAID SECTION 17;
THENCE ALONG SAID SOUTH LINE N87°23'09"W 31.44 FEET TO THE SOUTHWEST CORNER OF THE N 1/2 OF THE NE 1/4 OF THE SW 1/4 OF SAID SECTION 17, SAID POINT BEING A 5/8" IRON PIN WITH PS 1252 CAP;
THENCE ALONG THE WEST LINE THEREOF N02°09'42"E 666.35 FEET TO THE POINT OF BEGINNING, CONTAINING 14.81 ACRES, MORE OR LESS, AND SUBJECT TO ANY AND ALL EASEMENTS OF RECORD OR FACT.



BASIS OF BEARING: ARKANSAS STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD 83 HORIZONTAL DATUM AND NAVD 88 VERTICAL DATUM DETERMINED BY GPS OBSERVATION ON THE CITY OF ROGERS CONTROL MONUMENTS USING THEIR PUBLISHED VALUES.
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DISTANCE: GRID
CONVERGENCE ANGLE: -01°16'31.49"
COMBINED SCALE FACTOR: 0.99990678
VALUE CALCULATED AT THE FOLLOWING POINT
N 635610.551 E 664530.549 Z 1327.632

LEGEND



RECORD INFORMATION

Planning Commission
March 24, 2025
PZD-2025-0001 (HASKELL COMMONS)
Page 193 of 212

STATE PLAT CODE:
500-16N-30W-0-17-300-72-1460

SEAL

A.T.A./NSPS LAND TITLE SURVEY
PART N 1/2 SW 1/4
SECTION 17
T-16-N R-30-W
FAYETTEVILLE ARKANSAS

PREPARED FOR:
LCD ACQUISITIONS, LLC

DATE: 07/01/2024
PROJECT NO: 2430190
CONTACT: K MONTGOMERY

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
479.636.4838.1
www.craftontull.com

CERTIFICATE OF AUTHORIZATION:

CERTIFICATE OF AUTHORITY
CRAFTON, TULL & ASSOCIATES, INC.
No. 109
ARKANSAS

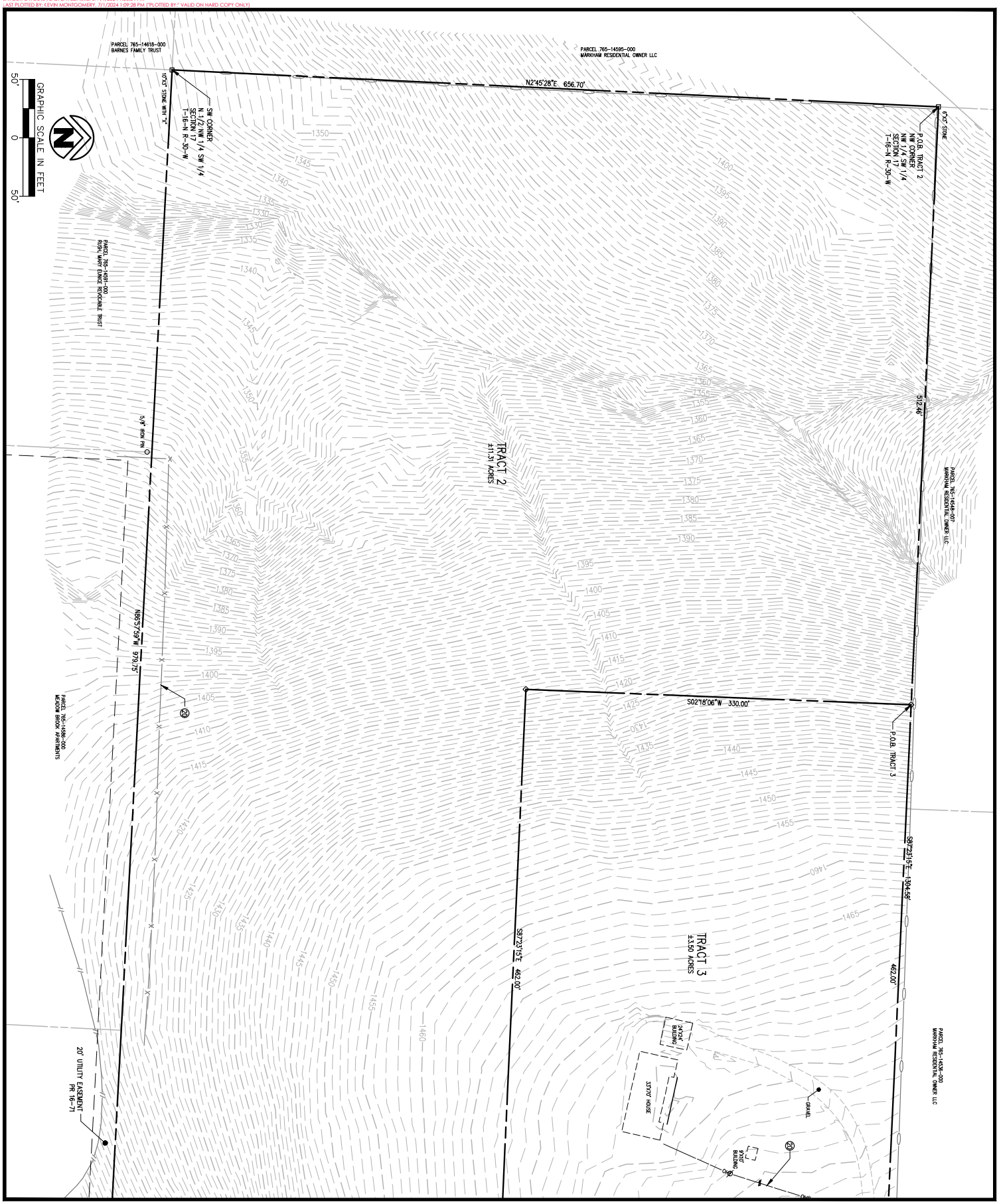
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DELTA	DESCRIPTION	DATE

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2 OF 6

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SHEET NO.: 3 OF 6

DELTA | DESCRIPTION | DATE

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CERTIFICATE OF AUTHORIZATION

CERTIFICATE OF AUTHORIZATION
CRAFTON TULL & ASSOCIATES, INC.
NO. 109
Arkansas

Crafton Tull
479.636.4838 |
www.craftontull.com
901 N. 47th St. Suite 600
Rogers, Arkansas 72756

DATE: 07/01/2024
PROJECT NO.: 24301900
CONTACT: K. MONTGOMERY

A;TA/NSPS LAND TITLE SURVEY
PART N 1/2 SW 1/4
SECTION 17
T-16-N R-30-W

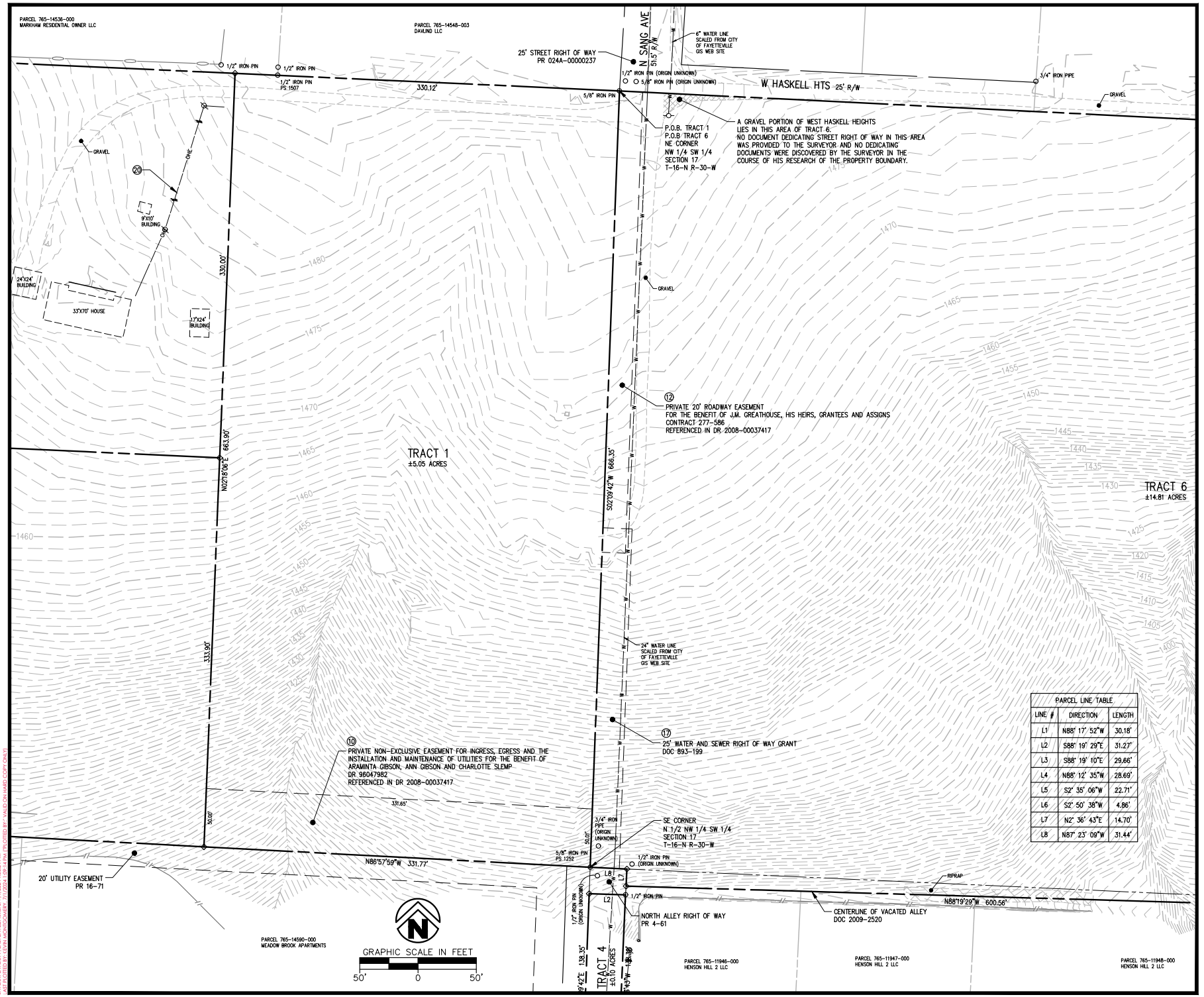
PREPARED FOR:
LCD ACQUISITIONS, LLC

FAYETTEVILLE ARKANSAS

SEAL

STATE PLAT CODE:
500-16N-30W-0-17-300-72-1460

RECORD INFORMATION



PARCEL LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N88° 17' 52"W	30.18'
L2	S88° 19' 29"E	31.27'
L3	S88° 19' 10"E	29.66'
L4	N88° 12' 35"W	28.69'
L5	S2° 35' 06"W	22.71'
L6	S2° 50' 38"W	4.86'
L7	N2° 36' 43"E	14.70'
L8	N87° 23' 09"W	31.44'

RECORD INFORMATION

STATE PLAT CODE:
500-16N-30W-0-17-300-72-1460

SEAL

A-TA/NSPS LAND TITLE SURVEY
PART N 1/2 SW 1/4
SECTION 17
T-16-N R-30-W

PREPARED FOR:
LCD ACQUISITIONS, LLC

FAYETTEVILLE ARKANSAS

DATE: 07/01/2024
PROJECT NO: 24301900
CONTACT: K.MONTGOMERY

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
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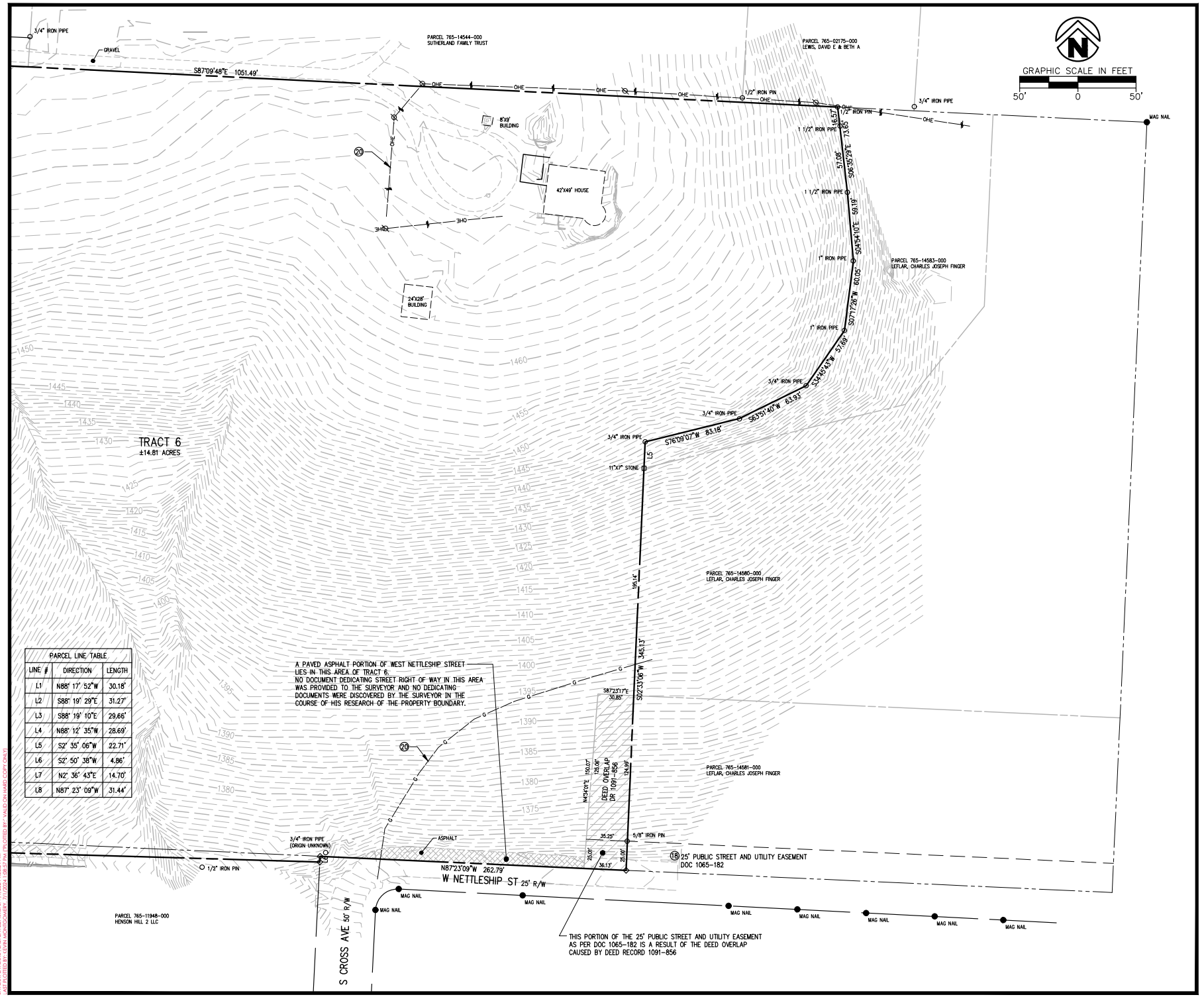
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CRAFTON, TULL & ASSOCIATES, INC.
No. 109

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DELTA	DESCRIPTION	DATE

SHEET NO.:
4 OF 6

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PARCEL LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N88° 17' 52"W	30.18'
L2	S88° 19' 29"E	31.27'
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RECORD INFORMATION

STATE PLAT CODE:
500-16N-30W-0-17-300-72-1460

SEAL

A-TA/NSPS LAND TITLE SURVEY
PART N 1/2 SW 1/4
SECTION 17
T-16-N R-30-W
FAYETTEVILLE ARKANSAS

PREPARED FOR:
LCD ACQUISITIONS, LLC

DATE: 07/01/2024
PROJECT NO: 24301900
CONTACT: K MONTGOMERY

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
479.631.4838.1
www.craftontull.com

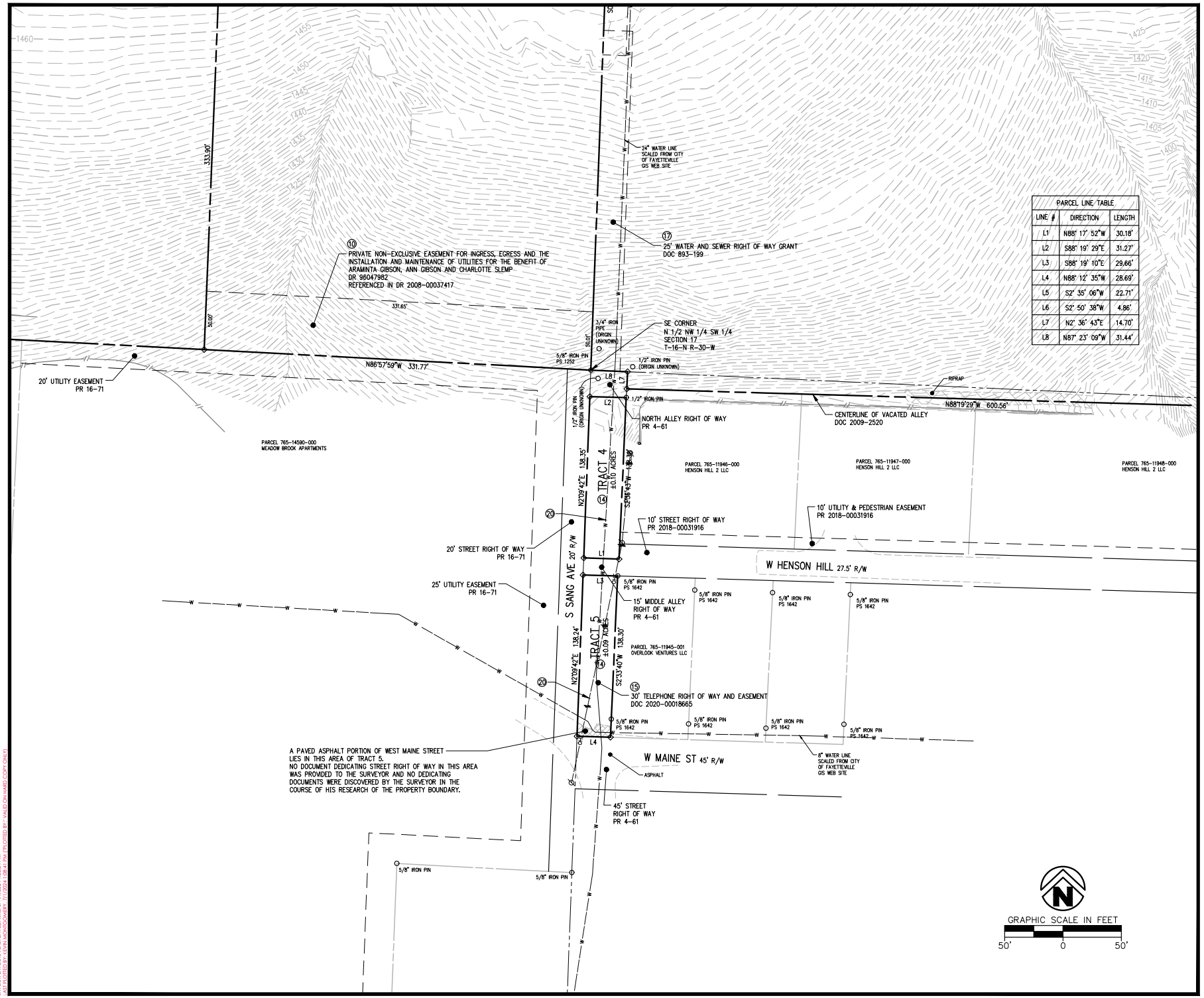
CERTIFICATE OF AUTHORIZATION:
CRAFTON, TULL & ASSOCIATES, INC. No. 109

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DELTA	DESCRIPTION	DATE

SHEET NO.:
5 OF 6

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PARCEL LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N88° 17' 52"W	30.18'
L2	S88° 19' 29"E	31.27'
L3	S86° 19' 10"E	29.66'
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L5	S2° 35' 06"W	22.71'
L6	S2° 50' 38"W	4.86'
L7	N2° 36' 43"E	14.70'
L8	N87° 23' 09"W	31.44'

RECORD INFORMATION

STATE PLAT CODE:
500-16N-30W-0-17-300-72-1460

SEAL

A-TA/NSPS LAND TITLE SURVEY
PART N 1/2 SW 1/4
SECTION 17
T-16-N R-30-W

PREPARED FOR:
LCD ACQUISITIONS, LLC

FAYETTEVILLE ARKANSAS

DATE: 07/01/2024
PROJECT NO: 2430190
CONTACT: K MONTGOMERY

901 N. 47th St., Suite 400
Rogers, Arkansas 72756
Crafton Tull
479.631.4838.1
www.craftontull.com

CERTIFICATE OF AUTHORIZATION:
CERTIFICATE OF AUTHORITY NO. CRAFTON, TULL & ASSOCIATES, INC. No. 109 ARKANSAS

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DELTA	DESCRIPTION	DATE

SHEET NO.:
6 OF 6

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LAYOUT: LAYOUT6 | LAST SAVED: KMAES | 7/1/2024 1:38:34 PM
LAST PLOTTED: KMONTGOMERY | 7/1/2024 1:38:39 PM | PLOTTED BY: * VALID ON HARD COPY ONLY!

[END OF BOOKLET]

Outlook

FW: Please deny rezoning request PZD-2025-0001 (formerly PZD-2024-0006 but with a few changes)

From Planning Shared <planning@fayetteville-ar.gov>
Date Wed 2/19/2025 8:43 AM
To Harrison, Gretchen <gharrison@fayetteville-ar.gov>

For you

Thank you

Mirinda Hopkins
Development Coordinator
Planning Division
City of Fayetteville
479-575-8267

CITY OF FAYETTEVILLE ARKANSAS

From: Lisa Orton <lisa_m_orton@yahoo.com>
Sent: Tuesday, February 18, 2025 4:35 PM
To: Brink, Andrew <andrew.brink@fayetteville-ar.gov>; Payne, Brad <brad.payne@fayetteville-ar.gov>; Gulley, Fred <fred.gulley@fayetteville-ar.gov>; Garlock, Jimm <jimm.garlock@fayetteville-ar.gov>; Cabe, Matthew <matthew.cabe@fayetteville-ar.gov>; Madden, Mary <mary.madden@fayetteville-ar.gov>; McGetrick, Mary <mary.mcgetrick@fayetteville-ar.gov>; Castin, Nick <nick.castin@fayetteville-ar.gov>; Werner, Nick <nick.werner@fayetteville-ar.gov>; Planning Shared <planning@fayetteville-ar.gov>
Cc: Lisa Orton <lisa_m_orton@yahoo.com>; University Heights Neighbors <university-heights-na@listserv.uark.edu>
Subject: Please deny rezoning request PZD-2025-0001 (formerly PZD-2024-0006 but with a few changes)

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission,

Please vote against the PZD-2025-0001 rezoning request on south Markham Hill and Haskell Heights.

I would be present at your meeting on February 24 to speak at the podium, but I am often out-of-town on Monday evenings and will miss this meeting.

I strongly oppose the rezoning of the 34.86 acres on south Markham Hill and Haskell Heights from RSF-4 to PZD-2025-0001. This request used to be PZD-2024-0006, but has a few changes which don't amount to much. The problems with it still exist.

I believe this location is wrong for the type of higher density development that developer Crafton Tull describes, in one place in the document 640 beds and 640 parking spaces and in another place in the document close to the original 1000 each. I'm sure you are aware of the problems that have resulted elsewhere in Fayetteville where developers try to build higher density on hillsides and hilltops.

I agree with the list of reasons for denial given by City Staff and by residents Bill and Joyce Feldman, Tom Overbey, Laura Carver, Marsha Scott, Charles Leflar, Tom Pears, and others.

If development were to take place in these 34.86 acres, it could be done with the current RSF-4 zoning. The most 'truly' compatible type would be one single family home per 1-5 acres, because the surrounding parcels on most sides are either totally forested or very low density with most of the historical Markham Hill woods preserved. The developer would only have to cut down the trees where each single family home would be located, leaving the surrounding mature tree cover to handle most of the water issues and provide environmental and ecological benefits. The developer would still have to deal with drainage problems, large construction vehicles on the narrow roads, building on steep slopes, traffic congestion and safety to the south, etc.

Higher density housing is needed in Fayetteville, but should only be done where appropriate. This location is an example of where "not" to do it.

Please deny PZD-2025-0001.

Thank you for your consideration.

Sincerely,
Lisa Orton
1663 W Halsell Rd
Fayetteville, AR 72701
Ward 4
410-674-8440 (c)

Outlook

FW: PZD-2025-0001

From Planning Shared <planning@fayetteville-ar.gov>
Date Mon 2/24/2025 8:34 AM
To Harrison, Gretchen <gharrison@fayetteville-ar.gov>

For you

Thank you

Mirinda Hopkins
Development Coordinator
Planning Division
City of Fayetteville
479-575-8267

CITY OF FAYETTEVILLE ARKANSAS

From: William A Feldman <wfeldman@uark.edu>
Sent: Sunday, February 23, 2025 9:36 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: PZD-2025-0001

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

William and Joyce Feldman
16 North Sang Avenue
Fayetteville, AR 72701
(wfeldman@uark.edu)

February 23, 2025

Planning Commision
Fayetteville, AR

Subject: PZD-2025-0001

Dear Planning Commission members,

We are writing to urge you to reject the Haskell Hts/Haskell commons 250 (PZD-2025-0001) proposal.

1. Traffic will be a significant danger for the area. North Sang just south of Markham is very steep with curves that compromise visibility. Increased traffic around Ramey will compromise the safety of students. Traffic in the proposed development itself will face dangers of steep grades.

2. The destruction of a natural wooded hillside will pose a threat of flooding with concomitant erosion and land pollution. Even without flooding, there will be pollution and erosion as so much area will be covered with concrete, asphalt or buildings.

3. The development with high density of both students and cars is incompatible with the single family homes on three sides.

4. The city indeed needs more affordable housing but from demographic data the need is not for student housing as in this proposal.

Sincerely,

William and Joyce Feldman

February 24, 2025

Stephen & Laura Carver

41 N. Sang

Fayetteville, AR 72701

To: Planning Staff and Planning Committee,

We continue to oppose the rezoning of Haskel Commons property owned by Felicia Ferris.

Several issues have been brought up before and the following research describes how changing the zoning DOSE NOT meet the intent of the proposed zoning district.

As we and our neighbors on North Sang think the current zoning of R-4 is sufficient to accommodate infill, the construction of 3 story apartments/townhouses is not amenable to the City of Fayetteville's Hillside/Hilltop Overlay District.

Traffic studies do not show the full picture of future traffic. The Stonebreaker Hotel is beginning to host travelers and events with vehicles using the water tower road and the fire road, both enter/exit onto North Sang. The housing development currently being built in the Northwest corner of their property will add additional traffic to the area. Also, there are future plans for an additional housing development on their property that abuts Ms. Ferris's property to the Southwest.

As a reminder the University of Arkansas will begin construction of a 900-bed dormitory this summer.

Lastly, please note Ramy Middle School is on South Sang, north of MLK. Dumping more vehicles on a school street would endanger young students.

Please read the following details of issues,

Thank you,

Stephen & Laura Carver

See below responses to PZD criteria as per City of Fayetteville Code: CHAPTER 160: **161.35 - Planned Zoning District**

Planned Zoning Districts are a tool provided by the City's planning division in order to create unique development opportunities that may not adhere to other existing zoning districts. The following criteria are the Purposes for requesting PZD's*:*

- Flexibility. Providing for flexibility in the distribution of land uses, in the density of development and in other matters typically regulated in *zoning districts*.
- Compatibility. Providing for compatibility with the surrounding land uses.

- The Applicant is requesting to provide similar density as the underlying zoning district (RSF-4) in the proposed PZD. However, the combined density as proposed will exceed the underlying zoning by around 20%, an **additional 30 units.** The current zoning of the subject property totals 138 units while the proposed PZD is 168 units. Furthermore, the Applicant states that the development will provide 653 bedrooms. When taking the theoretical average quantity of bedrooms per unit in the underlying RSF-4 zoning into account, the likely average per unit (single family houses) would be three bedrooms. The Applicant's average is nearly four bedrooms per unit. If 653 bedrooms were to be applied to a three-bedroom average, the requested density would actually be 217 units, over 6 units an acre.

- Harmony. Providing for an orderly and creative arrangement of land uses that are harmonious and beneficial to the community.
  - The proposed land plan, which features sprawling residential units that are coupled with an excessive use of asphalt compared to the amount of green space provided. This design appears to prioritize vehicle accommodation and roadway infrastructure over the creation of vibrant, sustainable environments. The disproportionate allocation of paved surfaces not only increases impervious runoff but also contributes to the degradation of natural habitats, reduces biodiversity, and limits opportunities for community engagement in outdoor spaces. The proposed zoning and proposed layout propose a staggering 4,000 square feet of asphalt for every one bedroom. That's the equivalent of 23 parking spaces! Finding efficiency in infrastructure would allow for more green space and bring the development in closer **harmony** with the subject site.
- Variety. Providing for a variety of housing types, employment opportunities or commercial or industrial services, or any combination thereof, to achieve variety and integration of economic and redevelopment opportunities.
- No Negative Impact. Does not have a negative effect upon the future development of the area;
  - As proposed, the only public streets within the development will not be required the Sang Avenue extension through the Project Site will not be required to have **any** street frontage for single family structures and only 40% for other uses. However, the Applicant specifically points out a section in the UDC that allows for further reduction of 40%. This is a public street that will receive vehicular, cycling, and pedestrian traffic from the surrounding areas, as well as residents within the site. This street will be a part of the city's fabric for decades to come and will have virtually no adherence to zoning standards typically desired in the city center. Walkability requires strict adherence to
    - *good urban form: buildings in close proximity without driveways accommodating large amounts of cars between street and house,*
    - *rhythm: porches and other architectural frontage, which single family homes are currently exempt from, and*

- *scale: currently, buildings are scattered with very little relationship to public and private streets*

- Coordination. Permit coordination and *planning* of the land surrounding the PZD and cooperation between the city and private developers in the urbanization of new lands and in the renewal of existing deteriorating areas.
  - Per page 4, bullet 7 of the Applicant's report, the western portion of the sewer system will be pumped to the east. However, the City of Fayetteville's sewer and water has significantly restricted permits for new pump facilities due to long-term maintenance concerns, especially in multifamily developments such as this where facilities are likely to change hands several times over the life of the project. The City of Fayetteville water and sewer department should be contacted to coordinate utilities as a part of this Application.
  -
- Open Space. Provision of more usable and suitably located open space, recreation areas and other common facilities that would not otherwise be required under conventional land development regulations.
  - The applicant states that a trail spur will provide access to the Markham Hill Trail system. However, at the time of this submission, there has been no evidence or record of an any contact to the land owner or developer of the Markham Hill neighborhood for approved connections.
  - As part of this submission, the Applicant has the ability to provide park land or pay a fee-in-lieu. The proposed density would result in a +/- 4-acre park. The site plan doesn't reflect any public amenities, so it is assumed the Applicant would pay the fee-in-lieu. However, the City's Park land maps reveal a need for active neighborhood parks. Hotz Park and the Fayetteville Traverse are the only public park facilities between Razorback Road, I-49, MLK JR Blvd, and Wedington Drive. Hotz Park is a very small neighborhood playground and the Fayetteville Traverse is designed for biking and hiking, but lacks the programming for neighborhood park space. The Applicant's proposed amenities appear to be private, leaving no opportunity for new public space in an area of the city that has little development potential of this size remaining.

- Natural Features. Maximum enhancement and minimal disruption of existing natural features and amenities.
  - **Hillside Hilltop Overlay District** The topography of this site is such that there is 100 feet of drop across the property, north-to-south. This comes out to roughly 15% grade on average, with some parts of the site significantly steeper. The submitted drawings do not address how this topography is solved. Based on similar sites in Fayetteville, from the same developer, the site will be modified using retaining walls to level pad sites for buildings. While not codified, *The Hillside Overlay District Best Management Practices*

manual defines a series of principles that serve to protect Fayetteville's coveted hillside viewsheds. The use of cluster development to reduce the imprint and impact of developments on hillsides, lot development with buildings as near as possible to associated streets to allow for swaths of trees to be preserved at the rear of lots, architecture that conforms to topography, and green stormwater practices to recharge springs and sensitive soils are just some of the design features laid out in the Manual. None of these principles appear to be referenced in the Applicant's information to date.

- Future Land Use *Plan*. Comprehensive and innovative *planning* and design of mixed use yet harmonious developments consistent with the guiding policies of the Future Land Use *Plan*.
- Special Features. Better utilization of sites characterized by special features of geographic location, topography, size or shape.
- Recognized *Zoning* Consideration. Whether any other recognized *zoning* consideration would be violated in this PZD.

PZD's are meant to be utilized to provide the city with meaningful places and spaces that enhance the character of the surrounding neighborhood. The Applicant's proposed Zoning requests and Site Plan do not meet the spirit of this code nor does it meet the spirit of the Hillside/Hilltop Overlay District.

March 18, 2025

Dear Planning Commission

I am writing to oppose development PZD-2025-0001 on Markham Hill and I ask that you DENY the application. I do this based on several objections to the proposed development, as follows:

No Request for neighborhood input: The applicant has made no effort to get neighborhood feedback on this current proposal. Last fall, at the request of the Planning Commission, they held a meeting with neighbors. However, with this new proposal, they have made no attempts at communication, either formal or informal.

Inadequacy of the traffic study: The traffic study accompanying this proposal still includes the invalid traffic counts we discussed last fall. As you remember, much of the 'data' included in the study is still from the traffic counts made in May of 2024 after the University Commencement and prior to the start of Summer Session I at the University. Given that a great deal of the traffic on these streets comes from student housing on Nettleship Dr. and surrounding streets, these traffic counts severely undercount the traffic that exists when the University is in session. The developers could have removed these false counts from this submission but have chosen not to, a decision which might appear to some to be an effort at deception.

Incompatible with the current neighborhood: The existing neighborhood to the north and east consists of single-family dwellings, many dating from the time when this was the western outskirts of Fayetteville. My house, which is adjacent to the proposed development on two sides, was built by my parents in 1956. A high-density development would be totally different from the existing dwellings.

The proposed connection of Sang Avenue: In past decades, this connection has been proposed and rejected by the City Council. Assurances were given by these past Councils to the neighborhood that there would not be a future connection. I ask that these promises made by the City of Fayetteville be honored.

Steep grades on the site: The steep grades on some of the site, particularly to the east, make the proposed buildings and parking areas problematic. In addition, the current proposed road grades exceed those allowed for emergency fire vehicles.

Traffic leaving the development*:* Such traffic would likely flow towards campus on Nettleship, which is a narrow street often blocked by parked vehicles. Traffic exiting south

by Ramay JHS could endanger young students and would also increase the current congestion on MLK near the bypass.

In conclusion, I thank you for your service on the Planning Commission and I request that you DENY this application.

Respectfully submitted,

Dr. Charles Leflar

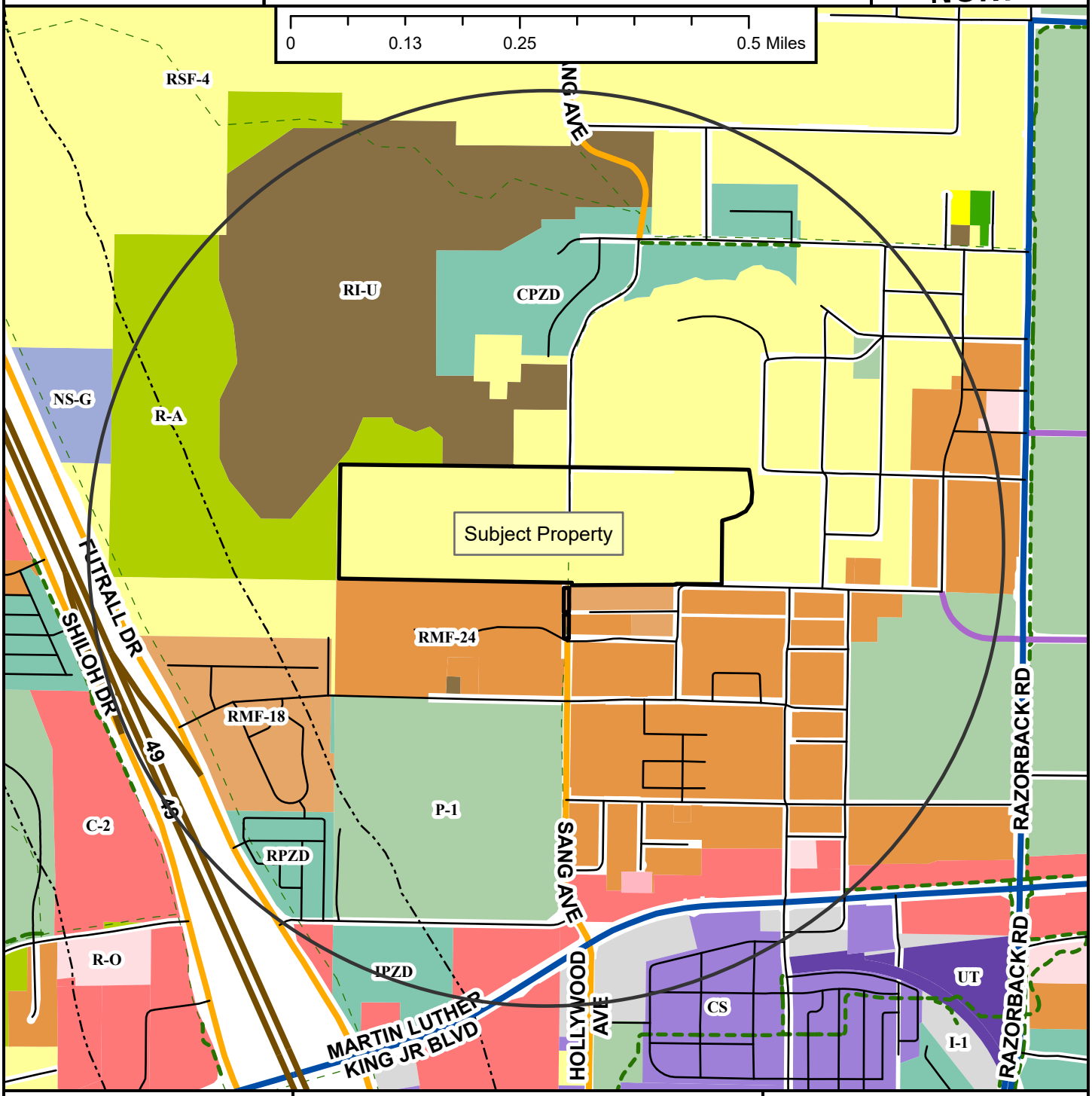
1717. W. Center St., Fayetteville

PZD-2025-0001

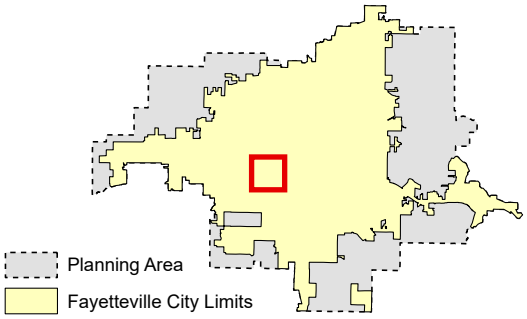
One Mile View

1875 W. HASKELL HTS

NORTH



- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Freeway/Expressway
- Unclassified
- Alley
- Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
- NS-G
- RI-U
- RI-12
- NS-L
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

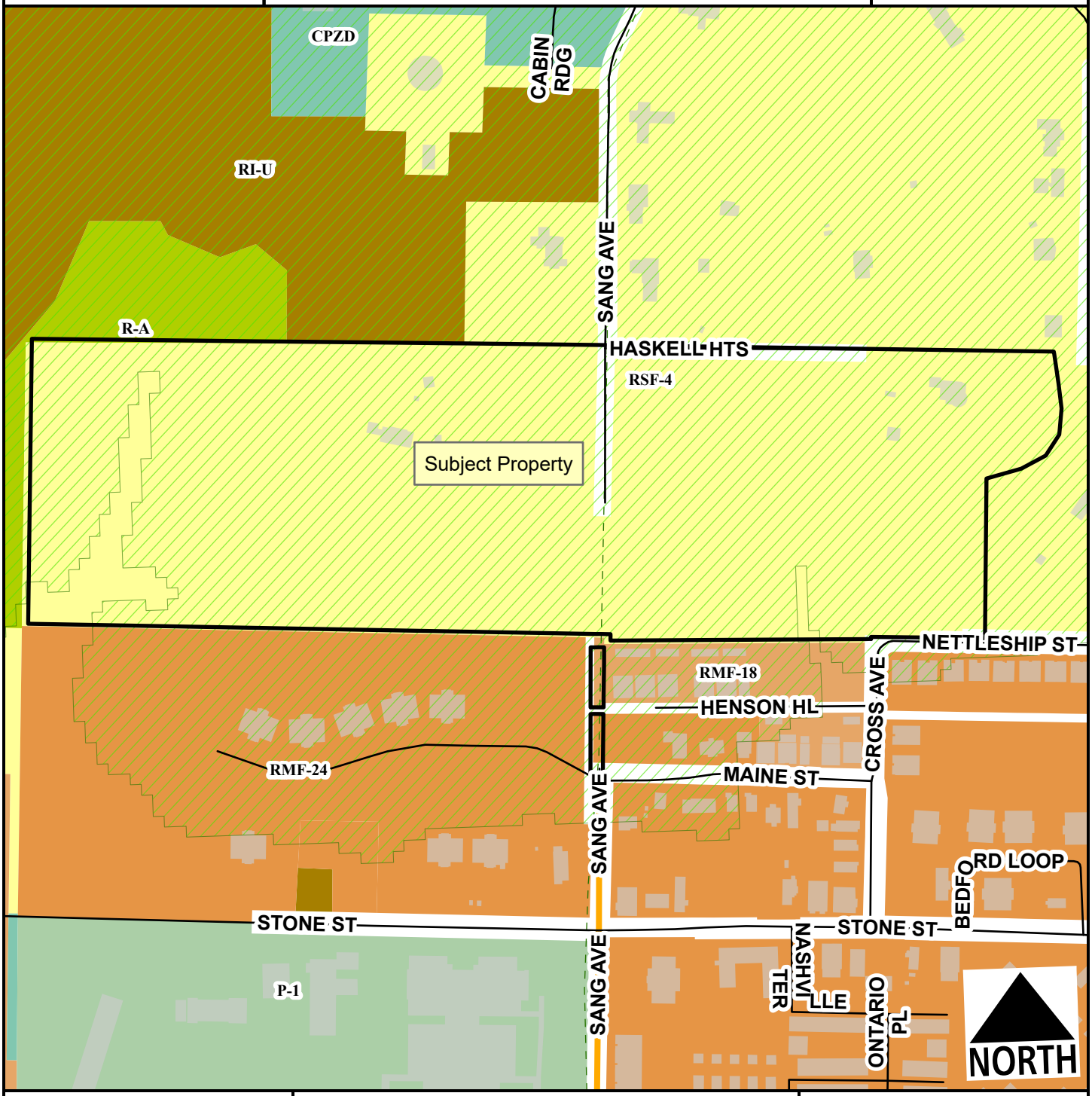
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

PZD-2025-0001

Close Up View

1875 W. HASKELL HTS



- Neighborhood Link
- Unclassified
- Residential Link
- Hillside-Hilltop Overlay District
- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Design Overlay District

Feet

0 125 250 500 750 1,000

1:4,000

- Residential-Agricultural
- RSF-4
- RI-U
- RMF-18
- RMF-24
- Commercial, Industrial, Residential
- P-1

PZD-2025-0001

Current Land Use

1875 W. HASKELL HTS

NORTH



- Neighborhood Link
- Regional Link - High Activity
- Freeway/Expressway
- Unclassified
- Alley
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits
- Design Overlay District

Feet

0 200 400 800 1,200 1,600

1:6,500

FEMA Flood Hazard Data

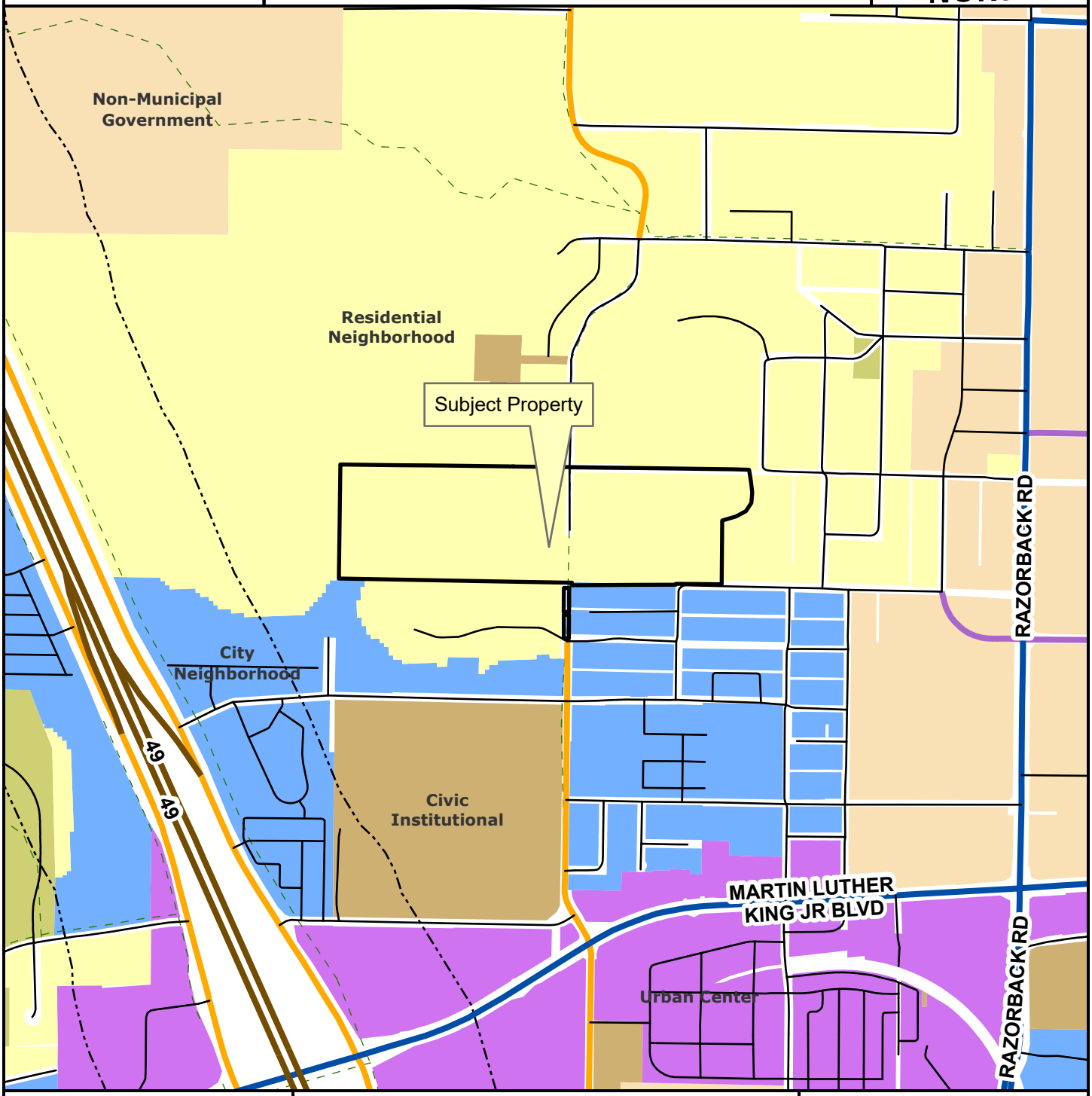
- 100-Year Floodplain
- Floodway

PZD-2025-0001

Future Land Use

1875 W. HASKELL HTS

NORTH



- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Freeway/Expressway
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Design Overlay District

Feet

0 305 610 1,220 1,830 2,440

1:10,000

- City Neighborhood
- Civic Institutional
- Civic and Private Open Space
- Industrial
- Natural
- Non-Municipal Government
- Residential Neighborhood
- Rural Residential
- Urban Center

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Wesley Frank, Planner

MEETING DATE: March 24, 2025

SUBJECT: **ADM-2025-0012: Administrative Item (655 N GENEVIEVE AVE./ D FAMILY, 436):** Submitted by ELITE HOME SOLUTIONS LLC for property located at 655 N. GENEVIEVE AVE. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.30 acres. The request is to modify a previously-approved conditional use permit.

RECOMMENDATION:
Staff recommends approval of **ADM-2025-0012**.

RECOMMENDED MOTION:
"I move to approve **ADM-2024-0012***, determining:*

- *In favor of the request to modify CUP-2024-0005, and*
- *In favor of all other conditions as recommended by staff."*

BACKGROUND:
The subject property is in west Fayetteville located 0.23 miles from the N. 54th Avenue and W. Tackett Drive intersection. The property contains 0.30 acres. The property received its current zoning designation of RSF-4, Residential Single-Family, 4 Units Per Acre as a result of a rezoning in 2006. A lot split (LSP-2024-0004) was approved in 2024. A CUP (CUP-2024-0005) was approved to allow for the development of a duplex on the property. Surrounding land uses and zoning are depicted in *Table 1.*

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Single-family	RSF-4, Residential Single Family, 4 units per acre
South	Duplex	RMF-6, Residential Multi-Family, 6 units per acre
East	Single-family	R-A, Residential Agriculture; RSF-4, Residential Single Family, 4 units per acre
West	Single-family	R-A, Residential Agriculture

Request: A condition of the CUP was that the proposed two-family structure shall be limited to a maximum of 2,100 gross square feet. The applicant has indicated that they are specifically requesting to alter the design of the two-family dwelling by adding an additional 538 feet to accommodate for the garage. Collectively the gross square footage would be 2,638 feet.

Public Comment: To date, staff has received no public comment regarding this request.

DISCUSSION:
Staff is supportive of the applicant's request to amend their CUP as proposed. The applicant is adhering to allow other conditions outlined in the approved CUP; those additional conditions include the dwelling be constructed primarily with brick and the dwelling may only be a maximum height of one-story. The proposed dwelling does reflect the surrounding single-family and duplex developments in the area. Additionally, many of these homes also have garages – including the duplexes –, highlighting how this request would work well with surrounding developments. The inclusion of the garage does not significantly alter the design of the home. The habitable space does adhere to the 2,100 square foot condition. The original proposed site plan did not have a garage in the previously approved CUP.

RECOMMENDATION: Staff recommends approval of **ADM-2025-0012** subject to the following conditions:

Conditions of Approval:

1. Approval of this conditional use permit does not constitute approval of associated building plans or permits. The conditional use permit grants the applicant the right to submit a development proposal. The applicant shall coordinate with the City's Building Safety and Engineering Divisions to ensure that all proposed building and site renovations, including improvements to existing or proposed driveways, meet applicable permitting requirements.

2. All other conditions of the associated conditional use permit (CUP-2024-0005) not affected by this modification shall remain in effect.

PLANNING COMMISSION ACTION: Required YES

Date: March 24, 2025 ❒ **Tabled** ❒ **Approved** ❒ **Denied**

Motion:

Second:

Vote:

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:
- CUP-2024-0005 Conditions of Approval
- CUP-2024-0005 Site Plan
- Applicant Request Letter and Exhibits
- One Mile Map
- Close-up Map
- Current Land Use Map

CUP-2024-0005

Conditions of Approval:

1. **Planning Commission determination of compatibility for two-family structures for 655 and 657 N. Genevieve Ave.** *Staff finds the proposed two-family structure use is compatible for the reasons outlined in this report;*

2. **The proposed two-family structure at 655 N. Genevieve Ave. shall be composed primarily of brick to align with the existing structure at 657 N. Genevieve Ave. Wall facades visible from the ROW shall be composed entirely of brick.**

3. **The proposed two-family structure at 655 N. Genevieve Ave. shall be limited to a height of no more than one story.**

4. **The proposed two-family structure at 655 N. Genevieve Ave. shall be limited to a maximum of 2,100 gross square feet, with no more than four bedrooms for the entire structure.**

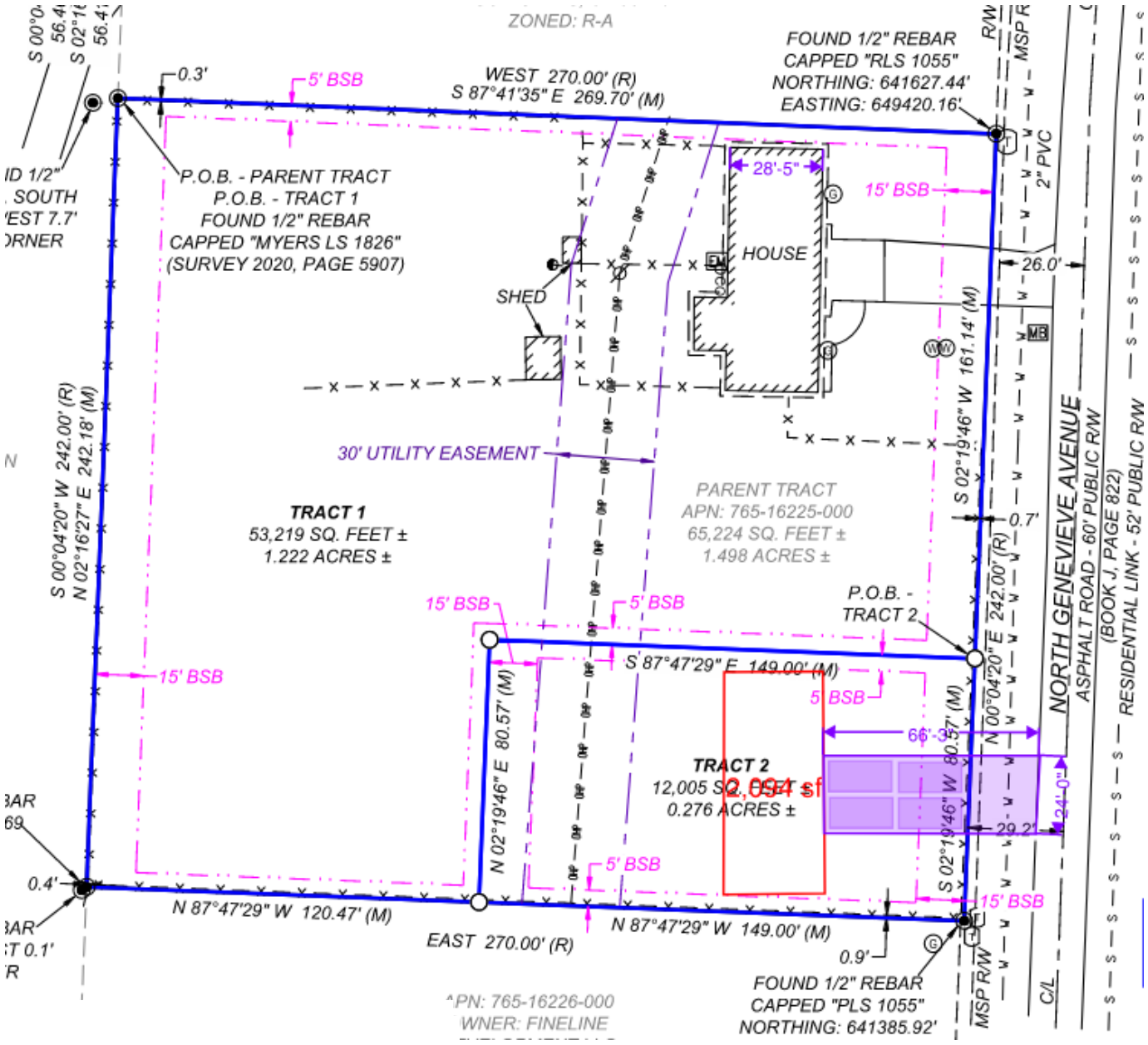
5. **Compliance with §166.23 Urban Residential Design Standards and §166.08 Street Design and Access Management Standards shall be fully reviewed at building permit and other permit submittals.**

6. **Any future expansion or change in the use shall require Planning Commission approval;**

7. **Per UDC §166.20, Expiration of Approved Plans and Permits, conditional use permit approval is valid for one year; and**

8. **Approval of this conditional use permit does not constitute approval of associated building plans or permits. The conditional use permit grants the applicant the right to submit a development proposal. The applicant shall coordinate with the City's Building Safety and Engineering Divisions to ensure that all proposed building and site renovations, including improvements to existing or proposed driveways, meet applicable permitting requirements.**

STAFF EXHIBIT: EXAMPLE SITE DIAGRAM



PROJECT:	ADDRESS:	CLIENT:	DATE:
DANCER DUPLEX	000	LEE DANCER	10/10/2024

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FLOOR PLAN

SCALE: 1/4" = 1'-0"

FLOOR PLAN SQUARE FOOTAGE

UNDER ROOF (FRAMED)	2953
TOTAL HEATED	2100
GARAGE	538
COVERED PORCH	313

*TOTAL SQUARE FOOTAGE FOR BOTH UNITS

*HEATED SF IS MEASURED OUTSIDE STUD AROUND HEATED/COOLED SPACE

FIREWALL DETAIL

SCALE: NOT TO SCALE

*CONFIRM ALL SPECS W/BUILDER (SPECS PROVIDED BY BUILDER)

WALL SECTION

SCALE: NOT TO SCALE

*CONFIRM ALL SPECS W/BUILDER (SPECS PROVIDED BY BUILDER)

SZAB DESIGN + BUILD

PROJECT:	ADDRESS:	CLIENT:	DATE:
DANCER DUPLEX	000	LEE DANCER	10/2/2024

LEFT ELEVATION
SCALE: 1/4" = 1'-0"

RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

REAR ELEVATION
SCALE: 1/4" = 1'-0"

FRONT ELEVATION
SCALE: 1/4" = 1'-0"

SZA&B DESIGN + BUILD

PROJECT:	ADDRESS:	CLIENT:	DATE:
DANCER DUPLEX	000	LEE DANCER	10/2/2024

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*SEE BUYER/BUILDER FOR SPECS OF ROOF PITCHES, OVERHANGS, PLATE HEIGHTS, MATERIALS, ETC.

ROOF PLAN

SCALE: 1/4" = 1'-0"

SZAB DESIGN + BUILD

Elite Home Solutions
233 e Main STE 20
Farmington, AR 72730
(479)966-7099
Lee@elithomseolutions.pro

2-12-2025

Fayetteville Planning
125 w Mountain st
Fayetteville, AR 72701

Fayetteville Planing,

I hope this message finds you well. I am writing to request an amendment to CUP-2024-0005. Currently, the approval is for 2,100 square feet, which I initially understood to refer to total heated square footage. However, I now realize I was mistaken. Our current plans include 2,100 square feet of heated space, which includes a one-car garage.

I would like to inquire if it's possible to allow for the inclusion of garages in our plans. Several other units in the neighborhood feature garages, and I believe it would greatly benefit the residents. Our community is known for its exceptional biking culture, with some of the world's finest biking trails. Given that bicycles are often quite expensive and the homes are only 1,100 square feet with two bedrooms, it would be challenging for residents to store bikes inside while also maintaining space for furniture and comfortable living.

Having a garage would provide residents with a safe, secure place to store their bicycles. This would be especially valuable in our area, where biking is a popular activity, and would contribute to the overall quality of life for the future homeowners.

Thank you for considering this request. I look forward to hearing your thoughts on this potential amendment.

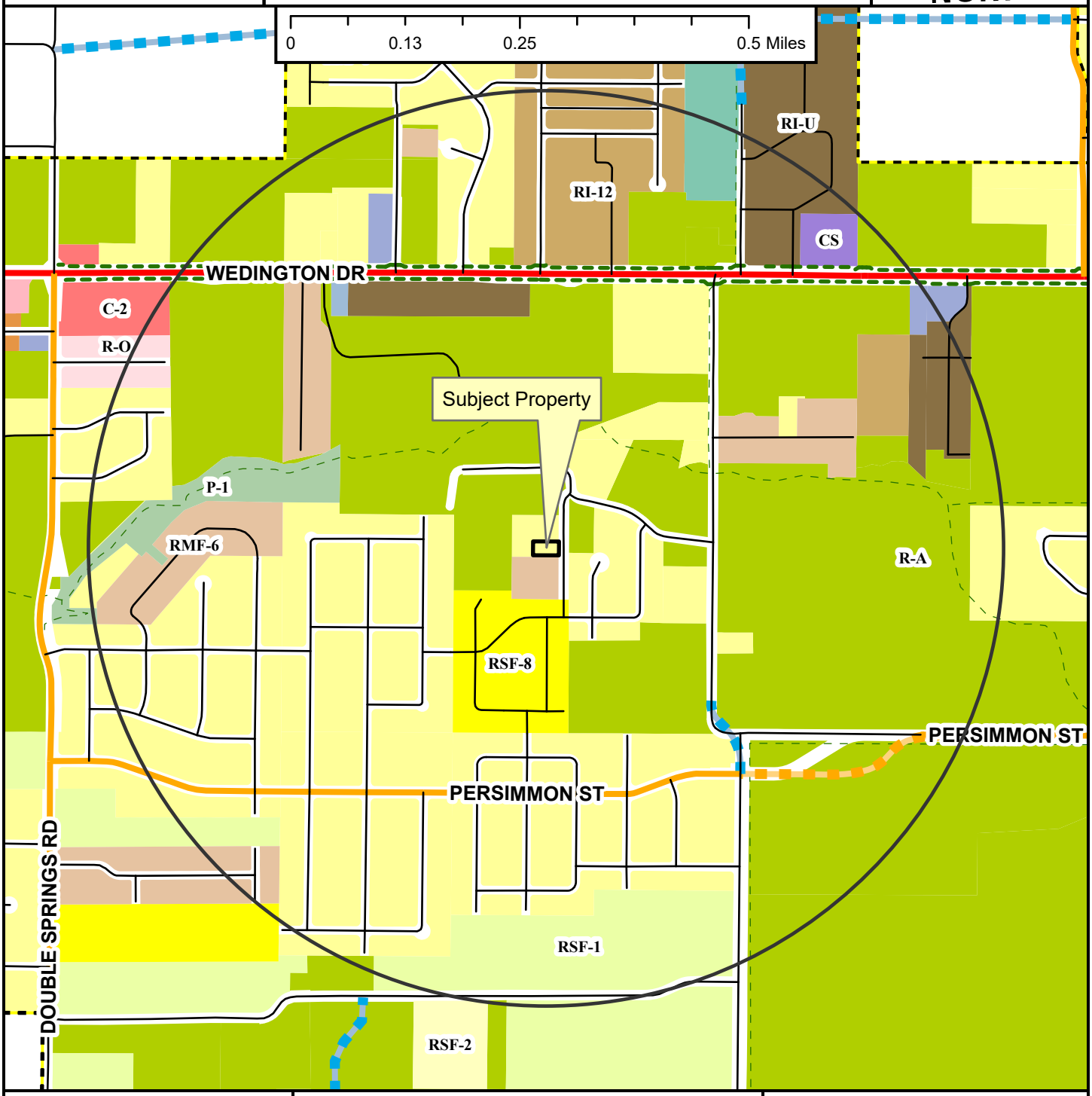
Best regards,
Lee Dancer

ADM-2025-0012

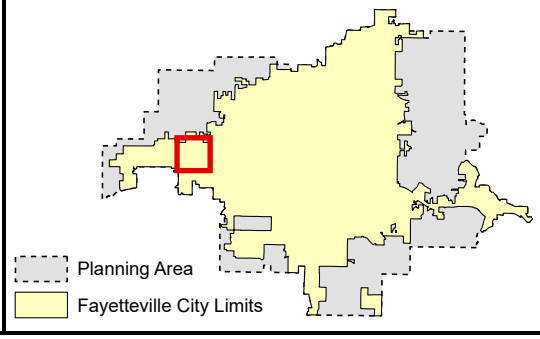
One Mile View

655 N. GENEVIEVE AVE

NORTH



- Regional Link
- Neighborhood Link
- Unclassified
- Alley
- Residential Link
- Planned Neighborhood Link
- Planned Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
NS-G
RI-U
RI-12
NS-L
Residential-Agricultural
RSF-.5
RSF-1
RSF-2
RSF-4
RSF-7
RSF-8
RSF-18

RESIDENTIAL MULTI-FAMILY
RMF-6
RMF-12
RMF-18
RMF-24
RMF-40

INDUSTRIAL
I-1 Heavy Commercial and Light Industrial
I-2 General Industrial

EXTRACTION
E-1

COMMERCIAL
Residential-Office
C-1
C-2
C-3

FORM BASED DISTRICTS
Downtown Core
Urban Thoroughfare
Main Street Center
Downtown General
Community Services
Neighborhood Services
Neighborhood Conservation

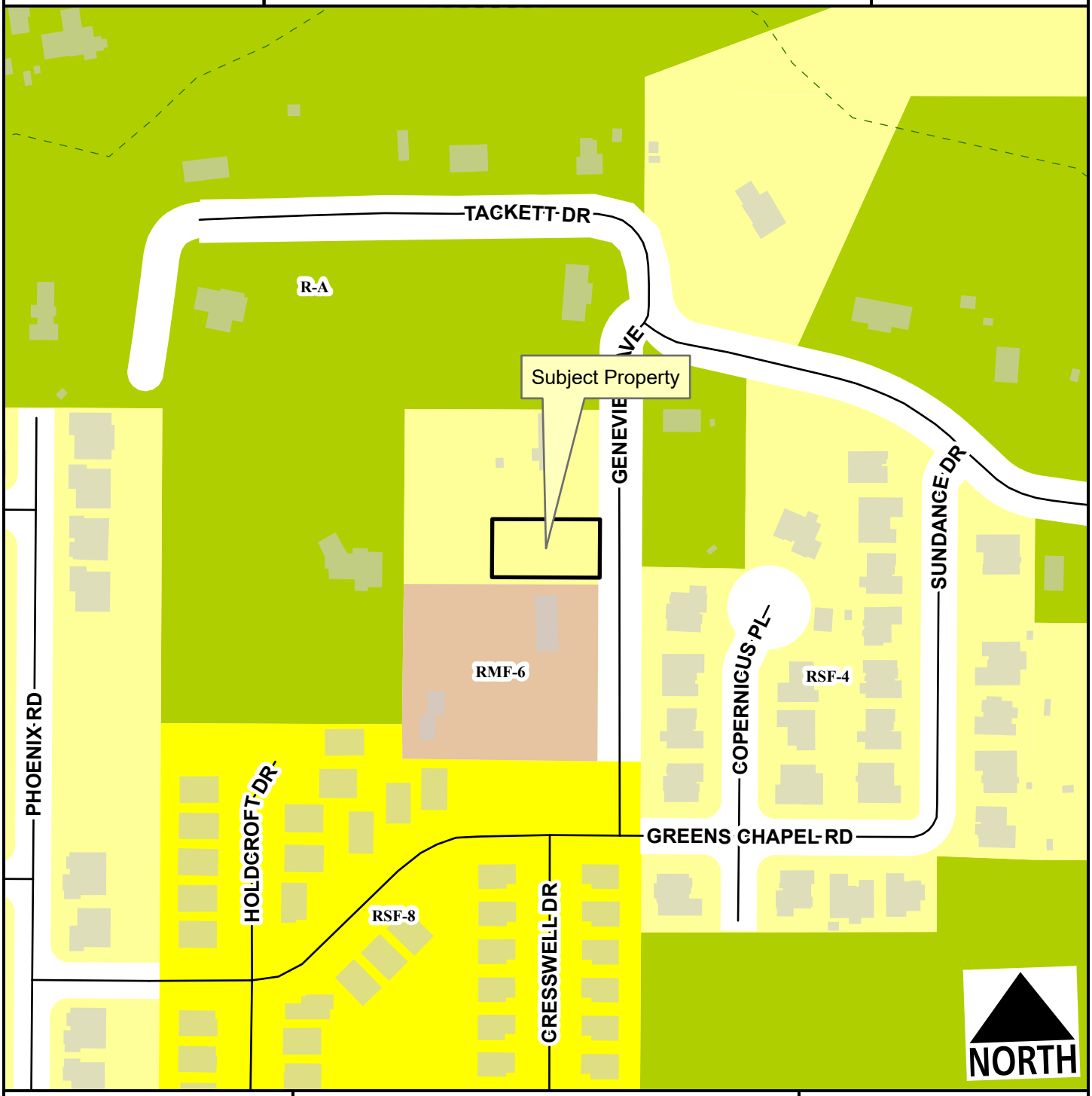
PLANNED ZONING DISTRICTS
Commercial, Industrial, Residential

INSTITUTIONAL
P-1

ADM-2025-0012

Close Up View

655 N. GENEVIEVE AVE



Residential Link
Planning Area
Fayetteville City Limits
Trail (Proposed)

Feet
0 75 150 300 450 600
1:2,400

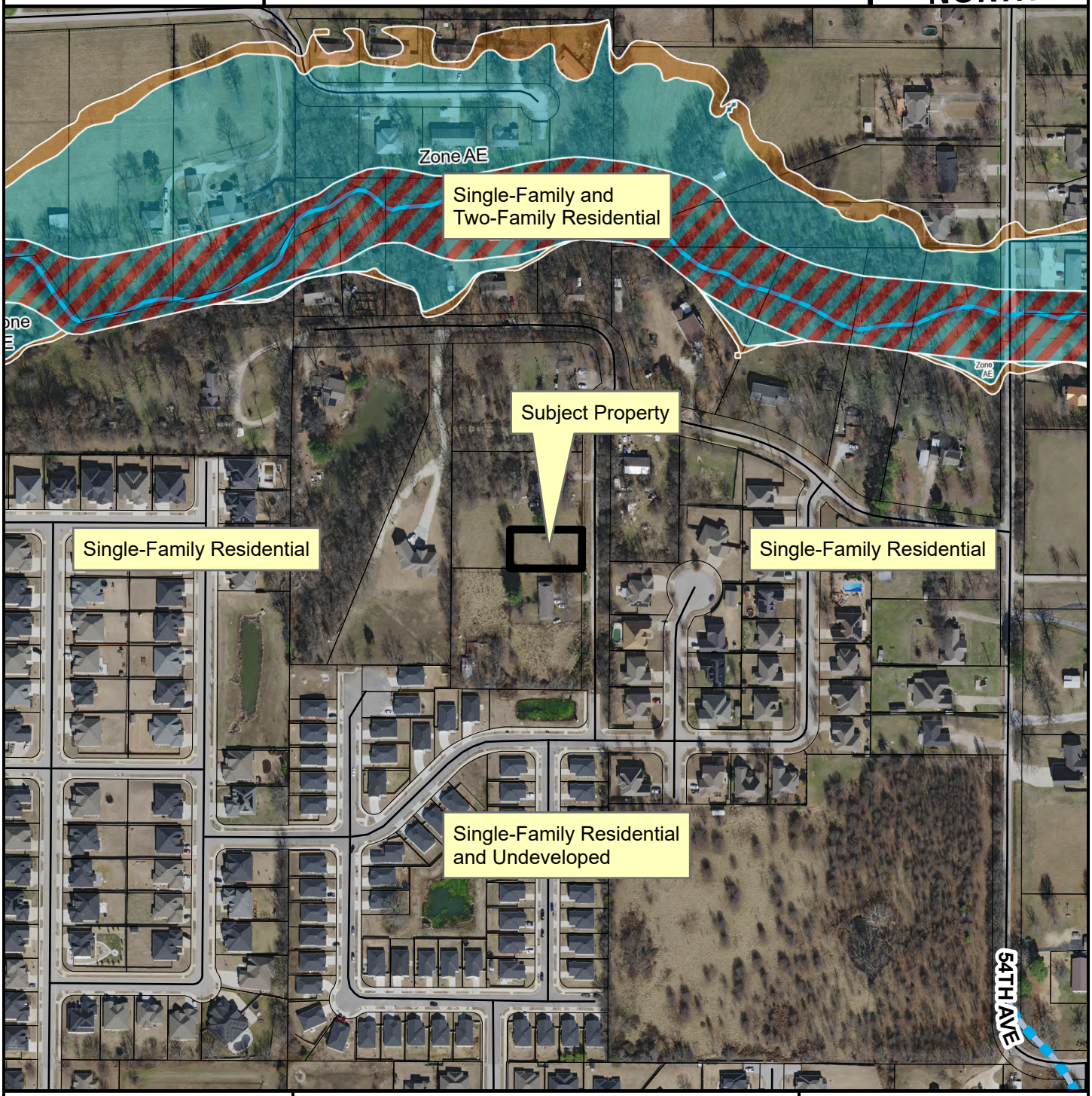
Residential-Agricultural
RSF-4
RSF-8
RMF-6

ADM-2025-0012

Current Land Use

655 N. GENEVIEVE AVE

NORTH



- Unclassified
- Residential Link
- Planned Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Gretchen Harrison, Senior Planner

MEETING DATE: March 24, 2025

SUBJECT: **VAR-2025-0012: Planning Commission Variance (1110 N. WANEETAH AVE/THOMPSON, 407):** Submitted by MARY AND QUIN THOMPSON for property located at 1110 N. WANEETAH AVE. The property is zoned NC, NEIGHBORHOOD CONSERVATION and contains approximately 0.07 acres. The request is for a variance to parking regulations.

RECOMMENDATION:
Staff recommends approval of **VAR-2025-0012** based on the findings herein.

RECOMMENDED MOTION:
*"I move to approve **VAR-2025-0012**, determining:*

- *In favor of a variance to UDC §172.05 and*
- *In favor of all other conditions as recommended by staff."*

BACKGROUND:
The subject property is located at the northeast corner of North Street and Waneetah Avenue, two blocks east of College Avenue. The property is undeveloped, in NC zoning, and contains approximately 0.07 acres. A building permit to develop the property with a 456-square-foot, one-bedroom, single-family house is currently under review. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential	RSF-4, Residential Single-Family, Four Units per Acre
South	Single-Family Residential	RSF-4, Residential Single-Family, Four Units per Acre
East	Single-Family Residential	NC, Neighborhood Conservation
West	Single-Family Residential	RSF-4, Residential Single-Family, Four Units per Acre

Request: The applicant is requesting a variance from Unified Development Code §172.05, which requires that two parking spaces be provided for a single-family house, to only provide one parking space on site. A second request to not construct sidewalk along the property's frontage was included in the applicant's request letter though it has not been included in this report since it requires a separate determination by the City Engineer, and a potential appeal of that determination.

DISCUSSION:

Staff is supportive of the applicant's request based on the size of the proposed house, which is comparable to an accessory dwelling unit (ADU). While two parking spaces are required for a single-family home, city ordinance only requires that one parking space be provided for an ADU under 800 square feet in size. Given the similar size of this house, staff finds that one parking space would be adequate. However, on-street parking is limited nearby, and reducing the amount of parking provided on site could adversely impact surrounding streets and properties since there would be no space for additional tenants or guests. This issue could exist even if two parking spaces were provided on site, though. Further, the applicant has noted that allowing a single parking space would enable them to preserve a significant Post Oak tree on the property, which has been a priority in their design process. Reducing the length of the driveway would allow for the preservation of that tree while still providing adequate room for one parking space.

Public Comment: Staff received a phone call from a neighbor who expressed concerns about this variance request. They noted that visibility along Waneetah Avenue is already limited when cars park on the east side of the street, and they worry that reducing the amount of parking on site will result in more vehicles parking on it.

RECOMMENDATION: Staff recommends approval of VAR-2025-0012 with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of a variance to UDC §172.05 Standards for the Number of Spaces by Use.** *Staff recommend approval of this variance for the reasons stated above.*

2. Approval of this item does not constitute approval of the associated building permit. Review and approval of the building permit shall be required in accordance with city code.

Planning Commission Action:	**❒ Approved**	**❒ Tabled**	**❒ Denied**
Meeting Date: March 24, 2025			
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:
- Unified Development Code:
  - §172.05 Standards for the Number of Spaces by Use
- Applicant Request Letter
- Applicant Exhibit
- One Mile Map
- Close-Up Map
- Current Land Use Map

172.05 Standards For The Number Of Spaces By Use

(A) *Required Parking.*

(1) *Non-Residential Use.* There shall be no minimum number of spaces required for non-residential use. The maximum number of spaces shall be limited based on the ratios in Table 3 and the allowable increases over the baseline ratio as described in subsection 172.05. The applicant shall provide a statement or parking analysis indicating how they will provide adequate parking for the proposed non-residential use to succeed without negatively impacting adjacent properties or creating or compounding a dangerous traffic condition.

(2) *Residential.* The minimum and maximum number of spaces required for residential use shall conform to the parking ratios listed in Table 3. The minimum and maximum number of spaces required for a use not specifically included in this section shall be as required for the most similar use listed or as otherwise determined by the Planning Division utilizing reference standards.

(a) *Reductions for Residential Use.* Residential uses may utilize the following reductions to the minimum number required off-street parking ratios listed in Table 3 when the following standards are met:

(i) *Transit Stops.* Properties located within a ¼ mile radius of a transit stop may further reduce the minimum off-street parking requirements by up to 15%.

(ii) *Motorcycle and Scooter Spaces.* Up to 10% of the required automobile parking spaces may be substituted with motorcycle/scooter parking at a rate of one (1) motorcycle/scooter space for one (1) automobile space.

(iii) *Bike Racks.* Up to 10% of required automobile parking may be substituted with bicycle parking at a rate of one (1) additional bicycle rack for one (1) automobile space. This reduction shall be allowed in addition to other variances, reductions and shared parking agreements.

(iv) *Shared Parking.* Parking requirements may be shared where it can be determined that the peak parking demand of the existing or proposed occupancy occur at different times (either daily or seasonally). Such arrangements are subject to the approval of the Planning Commission.

(1) *Shared Parking Between Developments.* Formal arrangements that share parking between intermittent uses with non-conflicting parking demands (e.g. a church and a bank) are encouraged as a means to reduce the amount of parking required.

(2) *Shared Parking Agreements.* If a privately owned parking facility is to serve two (2) or more separate properties, then a "Shared Parking Agreement" is to be filed with the city for consideration by the Planning Commission.

(3) *Shared Spaces.* Individual spaces identified on a site plan for shared users shall not be shared by more than one (1) user at the same time.

(3) *Maximum Number Allowed for Residential and Non-Residential Uses.* Residential and non-residential developments may utilize the following increases to the required spaces listed in Table 3 when the following standards are met:

(a) Developments may increase the number of off-street parking spaces by 15% above the parking ratios listed in Table 3.

(b) Developments may increase the number of off-street parking spaces by an additional 10% when alternative stormwater treatment techniques are utilized, such as:

(i) Bioswales

(ii) Constructed wetlands

(iii) Pervious pavement

(iv) Other such techniques that aid in improving water quality and quantity as approved by the City Engineer

(c) Developments may increase the number of off-street parking spaces by an additional 5% when one (1), 2-inch caliper tree for every ten (10) additional parking spaces is planted on-site in addition to all other landscaping requirements.

(4) *Parking Ratio Calculation.* The number of spaces required for a use not specifically included in Table 3 shall be as required for the most similar use listed or as otherwise determined by the City Planning Division utilizing industry standards. For all parking space requirements resulting in a fraction, the fraction shall be:

(a) Rounded to the next higher whole number when the fraction is 0.5 or higher.

(b) Rounded to the next lower whole number when the fraction is less than 0.5.

(5) *On-Street Parking.* Each permitted on-street parking space adjacent to a project frontage may count toward the parking requirements for all development. The approval of on-street parking is subject to approval by the Zoning and Development Administrator.

(6) *Motorcycle and Scooter Parking.* One (1) Motorcycle and scooter parking. In parking lots containing twenty-five (25) parking spaces or more, one (1) space for every twenty-five (25) parking spaces of the required

number of parking spaces for a use or combination of uses shall be striped as a motorcycle and scooter parking space.

(7) Increases or reductions in excess of those identified herein shall be allowed only by the Planning Commission as a variance and shall be granted in accordance with Chapter 156.03

TABLE 3
PARKING RATIOS
(Use/Required Spaces)

Residential

Single-family, duplex, triplex	2 per dwelling unit
Multi-family or townhouse	1 per bedroom

Commercial

Agricultural supply	1 per 500 sq. ft. of GFA
Amusement	1 per 200 sq. ft. of GFA
Auditorium	1 per 4 seats
Auto/motorcycle service stations	4 per each enclosed service bay
Bank	1 per 200 sq. ft. of GFA
Barber or beauty shop	2 per chair
Building/home improvement supply	1 per 500 sq. ft. of GFA
Coin-operated laundry	1 per 3 machines
Dry cleaning	1 per 300 sq. ft. of retail area and 1 per employee
Hotels and motels	1 per guest room, plus 75% of spaces required for accessory uses.
Furniture and carpet store	1 per 500 sq. ft. of GFA
Plant nursery	1 per 1,000 sq. ft of indoor/outdoor retail area
Restaurants	1 per 100 sq. ft. GFA plus 4 stacking spaces per drive-thru window.
Retail	1 per 250 sq. ft. of GFA
Retail fuel sales with convenience stores	1 per 250 sq. ft. of retail floor area. Owner may count spaces at pump islands as parking spaces.
Retail fuel sales only	1 per employee. Owner may count spaces at pump islands as parking spaces.

Office

Medical/Dental office	1 per 250 sq. ft. of GFA
Professional office	1 per 300 sq. ft. of GFA
Sales office	1 per 200 sq. ft. of GFA

Public and Institutional Uses
Nonprofit Commercial

Art gallery, library, museum	1 per 1,000 sq. ft. of GFA
Auditorium	1 per 4 seats, provided only auditorium space is counted in determining parking
Child care center, nursery school	1 per employee plus on-site loading and unloading spaces at a rate of 1 per 10 children accommodated
Church/religious institution	1 per 4 seats in the main auditorium or 1 per 40 sq. ft. of assembly area, whichever provides more spaces
College auditorium	1 per 4 seats
College dormitory	1 per sleeping room

College or university	1 per 500 sq. ft. of classroom area
Community center	1 per 250 sq. ft. of GFA
Cooperative housing	1 per 2 occupants
Convalescent home, assisted living, nursing home	1 per 2 beds
Detention home	1 per 1,500 sq. ft. of GFA
Elderly Housing	1 per 2 units
Funeral homes	1 per 4 seats in main chapel plus 1 per 2 employees plus 1 reserved for each vehicle used in connection with the business
Government facilities	1 per 500 square feet of floor area
Hospital	1 per bed
Convalescent home	1 per bed
School—elementary and junior high	1 per employee plus 1 space per classroom
School—senior high	1 per employee plus 1 per 3 students based on design capacity, or 1 per 6 seats in auditorium or other places of assembly, whichever is greater
Zoo	1 per 2,000 sq. ft. of land area
All other public and institutional uses (only auditorium space shall be counted for churches, auditoriums, or group occupancy space)	1 per 4 occupants

Manufacturing/Industrial

Manufacturing	1 per 1,200 sq. ft. of GFA or one per employee, whichever is greater
Heavy industrial	1 per 1,200 sq. ft. of GFA
Extractive uses	Adequate for all employees, trucks, and equipment

Recreational Uses

Amusement park, miniature golf	1 per 1,000 sq. ft. of site area
Bowling alley	6 per lane
Commercial recreation	1 per 200 sq. ft. of GFA
Commercial recreation-large sites	1 per 1,000 sq. ft. of site area
Dance hall, bar or tavern	1 per 50 sq. ft. of GFA, excluding kitchen
Golf course	3 per hole
Golf driving range	1 per tee box
Health club, gym	1 per 150 sq. ft. of GFA
Regional or community park	2 per acre of accessible active and passive space
Neighborhood park	None
Private club or lodge	1 per 500 sq. ft. of GFA or 1 per 3 occupants based on the current adopted Standard Building Code whichever is greater
Riding stable	1 per acre; not required to be paved
Tennis court	2 per court
Theater	1 per 4 seats
All other recreational uses	1 per 4 occupants

Warehousing and Wholesale

Warehousing	1 per 2,000 sq. ft. of GFA

Wholesale	1 per 1,000 sq. ft. of GFA
Center for collecting recycled materials	1 per 1,000 sq. ft. of GFA

(Ord. No. 4567, 05-04-04; Ord. No. 4930, 10-03-06; Ord. No. 5118, 3-18-08; Ord. No. 5297, 12-15-09; Ord. No. 5435, 8-16-11; Ord. No. 5801, §1(Exh. A), 10-6-15)

Quin Thompson
1128 N. Waneetah Ave
Fayetteville, AR 72703

Date: February 09, 2025

City of Fayetteville
Planning Division
113 W. Mountain St.
Fayetteville, AR 72701

Subject: Request for Variance of Residential Parking and Sidewalk Requirements

Dear Commissioner Brink,

We hope this letter finds you well. We are writing to formally request a variance from the City of Fayetteville requirements for sidewalk construction and parking minimums for a proposed single-family residential project located at 1110 N. Waneetah Avenue.

We have applied for a building permit at this site for a one-bedroom house of approximately 465 square feet and one bedroom, a design intended to be significantly lower in area and neighborhood impact than a typical single-family residential building permit application in the City. It is our goal to develop the property while maintaining a magnificent Post Oak on this small lot, a point that has been non-negotiable for us during the design process. The project is conceived of as an Additional Dwelling Unit (ADU) that will complement our adjacent home at 1128 N. Waneetah Avenue and our rental property next door at 312 E. North street.

During the staff review process, we have received the following comments from the Engineering review and Planning review that significantly impact the goals and cost of this project:

1) The Engineering Division has requested construction of sidewalk on two street frontages of the property, a lot located at the NE corner of North Street and Waneetah Avenue.
2) The Planning Division has requested the provision of two off-street parking places.

The sidewalk requirement for the Waneetah Avenue street frontage indicated for approximately 63 LF of 6'-0" wide sidewalk, while the requirement for North Street was for approximately 61 LF of 8'-0" wide sidewalk, or a total of approximately 866 SF of new sidewalk.

The nearest existing sidewalk is nearly 800 feet away on North College Avenue. Excepting the subject lot, there are currently no undeveloped lots remaining on either street on either side of these streets.

The proposed home size is less than 500 square feet on lot containing approximately 4,000 square feet with significant development constraints including a steep slope toward the East and a healthy and mature Post Oak tree. Our proposed design will minimize impact to our tree while providing a single off-street parking place for this one-bed home. As an alternative, we have considered providing on-street parking places along the North Street frontage as called for in the Master Street Plan, but that is not our preferred option as it does not feel safe to us.

We respectfully request that the Commission consider the very small area of the proposed structure, which we feel would be better compared to an Accessory Dwelling Unit (ADU) than a typical single-family residence in terms of impact to pedestrian and parking infrastructure.

We respectfully request that the Commission consider our request for these variances that will allow us to proceed with our proposed project:

1) Variance from sidewalk construction and money-in-lieu requirements.
2) Variance from the requirement to construct two off-street parking spaces.

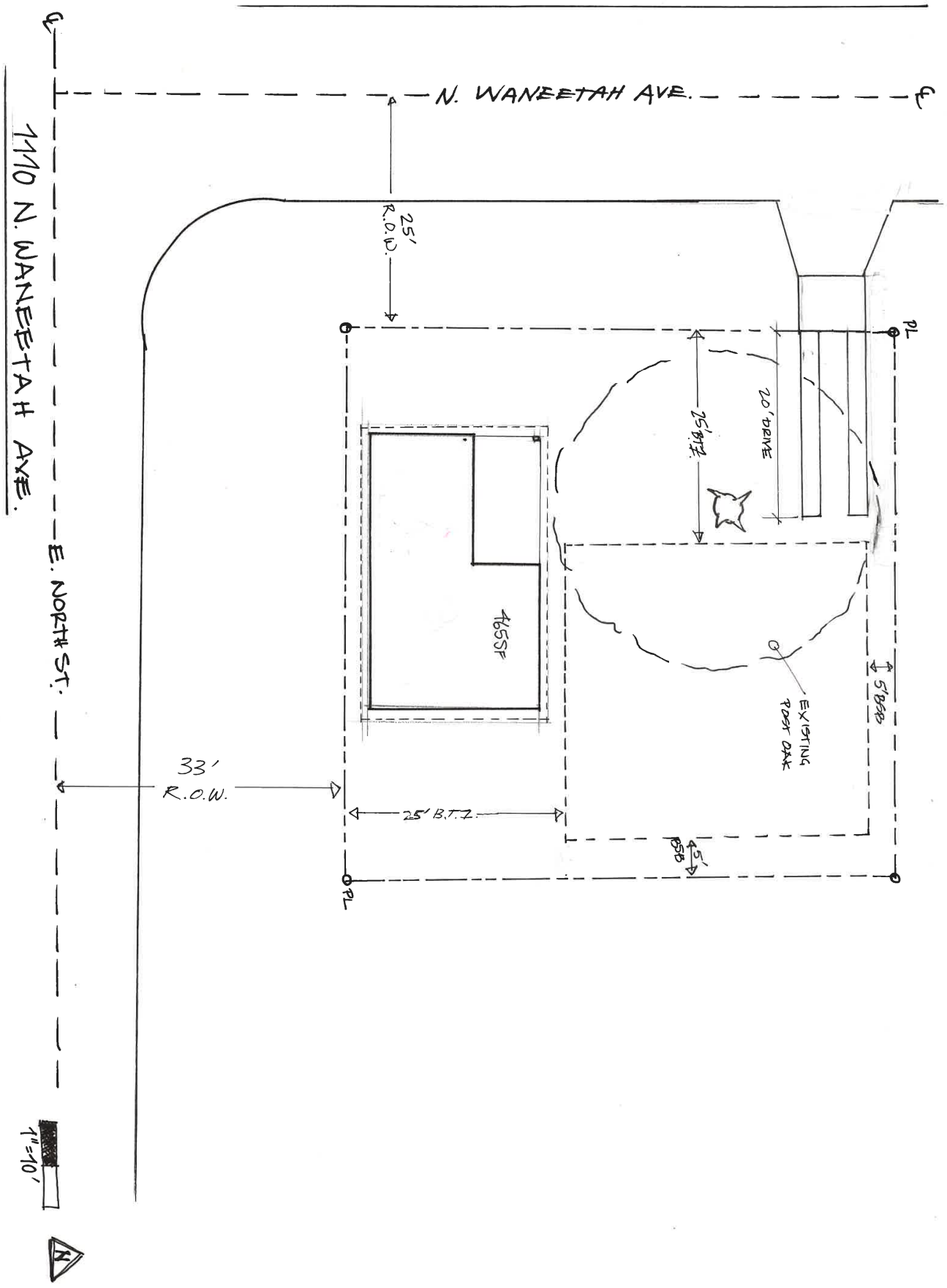
Given the scale of the proposed project, the very low expected impact to the neighborhood, and the location, we believe that it is appropriate in this case that the project be approved, as the proposed design is more akin to a typical ADU than a single-family residence.

Thank you for your time and consideration.

Sincerely,

Mary and Quin Thompson

Mary and Quin Thompson

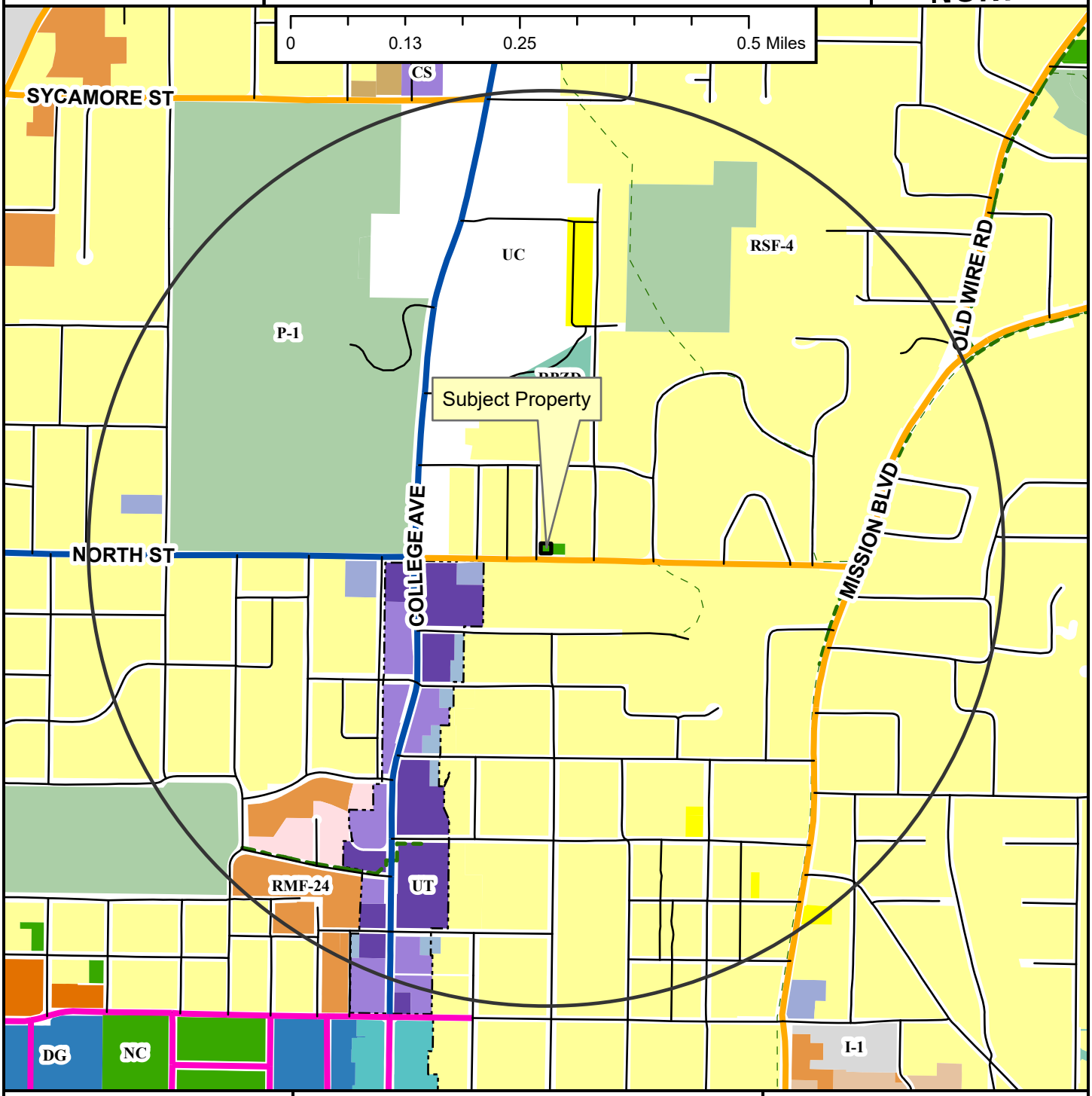

N. WANEETAH AVE.
1110 N. WANEETAH AVE.
E. NORTH ST.
25' R.O.W.
33' R.O.W.
PL
PL
20' DRIVE
25' B.T.L.
1655F
EXISTING POST OAK
5' BSB
25' B.T.L.
5' BSB
1"=10'
N

VAR-2025-0012

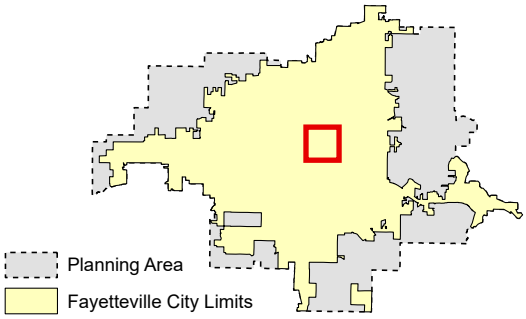
One Mile View

1110 N. WANEETAH AVE

NORTH



- Neighborhood Link
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
- NS-G
- RI-U
- RI-12
- NS-L
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

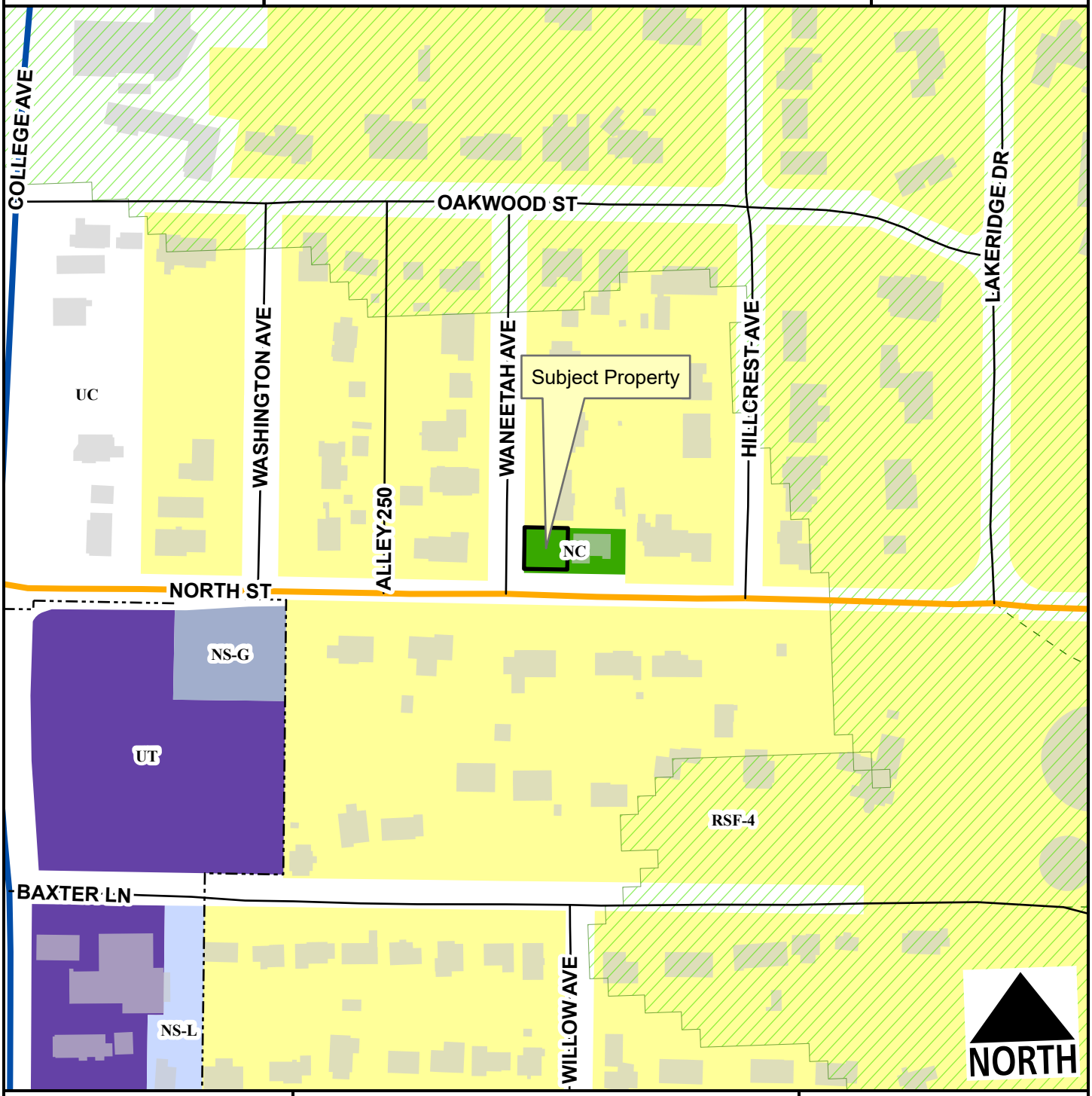
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

VAR-2025-0012

Close Up View

1110 N. WANEETAH AVE



- Neighborhood Link
- Regional Link - High Activity
- Alley
- Residential Link
- Hillside-Hilltop Overlay District
- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Design Overlay District

Feet

0 75 150 300 450 600

1:2,400

- RSF-4
- Urban Thoroughfare
- Neighborhood Services - Ltd.
- Neighborhood Services - Gen.
- Neighborhood Conservation

VAR-2025-0012

Current Land Use

1110 N. WANEETAH AVE

NORTH



- Neighborhood Link
- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits
- Design Overlay District

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Donna Wonsower, Planner

MEETING DATE: March 24, 2025

SUBJECT: **VAR-2025-0013: Variance (WEST OF W. PRIMARK HORIZON DR/GLEN DALE ROUSE TRUST, 201):** Submitted by JORGENSEN & ASSOCIATES for property located WEST OF W. PRIMARK HORIZON DR. The property is in the FAYETTEVILLE PLANNING AREA and contains approximately 7.74 acres. The request is for a variance to street frontage requirements.

RECOMMENDATION:
Staff recommends approval of **VAR-2025-0013** based on the findings herein.

RECOMMENDED MOTION:
*"I move to approve **VAR-2025-0013**, determining:*

- *In favor of a variance to* §166.05(A)(3), *and*
- *In favor of all other conditions as recommended by staff."*

BACKGROUND:
The subject property is located in the Fayetteville planning area approximately 2/3 of a mile northeast of the intersection of W. Gun Club Rd, and W. Weir Rd. The parcel is directly west of Blackberry Ridge Phase 3, which received final plat approval in later 2024 and currently has street frontage to W. Primark Horizon Dr., a street constructed as part of that development. The parcel is almost fully encumbered by the Hillside Hilltop Overlay District. Surrounding land uses and zoning are listed in *Table 1.*

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Undeveloped	Washington County - Ag/SF 1 (Agricultural/Single-family Residential, One Unit per Acre)
South	Rural Residential	Washington County - Ag/SF 1 (Agricultural/Single-family Residential, One Unit per Acre)
East	Rural Residential	Washington County - Ag/SF 1 (Agricultural/Single-family Residential, One Unit per Acre)
West	Undeveloped	Washington County - Ag/SF 1 (Agricultural/Single-family Residential, One Unit per Acre)

Request: The applicant is requesting a variance to 166.05(A)(3) which requires that any lot in the planning area shall have direct frontage to a public street, with the minimum frontage required by Washington County pursuant to residential lot and block standards. The property currently has only 60 feet of street frontage where 75 feet would typically be required. The proposed lot split

from one to two lots would further reduce each lots' street frontage to thirty feet, triggering the need for a variance.

Public Comment: Staff has received multiple requests for additional information on the proposal and one comment in opposition. The comment in opposition cited the adjacent property not being subject to the property owner association of the Blackberry Ridge Subdivision, increased traffic, and potential impacts to privacy, safety and property values.

DISCUSSION:
Staff is supportive of the variance request. One intent of the ordinance is to maintain a consistent lot and block pattern in developments outside the City limits in the event they are ever annexed into the City. Another is to create lots that are developable in a manner consistent with City standards. There is not a consistent lot and block pattern in this area, and it has historically been used as a low-density agricultural use. The property is also within the furthest boundary of the Fayetteville Planning Area. As the property has street frontage on W. Primark Horizon Dr., the property is entitled to access the public right-of-way through that frontage on the parent tract. While the proposal increases the number of lots, because the applicant proposes to share that driveway access through a shared access and utility easement staff finds the anticipated impact to the adjacent neighborhood is minimized. Staff recommends a condition that a shared access and utility easement shall be provided at the shared property line to ensure driveway and utility access off W. Primark Horizon Dr.

Staff notes that the approval of this variance does not constitute approval of either the proposed lot split or any future subdivisions of land. Any proposed subdivisions of land shall be subject to review and approval in accordance with applicable city or county codes.

RECOMMENDATION: Staff recommends approval of VAR-2025-0013 with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of a variance to §166.05(A)(3), requiring all lots in the Fayetteville Planning Area to have direct street frontage pursuant to residential lot and block standards set by Washington County.** *Staff recommends approval of this request based on the findings herein,*

2. A shared access easement and any required utility easements necessary to serve the proposed parcels must be dedicated through the lot split plat. Shared access and utility easements shall be a minimum of thirty feet in width.

3. Approval of this variance does not constitute approval of the associated lot split application. Review and approval of the property line adjustment shall be required in accordance with city code.

Planning Commission Action:	**❒ Approved**	**❒ Tabled**	**❒ Denied**
Meeting Date: March 24, 2025			
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:

- UDC §166.05 - Required Infrastructure Improvements and Subdivision Regulations - Development In Planning Area
- Applicant Exhibits
  - Request Letter
  - Site Plan
- Public Comment
- One Mile Map
- Close-Up Map
- Current Land Use Map

166.05 - Required Infrastructure Improvements and Subdivision Regulations - Development In Planning Area

(A) *Required Infrastructure Improvements and Subdivision Regulations Outside the City.*

(1) *Within 1 Mile of City Limits*. On and off-site improvements and subdivision regulations for development outside the city limits and within one mile of the city are the same as for those developments within the city limits, with the exception of park land dedication requirement which is not required.

(2) *Beyond 1 Mile of City Limits.* On- and off-site improvements and subdivision regulations for development outside 1 mile of the city limits shall meet Washington County standards.

(3) All lots in the planning area shall have direct frontage to a public street, with the minimum frontage required by Washington County pursuant to residential lot and block standards.

(B) *Developments Outside City Developed to All Inside the City Standards.* If the City Council grants access to the City's sewer system pursuant to §51.115. (C) and the owner/developer agrees to petition for annexation as soon as legally possible and develop the subdivision in accordance with all city development requirements including payment of all impact fees, the bulk and area requirements for this subdivision shall conform to those within the RSF-4 Zoning District or as otherwise designated by the City Council rather than those within the planning area.

(Code 1965, App. A., Art. 8(11), App. C., Art. IV; Ord. No. 1747, 6-29-70; 1750, 7-6-70; Ord. No. 1999, 5-7-74; Code 1991, §§159.54, 160.120; Ord. No. 3925, §6, 10-3-95; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4753, 9-6-05; Ord. No. 5215, 1-20-09; Ord. No. 5270, 9-1-09; Ord. No. 5296, 12-15-09; Ord. No. 5546, 12-04-12)

JORGENSEN
+ASSOCIATES
Civil Engineering + Surveying

124 W Sunbridge Drive, Suite 5
Fayetteville, AR 72703
Office: 479.442.9127
www.jorgensenassoc.com
Established 1985

February 4, 2025
City of Fayetteville

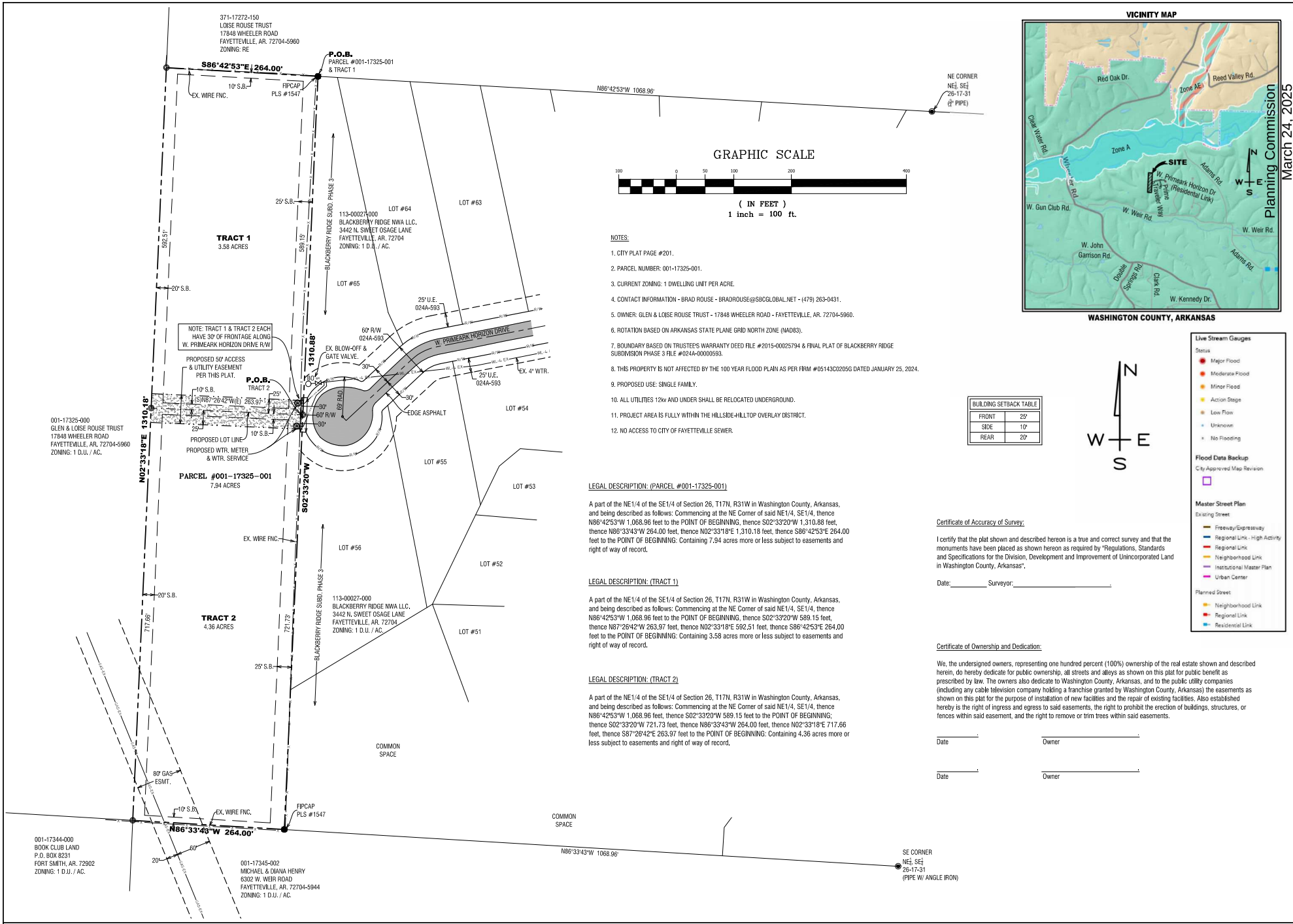
Att: Planning Department

Re: Variance request for Lot Split for Brad Rouse

Attached please find information for a variance request for a lot split that we are assisting with located west of W. Primeark Horizon Drive (LSP 2024-0043). This lot split was recently reviewed by the Planning Department and they have requested that we submit the variance request. The required width of the street frontage is 75 feet and we have 60 feet. Splitting the difference between Tract 1 and Tract 2 leaves 30 feet of frontage for both tracts and this is the reason for the request. We look forward to your review of this matter.

Thank you





NOTES:

1. CITY PLAT PAGE #201.
2. PARCEL NUMBER: 001-17325-001.
3. CURRENT ZONING: 1 DWELLING UNIT PER ACRE.
4. CONTACT INFORMATION - BRAD ROUSE - BRADROUSE@S8CGLOBAL.NET - (479) 263-0431.
5. OWNER: GLEN & LOISE ROUSE TRUST - 17848 WHEELER ROAD - FAYETTEVILLE, AR. 72704-5960.
6. ROTATION BASED ON ARKANSAS STATE PLANE GRID NORTH ZONE (NAD83).
7. BOUNDARY BASED ON TRUSTEE'S WARRANTY DEED FILE #2015-00025794 & FINAL PLAT OF BLACKBERRY RIDGE SUBDIVISION PHASE 3 FILE #024A-00000593.
8. THIS PROPERTY IS NOT AFFECTED BY THE 100 YEAR FLOOD PLAIN AS PER FIRM #05143C0205G DATED JANUARY 25, 2024.
9. PROPOSED USE: SINGLE FAMILY.
10. ALL UTILITIES 12kv AND UNDER SHALL BE RELOCATED UNDERGROUND.
11. PROJECT AREA IS FULLY WITHIN THE HILLSIDE-HILLTOP OVERLAY DISTRICT.
12. NO ACCESS TO CITY OF FAYETTEVILLE SEWER.

BUILDING SETBACK TABLE	
FRONT	25'
SIDE	10'
REAR	20'

LEGAL DESCRIPTION: (PARCEL #001-17325-001)

A part of the NE1/4 of the SE1/4 of Section 26, T17N, R31W in Washington County, Arkansas, and being described as follows: Commencing at the NE Corner of said NE1/4, SE1/4, thence N86°42'53"W 1,068.96 feet to the POINT OF BEGINNING, thence S02°33'20"W 1,310.88 feet, thence N86°33'43"W 264.00 feet, thence N02°33'18"E 1,310.18 feet, thence S86°42'53"E 264.00 feet to the POINT OF BEGINNING: Containing 7.94 acres more or less subject to easements and right of way of record.

LEGAL DESCRIPTION: (TRACT 1)

A part of the NE1/4 of the SE1/4 of Section 26, T17N, R31W in Washington County, Arkansas, and being described as follows: Commencing at the NE Corner of said NE1/4, SE1/4, thence N86°42'53"W 1,068.96 feet to the POINT OF BEGINNING, thence S02°33'20"W 589.15 feet, thence N87°26'42"W 263,97 feet, thence N02°33'18"E 592,51 feet, thence S86°42'53"E 264,00 feet to the POINT OF BEGINNING: Containing 3.58 acres more or less subject to easements and right of way of record.

LEGAL DESCRIPTION: (TRACT 2)

A part of the NE1/4 of the SE1/4 of Section 26, T17N, R31W in Washington County, Arkansas, and being described as follows: Commencing at the NE Corner of said NE1/4, SE1/4, thence N86°42'53"W 1,068.96 feet, thence S02°33'20"W 589.15 feet to the POINT OF BEGINNING; thence S02°33'20"W 721.73 feet, thence N86°33'43"W 264.00 feet, thence N02°33'18"E 717.66 feet, thence S87°26'42"E 263,97 feet to the POINT OF BEGINNING: Containing 4.36 acres more or less subject to easements and right of way of record.

Certificate of Accuracy of Survey:

I certify that the plat shown and described hereon is a true and correct survey and that the monuments have been placed as shown hereon as required by "Regulations, Standards and Specifications for the Division, Development and Improvement of Unincorporated Land in Washington County, Arkansas".

Date:_____ Surveyor:_____.

Certificate of Ownership and Dedication:

We, the undersigned owners, representing one hundred percent (100%) ownership of the real estate shown and described herein, do hereby dedicate for public ownership, all streets and alleys as shown on this plat for public benefit as prescribed by law. The owners also dedicate to Washington County, Arkansas, and to the public utility companies (including any cable television company holding a franchise granted by Washington County, Arkansas) the easements as shown on this plat for the purpose of installation of new facilities and the repair of existing facilities. Also established hereby is the right of ingress and egress to said easements, the right to prohibit the erection of buildings, structures, or fences within said easement, and the right to remove or trim trees within said easements.

_____. _____.
Date Owner

_____. _____.
Date Owner

VICINITY MAP

WASHINGTON COUNTY, ARKANSAS

Live Stream Gauges
Status
Major Flood
Moderate Flood
Minor Flood
Action Stage
Low Flow
Unknown
No Flooding

Flood Data Backup
City Approved Map Revision

Master Street Plan
Existing Street
Freeway/Expressway
Regional Link - High Activity
Regional Link
Neighborhood Link
Institutional Master Plan
Urban Center
Planned Street
Neighborhood Link
Regional Link
Residential Link

LEGEND

- FOUND IRON PIN
- FOUND IRON PIPE
- SET IRON PIN & CAP
- BO EXISTING 4" BLOW-OFF
- EXISTING 4" GATE VALVE
- PROPOSED WATER METER

EXISTING BOUNDARY LINE
PROPOSED LOT LINE
UTILITY EASEMENT
BUILDING SETBACK
STREET RIGHT-OF-WAY
CENTERLINE STREET
EXISTING GAS LINE
EXISTING 4" WATERLINE
PROPOSED 50' ACCESS & UTILITY EASEMENT
EXISTING BARBED WIRE FENCE
PROPOSED WATER SERVICE

JORGENSEN +ASSOCIATES
Civil Engineering + Surveying
124 W Sunbridge Drive, Suite 5
Fayetteville, AR 72703
Office: 479.442.9127
Fax: 479.582.4807
www.jorgensenassoc.com

PROJECT TITLE: LOT SPLIT FOR BRAD ROUSE
LOCATION: WASHINGTON COUNTY, ARKANSAS
SHEET TITLE: LOT SPLIT

DRAWN BY: BJR
SHEET SCALE: 1"=100'
DATE: DECEMBER 11, 2024 - DATE REVISED: FEBRUARY 4, 2025
PROJECT FILE: Z/LOTS/2024106/LOT SPLIT

SHEET # 1

March 17, 2025

RE: VAR-2025-0013; W. Primeark Horizon Drive, Blackberry Ridge Subdivision, Fayetteville, AR 72704

To: City of Fayetteville, AR Planning Commission:

We are against approving this variance request. Following are our concerns:

Concerns Regarding the Variance Request:
-The property that would be connected to Blackberry Ridge Subdivision, having no other way to reach their property (if the variance is approved), would increase non-POA traffic. The property owner would not be bound by the Subdivision Covenants or pay POA dues required by the Covenants
-Not being bound by Subdivision Covenants/bylaws/rules would allow this property owner, who is requesting access through a private neighborhood, to build any type of home, not being under the approval of the Design Review Committee of Blackberry Ridge Subdivision, which effects the home/property values of Blackberry Ridge Subdivision
-The Cul-de-Sac peacefulness, privacy and safety is at risk because of increased traffic as well as the uncertainty of what this property owner is going to continue to do with this property
-Current Lot owners on either side of this "driveway/Washington County Road Extension" purchased property in a Cul-de-sac for safety and privacy reasons. Their property and property value is at risk for an unregulated private residence invading the privacy and safety of this area as well as possible decreased property for the entire Blackberry Subdivision. And this Driveway/Washington County Road Extension is not within the scope of the original Subdivision Development
-The original Blackberry Subdivision Development was a development, off the beaten path, with access for lot/homeowners. To have privacy, safety in a quiet and out of the way setting. This "Driveway" invades the neighborhood privacy and safety.
-Increased traffic concerns, including additional construction traffic, increased demand on the current utility infrastructure developed and installed for a limited number of homes to be constructed.
-The property owner requesting the variance has access from other points on property they already own, and while requesting Washington County to extend the Blackberry Subdivision Road for a Driveway, would be more cost effective and easier for them, it jeopardizes the tranquility, safety and aesthetics of the neighborhood we, the lot owners, chose to purchase/build in, raise children in and know that there were rules/regulations regarding things such as road usage, speed limits, common area usage, minimum/maximum square footage of homes, etc.

Thank you for considering our concerns when addressing this Variance Request as we will be traveling and unable to attend the meeting.

Jack and Teresa Blakley
3442 N. Sweet Osage Lane
Fayetteville, AR 72704
tablakley63@gmail.com
512/658-6808

Wonsower, Donna

From: Teresa Blakley <tablakley63@gmail.com>
Sent: Monday, March 17, 2025 7:59 AM
To: Wonsower, Donna
Subject: Re: VAR-2025-0013; W. Primeark Horizon Drive Information request
Attachments: For City of Fayetteville Planning Commission Blackberry Ridge Variance request 2025.docx

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for providing me additional information regarding this variance request. I have attached a document that addresses my concerns and why I am against grantinting this variance request.
Thank you,
Teresa Bakley

On Tue, Mar 4, 2025 at 2:36 PM Wonsower, Donna <dwonsower@fayetteville-ar.gov> wrote:

> Good Afternoon,
>
> The variance request is specifically to this section of city ordinance, highlighted below.
>
> **166.05 - Required Infrastructure Improvements and Subdivision Regulations - Developmer**
>
> (A) *Required Infrastructure Improvements and Subdivision Regulations Outside the City.*
>
> (1) *Within 1 Mile of City Limits.* On and off-site improvements and subdivision regulations for development exception of park land dedication requirement which is not required.
>
> (2) *Beyond 1 Mile of City Limits.* On- and off-site improvements and subdivision regulations for developmer
>
> (3) All lots in the planning area shall have direct frontage to a public street, with the minimum frontage req
>
> (B) *Developments Outside City Developed to All Inside the City Standards.* If the City Council grants access to th possible and develop the subdivision in accordance with all city development requirements including paym District or as otherwise designated by the City Council rather than those within the planning area.
>
> I have attached the proposed plan here for your review. Essentially, the existing lot to the west only has 60 feet of frontage along Primark Horizon Dr. and is an existing nonconforming lot. Because a lot split is proposed, the

property must get a variance since there is less than 75 feet of frontage (the Washington County minimum) on each lot.

You can reply back to this email with any comments you would like to share with the commission. Staff includes any written comments we receive in the project packet for the commissioners to review. If you would prefer, you can also call me and I can summarize your concerns in the staff report. There is also an option to attend the meeting virtually via Zoom.

Donna Wonsower, AICP

Planner, Development Services

City of Fayetteville, Arkansas

479-575-8358

fayetteville-ar.gov

From: Teresa Blakley <tablakley63@gmail.com>
Sent: Tuesday, March 4, 2025 2:12 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: VAR-2025-0013; W. Primeark Horizon Drive Information request

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

I would like more information regarding this variance request. This location is in a cul-de-sac in Blackberry Ridge Subdivision, where I live. It doesn't seem appropriate that the Cut-de-sac can now be destroyed to "make a driveway". It will also destroy the peacefulness and privacy of the neighborhood. Persons who own the lots on either side of this "road extension" in Blackberry Ridge Subdivision purchased those lots to be in a cul de sac and be protected from additional traffic. This property, that would be connected to our subdivision, will have an address in our neighborhood, be connected to our neighborhood yet not bound by the By-Laws/Rules of the subdivision nor required to assist via POA dues in the neighborhood upkeep, yet enjoy the benefits.

I would like more information regarding the need for this variance. What, specifically, is being asked for in the “variance to street frontage requirements”? Is there a city ordinance I can reference with this variance request?

I will not be able to be present to let my voice be heard. What other avenues are available to allow me to provide input into this matter?

Thank you for your prompt assistance,

Teresa Blakley

tablakley63@gmail.com

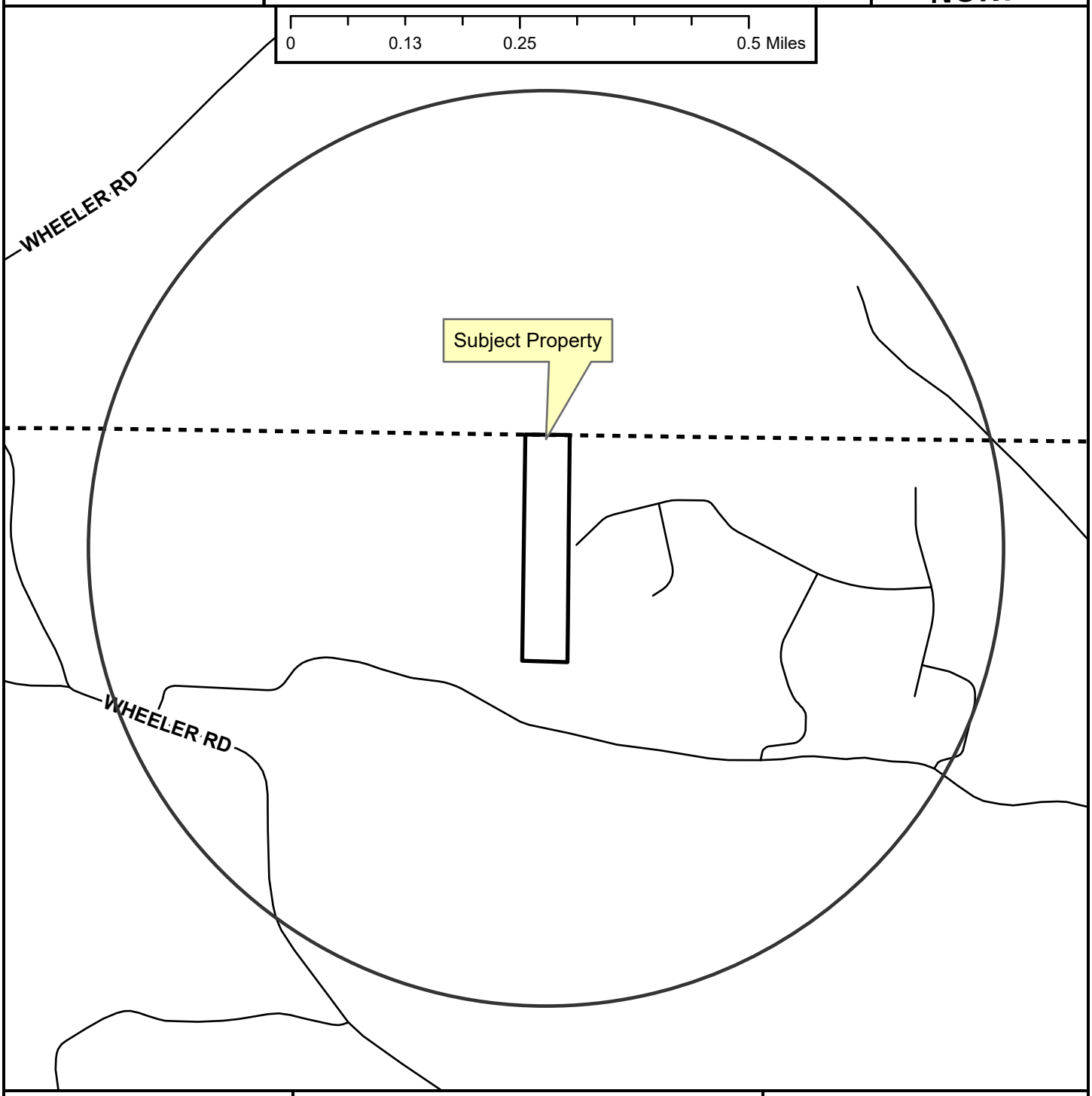
512/658-6808

VAR-2025-0013

One Mile View

W. PRIMEARK HORIZION DR

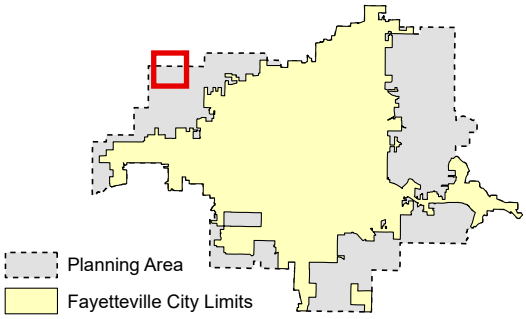
NORTH



Unclassified

Residential Link

Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
- NS-G
- RI-U
- RI-12
- NS-L
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

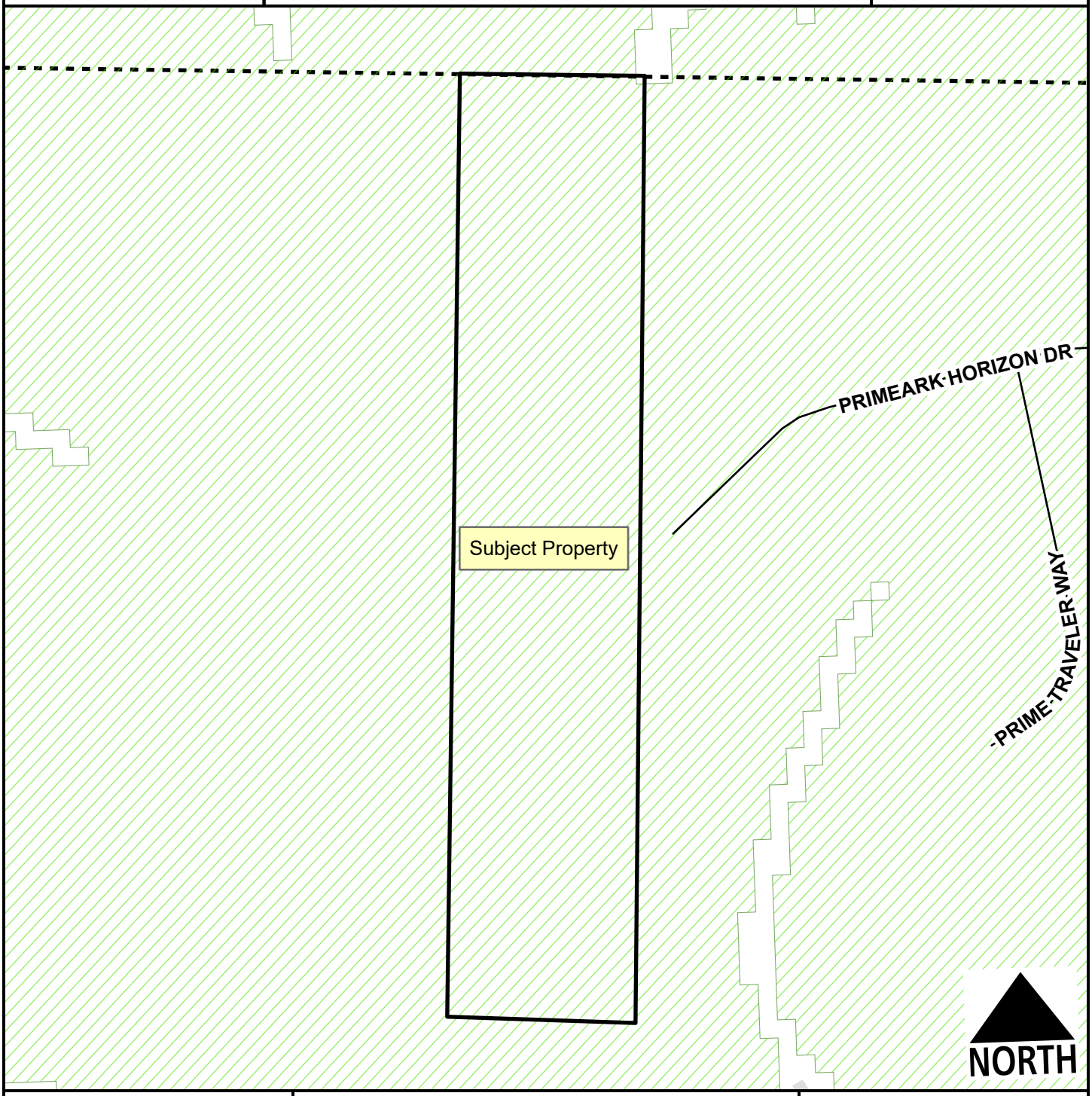
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

VAR-2025-0013

Close Up View

W. PRIMEARK HORIZION DR



Unclassified
Residential Link
Hillside-Hilltop Overlay District
Planning Area

Feet

0 75 150 300 450 600

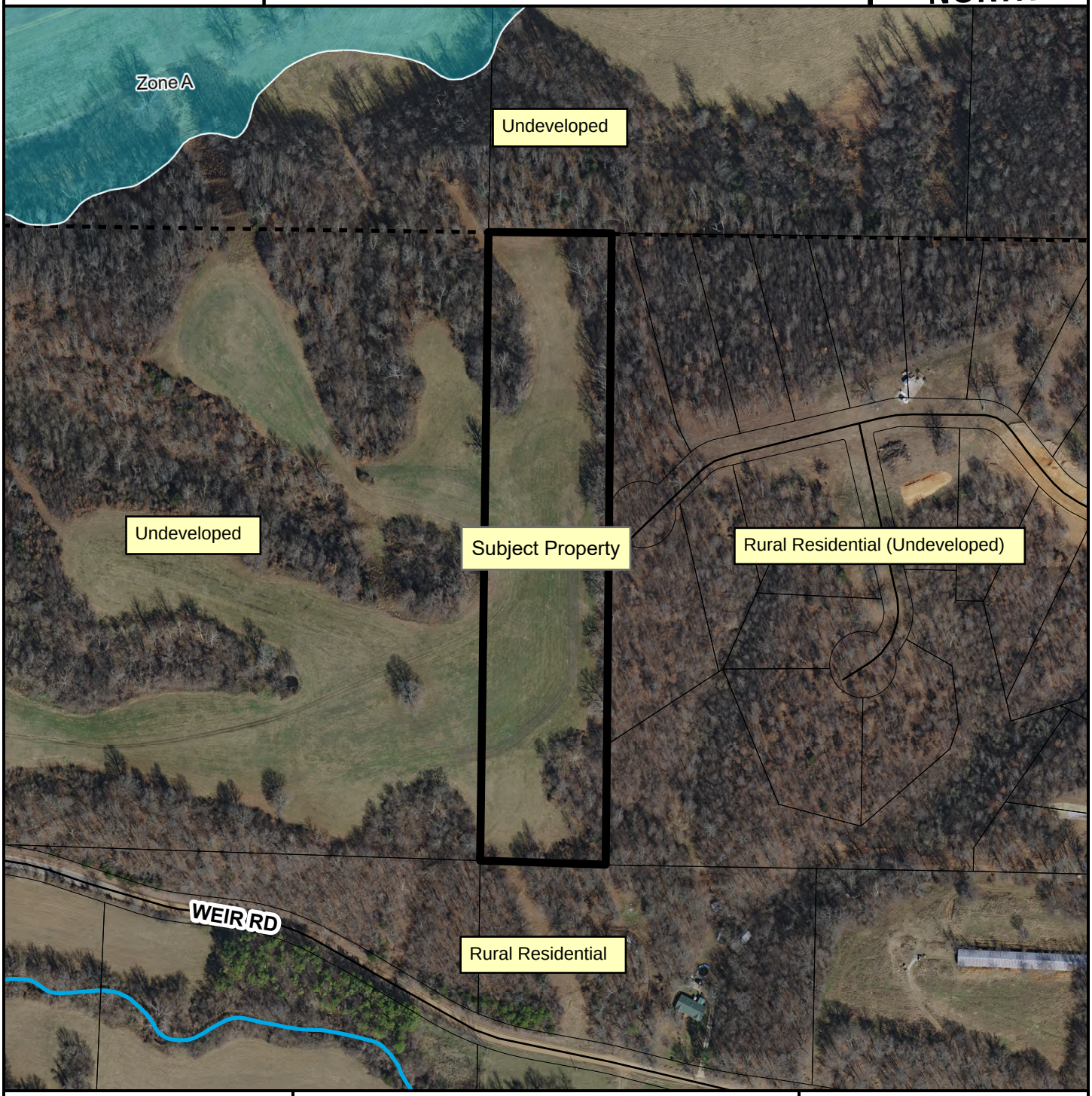
1:2,400

VAR-2025-0013

Current Land Use

W. PRIMEARK HORIZION DR

NORTH



Unclassified

Residential Link

Planning Area

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

100-Year Floodplain

Floodway

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Wesley Frank, Planner

MEETING DATE: March 24, 2025

SUBJECT: **VAR-2025-0015: Planning Commission Variance (1228 S. WEST AVE/ BATES AND SIEMEK, 562):** Submitted by WESLEY BATES for property located at 1228 S. WEST AVE. The property is zoned RMF-24, RESIDENTIAL MULTI-FAMILY, 24 UNITS PER ACRE and contains approximately 0.26 acres. The request is for a variance to accessory dwelling unit standards.

RECOMMENDATION:
Staff recommends approval of **VAR-2025-0015** with conditions.

RECOMMENDED MOTION:
"I move to approve VAR-2025-0015, recommending:

- *In favor of the requested variance to §164.19(D)(1), Maximum Square Feet; and*
- *In favor of the requested variance to §164.19(D)(4), Maximum Number of Dwelling Units per Lot; and*
- *In favor of all other conditions as recommended by staff."*

BACKGROUND:
The subject property is in south Fayetteville, approximately 0.25 of a mile north of the intersection of S. West Avenue and W. 15th Streets. The parcel is improved with a single-family structure built in 1971. A lot split (LSP-2025-0003) was recently approved on this property for a tandem lot. Surrounding land use and zoning is depicted in Table 1.

Table 1:
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential	RMF-24, Residential Multi-Family, 24 Units per Acre
South	Single-Family Residential	RMF-24, Residential Multi-Family, 24 Units per Acre
West	Single-Family Residential	RMF-24, Residential Multi-Family, 24 Units per Acre
East	Commercial	DG, Downtown General

Request: The applicant requests a variance to §164.19(D)(1) and (4). The applicant intends to develop two detached accessory dwelling units which would exceed the allowable number of detached ADUs on one property, as well as exceeding the allowable collective square footage of ADUs on the property.

DISCUSSION

Variance: §164.19(D)(1) Maximum Square Feet. The accessory dwelling unit(s) shall not be greater than 1,200 square feet of habitable space per lot. The applicant is intending to develop two ADUs whose overall amount would be 1250 square feet.

- *Staff recommendation: Staff supports the request. The applicant is attempting to increase the livable space for two detached ADUs by an additional 50 square feet. One proposed ADU will be 600 square feet while the other will be 850 square feet; in total, the anticipated square footage of both ADUs will be 1,250 square feet. The 1,200 square foot maximum is to ensure that built ADU(s) do not exceed the size of the principle structure on the property. The ordinance is designed to increase housing stock in the area while also respecting local town form and character.*

Variance: §164.19(D)(4) Maximum Number of Accessory Dwelling Units per Lot. A maximum of one (1) detached and one (1) attached or interior dwelling unit provided the combined square footage does not exceed 1,200 square feet. A property is allowed to develop a one attached and one detached ADU at one time. The applicant is requesting permission to build two detached ADUs on the property.

- *Staff recommendation: Staff supports the request as the applicant is only attempting to develop more housing units in an RMF-24 zoned district while having two detached ADUs. The property has the developable area to house these two detached two-story proposed ADUs as well as a single-family dwelling. The applicant is only seeking a variance to the way the ADUs are allowed on the property and not to increase the allowable number. Frontage for these properties would be onto an alley which will have minimal impact on the traffic on the area.*

Public Comment: Staff has not received any public comment at this time.

RECOMMENDATION: Staff recommends approval of VAR-2025-0015 with the following conditions.

Conditions of Approval:

1. **Planning Commission determination of a variance to §164.19(D)(1), that limits the overall square footage of ADUs on a property to 1,200 sq. feet.** *Staff recommends approval of the requested variance for the reasons outlined above, with the following conditions:*
    a. The applicant shall not exceed the overall square footage of both detached ADUs from 1,250sq. ft.

2. **Planning Commission determination of a variance to §164.19(D)(4), that limits the number of ADUs on a property to one attached and one detached.** *Staff recommends approval of the requested variance for the reasons outlined above.*

3. Applicant obtain all required permits including, but not limited to, a residential building permit for construction of the proposed dwellings.

4. Approval of this variance does not represent overall development entitlement approval for the project, nor grant approval for any associated grading or building permits, nor does it grant final approval of certificate of occupancy.

PLANNING COMMISSION ACTION: Required YES
Date: March 24, 2025 ❒ Tabled ❒ Approved ❒ Denied
Motion:
Second:
Vote:

BUDGET/STAFF IMPACT:
None

Attachments:

- Unified Developed Code:
  - § 164.19 Accessory Dwelling Units (ADU)
- Request Letter
- Site Plan
- Proposed Elevations
- One Mile Map
- Close-up Map
- Current Land Use Map

164.19 Accessory Dwelling Units (ADU)

(A) *Purpose.* Accessory dwelling units are allowed in certain situations to:

- Create new housing units while respecting the character and pattern of small scale traditional town form;
- Increase the housing stock of existing neighborhoods in a manner that is compatible with established massing, scale, and development patterns;
- Allow more efficient use of existing housing stock and infrastructure;
- Provide a means for residents, particularly seniors, single parents, and families with grown children, to remain in their homes and neighborhoods, and obtain extra income, security, companionship and services; and
- Provide a broader range of accessible and more attainable housing.

(B) *Intent.* Planning staff shall evaluate the following criteria for the review and approval of an accessory dwelling unit application:

(C) (1) ;hg;The property shall have infrastructure (water, sewer, gas, electric, etc.) that meets City standards to serve the accessory dwelling unit.

(2) A two (2) story accessory dwelling unit shall limit the major access stairs, decks, entry doors, and major windows to the walls facing the principal dwelling, or to the alley if applicable. Windows that impact the privacy of the neighboring side or rear yard shall be minimized.

(3) The orientation and location of buildings, structures, open spaces and other features of the site should protect and maintain natural resources including significant trees and shrubs to the extent feasible and minimize alteration of natural land forms. Building profiles, location and orientation should relate to natural land forms.

(D) *Administrative Design Review and Approval.* All accessory dwelling units shall meet the following standards for administrative approval by the Zoning and Development Administrator. Prior to approval of an accessory dwelling unit, the Zoning and Development Administrator shall find that:

(1) *Maximum Square Feet.* The accessory dwelling unit(s) shall not be greater than 1,200 square feet of habitable space per lot.

(2) *Zoning.* The accessory dwelling unit shall comply with all underlying zoning requirements including but not limited to building area, bulk and area, and setbacks with the exception of density limits.

(3) *Parking.* For accessory dwelling unit(s) with individual or combined habitable space greater than 800 square feet, one (1) parking space shall be provided on-site. Required parking for the accessory dwelling unit is in addition to the required parking for the principal dwelling unit. On-street parking may be counted towards the total parking requirement where it is allowed in the public right-of-way adjacent to the subject property.

(4) *Maximum Number of Accessory Dwelling Units per Lot.* A maximum of one (1) detached and one (1) attached or interior accessory dwelling unit provided the combined square footage does not exceed 1,200 square feet.

(5) *Other Code Requirements.* The accessory dwelling unit shall comply with the requirements of the Arkansas Fire Prevention Code as adopted in Section 173.02 of the Unified Development Code.

(6) *Maximum Occupancy of the Accessory Dwelling Unit.* A maximum of two (2) persons shall be permitted to reside in an accessory dwelling unit. If two (2) accessory dwelling units are on the same lot, only two (2) additional persons total for the lot shall be permitted to occupy these units unless one (1) accessory dwelling is occupied by a person who is a member of the related "family" (see §151.01) occupying the primary house.

(7) *Building Height and Stories.*

(a) A detached accessory dwelling unit shall be a maximum of two (2) stories.

(b) An attached accessory dwelling unit may occupy a basement, first or second story of a principal dwelling unit.

(E) *Planning Commission Approval.* An applicant may request approval from the Planning Commission of a variance to the number of detached accessory dwellings on a lot to a maximum of two (2) and the requirements for size (square feet), height, and materials for an accessory dwelling unit, where unique circumstances exist and the effect will not adversely affect adjoining or neighboring property owners. The applicant shall provide notification to adjacent property owners prior to the date of the meeting.

(F) *Existing Detached Second (Accessory) Dwelling Units.* Existing detached second dwelling units approved by the Planning Commission by conditional use and constructed shall be considered a legal conforming accessory dwelling on the property.

Planning Department
City of Fayetteville

Subject: Variance Request for Additional Detached Accessory Dwelling Unit (ADU) and Exceeding 1,200 SF Total ADU Limit

Dear Planning Staff,

I am submitting this letter in support of my request for two variances related to Accessory Dwelling Units (ADUs) on my property located at 1228 S West Ave, Fayetteville, AR 72701. The variances requested are as follows:

1. A variance to allow a second detached ADU, exceeding the current regulation that permits only one (1) detached and one (1) attached or interior ADU per lot.
2. A variance to exceed the 1,200 square foot combined maximum ADU size, as my proposal includes:
    - One primary house of approximately 850 square feet
    - One detached ADU of approximately 850 square feet
    - A second detached ADU of approximately 600 square feet

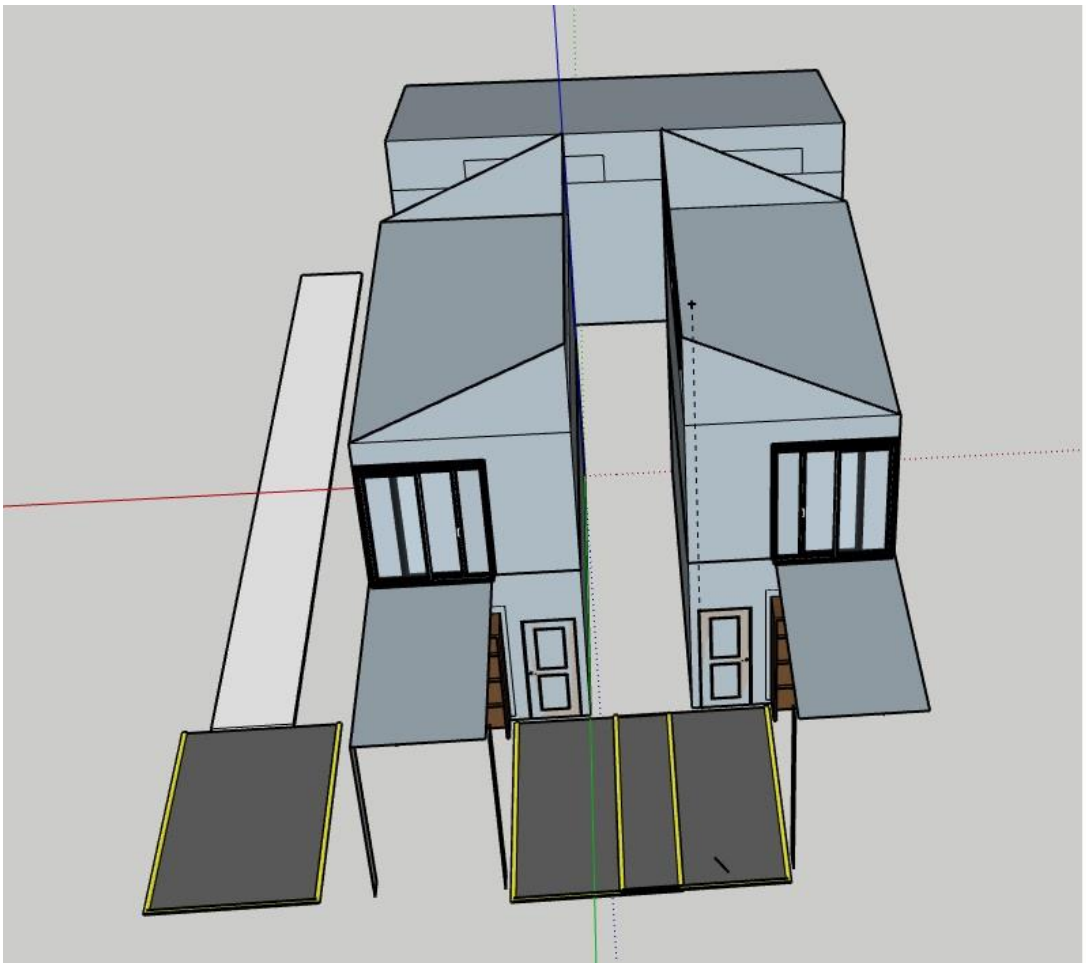
Justification for Variance Requests:

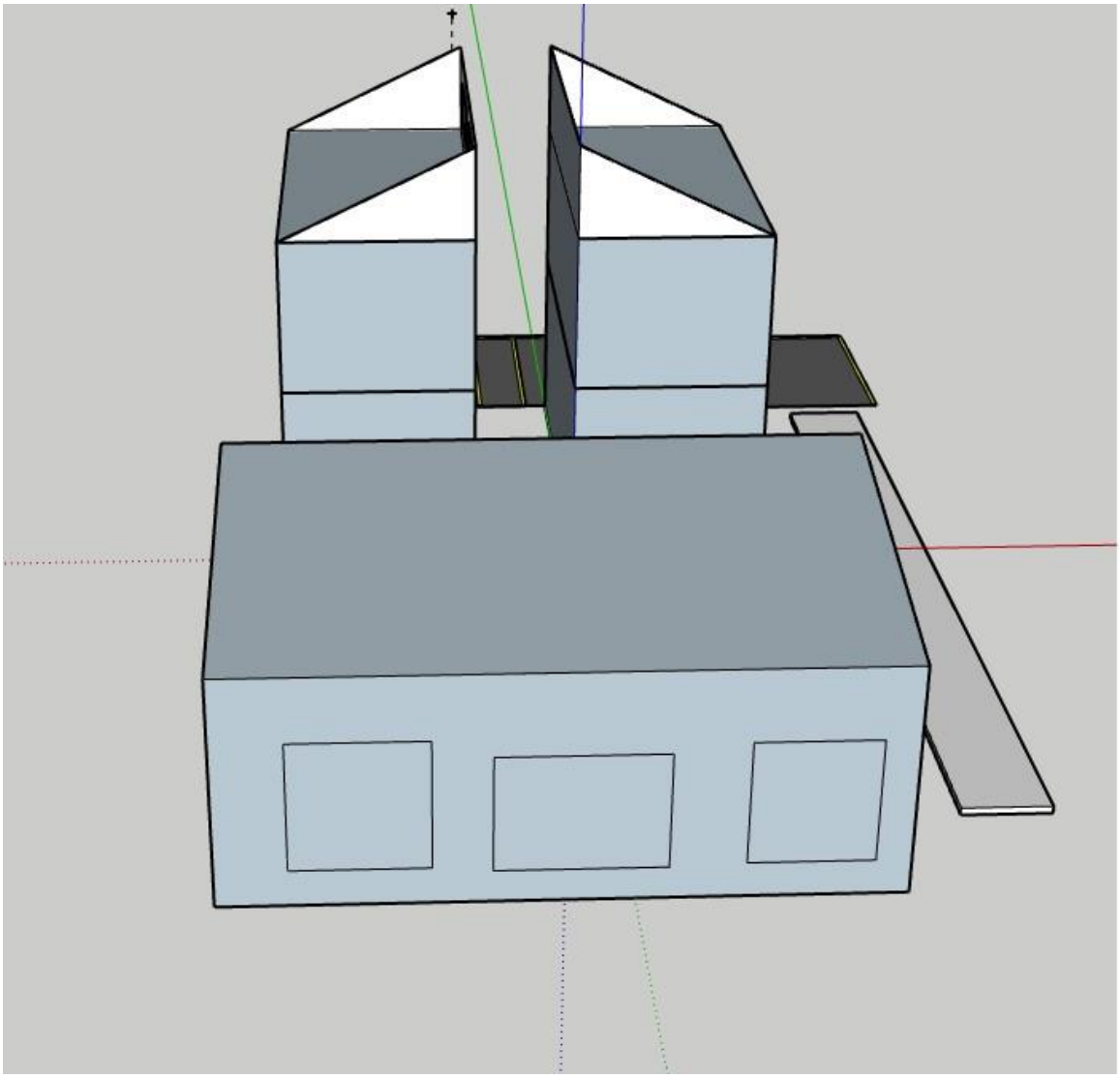
1. **Alignment with Housing Goals** – The additional ADU and increased square footage align with the city's broader goals of increasing housing availability, promoting infill development, and providing more attainable housing options for residents.
2. **Efficient Land Use** – My property is adequately sized to accommodate an additional detached ADU while maintaining sufficient open space, parking, and overall neighborhood character.
3. **Neighborhood Compatibility** – The proposed ADUs are designed to complement the existing structures and surrounding properties in terms of scale, aesthetics, and function, ensuring they integrate seamlessly into the community.
4. **Affordability & Sustainability** – By allowing an additional ADU and increased square footage, I can contribute to increasing affordable housing options while implementing sustainable building practices that reduce environmental impact and enhance energy efficiency.
5. **Community Benefit** – The additional ADU will provide an opportunity for multi-generational living or affordable rental options, benefiting both current and future residents in the area.

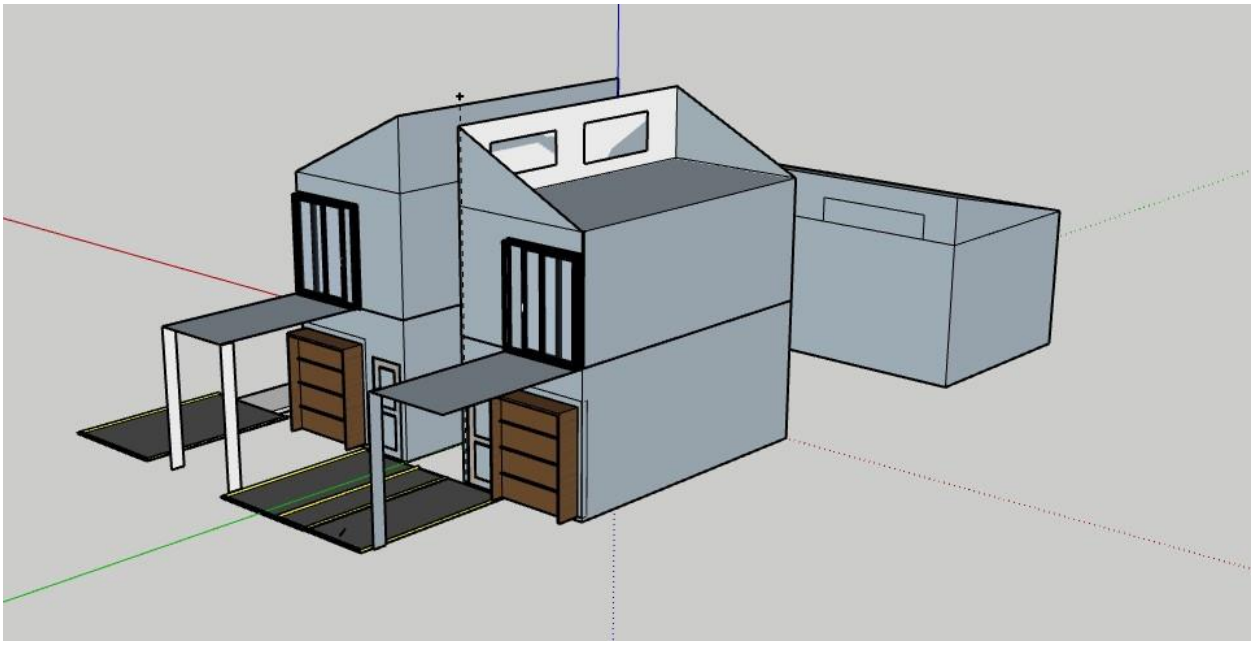
I respectfully request the Planning Department's consideration of this variance application. I am happy to provide any additional materials, including site plans, architectural designs, or other supporting documents, to demonstrate the feasibility and benefits of this request. I appreciate your time and consideration and look forward to discussing this matter further.

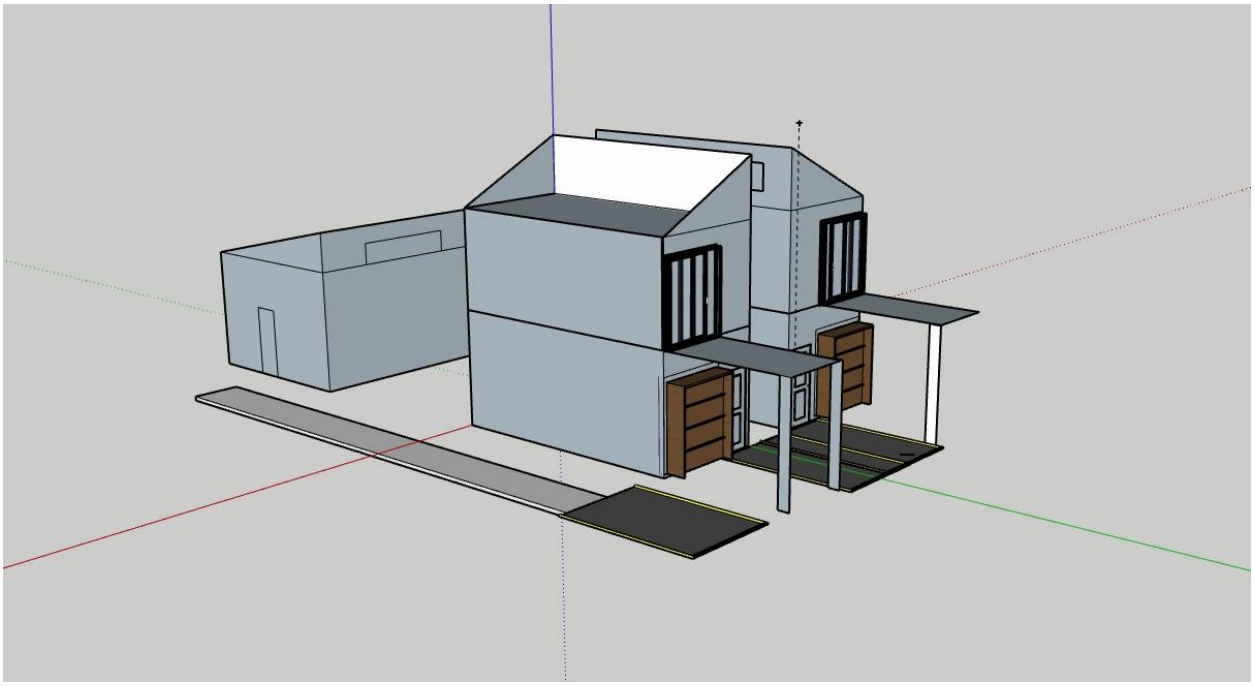

1220
S West Ave
Existing house
(separate parcel)
ADU 2
ADU 1
Main house
Parking
6" VCP 508'
6" PVC
6" PVC
6" PVC
424
6" 125'
W 13th St
6" PVC
6" PVC
6" PVC

.







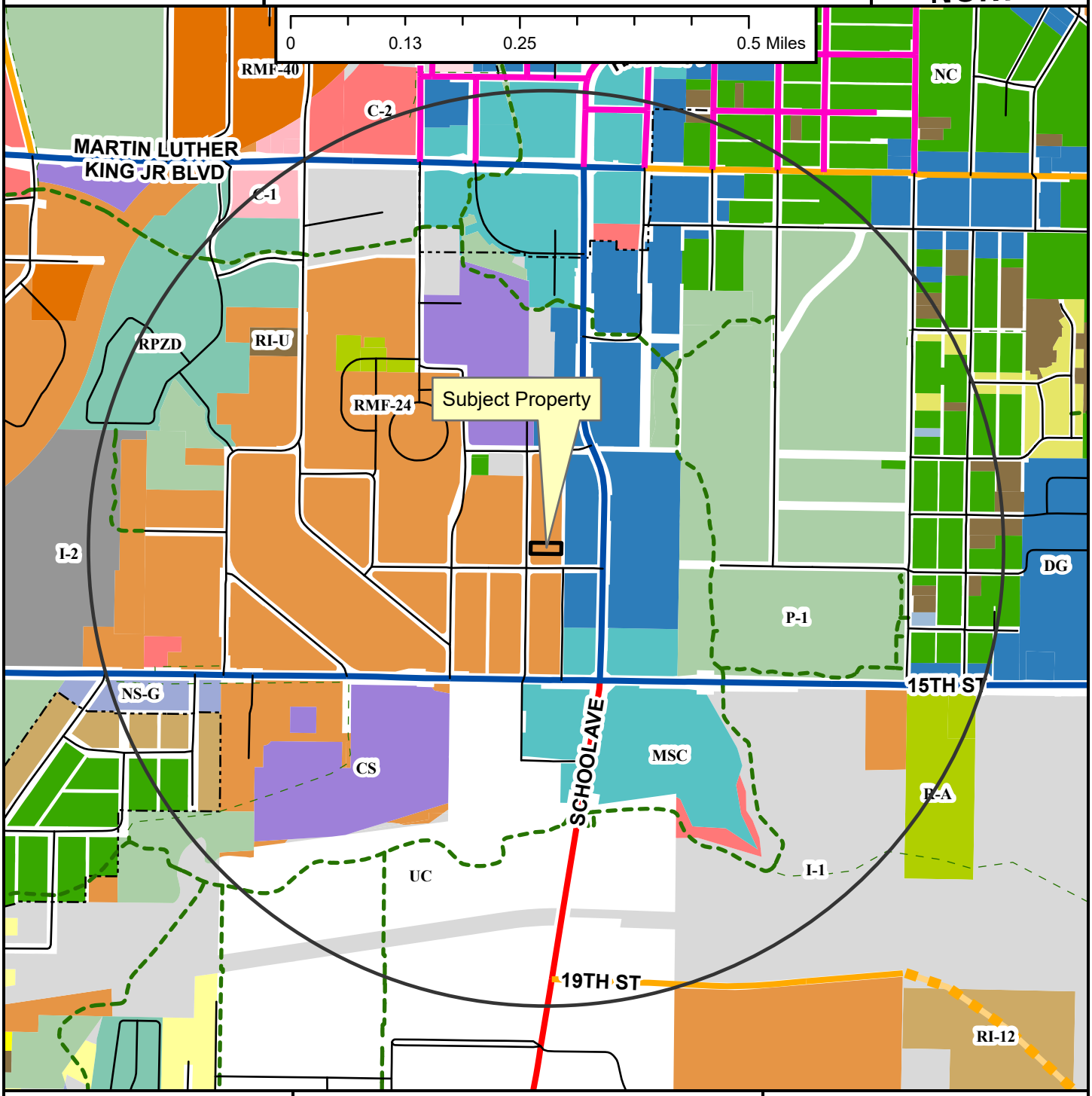


VAR-2025-0015

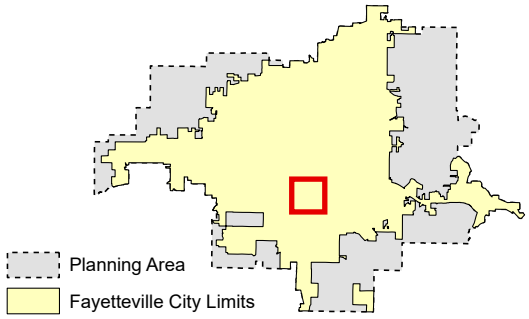
One Mile View

1228 S. WEST AVE

NORTH



- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Planned Neighborhood Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
- NS-G
- RI-U
- RI-12
- NS-L
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

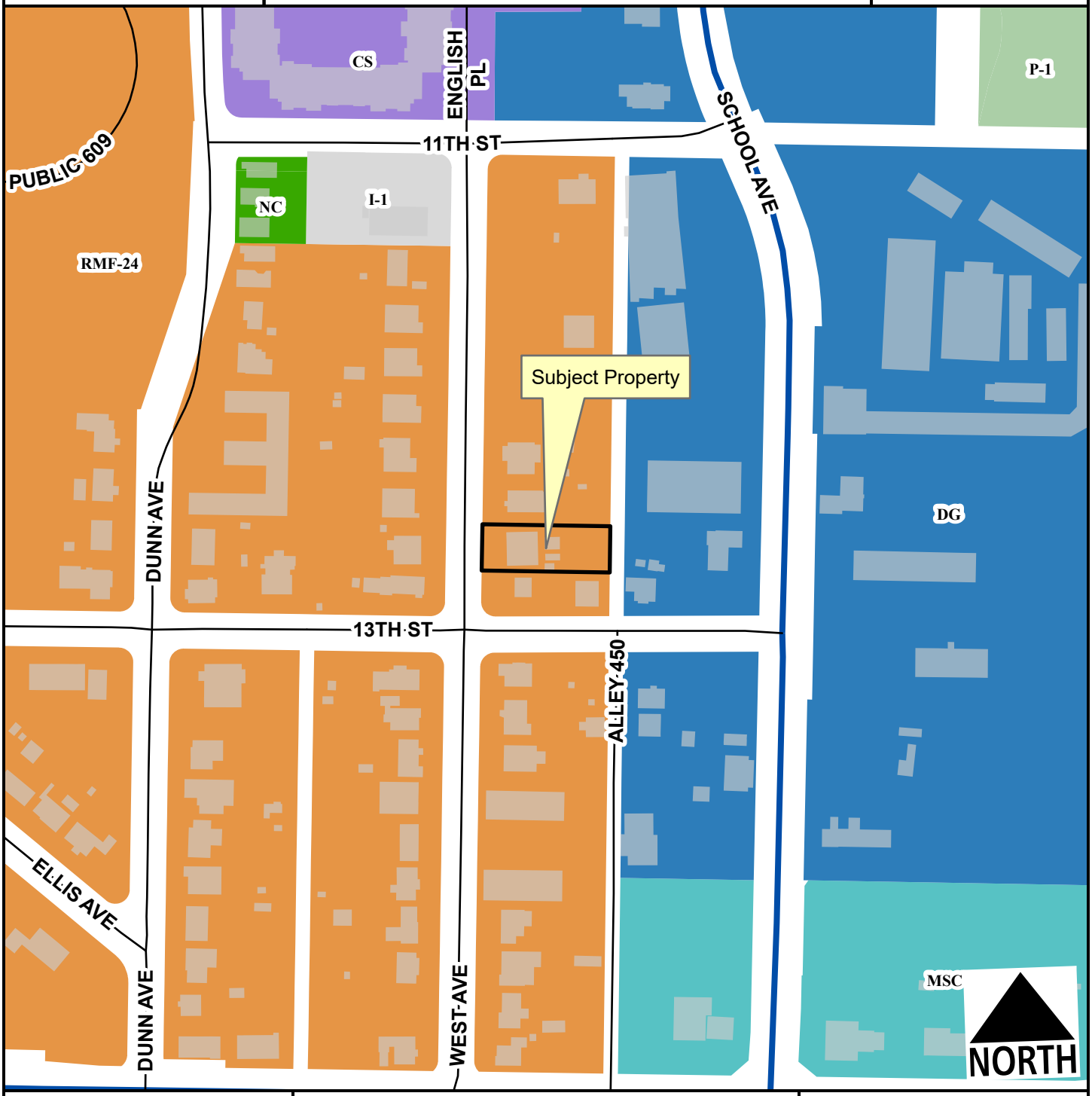
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

VAR-2025-0015

Close Up View

1228 S. WEST AVE



- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits

Feet

0 75 150 300 450 600

1:2,400

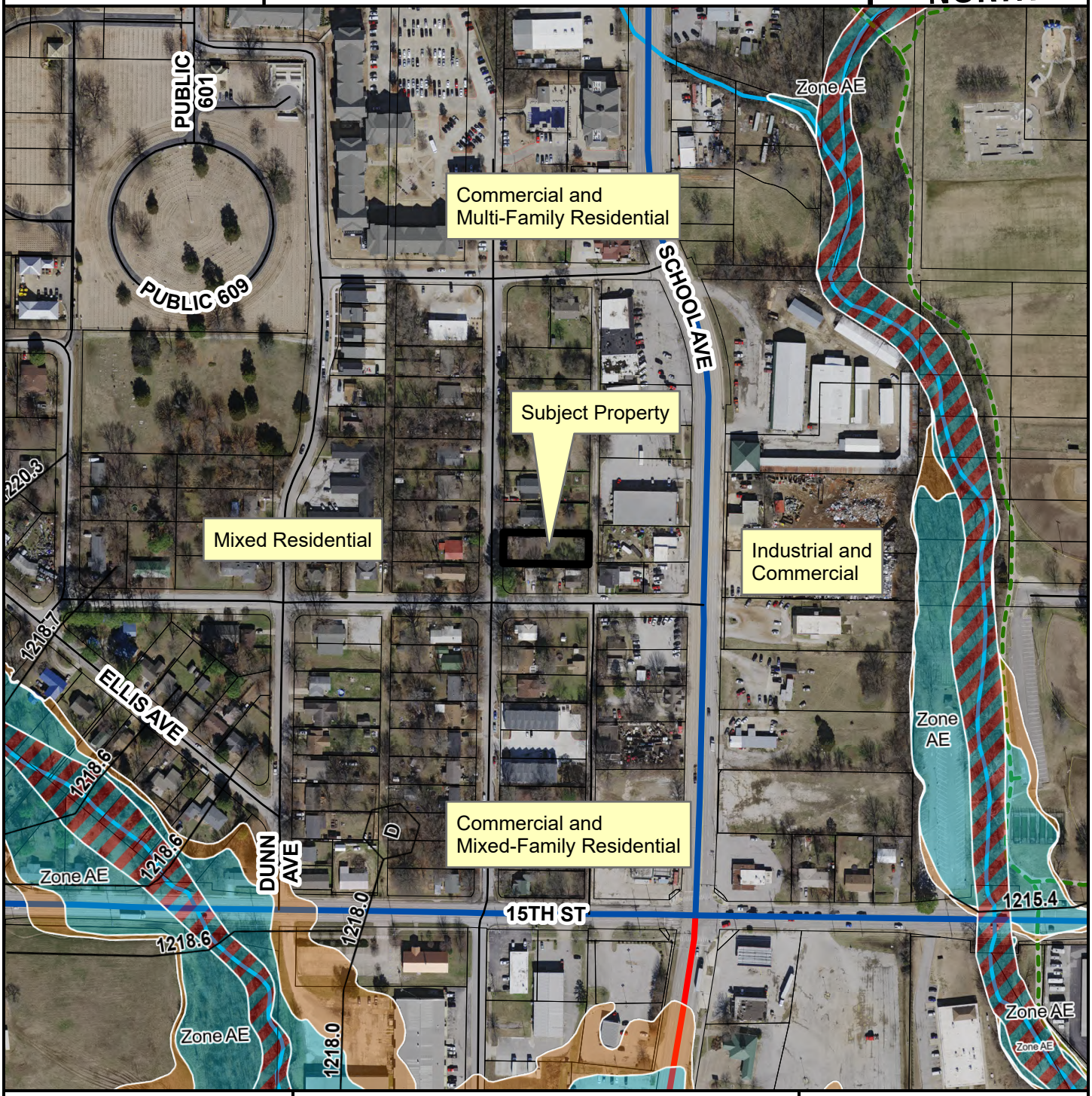
- RMF-24
- I-1 Heavy Commercial and Light Industrial
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Conservation
- P-1

VAR-2025-0015

Current Land Use

1228 S. WEST AVE

NORTH



- Regional Link
- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Willa Thomason, Urban Forester

MEETING DATE: March 24, 2025

SUBJECT: **VAR-2025-0016: Planning Commission Variance (1640 S. HANSHEW RD/KESSLER CREEK LLC, 596)**
Submitted by ODYSSEY ENGINEERING for property located at 1640 S. HANSHEW RD. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 43.70 acres. The request is for a variance from tree preservation plan requirements.

RECOMMENDATION:
Staff recommends denial of **VAR-2025-00016.**

RECOMMENDED MOTION:
*"I move to forward **VAR-2025-0016** to the City Council with a recommendation of approval, finding:*

- *In favor of the requested variance to §167.04(H)(1)(d) Significant Trees; and*
- *In favor of the requested variance to §167.04(H)(1)(e) Tree Groupings and*
- *In favor of all other conditions recommended by staff."*

BACKGROUND:
The subject property is in southwest Fayetteville, roughly 650 feet south of the intersection of W. Martin Luther King Jr. Boulevard and S. Leflar Way at the southern terminus of S. Leflar Way. The Farmington Branch, which is in the Illinois River watershed, bisects the easternmost portion of the site and there are steep grades south and west of the stream. A FEMA designated Floodplain Zone A associated with the stream encumbers roughly 7.5 acres of the site. The site is almost entirely covered in tree canopy with approximately four acres near the south property line falling within the Hillside Hilltop Overlay District. An approximately 1,100-square-foot single-family residence was constructed in 1951 near S. Hanshew Rd. along with several outbuildings.

The property was previously approved for use as an RV park, though that conditional use permit and associated large-scale development have since expired (CUP-2021-000051, ADM-2022-0052, and LSD-2022-0031). The applicant now seeks to develop the property as a single-family subdivision with 111 single-family lots and three common area/detention lots (PPL-2024-0011). A variance to UDC §166.08(E) Block Length and Connectivity was approved by the Planning Commission on November 25, 2024 (VAR-2024-0046). Surrounding land use and zoning is depicted in Table 1.

Table 1:
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Undeveloped/Lowe's	R-A, Residential Agricultural/RMF-24, Residential Multi-family, 24 Units per Acre/CPZD, Commercial Planned Zoning District
South	Undeveloped/Conservation Easement	R-A, Residential Agricultural
West	Single-family Residential	RSF-4, Residential Single-family, 4 Units per Acre
East	Undeveloped/Single-family Residential	R-A, Residential Agricultural/RSF-4, Residential Single-family, 4 Units per Acre

Request: The applicant is requesting a variance to two portions of the tree preservation code. The first variance is to UDC §167.04(H)(1)(d) which states that tree preservation plans must include, "Any significant trees, as defined in the City of Fayetteville's Tree Preservation, Protection and Landscape Manual, existing on the site, and the location of trunks, spread of the canopy, species, diameter at breast height (DBH), and the overall health of each significant tree." The second variance is to UDC §167.04(H)(1)(e), requiring tree preservation plans to show "Groupings of trees, delineating the edges of the overall canopy, noting the predominate species, average height, diameter at breast height (DBH), and general health of the trees."

Per UDC §156.03(C)(6), "A developer may petition the Planning Commission for a variance from the requirements of Chapter 167, Tree Preservation and Protection, in those cases where their strict application would work an injustice as applied to the proposed development due to a situation unique to the subject real property; provided that such variance shall not have the effect of nullifying the intent and purpose of the chapter. The Planning Commission's approval of said variance must be affirmed by the City Council to become effective, and a denial of the requested variance may be appealed to the City Council."

DISCUSSION

Urban Forestry Staff recommends denial of VAR-2025-0016, a variance to two subsections of UDC §167.04(H)(1), Tree Preservation Plan. In 2022, the present owner of this site applied for the large-scale development of the Pigskin RV Park (LSD-2022-0031). The project was reviewed and approved but did not go through permitting and is currently undeveloped. The previous urban forester in Development Review approved the tree preservation plan associated with the Pigskin RV Park without requiring a full tree survey, determining that the outline of the existing canopy was sufficient because the planned tree preservation exceeded the minimum percentage required for the zoning designation. According to the applicant, based on this prior approval, it was assumed that the 2024 survey conducted by Crafton Tull would also meet the requirements for the property's redesign. The applicant cites the burden of cost to survey the 43.7 acres, as well as time constraints as the primary hardships necessitating this variance.

The site is comprised of four zoning designations, three of which require 25% minimum canopy cover, and one of which requires 20% canopy preservation. Roughly four acres of the site are within the Hillside/Hilltop Overlay District, requiring a 5% increase in the minimum canopy cover. The weighted average canopy cover required on-site is approximately 25.47%.

Unlike the previous development on this site, it is unclear whether the Kessler Creek development is proposing to meet minimum canopy requirements. Originally, the applicant submitted a plan proposing to preserve 22% canopy cover of the existing 95.3% canopy cover on site. Recently, the applicant re-submitted their tree preservation plan after removing proposed easements and rights-of-way from the calculations, resulting in a proposed 27.9% canopy cover of the existing 91.4% canopy cover on-site, which meets the required canopy cover minimum. However, per UDC §167.04(C) only trees in proposed rights-of-way and parks shall not be counted toward the

percent minimum canopy requirement. According to UDC §167.04(F)(1), “Trees in existing and not to be vacated utility easements shall not be counted toward the percent minimum canopy requirement, and such proposed utilities shall be routed to avoid existing canopy and shall count toward the percent minimum canopy requirement.” Because of the need to count trees removed from within proposed utility easements toward canopy cover and mitigation calculations, the recently submitted re-calculations are incorrect, and the applicant is likely still not meeting the minimum preservation requirement.

While it has been common practice among previous urban foresters to exempt plans meeting minimum canopy preservation requirements from providing a full tree survey, there are no codified exemptions to UDC §167.04(H)(d) and 167.04(H)(e) when canopy preservation minimums are met. Moreover, the exclusion of a comprehensive tree survey does not allow for an adequate evaluation of the criteria described in UDC §167.04(B), Tree Preservation Criteria, which are as follows:

(1) The desirability of preserving a tree or group of trees by reason of age, location, size, or species.
(2) Whether the design incorporates the required tree preservation priorities.
(3) The extent to which the area would be subject to environmental degradation due to removal of the tree or group of trees.
(4) The impact of the reduction in tree cover on adjacent properties, the surrounding neighborhood and the property on which the tree or group of trees is located.
(5) Whether alternative construction methods have been proposed to reduce the impact of development on existing trees.
(6) Whether the size or shape of the lot reduces the flexibility of the design.
(7) The general health and condition of the tree or group of trees, or the presence of any disease, injury, or hazard.
(8) The placement of the tree or group of trees in relation to utilities, structures, and the use of the property.
(9) The need to remove the tree or group of trees for the purpose of installing, repairing, replacing, or maintaining essential public utilities.
(10) Whether proposed roads and proposed utilities are designed in relation to the existing topography, and routed, where possible, to avoid damage to existing canopy.
(11) Construction requirements of on-site and off-site drainage.
(12) The effects of proposed on-site mitigation or off-site alternatives.
(13) The effect other chapters of the Unified Development Code, or city policies have on the development design.
(14) The extent to which development of the site and the enforcement of this chapter are impacted by state and federal regulations.
(15) The impact a substantial modification or rejection of the application would have on the applicant.

Requiring a comprehensive tree survey, regardless of whether canopy preservation minimums are met, is essential for a thorough assessment of these criteria and ensuring that tree preservation efforts align with the intent of the Unified Development Code. Should this variance request be denied, the applicant may appeal against the decision to the City Council.

Public Comment: One member of the public has commented on the request, seeking additional information and citing the presence of several 350-year-old dwarf white oak trees near the creek.

RECOMMENDATION: Staff recommend denial of VAR-2025-0016. If approved, staff recommends the following conditions.

Conditions of Approval:

1. **Planning Commission determination of a variance to §167.04(H)(1)(d) Significant Trees.** *Staff recommends denial of the requested variance for the reasons outlined above.*

2. **Planning Commission determination of a variance to §167.04(H)(1)(e) Tree Groupings.** *Staff recommends denial of the requested variance for the reasons outlined above.*

3. The survey requirements specified in UDC §167.04(H)(d) and UDC §167.04(H)(e) must be fulfilled within 100 feet of the limits of disturbance requiring tree removal or root pruning.

4. A 15' buffer must be provided between any on-site tree removal or disturbance and the conservation easement to the south.

5. A 15' buffer must be provided between any on-site tree removal or disturbance and the tree preservation easement off S Finger Rd to the northeast.

6. Approval of this variance does not represent overall development entitlement approval for the project, nor grant approval for any associated grading or building permits, nor does it grant final approval of certificate of occupancy.

PLANNING COMMISSION ACTION: Required YES
Date: March 24, 2025 ❒ Tabled ❒ Approved ❒ Denied
Motion:
Second:
Vote:

BUDGET/STAFF IMPACT:
None

Attachments:

- Unified Development Code:
  - §167.01 Tree Preservation and Protection Purpose
  - §167.04 Tree Preservation and Protection During Development
- Staff Exhibits: Recommended Conditions
- Applicant Exhibits
  - Request Letter
  - Site Plan
- Public Comment
- One Mile Map
- Close-up Map
- Current Land Use Map

167.01 Purpose

It is the purpose of this chapter to preserve and protect the health, safety, and general welfare, and enhance the natural beauty of Fayetteville by providing for regulations of the preservation, planting, maintenance, and removal of trees within the city, in order to accomplish the following objectives:

(A) *Objectives.*

(1) To preserve existing tree canopy;

(2) To create a healthful environment for Fayetteville residents, businesses, and industries;

(3) To moderate the harmful effects of sun, wind, and temperature changes;

(4) To buffer noise, air and visual pollution;

(5) To filter pollutants from the air that assist in the generation of oxygen;

(6) To reduce storm water runoff and the potential damage it may create;

(7) To stabilize soil and prevent erosion, with an emphasis on maintaining tree canopy on hillsides defined as canopied slopes in Chapter 151;

(8) To provide habitat for birds and other wildlife;

(9) To preserve riparian banks and beds, and prevent sedimentation;

(10) To screen incompatible land;

(11) To promote energy conservation; and

(12) To protect and enhance property values.

(B) *Principles.* This chapter shall be enforced according to the following principles:

(1) Preservation shall be the first, best, and standard approach.

(2) If preservation cannot be achieved, on-site mitigation (trees) shall next be pursued.

(3) If on-site mitigation (trees) cannot be achieved, off-site preservation shall be pursued.

(4) If off-site preservation cannot be achieved, off-site forestation shall be pursued.

(5) If off-site forestation cannot be achieved, on-site mitigation alternatives (green roofs and or green façades) shall be pursued.

(6) If none of the above approaches can be achieved, payment shall be made to the tree escrow account.

(Code 1991, §162.01; Ord. No. 3699, §1 4-20-93; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4340, 10-2-01; Ord. No. 5986, §1, 7-6-17; Ord. No. 6442, §6(Exh. F), 6-1-21)

167.04 Tree Preservation And Protection During Development

(A) *Applicability.* The provisions of this section shall apply to proposed developments as defined by the Unified Development Code as follows:

(1) *Large Scale Developments.*

(2) *Large Site Improvement Plan.*

(3) *Small Site Improvement Plan.*

(4) *Preliminary Plat.*

(5) *Final Plat.*

(6) *Concurrent Plat.*

(7) *Planned Zoning Districts.*

….

(B) *Tree Preservation Criteria.* The Urban Forester shall consider the following factors, and any other relevant information, when evaluating tree preservation plans:

(1) The desirability of preserving a tree or group of trees by reason of age, location, size, or species.

(2) Whether the design incorporates the required tree preservation priorities.

(3) The extent to which the area would be subject to environmental degradation due to removal of the tree or group of trees.

(4) The impact of the reduction in tree cover on adjacent properties, the surrounding neighborhood and the property on which the tree or group of trees is located.

(5) Whether alternative construction methods have been proposed to reduce the impact of development on existing trees.

(6) Whether the size or shape of the lot reduces the flexibility of the design.

(7) The general health and condition of the tree or group of trees, or the presence of any disease, injury, or hazard.

(8) The placement of the tree or group of trees in relation to utilities, structures, and the use of the property.

(9) The need to remove the tree or group of trees for the purpose of installing, repairing, replacing, or maintaining essential public utilities.

(10) Whether proposed roads and proposed utilities are designed in relation to the existing topography, and routed, where possible, to avoid damage to existing canopy.

(11) Construction requirements of on-site and off-site drainage.

(12) The effects of proposed on-site mitigation or off-site alternatives.

(13) The effect other chapters of the Unified Development Code, or city policies have on the development design.

(14) The extent to which development of the site and the enforcement of this chapter are impacted by state and federal regulations.

(15) The impact a substantial modification or rejection of the application would have on the applicant.

***Note—**The above items are not presented in any particular order of importance. The weight each is given will depend in large part on the individual characteristics of each project.

(C) *Canopy Area.* In all proposed developments that are required to submit a tree preservation plan or abbreviated tree preservation plan, trees shall be preserved as outlined in Table 1 under Percent

Minimum Canopy, unless the applicant has been approved for on-site mitigation or off-site alternatives as set forth in §167.04(I) and (J) below. The square foot percentage of canopy area required for preservation in new development is based on the total area of the property for which the applicant is seeking approval, less the right-of-way and park land dedications. An applicant shall not be required to plant trees in order to reach the percent minimum canopy requirement on land where less than the minimum exists prior to development.

Table 1
Minimum Canopy Requirements

ZONING DESIGNATIONS	PERCENT MINIMUM CANOPY
R-A, Residential — Agricultural (nonagricultural uses)	25%
RSF-.5, Single-family Residential — One-Half Unit per Acre	25%
RSF-1, Single-family Residential — One Unit per Acre	25%
RSF-2, Single-family Residential — Two Units per Acre	20%
RSF-4, Single-family Residential — Four Units per Acre	25%
RSF-7, Single-family Residential — Seven Units per Acre	20%
RSF-8, Single-family Residential — Eight Units per Acre	20%
RSF-18, Single-family Residential — Eighteen Units per Acre	20%
R-O, Residential — Office	20%
RI-12, Residential Intermediate — Twelve Units Per Acre	20%
RI-U, Residential Intermediate — Urban	15%
RMF-6, Multi-family Residential — Six Units per Acre	20%
RMF-12, Multi-family Residential — Twelve Units per Acre	20%
RMF-18, Multi-family Residential — Eighteen Units per Acre	20%
RMF-24, Multi-family Residential — Twenty-Four Units per Acre	20%
RMF-40, Multi-family Residential — Forty Units per Acre	20%
NS-L, Neighborhood Services — Limited	20%
NS-G, Neighborhood Services — General	20%
C-1, Neighborhood Commercial	20%
CS, Community Services	20%
C-2, Thoroughfare Commercial	15%
UC, Urban Corridor	20%
UT, Urban Thoroughfare	15%
C-3, Central Business Commercial	15%
DC, Downtown Core	10%
MSC, Main Street Center	10%
DG, Downtown General	10%
NC, Neighborhood Conservation	20%
I-1, Heavy Commercial and Light Industrial	15%
I-2, General Industrial	15%
P-1, Institutional	25%
PZD, Planned Zoning District (HHOD)	25% (30%)

All residential zoning districts and C-1 districts within the Hillside/Hilltop Overlay District shall have their percent minimum canopy requirements increased by 5% to a total requirement of either 30% or 25%.

…

(E) *Tree Preservation Priorities.*

(1) *Percent Minimum Canopy.* Proposed designs must meet the percent minimum canopy requirements for the particular zoning designation, emphasizing the preservation and protection of high priority trees on the site. Trees in existing and not to be vacated utility

easements shall not be counted toward the percent minimum canopy requirement and such utilities shall be routed, wherever possible, to avoid existing canopy.

(2) *Existing Natural Features.* Each design shall consider the existing natural features of the site, the preservation priorities for the trees, and the impact their proposed removal may have both on and off-site.

(3) *Priority Trees.* The preservation and protection of high priority trees shall be enforced most stringently to meet the minimum percentage of canopy preservation. High priority trees are alive, healthy, greater than or equal to an 8-inch diameter at breast height for large and medium species of trees. High priority for small species of trees is greater than or equal to a 4-inch diameter. Low priority trees are invasive species or unhealthy as determined by a tree care professional pursuant to §167.07. Low priority trees are less than an 8-inch diameter at breast height for larger and medium species and less than a 4-inch diameter at breast height for smaller trees species.

(F) *Tree Preservation Requirements for Proposed Residential and Non-Residential Developments.*

(1) *Residential Developments.* The percent minimum canopy in residential developments shall be located in areas that have the least possibility of impact as public infrastructure and proposed utilities are installed and homes built. The intent is to leave undisturbed as many existing trees as possible for the use and enjoyment of prospective lot owners. Residential developments requesting tree removal below the percent minimum canopy requirement may choose either residential on-site mitigation, or to contribute to the Tree Escrow Account as set forth in §167.04(J)(4)(a). Trees in existing and not to be vacated utility easements shall not be counted toward the percent minimum canopy requirement, and such proposed utilities shall be routed to avoid existing canopy and shall count toward the percent minimum canopy requirement.

…

(3) *Hillside/Hilltop Overlay District.* Individual parcels or lots located within the Hillside/Hilltop Overlay District boundary shall submit a tree preservation plan or an abbreviated tree preservation plan as set forth in §167.04(H)(3) indicating the location of the structure and the preservation of the minimum tree canopy requirement.

….

(H) *Submittal of Plans.* Applicants should bear in mind that all plans will be evaluated according to the tree preservation criteria and percent minimum canopy requirements as set forth under §167.04(B) and (C).

(1) *Tree Preservation Plan.* On sites with existing tree canopy, the applicant shall conduct a tree preservation analysis to determine the approximate age, health, size and species distribution of the trees, noting each on a tree preservation plan, and clearly showing the locations and types of all natural features on a site, including features 100 feet beyond the property lines. The tree preservation plan shall also specifically depict the applicable preservation priority level for each tree or group of trees on the site. The plan should include, but not be limited to, delineation of the following features as they exist on the site:

(a) The existing topography of the site highlighting slopes of 15% or greater, and indicating the natural drainage patterns;

(b) The property line boundaries of the site;

(c) Soils identified according to the Unified Soil Classification System;

(d) Any significant trees, as defined in the City of Fayetteville's Tree Preservation, Protection and Landscape Manual, existing on the site, and the location of trunks, spread of the canopy, species, diameter at breast height (DBH), and the overall health of each significant tree;

(e) Groupings of trees, delineating the edges of the overall canopy, noting the predominate species, average height, diameter at breast height (DBH), and general health of the trees.

(f) All existing utilities and utility easements;

(g) All features, including trees, buildings, perennial and intermittent streams and creeks that exist on the site or within 100 feet of the limits of disturbance;

(h) Floodplains and floodways on the site;

(i) All existing rights-of-way within and surrounding the project site, including any designated trails or bike paths; and,

(j) Any other factors that may impact the design of the site.

(2) *Additional Tree Preservation Plan Content.* The applicant shall indicate all proposed site improvements, and delineate in the tree preservation plan the trees to be retained on-site, and the measures to be implemented for their protection. These measures shall include, but need not be limited to, fencing, limits of root pruning, as well as restrictions on traffic and material storage. The plan shall also clearly depict the limits of soil disturbance to include all areas to be graded both on and off-site, as well as the proposed location of utilities. The applicant should consult the City of Fayetteville Tree Preservation, Protection and Landscape Manual for details, examples and specific checklists. Examples can be provided upon request to the Urban Forester.

(3) *Abbreviated Tree Preservation Plan.* Applicants requesting approval of development projects for between 1,201 to 10,000 square feet of impervious area that require building permits, grading, or parking lot permits, but that do not fall under the requirements for developments required to go through the development review process of Technical Plat Review Committee, Subdivision Committee and/or Planning Commission, shall prepare and submit an abbreviated tree preservation plan. The information for an abbreviated tree preservation plan may be combined with the site plan, plat drawing, or grading plan. The applicant is expected to show the general location of all existing groups of trees, individual significant trees, and to clearly depict the limits of soil disturbance to include all areas to be graded, both on and off-site, as well as the proposed location of utilities. Protective measures such as fencing, limits of root pruning, restriction on traffic and materials storage shall be depicted on the plan. A preliminary site visit with the Urban Forester is highly recommended before applying for any of the above-mentioned permits. The applicant should consult the City of Fayetteville Tree Preservation, Protection, and Landscape Manual for details, and specific checklists. Applicants submitting abbreviated tree preservation plans shall not be required to submit an analysis report, nor shall they be required to hire architects, engineers, or landscape architects to prepare the abbreviated tree preservation plan.

(4) *Analysis Report.* The applicant shall submit an analysis report when minimum percent canopy is not met. The report shall detail the design approaches used to minimize damage to or removal of existing canopy that were considered in arriving at the proposed design. Written justification shall be presented as to why individual trees or canopy must be removed. The report shall also detail proposed on-site mitigation options or off-site alternatives, as detailed below.

(5) *Grading and Utility Plans.* All subsequent grading and utility plans shall depict Tree Preservation Areas, preserved trees, and the physical limits of all protective measures on site required during construction.

(6) *Submittal Requirements.* The applicant shall submit a tree preservation plan. Development plans with removal of tree canopy below percent minimum canopy shall submit an analysis report to the Urban Forester, concurrently with their tree preservation plan. Applicants submitting abbreviated tree preservation plans shall not be required to submit analysis report.

(7) *Tree Preservation Easements.* The City of Fayetteville shall encourage the use of Tree Preservation Easements for the added protection of trees preserved to meet percent minimum canopy requirements or trees planted, in those instances where such would be of mutual benefit to the applicant and the City of Fayetteville.

(l) *Request for On-Site Mitigation.*

(1) *Timing of Request for On-Site Mitigation.* Requests to remove trees below the percent minimum canopy requirement must be incorporated with the applicant's tree preservation plan.

(2) *Plan Requirements.* The tree preservation plan must graphically represent the species and location for all existing trees on-site. It shall also include a chart clearly stating the following information:

(a) The number of trees requested for removal;

(b) The percentage below the percent minimum canopy requirement they represent; and

(c) The species and number of trees to be planted based on the forestation requirements below.

(3) *Planting Details and Notes.* Planting details and notes shall be included on the tree preservation plan or landscape plan as set forth in the City of Fayetteville Tree Preservation, Protection, and Landscape Manual.

(4) *Forestation Requirements.* The number and species of trees required for forestation shall be based upon the quality of the canopy lost:

(a) *High Priority Canopy.* When removing high priority canopy below the percent minimum canopy required, the canopy square footage removed shall be forested at a base density of two hundred (200), 2-inch caliper trees per acre removed.

(b) *Low Priority Canopy.* When removing low priority canopy below the percent minimum required, the canopy square footage removed shall be forested at a base density of one hundred (100), 2-inch caliper trees per acre removed.

(5) *Base Density.* Compensating for the environmental damage caused by removing tree canopy shall be accomplished by forestation on a per acre basis. The base density formula used above is based on 2-inch caliper trees. However, the urban forester may approve the use of trees with less than 2-inch caliper for the planting of smaller tree species required by spatial constraints on the site. In such cases, the number of trees to be planted may be adjusted in accordance with the species table to be found in the City of Fayetteville Tree Preservation, Protection, and Landscape Manual.

(6) *Preferred Species.* All trees to be planted shall be species native to the Ozark region or native cultivars, when available, or selected from the list of preferred tree species set forth in the City of Fayetteville Tree Preservation, Protection and Landscape Manual. Species selection shall be based upon the amount of space available for proper growth on the site, and must be approved by the Urban Forester.

(7) *Placement of Trees*. The applicant is expected to plant trees in locations on the site where the environmental benefits of canopy cover are most likely to offset the impact of development. Trees shall not be placed within utility easements, or in other locations where their future protection cannot be assured.

(8) *Residential On-Site Mitigation.* Applicants requesting on-site mitigation for residential developments shall comply with all the provisions of §167.04(I), as well as the following:

(a) The applicant's mitigation plan shall meet or exceed the required number of mitigation trees based on the forestation requirements as set forth at §167.04(I)(4).

(b) All plans requesting residential on-site mitigation shall include a binding three (3) year maintenance and monitoring plan, which shall hold the applicant responsible for the health of all planted trees.

(i) Approval of a plan requesting residential on-site mitigation shall be contingent upon the applicant depositing with the city an irrevocable letter of credit in an amount equal to the estimated cost of materials and labor for all trees at the time of planting. The irrevocable letter of credit must cover the entire three (3) year maintenance and monitoring period. Applicant shall submit cost estimates to the Urban Forester for approval.

(ii) Upon completion of the three (3) year landscape establishment period, the Urban Forester shall inspect the site and determine whether 90% of the trees are healthy and have a reasonable chance of surviving to maturity. Upon such a finding, the city shall release the letter of credit.

(iii) In the absence of such a finding, the applicant shall be notified to replace any unhealthy or dead trees, or take other appropriate action as approved by the Urban Forester. If the applicant does not take remedial steps to bring the property into compliance, the city shall use the necessary moneys from the landscape establishment guarantee to do so.

(iv) In the event trees are injured or destroyed by natural disasters, including but not limited to, tornadoes, straight-line winds, ice storms, fire, floods, hail, or lightning strikes, or through the independent actions of third parties, the applicant shall be relieved of the responsibility of replanting the tree or trees so affected.

(c) Developers requesting mitigation trees be planted along the street right-of-way of residential developments shall submit a landscape plan that complies with the standards outlined in the City of Fayetteville Tree Preservation, Protection, and Landscape Manual in order to ensure that new trees planted are of the highest quality, require low maintenance, and do not interfere with public safety. The species of trees to be planted shall be selected from the approved street tree species list, or be otherwise specifically approved by the Urban Forester. The applicant's mitigation plan for planting street trees shall describe in detail the method for tracking the development of the individual lots, which shall best ensure that required number and species of mitigation trees are planted.

(9) *Request for On-Site Mitigation Alternatives (Green Roofs or Green Façades).*

(a) *Intent.* The intent is to allow previously developed sites with at least 50% existing impervious area and limited space for planting trees to use on-site mitigation alternatives to meet the mitigation requirements and still contribute beneficial plant materials that provide positive ecosystem services.

(b) *Applicability.* On-Site Mitigation Alternatives shall only be allowed as alternatives to planting trees in form-based zoning districts that allow for mixed-use and do not have a building area maximum requirement. On-Site Mitigation Alternatives may not be utilized on sites that have adequate space to meet landscape requirements.

(c) *Timing of Request for On-Site Mitigation Alternatives.* Requests for on-site alternatives must be incorporated and submitted concurrently with the applicant's tree preservation plan.

(d) *Intensive Green Roof.* A green roof with 6 inches or great soil medium that can sustain plant species with deeper root systems.

(e) *Extensive Green Roof.* A green roof with 2 to 5 inches of soil medium that can sustain plant species with shallow root systems.

(f) *Green Façade.* A green façade is created by growing climbing plants up and across the façade of a building, either from plants grown directly in the ground or a large container of at least 12 inches of soil medium. Plants can attach directly to the building or be supported with a 12-inch by 12-inch trellis system connected to the building.

(g) *Mitigation Alternative Calculations.* The applicant's plan to install an extensive green roof, intensive green roof, and green façade in lieu of a mitigation tree shall be based from square footage of tree canopy.

(i) The calculation for an extensive green roof shall be based from a ratio of 1 square foot of tree canopy to 2.5 square feet of extensive green roof.

(ii) The calculation for an intensive green roof shall be based from a ratio of 1 square foot of tree canopy to 1.4 square feet of intensive green roof.

(iii) The calculation for a green façade shall be done based from a ratio of 1 square foot of tree canopy to 2.5 square feet of green façade.

(J) *Request for Off-Site Alternatives.*

(1) *Timing of Request for Off-Site Alternatives.* Requests for off-site alternatives must be incorporated in, and submitted concurrently with the applicant's tree preservation plan.

(2) *Off-Site Preservation*. The applicant may seek approval of the Urban Forester to preserve an equal or greater amount of canopy cover at a site within the city limits.

(3) *Off-Site Forestation.*

(a) If off-site preservation cannot be achieved, the applicant may seek approval from the Urban Forester to plant the required number of trees on another site owned by the applicant and located within the city limits. A tree preservation easement must be conveyed concurrently with or prior to submission of a final plat by the applicant to the city to protect any off-site preservation or forestation and the legal description of the tree preservation easement shall also appear on the final plat.

(b) An applicant may plant and maintain mitigation trees needed for the applicant's development as to fulfill the obligation set forth in Chapter 167, Tree Preservation and Protection, in a nearby city park or public right-of-way if expressly approved by City Council resolution. The City Council shall seek advice from the Urban Forester, Parks and Recreation Department staff and citizens about the advisability of forestation of the nearby city park and may apply express conditions including requiring irrigation to be installed and regular maintenance to be performed by the applicant.

(4) *Tree Escrow Account.* Tree preservation on-site is always the preferred option, with on-site mitigation, off-site preservation, off-site forestation, and on-site mitigation alternatives to be considered in descending order only if the more preferred option cannot be fully achieved. If none of these options can completely fulfill a developer's obligation under this Tree Preservation and Protection Chapter, the developer shall pay into the City Tree Escrow Account $250.00 for each tree required to meet the Base Density requirements which fairly represents the costs of material and labor to plant a tree. The developer shall also pay into the Tree Escrow Fund $425.00 as three (3) years of maintenance costs to ensure each tree survives for that period of time. Tree planting and maintenance costs should be reviewed at least every four (4) years to ensure it remains the fair market costs for tree planting and maintenance for three (3) years.

(a) Developments proposed as building permits under Level 2 as outlined in §166.02 (E)(2) are eligible for contribution to the tree escrow account as an option.

(b) Residential developments which cannot achieve the base density tree requirements through preservation or mitigation shall contribute to the Tree Escrow Account. The city shall use the money paid into the Tree Escrow Account to plant trees within the development along rights-of-way detention ponds, common areas or other areas where trees can be protected and have ahigh probability of survival to a mature tree. This shall be accomplished once the development is built out or as approved by the Urban Forester.

(c) Money contributed in lieu of on-site mitigation or off-site forestation shall be paid prior to issuance of a building permit on all commercial, industrial, or multi-family residential buildings and prior to final plat acceptance for all residential and non-residential subdivisions.

(d) Money contributed under this section:

(i) May be used for canopy mitigation, including planting site identification, tree acquisition, planting, and maintenance, utilizing either city staff or contract labor;

(ii) Shall not revert to the general fund for ongoing operations.

(e) If it is not possible to plant trees within the development, planting locations will be sought in appropriate sites within a 1 mile radius of where the original project is located, but if

this cannot be achieved, the moneys shall be used to plant the trees in the park quadrant in which the development took place, or pursuant to §167.04(J)(2) and (3). Data extracted from the urban forest analysis should be consulted when identifying appropriate locations to plant escrow funded trees.

(f) The City of Fayetteville shall refund the portion of the money contributed under this section, including the accrued interest that has not been expended seven (7) years from the date of the contribution. Interest shall be based on a 4% annual rate.

(g) Refunds shall be paid to the present owner of the property that was the subject of new development and against which the fee was assessed and collected.

(h) Notice of the right to a refund, including the amount of the refund and the procedure for applying for and receiving the refund, shall be sent or served in writing to the applicant no later than thirty (30) days after the date which the refund becomes due. The sending by regular mail of the notices to the applicant shall be sufficient to satisfy the requirement of notice.

(i) The refund shall be made on a pro rata basis and shall be paid in full no later than ninety (90) days after the date certain upon which the refund becomes due.

(j) At the time of the contribution to the Tree Escrow Account, the Urban Forester shall provide the applicant with written notice of those circumstances under which refunds of such fees will be made. Failure to deliver such written notice shall not invalidate any contribution to the Tree Escrow Account under this ordinance.

…

(Code 1991, §162.10; Ord. No. 2699, §10, 4-20-93; Ord. No. 3901, §1, 7-5-95; Ord. No. 3963, §6, 4-16-96; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4340, 10-2-01; Ord. No. 4539 02-03-04; Ord. No. 4855, 4-18-06; Ord. No. 4930, 10-03-06; Ord. No. 5308, 3-16-10; Ord. No. 5312, 4-20-10; Ord. No. 5427, 8-2-11; Ord. No. 5513, 7-17-12; Ord. No. 5773, 5-19-15; Ord. No. 5818, 10-20-15; Ord. No. 5824, §3, 11-17-15; Ord. No. 5945, §17, 1-17-17; Ord. No. 5986, §§4(Exh. A), 5—35, 7-6-17; Ord. No. 6442, §§1(Exh. A1), 2(Exh. B), 5(Exh. E), 6(Exh. F), 6-1-21; Ord. No. 6446, §9(Exh. D), 6-15-21; Ord. No. 6786, §§ 2—6, 8-20-24; Ord. No. 6793, § 5, 9-17-24)

RECOMMENDED CONDITION

Tree preservation survey requirements must be met within 100 feet of limits of disturbance requiring tree removal of root pruning



Tree Preservation Calculations		
	Square Feet	Percent of site
Total Site Area *Minus Right of Way and Easements	1,505,607	100%
*Zoning Designation * Select Below with drop down arrow*		
RMF-6 Multi-Family Residential-Six Units Per Acre	301,121	20%
*HHOD * Select Below with Drop Down Arrow*		
No	0	0%
Total Canopy for Minimum Preservation Requirements	301,121	20.0%
Existing Tree Canopy * Minus Right of Way and Easements	1,376,611	91.4%
Tree Canopy Preserved	419,393	27.9%
Tree Canopy Removed *On Site	957,218	63.6%
Tree Canopy Removed *Off Site	0	
Tree Canopy Removed Total	957,218	63.6%
Removed Below Minimum	0	
Mitigation Requirements	**0**	

LEGEND

- EXISTING TREE TO BE SAVED
- EXISTING TREE TO BE REMOVED
- EXISTING TREE TO BE SAVED
- EXISTING TREE TO BE REMOVED
- 1 FOOT EXISTING CONTOUR LINES
- 5 FOOT EXISTING CONTOUR LINES
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- 5 FOOT PROPOSED CONTOUR LINES
- LIMITS OF DISTURBANCE
- ROOT PRUNE IF REQUIRED
- TREE PROTECTION FENCING
- UTILITY EASEMENT

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4. EROSION AND SEDIMENT CONTROL BARRIERS SHALL BE INSTALLED OR MAINTAINED IN A MANNER WHICH DOES NOT RESULT IN SOIL BUILD-UP WITHIN DRIPLINES OF PROTECTED TREES.
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   B) WHERE PERMEABLE PAVING IS TO BE INSTALLED WITHIN A TREE'S DRIPLINE, ERECT THE FENCE AT THE OUTER LIMITS OF THE PERMEABLE PAVING AREA (PRIOR TO SITE GRADING SO THAT THIS AREA IS GRADED SEPARATELY PRIOR TO PAVING INSTALLATION TO MINIMIZE ROOT DAMAGE)
   C) WHERE TREES ARE CLOSE TO PROPOSED BUILDINGS, ERECT THE FENCE TO ALLOW 6 TO 10 FEET OF WORK SPACE BETWEEN THE FENCE AND THE BUILDING.
   D) WHERE THERE ARE SEVERE SPACE CONSTRAINTS DUE TO TRACT SIZE OR OTHER SPECIAL REQUIREMENTS.
7. WHERE ANY OF THE ABOVE EXCEPTIONS RESULT IN A FENCE BEING CLOSER THAN 4 FEET TO A TREE TRUNK PROTECT THE TRUNK WITH STRAPPED ON PLANKING TO A HEIGHT OF 8 FEET, OR THE LIMITS OF THE LOWER BRANCHES, IN ADDITION TO THE REDUCED FENCING PROVIDED.
8. TREES APPROVED FOR REMOVAL SHALL BE REMOVED IN A MANNER WHICH DOES NOT IMPACT TREES TO BE PRESERVED.
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14. DEVIATIONS FROM THE ABOVE NOTES MAY BE CONSIDERED ORDINANCE VIOLATIONS IF THERE IS A SUBSTANTIAL NON-COMPLIANCE OR IF A TREE SUSTAINS DAMAGE.

SOILS

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ENC2—ENDERS GRAVELLY LOAM, 3 TO 8 PERCENT SLOPES, ERODED
SN—SLOAN SILT LOAM, 0 TO 3 PERCENT SLOPES, OCCASIONALLY FLOODED
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LE—LEAF SILT LOAM

ALL TREES TO REMAIN NEAR AREAS TO BE GRADED SHALL HAVE THEIR TREE ROOTS TRIMMED PER DETAIL #3 ON SHEET L-109

SEE EXISTING TREE LIST ON SHEET L-101

Know what's below. Call before you dig.

PROFESSIONAL SEAL:

JAMES E. SCOTT 13850 REGISTERED LANDSCAPE ARCHITECT STATE OF ARKANSAS

12/19/2025

LANDTEK STUDIOS
15022 SWEETBRIAR DR
FAYETTEVILLE, AR 72703
PH# 479.283.9721

NOT FOR CONSTRUCTION

REVISIONS

NO.	DATE	REVISION

ODYSSEY ENGINEERING
124 GRANT PLACE, SUITE E
LOWELL, AR 72745
(479) 480-3330
AR COA # 4188

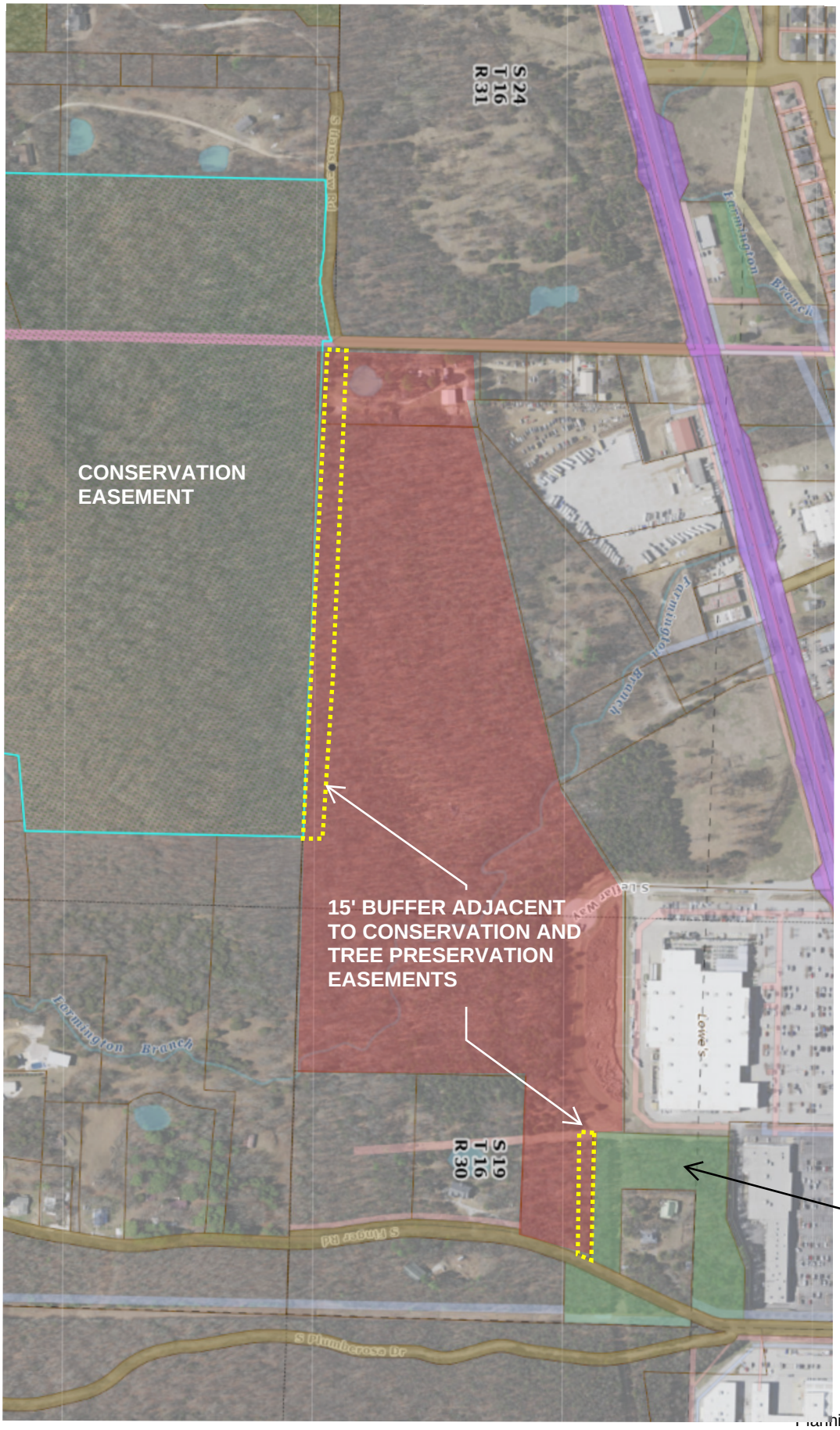
KESSLER CREEK SUBDIVISION
S. LEFLAR WAY
FAYETTEVILLE, AR 72722

PROJECT NO.	DESIGNED BY	REVIEWED BY
ODY0092	KES	MR
PLAN DATE:	3.5.2025	

SHEET NAME:
TREE PRESERVATION PLAN

SHEET NO.:
L-100

RECOMMENDED CONDITION



Wonsower, Donna

From: Thomason, Willa
Sent: Tuesday, March 18, 2025 5:02 PM
To: Wonsower, Donna
Subject: FW: 1640 S Hanshew - Tree Pres Variance

From: Jake Chavis <jchavis@odysseynwa.com>
Sent: Friday, March 14, 2025 11:16 AM
To: Thomason, Willa <wthomason@fayetteville-ar.gov>; Chris Tilley <ctilley@odysseynwa.com>
Cc: Masters, Jessica <jmasters@fayetteville-ar.gov>; Adam Kirkendall <adam@a-coservices.com>
Subject: Re: 1640 S Hanshew - Tree Pres Variance

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Willa,

Its disappointing to hear that you are recommending denial of our variance request. we were hoping for an approval recommendation based on our conversations with you and Jesse.

if its any consolation, our landscape architect was incorrect in the total site area. He has 2,042,964, which is roughly 46 acres. This is the total area of the site, and does not exclude ROW and easements we are dedicating. i just noticed this as well and didn't think much of it since we were already over what we thought was the required minimum. The ACTUAL total area is 1,505,607. This figure does not include the 341,842 are of ROW and easements on the west side, or the 172,231 sq ft on the east side.

With the 1,505,607 sq ft and our ACTUAL preserved canopy area being 419,393 sq ft. (we have an easement to be dedicated in the floodplain areas.) we are closer to (27.86%) for the entire site. from a quick weighted average calculation.

The portion in HHOD is 178,021 sqft. which is 11.82% of the total site area. the weighted average I calculated for this is around 26% so we should be good on preservation. (178,021*.30)+1,327,586*.25)/(1505607)

Additionally, we moved the offsite swale to the south , on site. so we will not be encroaching on the neighbors property and removing any trees.

We will have something quick for you to look at early next week. Thanks again for being patient with us on this project we have a lot of moving parts, and this is one of the most difficult sites I've designed on.

Jake Chavis

Owner-Project Engineer

Odyssey Engineering LLC

O. 479.480.3330 | C. 501.538.5281

jchavis@odysseynwa.com

124 Grant Pl Ste E

Lowell, AR 72745

From: Thomason, Willa <wthomason@fayetteville-ar.gov>
Sent: Friday, March 14, 2025 10:27 AM
To: Jake Chavis <jchavis@odysseynwa.com>; Chris Tilley <ctilley@odysseynwa.com>
Cc: Masters, Jessica <jmasters@fayetteville-ar.gov>
Subject: RE: 1640 S Hanshew - Tree Pres Variance

Good morning,

As a follow-up, I wanted to let you both know that I intend to recommend denial of this variance. I realized that I overlooked the incorrect zoning designation of this site in your tree preservation calculations pasted below. This site is RSF-4 which requires 25% minimum preservation, and a portion of the site is in the HHOD. I haven't calculated the weighted average minimum for the site yet, but it will certainly be >25%.

Please let me know if you have any questions or want to discuss this! I will be out of office this afternoon and all of Monday but can get back to you on Tuesday.

Willa

ODYSSEY ENGINEERING

February 27, 2025

Planning Department
City of Fayetteville
125 W Mountain St.
Fayetteville, AR 72701

RE: Kessler Creek Subdivision

City of Fayetteville Planning Staff:

The property owner, Kessler Creek LLC, is requesting to build a single-family subdivision (Parcel No. 765-22968-001, 765-14813-000). Odyssey engineering intends to submit this as a preliminary plat to planning commission this year with proposal on this property for 111 lots on 43 acres.

Before our design work for this large subdivision is complete, we would like to request a variance on the front end of the project, so that our clients know how to proceed with developing this property.

Variance from section UDC §167.04(H):

Tree Preservation Plan. On sites with existing tree canopy, the applicant shall conduct a tree preservation analysis to determine the approximate age, health, size and species distribution of the trees, noting each on a tree preservation plan, and clearly showing the locations and types of all natural features on a site, including features 100 feet beyond the property lines. The tree preservation plan shall also specifically depict the applicable preservation priority level for each tree or group of trees on the site. The plan should include, but not be limited to, delineation of the following features as they exist on the site:

(d) Any significant trees, as defined in the City of Fayetteville's Tree Preservation, Protection and Landscape Manual, existing on the site, and the location of trunks, spread of the canopy, species, diameter at breast height (DBH), and the overall health of each significant tree;

(e) Groupings of trees, delineating the edges of the overall canopy, noting the predominate species, average height, diameter at breast height (DBH), and general health of the trees.

479.480.3330
OdysseyNWA.com
124 Grant Place, Suite E, Lowell, AR 72745

ODYSSEY ENGINEERING

This property was recently submitted, reviewed, and approved for the Pigskin RV Park. There is overlap in the ownership group from Pigskin RV to the current proposed subdivision of Kessler Creek Subdivision. The previous Urban Forester, Melissa Evans, approved the previous development on this property without a full tree survey in the tree preservation plan and agreed that providing the limits of existing canopy was sufficient due to the density of the existing forest. Given the previous approval and coordination, it was assumed that the survey provided by Crafton Tull in 2024 would be sufficient to use for the redesign of this property as well.

This property contains approximately 43 acres of dense canopy. We feel we are meeting the reasonable intent of this code by fully meeting sections (a),(b),(c),(f),(g),(h),(i), and (j); the plans we are proposing also far exceed the minimum canopy cover requirements for this zoning designation. To individually survey all significant trees for their size, species, and health over 47 acres of forest would be an extravagant cost burden to the developer, and ultimately we feel the precedent was set with the prior acceptance of this tree survey under the same set of codes when it was completed and submitted by Crafton Tull.

Given the prior acceptance by Urban Forestry, the consideration that this property is densely wooded across all 43-acres, as well as the proposed development greatly exceeding the minimum canopy cover requirements, we ask you to consider granting this variance to section UDC §167.04(H).

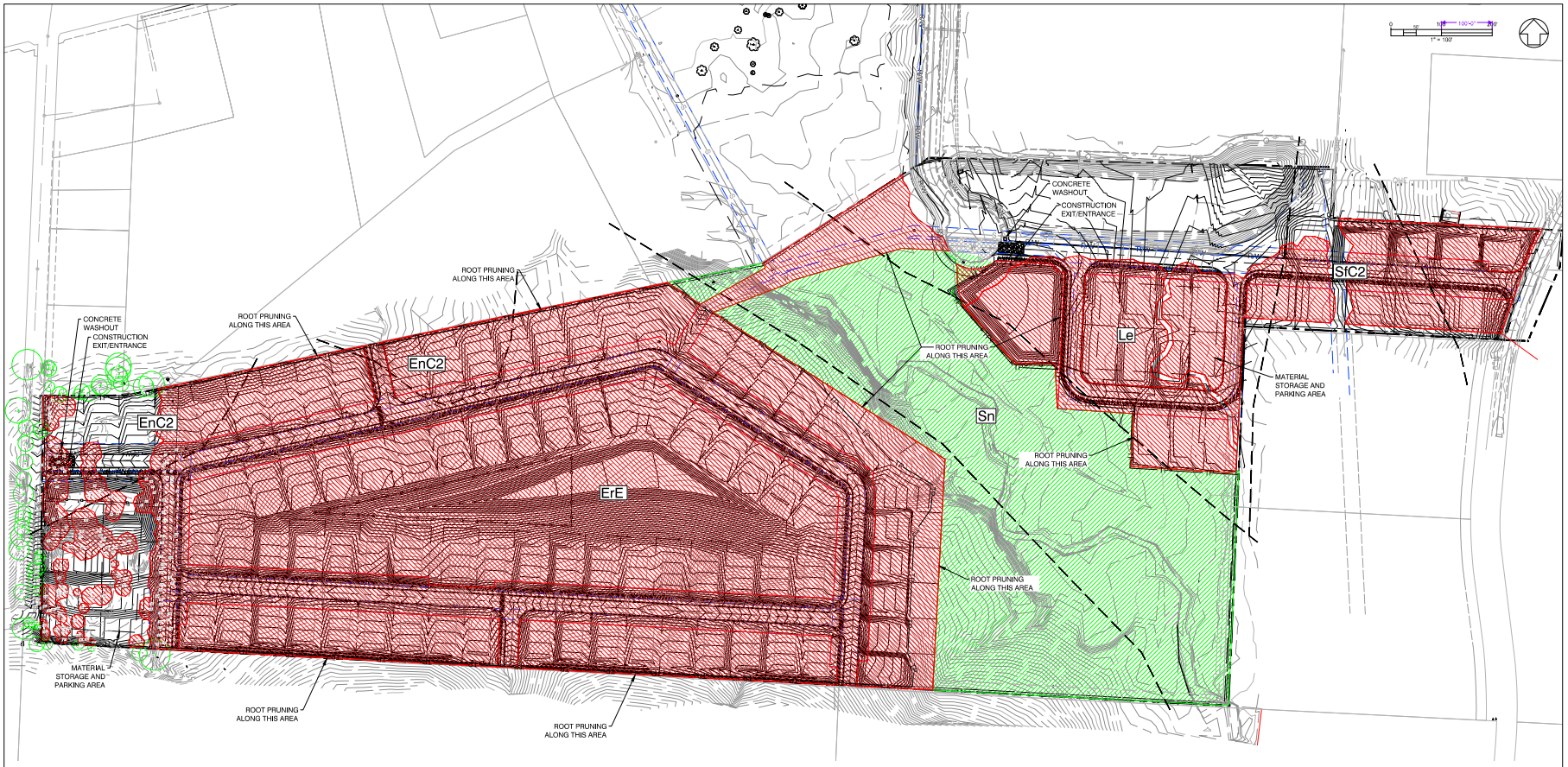
We appreciate your consideration and understanding of this variance request. Should you have any questions regarding this submittal, please contact us at **479-480-3330** or **jchavis@odysseynwa.com**.

Respectfully,



Jake Chavis
Project Engineer

479.480.3330
OdysseyNWA.com
124 Grant Place, Suite E, Lowell, AR 72745



Tree Preservation Calculations		
	Square Feet	Percent of site
Total Site Area *Minus Right of Way and Easements	1,585,307	100%
*Zoning Designation * Select Below with drop down arrow*		
RMF-5 Multi-Family Resident al-Six Units Per Acre	301,121	20%
*HDD * Select Below with Drop Down Arrow*		
ND	0	0%
Total Canopy for Minimum Preservation Requirements	301,121	20.0%
Existing Tree Canopy * Minus Right of Way and Easements	1,376,611	91.4%
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Tree Canopy Removed *On Site	957,218	63.6%
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Mitigation Requirements	**0**	

LEGEND

- EXISTING TREE TO BE SAVED
- EXISTING TREE TO BE REMOVED
- XX — EXISTING TREE TO BE SAVED
- XX — EXISTING TREE TO BE REMOVED
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JAMES E. SCOTT 8509 REGISTERED LANDSCAPE ARCHITECT STATE OF ARKANSAS
12/19/2025
LANDTEK STUDIOS
15022 SWEETBRIAR DR
FAYETTEVILLE, AR 72703
PH# 479.283.9721

NOT FOR CONSTRUCTION

REVISIONS

NO.	DATE	REVISION

ODYSSEY ENGINEERING
124 GRANT PLACE, SUITE E
LOWELL, AR 72745
(479) 480-3330
AR COA # 4188

KESSLER CREEK SUBDIVISION
S. LEFLAR WAY
FAYETTEVILLE, AR 72722

PROJECT NO.	DESIGNED BY	REVIEWED BY
ODY0092	KES	MR
PLAN DATE:	3.5.2025	

SHEET NAME:
TREE PRESERVATION PLAN

SHEET NO.:
L-100

Wonsower, Donna

From: Thomason, Willa
Sent: Thursday, March 13, 2025 2:27 PM
To: Barbara Moorman
Cc: Bland, Justin; Wonsower, Donna
Subject: RE: VAR-2025-0016 (1740 S HANSHEW RD FAYETTEVILLE, AR 72701)

Hi Barbara,

I would love to talk with you about this project, particularly the potential old growth on site, if you have a chance to call me at (479) 444-3486. Per UDC §167, the applicant is required to preserve a minimum of 20% canopy cover on-site and they are exceeding that minimum in their current tree preservation plans. Most of the planned tree-preservation will be along Kessler Creek.

I forwarded this thread to Dave Stahle at UARK and he said he is out of town but will look to see if he has any records of old growth on this site when he returns.

Thanks,
Willa

Willa Thomason, M.S.
Urban Forester
Development Services
City of Fayetteville, Arkansas
(479) 444-3486
Website | Facebook | Twitter | Instagram | YouTube

CITY OF FAYETTEVILLE ARKANSAS

From: Wonsower, Donna <dwonsower@fayetteville-ar.gov>
Sent: Thursday, March 13, 2025 1:17 PM
To: Barbara Moorman <blmoorman@sbcglobal.net>
Cc: Thomason, Willa <wthomason@fayetteville-ar.gov>; Bland, Justin <jbland@fayetteville-ar.gov>
Subject: RE: VAR-2025-0016 (1740 S HANSHEW RD FAYETTEVILLE, AR 72701)

Good Afternoon,

I've forwarded your email to Willa Thomason, the urban forester reviewing this project. She can answer questions more specific to the trees, but I have outlined the project boundaries below and have attached an overall site plan from the development submittal to hopefully clarify the project location. W. Martin Luther King Jr. Blvd and Lowes are to the north. S. Finger Rd. is to the east, and S. Hanshew Rd. is to the west.


John L Colbert Middle School
W Rawlins Rdg
W Tulan St
Tharp Cemetery
W Sandra St
W Velda Ct
W Martin Luther King Jr Blvd
W Old Farmington Rd
S Jasmine Ln
S Camellia Ln
S Oleander Ln
S Pepper Tree Ln
W Gardenia Dr
W Catalpa Dr
W Lilac Dr
Lowe's
Walmart
Aldi
62
FINGER
PARK



Some of your questions, particularly regarding the depth of the creek and distance to dry areas, are engineering based. I've also copied Justin Bloand, who is the engineer reviewing the proposed plat.

Donna Wonsower, AICP
Planner, Development Services
City of Fayetteville, Arkansas
479-575-8358
fayetteville-ar.gov

From: Barbara Moorman <blmoorman@sbcglobal.net>
Sent: Thursday, March 13, 2025 1:03 PM
To: Wonsower, Donna <dwonsower@fayetteville-ar.gov>
Subject: RE: VAR-2025-0016 (1740 S HANSHEW RD FAYETTEVILLE, AR 72701)

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks for your note. I have looked at the PDF.

I've lived here a long time and still cannot get oriented with this sketch. Where is Hanshew St.? Where is the highway? How far down is the creek from the adjoining dry land? How deep is the creek? What trees grow along the creek? What trees are doomed? Where is the shale glade? (I mean the the twin to the one on top of Kessler that the City posts praise about) Where are the adjoining property lines? 3 of those should be my own. To the north of this, to the west of it, and to its east. Maybe. But I can't read it well enough to know. Where are fences? Where are adjoining properties? Etc. There's a lot of essential information missing.

Around 1996 a UA faculty member (whose name I'm deliberately not adding here) "aged" several dwarfed white oaks near the creek edge as ca. 350 yrs. Old. Nothing on the map about that

The fault is in the sketch, not the file or the size.

From: Wonsower, Donna <dwonsower@fayetteville-ar.gov>
Sent: Thursday, March 13, 2025 8:39 AM
To: Barbara Moorman <blmoorman@sbcglobal.net>
Cc: Hopkins, Mirinda <mhopkins@fayetteville-ar.gov>
Subject: RE: VAR-2025-0016 (1740 S HANSHEW RD FAYETTEVILLE, AR 72701)

Good Morning,

How are you looking at the file? It looks like Mirinda sent a PDF, so you should be able to download it and zoom into the document once it is downloaded. I'm also happy to print out a paper copy for you to pick up at Development Services if that would be preferable.

Donna Wonsower, AICP
Planner, Development Services
City of Fayetteville, Arkansas
479-575-8358
fayetteville-ar.gov

From: Hopkins, Mirinda <mhopkins@fayetteville-ar.gov>
Sent: Thursday, March 13, 2025 8:14 AM
To: Barbara Moorman <blmoorman@sbcglobal.net>
Cc: Wonsower, Donna <dwonsower@fayetteville-ar.gov>
Subject: RE: VAR-2025-0016 (1740 S HANSHEW RD FAYETTEVILLE, AR 72701)

I'm sorry, that is all we have.

Donna, the planner assigned to this project, may be able to help answer any question you have.

Thank you

Mirinda Hopkins
Development Coordinator
Planning Division

City of Fayetteville
479-575-8267

CITY OF FAYETTEVILLE ARKANSAS

From: Barbara Moorman <blmoorman@sbcglobal.net>
Sent: Wednesday, March 12, 2025 5:28 PM
To: Hopkins, Mirinda <mhopkins@fayetteville-ar.gov>
Subject: RE: VAR-2025-0016 (1740 S HANSHEW RD FAYETTEVILLE, AR 72701)

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks, Mirinda, for sending this file. Is there any way to make it legible? The printing is so small it cannot be deciphered. I can't even tell where this is, but it apparently adjoins my property.

From: Hopkins, Mirinda <mhopkins@fayetteville-ar.gov>
Sent: Wednesday, March 12, 2025 3:54 PM
To: blmoorman@sbcglobal.net
Cc: Wonsower, Donna <dwonsower@fayetteville-ar.gov>
Subject: VAR-2025-0016 (1740 S HANSHEW RD FAYETTEVILLE, AR 72701)

Thank you

Mirinda Hopkins
Development Coordinator
Planning Division
City of Fayetteville
479-575-8267

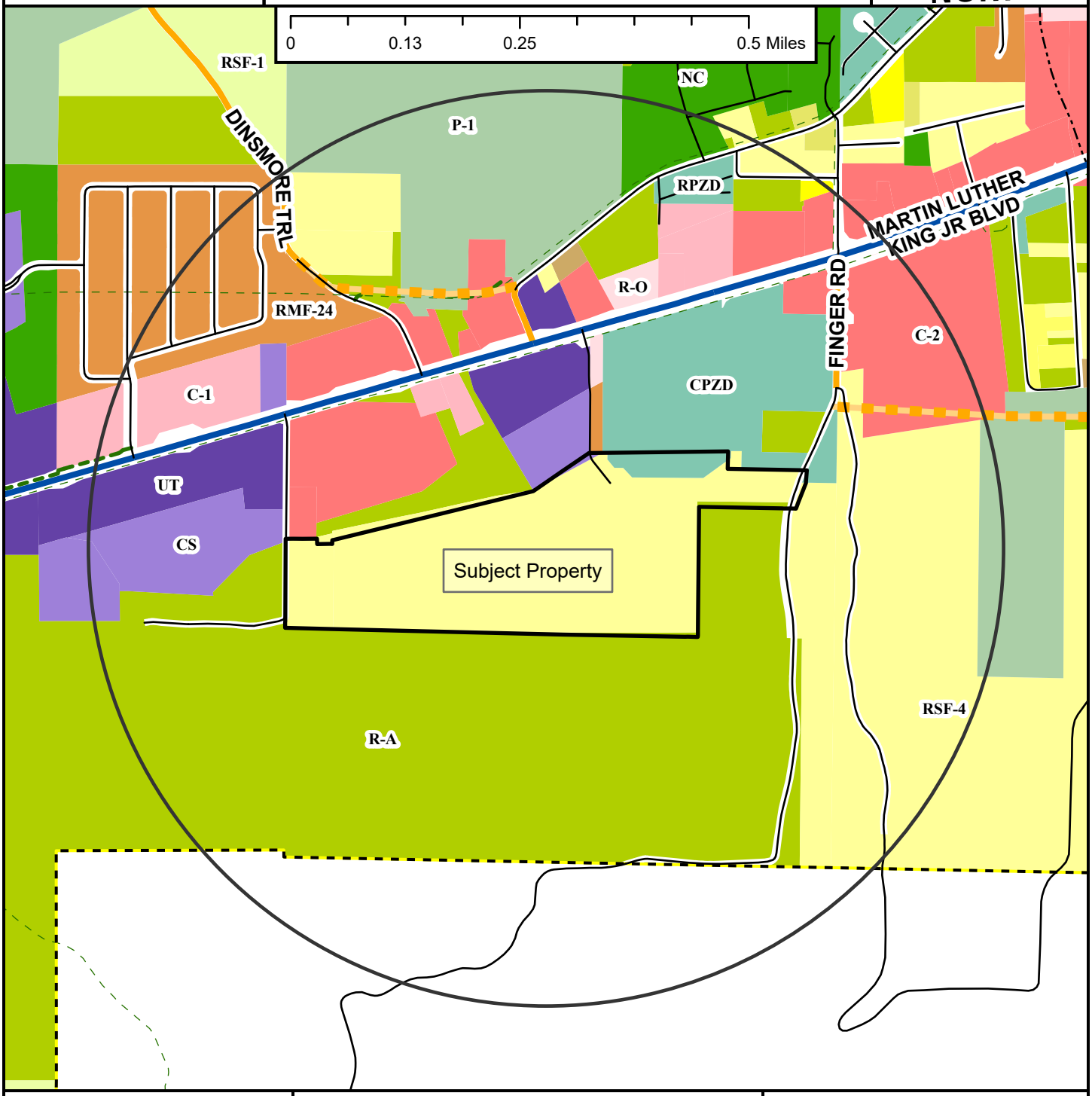
CITY OF FAYETTEVILLE ARKANSAS

VAR-2025-0016

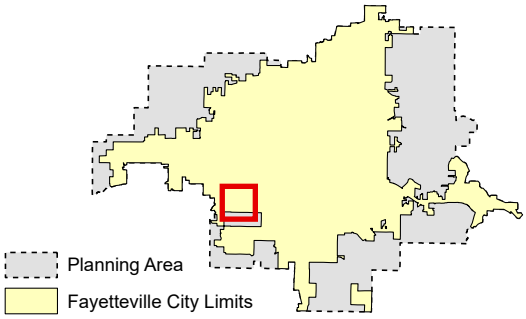
One Mile View

1640 S. HANSHEW RD

NORTH



- Neighborhood Link
- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Planned Neighborhood Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
- NS-G
- RI-U
- RI-12
- NS-L
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

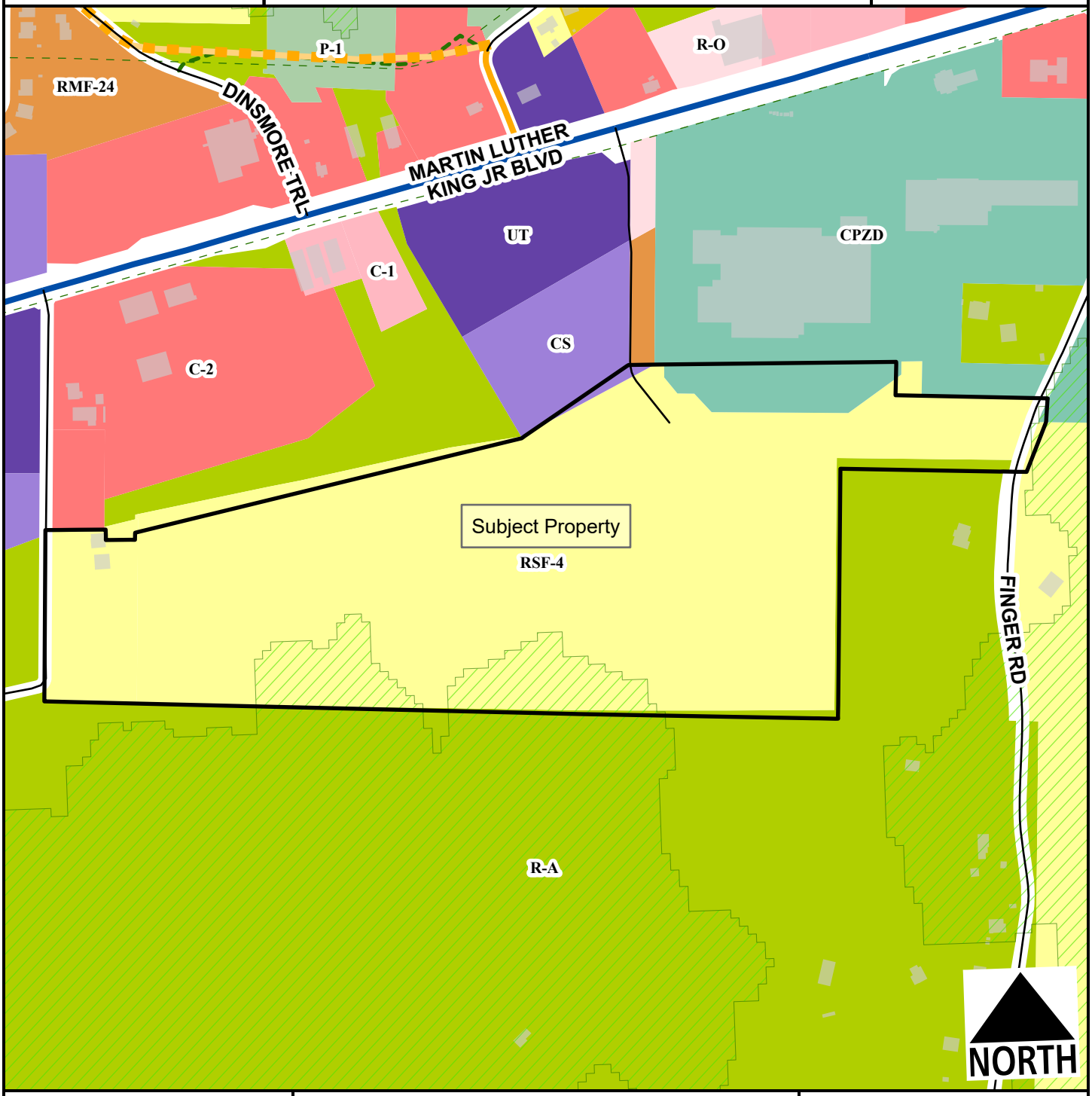
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

VAR-2025-0016

Close Up View

1640 S. HANSHEW RD



Neighborhood Link
Regional Link - High Activity
Unclassified
Residential Link
Planned Neighborhood Link
Hillside-Hilltop Overlay District
Planning Area
Fayetteville City Limits
Shared-Use Paved Trail
Trail (Proposed)

Feet

0 160 320 640 960 1,280

1:5,200

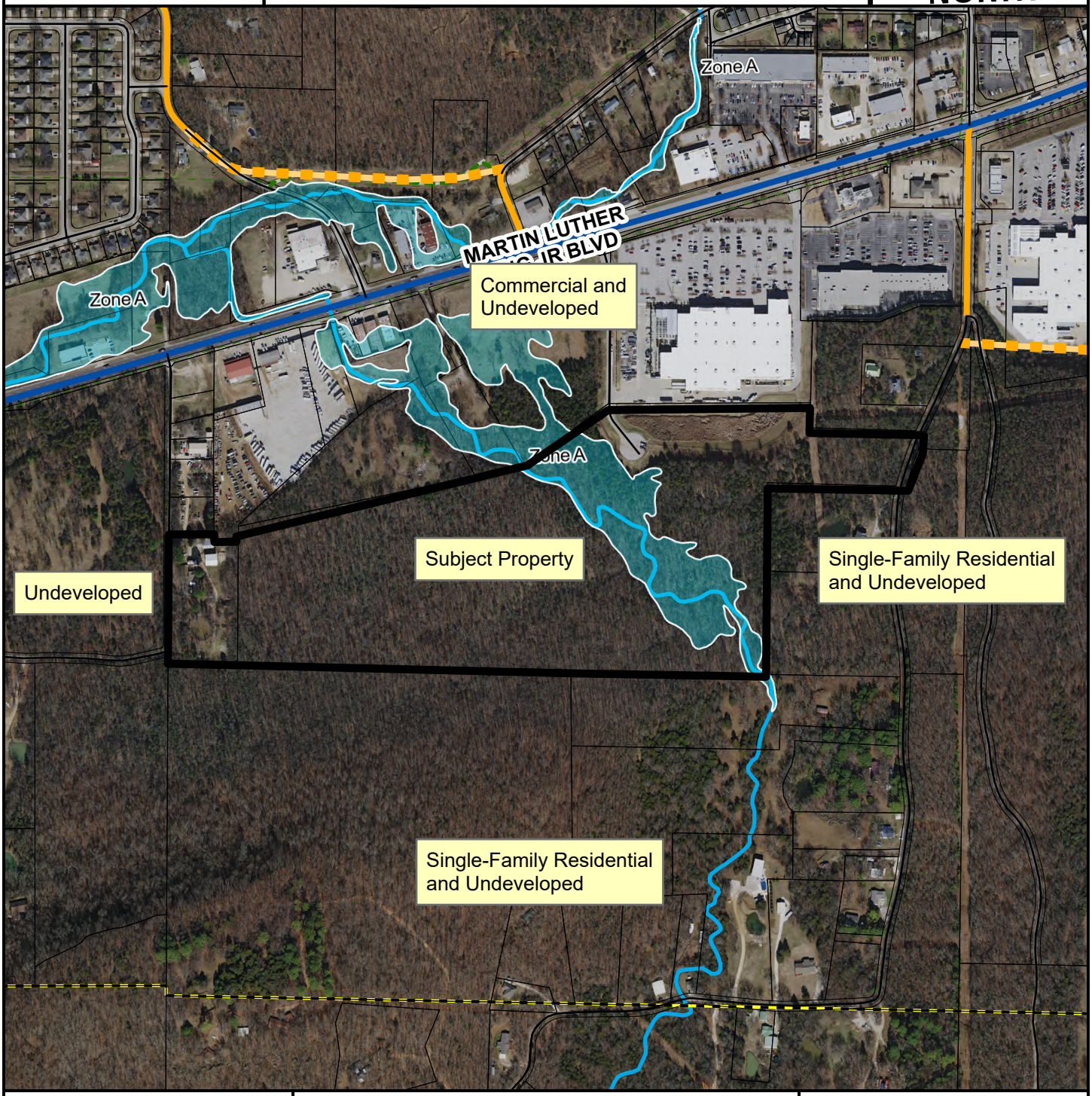
Residential-Agricultural
RSF-4
RI-12
RMF-24
Residential-Office
C-1
C-2
Urban Thoroughfare
Community Services
Commercial, Industrial, Residential
P-1

VAR-2025-0016

Current Land Use

1640 S. HANSHEW RD

NORTH



- Neighborhood Link
- Regional Link - High Activity
- Unclassified
- Residential Link
- Planned Neighborhood Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 210 420 840 1,260 1,680

1:6,900

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Gretchen Harrison, Senior Planner
Justin Bland, Engineering Development Review Manager
Willa Thomason, Urban Forester

MEETING: March 24, 2025

SUBJECT: **PPL-2025-0002: Preliminary Plat (NORTHWEST OF N. LANDMARK HL. & N. OBSERVATORY RD./MISSION HEIGHTS/370):** Submitted by ECOLOGICAL DESIGN GROUP for property located NORTHWEST OF N. LANDMARK HL. & N. OBSERVATORY RD. The property is zoned CS, COMMUNITY SERVICES and contains approximately 4.18 acres. The request is for the preliminary plat of 14 lots.

RECOMMENDATION:
Staff recommends approval of **PPL-2025-0002** with conditions.

RECOMMENDED MOTION:
*"I move to approve **PPL-2025-0002**, recommending:*

- *In favor of recommended right-of-way dedication,*
- *In favor of recommended street improvements,*
- *In favor of a variance to UDC §166.08(D)(5),*
- *In favor of a variance to UDC §177.05(A)(2)(a), and*
- *In favor of all other conditions as outlined by staff."*

BACKGROUND:
The subject property is located in northeast Fayetteville on the south side of Mission Boulevard about half a mile west of the street's intersection with Crossover Road. The property contains approximately 4.18 acres and is currently undeveloped. It received its current zoning of CS, Community Services, as a result of a rezoning that was approved in 2011 with a Bill of Assurance. The Bill of Assurance prohibited certain uses on site, including, but not limited to, cultural and recreational facilities, gasoline stations and drive-thru restaurants, hotels, and liquor stores. All residential uses, from single- to multi-family dwellings, are permitted by right. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential	RSF-4, Residential Single-Family, Four Units per Acre
South	Undeveloped	NC, Neighborhood Conservation; RSF-4, Residential Single-Family, Four Units per Acre
East	Undeveloped	CS, Community Services; NC, Neighborhood Conservation

West	Commercial; Single-Family Residential	C-1, Neighborhood Commercial; RSF-4, Residential Single-Family, Four Units per Acre; NC, Neighborhood Conservation

Proposal: The applicant proposes a subdivision with 13 residential lots and one lot reserved for future development. Two variances from the Unified Development Code have been requested which are described below alongside staff's recommendations. A third variance was requested, the first one noted in the applicant's letter, though it will require consideration by the city's Board of Adjustment rather than the Planning Commission.

- **Variance #1: UDC §166.08(D)(5): Street Design Standards. All street requirements shall be met as set forth in the City of Fayetteville Master Street Plan and adopted minimum street standards.** The applicant is requesting to vary from the typical standards for the width of sidewalk and greenspace along Panorama Place, Observatory Road, and Landmark Hill, to align with how those streets were initially platted and intended to be improved, and to respond to site-specific constraints.
    - *Staff recommendation: Staff is supportive of this request. Observatory Road and Panorama Place were platted with the final plat of Mission Heights Ph. 3. With that plat, 33.5 feet of right-of-way was dedicated along Observatory Road to accommodate a 28-foot-wide street with curb and gutter, and a 5.5-foot-wide sidewalk along the northwest side of the street. Right-of-way with a variable width was platted along Panorama Place to allow for a 22-foot-wide street with curb and gutter and a 5.5-foot-wide sidewalk along the north side of the street. Landmark Hill was platted with the final plat of Mission Heights Ph. 2, with variable right-of-way to accommodate a 28- to 35-foot-wide street with curb and gutter and a 5.5-foot-wide sidewalk along the northeast side of the street.*

      The applicant stated in their request letter that the streets within the Mission Heights development were platted and built with the intention of minimizing land disturbance while providing adequate vehicular access. Since these streets are relatively new, the applicant has requested to keep the roads as-is, as they were previously approved and designed with alternative improvements, and install a 6.5-foot-wide sidewalk at the back of curb along Observation Road and Panorama Place, and 5-foot-wide sidewalk with 4-foot-wide greenspace along Landmark Hill. Staff is supportive of the applicant's request to vary from current Master Street Plan standards to install sidewalk improvements that complement the Mission Heights development's previous approval and site-specific constraints. Staff recommends street improvements and right-of-way dedication in line with the applicant's request.

- **Variance #2: UDC §177.05(A)(2)(a): Street Tree Planting Requirements. Street trees shall be planted within or along the right-of-way; where possible, between the sidewalk and the curb.** The applicant is requesting a variance to not plant street trees along the subject property's Mission Boulevard frontage.
    - *Staff recommendation: Urban Forestry staff recommends approval of this variance, allowing the applicant to be exempt from street tree planting requirements along Mission Boulevard on the condition that the applicant either plant the required 11 street trees elsewhere on-site, or pay fee-in-lieu into the Tree Escrow Account at $675 per tree for a total of $7,425. The applicant previously dedicated right-of-way for the construction of a multi-use trail along Mission Boulevard, resulting in a narrow two-foot tree lawn that will not support*

street trees. Per UDC §177.05(A)(2)(a), "When there is not adequate greenspace between the curb and sidewalk and urban tree wells are not appropriate, or there are utilities or other structural conflicts in the greenspace strip between the curb and sidewalk, the Urban Forester may permit street trees in greenspace behind the sidewalk and on private property." However, at the back of sidewalk adjacent to Mission Boulevard, there are underground water and gas utilities, as well as overhead electric lines, making this area unsuitable for tree planting. The applicant is meeting the street tree requirements along Landmark Hill and Observatory Road and is also meeting mitigation planting requirements.

Right-of-Way to be Dedicated: The subject property has frontage along Panorama Place, Observatory Road, and Landmark Hill. Staff does not recommend any right-of-way dedication, since the requested street improvements can be accommodated with the existing right-of-way along each street, with a one-foot-wide pedestrian easement behind the right-of-way to accommodate the additional sidewalk width along Panorama Place and Observatory Road.

Street Improvements: Staff recommends street improvements along the property's frontage as described below.

Panorama Place and Observatory Road: Both of these streets are alternative Residential Link Streets with 33.5 feet of right-of-way to accommodate a 28-foot-wide street with sidewalk. Staff recommends that a 6.5-foot-wide sidewalk be installed across the length of this portion of the property's frontage, with the portion of the sidewalk outside of the right-of-way placed within a pedestrian easement.

Landmark Hill: Landmark Hill is also an alternative Residential Link Street with variable right-of-way and street widths ranging from 28 to 35 feet. Staff recommends that the subject property's Landmark Hill frontage be improved with four-foot-wide greenspace and five-foot-wide sidewalk as requested by the applicant.

Block Length/Connectivity: Staff finds that the proposed preliminary plat complies with the city's block length and connectivity standards. No new streets are proposed; only 13 new residential lots are proposed to be created, which would have frontage along Panorama Place, Observatory Road, and/or Landmark Hill, and a private alley is proposed to serve Lots 1 through 7.

Water and Sewer System: There is an existing eight-inch water line along Panorama Place and Observation Road that the applicant will tie into for domestic service and fire protection for the majority of the lots. In addition, the applicant will extend an eight-inch water line along Landmark Hill to provide fire protection to Lot A. There is also an existing eight-inch sewer line along Panorama Place and Landmark Hill that will provide sewer service to many of the lots. The applicant will also construct a paved access drive across the back of Lots 1-7 to provide maintenance access to the manholes on the proposed sewer line.

Tree Preservation:
Canopy minimum requirement: 25%
Existing canopy: 60.2%
Preserved canopy: 16.5%
Mitigation required: 38 two-inch caliper trees

Parks: The Parks and Recreation Advisory Board (PRAB) reviewed this proposal at a meeting held on January 6, 2025. The Parks and Recreation Advisory Board recommended fee-in-lieu for this development in the amount of $6,534 based on the number of previously proposed residential lots (6). The final amount of park fees required will be determined and due at the time of final plat.

Public Comment: To date, staff has not received any public comment on this item.

RECOMMENDATION: Staff recommends approval of **PPL-2025-0002** with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of right-of-way dedication.** *Staff recommends no right-of-way dedication with this request.*

2. **Planning Commission determination of street improvements.** *Staff recommends street improvements as follows:*
    a. *Panorama Place and Observatory Road: Staff recommends that 6.5-foot-wide sidewalk be installed across the length of this portion of the property's frontage, with the portion of the sidewalk outside of the right-of-way placed within a pedestrian easement.*
    b. *Landmark Hill: Staff recommends that the subject property's Landmark Hill frontage be improved with four-foot-wide greenspace and five-foot-wide sidewalk as requested by the applicant.*

3. **Planning Commission determination of a variance to UDC §166.08(D)(5): Street Design Standards.** *Staff is supportive of this variance request for the reasons outlined above, and with alternative street improvements as recommended above.*

4. **Planning Commission determination of a variance to UDC §177.05(A)(2)(a): Street Tree Planting Requirements.** *Staff is supportive of this variance request for the reasons outlined above and with the following conditions:*

    a. *The required street trees (11, or 1/30 linear feet for ~331 linear feet) shall be planted elsewhere on site, OR*
    b. *Fee-in-lieu for tree planting shall be paid into the Tree Escrow Account for $675/tree for a total of $7,425.*

5. Fee-in-lieu of parkland dedication, with the final amount determined and due at the time of final plat;

Standard Conditions of Approval:

6. All existing overhead utility lines 12kV and under shall be relocated underground. All proposed utilities shall be located underground;

7. Sidewalk along all commonly owned lots (detention ponds, etc.) shall be constructed prior to final plat. All other sidewalks shall be constructed or guaranteed prior to final plat;

8. All street names shall be approved by the 911 Coordinator and indicated on the final plat. All streets require naming for final addresses. Contact the addressing office at (479) 575-8380 for more details;

9. All lots shall be labeled with addresses as approved by the 911 Coordinator on the final plat;

10. A floodplain development permit is required prior to construction for any grading or structures in the flood zone;

11. Plat Review comments (to include written staff comments provided to the applicant or his/her representative, and all comments from utility representative: Black Hills Energy, AT&T, Ozarks, SWEPCO, Cox Communication);

12. Staff approval of final detailed plans, specifications and calculations (where applicable) for grading, drainage, water, sewer, fire protection, streets (public and private), sidewalks, parking lot(s) and tree preservation. The information submitted for the plat review process was reviewed for general concept only. All public improvements are subject to additional review and approval. All improvements shall comply with City's current requirements; and

13. Preliminary Plat approval shall be valid for one year.

PLANNING COMMISSION ACTION: Required YES			
Date: March 24, 2025	**❒ Tabled**	**❒ Approved**	**❒ Denied**
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:
- Engineering Comments
- Urban Forestry Comments
- Request Letter
- Variance Request Letter
- Preliminary Plat
- One Mile Map
- Close-Up Map
- Current Land Use Map

CITY OF FAYETTEVILLE ARKANSAS

STAFF MEMO

TO: Gretchen Harrison, Senior Planner

FROM: Justin Bland, Engineering Development Review Manager

DATE: March 19, 2025

SUBJECT: Planning Commission Engineering Comments for PPL-2025-0002

Water: There is an existing 8" water main line along E. Panorama Pl. and N. Observation Rd. that the applicant will tie to for domestic service and fire protection for the majority of the lots. In addition, the applicant will extend an 8" water main line along N. Landmark Hill to provide fire protection to Lot A.

Sewer: There is an existing 8" sewer main line along E. Panorama Pl. and N. Landmark Hill that will provide sewer service to many of the lots. In addition, the applicant will extend an 8" sewer main along the back of Lots 1-10 to provide service for them.

Streets: The streets for this development are existing, however the applicant will be constructing sidewalks across the frontage of all the lots. In addition, the applicant will construct a paved access drive across the back of Lots 1-7 to provide maintenance access to the manholes on the proposed sewer line.

Drainage: This area was included in the original Mission Heights subdivision which was constructed under the requirements of the previous drainage manual. As such, Minimum Standards 3 and 4, which cover Overbank Flood Protection and Extreme Flooding, have already been addressed by the existing development which includes the existing detention basin on Lot A.

The applicant will be required to address Minimum Standards 1 and 2, which address Water Quality and Channel Protection. However, this is complicated due to the topography of the area, the tree preservation area and the plans to develop Lot A in the near future. Therefore, the applicant has requested to provide a bond for the cost of construction to address Minimum Standards 1 and 2. Staff would prefer for the improvements to be constructed with this project, however, they do acknowledge the challenges in doing this and is supportive of this request based on the following:

1. The applicant is to provide a detailed bid-ready design which provides compliance with Minimum Standards 1 and 2 prior to the issuance of a Grading Permit for this project. This design will be the basis for a stamped Engineer's Cost Estimate for the work which is to be provided by the applicant. This estimate is to be approved by city engineering staff.
2. Prior to the issuance of any Certificates of Occupancy for the project, the drainage improvements are to be completed by the applicant or the applicant is to provide an acceptable guarantee for 150% of the approved Engineer's Cost Estimate. The guarantee shall be in effect for two years. If Lot A is not developed within that timeframe, then the applicant is to construct the proposed improvements, or the city will utilize the guarantee to procure the construction.

Standard Comments:

1. All designs are subject to the City's latest design criteria (water, sewer, streets and drainage). Review for plat approval is not approval of public improvements, and all proposed improvements are subject to further review at the time construction plans are submitted.
2. Any damage to the existing public street due to construction shall be repaired/replaced at the owner/developers expense
3. All public sidewalks, curb ramps, curb & gutter, and driveway aprons along this project frontage must meet ADA guidelines and be free of damage. Any existing infrastructure that does not conform to ADA guidelines or is otherwise damaged must be removed and replaced to correct the issue. Coordinate with the engineering department for inspection of existing facilities to determine compliance.
4. Water and sewer impact fees will apply for the additional impact to the system. The fees will be based on the proposed meter size and will be charged at the time of meter set.
5. Note, the following portions of all projects will typically not be reviewed by the Engineering Division until time of construction-level review (unless specifically requested at plat review):
    - Storm Sewer pipe/inlet sizing, gutter spread, profiles, or utility conflicts
    - Sanitary Sewer pipe sizing, profiles, or utility conflicts
    - Waterline fittings, callouts, or utility conflicts
    - Street profiles
    - Fine grading/spot elevations

CITY OF FAYETTEVILLE ARKANSAS

Planning Commission Memo

TO: Fayetteville Planning Commission

THRU: Gretchen Harrison, Senior Planner

FROM: Willa Thomason, Urban Forester

MEETING DATE: March 24, 2025

SUBJECT: **PPL-2025-0002: N. LANDMARK HILL & N. OBSERVATORY RD -** Submitted by ECOLOGICAL DESIGN GROUP for property located NORTHWEST OF N. LANDMARK HL & N. OBSERVATORY RD. The property is zoned CS, COMMUNITY SERVICES and contains approximately 4.18 acres. The request is for a variance to UDC §177.05(2): Street Tree Planting Requirements. PP 370

RECOMMENDATION: Urban Forestry Staff recommends approval of the requested variance to UDC §177.05(2): Street Tree Planting Requirements, allowing the applicant to be exempt from street tree planting requirements along E Mission Blvd on the condition that the applicant either plant the required 11 street trees elsewhere on-site, or pay fee-in-lieu into the Tree Escrow Account at $675 per tree for a total of $7,425. The applicant previously dedicated right-of-way for the construction of multi-use trail along E Mission Blvd, resulting in a narrow 2' tree lawn that will not support street trees. Per UDC §177.05(A)(2)(a), "When there is not adequate greenspace between the curb and sidewalk and urban tree wells are not appropriate, or there are utilities or other structural conflicts in the greenspace strip between the curb and sidewalk, the Urban Forester may permit street trees in greenspace behind the sidewalk and on private property." However, at the back of sidewalk adjacent to E Mission Blvd, there are underground water and gas utilities, as well as overhead electric lines, making this area unsuitable for tree planting. The applicant is meeting the street tree requirements along N Landmark Hl and N Observation Rd and is also meeting mitigation planting requirements.

CONDITIONS OF APPROVAL:

- Plant the 11 (1/30 linear feet for ~331 linear feet of street frontage along E Mission Blvd) required street trees elsewhere on-site **OR**
- Pay fee-in-lieu into the Tree Escrow Account at $675/tree for a total of $7,425

CITY OF FAYETTEVILLE ARKANSAS

URBAN FORESTRY
TREE PRESERVATION COMMENTS

To: Ecological Design Group

From: Willa Thomason, Urban Forester

CC: Gretchen Harrison, Senior Planner

Meeting Date: March 24, 2025

Subject: PPL-2025-0002: Mission Heights, 1937 E Mission Blvd.

1. Submittal Requirements	Yes	No	N/A
Initial Review with the Urban Forester	X		
Site Analysis Map Submitted (if justification is needed)	X		
Site Analysis Written Report Submitted (justification is needed)	X		
Complete Tree Preservation Plan Submitted	X		
Tree Mitigation Table on Plans	X		
Tree Preservation Wavier Submitted (only use if no trees onsite or near P/L)			X

2. Tree Preservation Calculations

	Square Feet	Percent of site
Total Site Area *Minus Right of Way and Easements	165,198	100%
*Zoning Designation * Select Below with drop down arrow*		
CS, Community Services	33,040	20%
*HHOD * Select Below with Drop Down Arrow*		
Yes	5,651	5%
Total Canopy for Minimum Preservation Requirements	38,691	25.0%
Existing Tree Canopy * Minus Right of Way and Easements	99,512	60.2%
Tree Canopy Preserved	27,291	16.5%
Tree Canopy Removed *On Site/High Priority	32,150	19.5%
Tree Canopy Removed *Off Site/High Priority	0	0.0%
Tree Canopy Removed *On Site/Low Priority	40,071	24.3%
Tree Canopy Removed *Off Site/Low Priority	0	0.0%
Tree Canopy Removed Total	72,221	43.7%
Removed Below Minimum	**11,400**	
Mitigation Requirements	**11,400**	

3. Mitigation Requirements	Canopy below requirement	Number of 2” caliper trees to be planted
High Priority	5,130	24
Low Priority	6,270	14
Total Mitigation Trees Required	**11,400**	**38**

4. Mitigation Type	Yes	No	N/A
On-Site Mitigation	X		
Off-Site Mitigation			X
Tree Escrow (See Conditions of Approval)			X

5.	**Tree Preservation Plan Checklist** *UDC Chapter 167.04H1and 167.04L1*	**Tech Plat**		**Planning Commission**
a.	5 year Aerial Check on Existing Trees.	**Yes**		**Yes**
b.	Property Boundary	**Yes**		**Yes**
c.	Natural Features (100ft beyond limits of disturbance)	**Yes**		**Yes**
d.	Existing Topography and Proposed Grading.	**Yes**		**Yes**
e.	Soil Types	**Yes**		**Yes**
f.	Significant Trees	**Yes**		**Yes**
g.	Groupings of Trees	**Yes**		**Yes**
h.	Table Inventory List (species, size, health, priority)	**Yes**		**Yes**
i.	All Existing and Proposed Utilities	**Yes**		**Yes**
j.	All Existing and Proposed Utility Easements and ROW's	**Yes**		**Yes**
k.	All Streams (with approximate center line)	**N/A**		**N/A**
l.	Floodplains and floodways	**N/A**		**N/A**
m.	Existing Street, Sidewalk or Bike Path ROW	**Yes**		**Yes**
n.	Submitted Site Analysis Plan (if required)	**Yes**		**Yes**
o.	Shows ALL Proposed Site Improvements	**Yes**		**Yes**
p.	Delineates trees/canopy to be preserved and removed	**Yes**		**Yes**
q.	Tree Preservation Easement/s shown for LSD, LSIP and Commercial PPL projects	**Yes**		**Yes**
Tree Protection Methods				
a.	Tree Protection Fencing	**Yes**		**Yes**
b.	Limits of Root Pruning	**Yes**		**Yes**
c.	Traffic flow on work site	**N/A**		**N/A**
d.	Location of material storage	**No**		**TBD**
e.	Location of concrete wash out	**No**		**TBD**
f.	Location of construction entrance/exit	**No**		**TBD**
6.	**Site Analysis Report (if required)** *UDC Chapter 167.04H4*	**Yes**	**No**	**N/A**
a.	Provide graphic examples of multiple options used to minimize removal of existing canopy		**X**	
b.	Submitted Analysis Statement – Note the process, iterations, and approaches to preserve canopy.	**X**		

7.	**Review Status (See Comments)**	**Tech Plat**	**Subdivision Committee**	**Planning Commission**
	Conditionally Approved	**2-14-25**		**3-7-25**
	Approved			
	Tabled	**1-23-25**		

Denied

Appeal Process: A final administrative determination by the Urban Forester may be appealed in accordance with Chapter 155 of the Unified Development Code.

	Comments
1.	Address items above marked “No” and all Redlines provided.

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CITY OF FAYETTEVILLE ARKANSAS

URBAN FORESTRY
LANDSCAPE PLAN COMMENTS

To: Ecological Design Group

From: Willa Thomason, Urban Forester

CC: Gretchen Harrison, Senior Planner

Meeting Date: March 24, 2025

Subject: PPL-2025-0002: Mission Heights, 1937 E Mission Blvd.

1. General Landscape Plan Checklist	Yes	No	N/A
a. Irrigation (notes either automatic or hose bib 100' o.c.) *UDC Chapter 177.03C7g, 177.04B3a*	X		
b. Species of plant material identified. *UDC Chapter 177.03C7d,e*	X		
c. Size of plant material (minimum size 2" caliper for trees and 3 gal. shrubs) *UDC Chapter 177.03C7b,c*	X		
d. Soil amendments notes include that soil is amended and sod removed *UDC Chapter 177.03C6b*	X		
e. Mulch notes indicate organic mulching around trees and within landscape beds *UDC Chapter 177.03C6c,d*	X		
f. LSD, LSIP, and Subdivisions (PPL & FPL) plans stamped by a licensed Landscape Architect, others by Landscape Designer *UDC Chapter 177.03B*	X		
g. Planting bed contained by edging *UDC Chapter 177.03C6f*			X
h. Planting details according to Fayetteville's Landscape Manual *UDC Chapter 177.03C6g*	X		
i. Provide information about 3-Year Maintenance plan. The owner shall deposit with the City of Fayetteville a surety for approved landscape estimate. *UDC Chapter 177.05 A2g*	X		

2. Parking Lot Requirements 1 Tree : 12 Parking Spaces	Yes	No	N/A
a. Side and Rear Property Lines (5' Wide Landscape Area) *UDC Chapter 177D1*			X
b. Wheel Stops/Curbs *UDC Chapter 177.04B1*			

c.	Narrow Tree Lawn (8’ min. width, 37.5’ length) *UDC Chapter 177.04C*			**X**
d.	Tree Island (8’ min. width, 18.7’ min length, 150 square feet) *UDC Chapter 177.04C*			**X**
e.	Placement of Trees (either side at entrances and exits) *UDC Chapter 177.04C2*			**X**
3.	**Perimeter Landscaping Requirements**	**Yes**	**No**	**N/A**
a.	Front Property Line (15’ wide landscape) and 5’ on sides and rear. *UDC Chapter 177.04D2a*			**X**
b.	Shade trees planted on south and west sides of parking lots *UDC Chapter 177.04D2e*			**X**
c.	Screening of parking lot from adjacent residential properties.			**X**
4.	**Street Tree Planting Requirements**	**Yes**	**No**	**N/A**
a.	Residential Subdivisions 1 Large Shade Species Tree per Lot *UDC Chapter 177.05B1a*	**X**		
b.	Non-Residential Subdivisions 1 Large Species Shade Tree every 30’ (planted in greenspace) *UDC Chapter 177.05B2a*	**X**		
c.	Urban Tree Well – Urban Streetscapes Trees every 30’ (8’ sidewalk) *UDC Chapter 177.05B3a-f*			**X**
d.	Structural Soil – Urban Tree Wells Include a note and/or detail of structural soil on Landscape Plan *UDC Chapter 177.05B3a-f*			**X**
e.	Residential Subdivisions Timing of planting indicated on plans *UDC Chapter 177.05A4*	**X**		
f.	Residential Subdivisions Written description for method of tracking planting *UDC Chapter 177.05A4e*	**X**		

5.	**Landscape Requirement Totals**	**Amount**
	Mitigation Trees	**38 required,** **38 provided**
	Parking Lot Trees	**N/A**
	Street Trees	**23 Required,** **23 Provided**

Detention Pond – Large Trees
(1 Tree/3,000 square feet)

Detention Pond – Small Tree/Large Shrub
(4 small trees or large shrubs/3,000 square feet)

Detention Pond – Small Shrubs/Large Grasses
(6 shrubs or grasses (1 gallon)/3,000 square feet)

6. Review Status (See Comments)	Tech Plat	Subdivision Committee	Planning Commission
Conditionally Approved	**2-14-25**		**3-7-25**
Approved			
Tabled	**1-23-25**		
Denied			

Appeal Process: A final administrative determination by the Urban Forester may be appealed in accordance with Chapter 155 of the Unified Development Code.

Comments
1. Address items above marked “No” and all Redlines provided.

ECOLOGICAL DESIGN GROUP
120 South Izard Street 216 W Birch Street
Little Rock, AR 72201 Rogers, AR 72756

E | D | G

From: Katelynn Hopkins, EIT

Date: January 15, 2025

Re: Mission Heights – Tract 1 – Phase 1

Ecological Design Group (EDG) is submitting this cover letter for the City of Fayetteville to describe the Preliminary Plat for the Mission Heights – Tract 1 – Phase 1 project site.

Owner Information:

Owner: Dakota Development

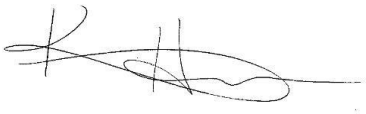
Project Description:

The Mission Heights – Tract 1 – Phase 1 project will consist of six (6) single family homes, water and sewer main extensions, public sidewalks along the public streets, and mass grading of the site. The site is approximately 4.35 acres. This Preliminary Plat will subdivide one lot into 12 individual lots.

If you need any additional information or have any questions, please do not hesitate to contact me by phone at (479)-441-0231 or by email at khopkins@ecologicaldg.com.

Sincerely,

Ecological Design Group



Katelynn Hopkins, EIT

E | D | G

ECOLOGICAL DESIGN GROUP
216 West Birch Street
Rogers, AR 72756

February 18, 2025

City of Fayetteville
Planning Commission
125 W. Mountain Street
Fayetteville, AR 72701
479.535.8233

EDG #: 24.022
PROJECT NAME: Mission Heights Tract 1 – Phase 1, Fayetteville, AR 72701
DEVELOPER: PO Box 262 Fayetteville, AR 72702

Project Narrative

The Mission Heights Tract 1 – Phase 1 project will consist of six (6) single family homes. Site features include parking, sidewalks, and driveways. The site is approximately 4.2 acres.

Variance Request

EDG is requesting the following variances:

1. Variance to Unified Development Code Chapter 161, Section 166.22

   (E) *Setback regulations*.
   Front: A build-to zone that is located between 10 feet and a line 25 feet from the front property line.

EDG requests that the build-to zone be modified to be 0-25 feet and to be measured from an existing utility easement adjacent to the E Mission Blvd. right-of-way.

a. Justification: Section 164.06.G(2) creates an exception to portions of a lot's build-to zone determined by the Zoning and Development Administrator to be un-buildable due to the minimum requirements of special regulations "including but not limited to: required setbacks, **easements**, significant topography, tree preservation, floodway and required driveway access dimensions."

   There is a 16.5 foot utility easement that is located on the property and is measured from the edge of the right-of-way (approx. 30 feet from the back of the multi-use trail). In order to place the buildings as close as possible to the right-of-way, EDG is requesting that the built-to zone adjacent to E Mission Blvd. be changed to 0-25 feet and to be measured from the edge of this easement.

2. Variance to Unified Development Code Chapter 166, Section 166.08: *Street Design and Access Management Standard*

(D) *Street Design Principles.*

(2) Substandard Widths. Developments that adjoin existing streets shall dedicate additional right-of-way to meet the Master Street Plan.

(5) Street Standards. All street requirements shall be met as set forth in the City of Fayetteville Master Street Plan and adopted minimum street standards

EDG requests that the existing roadways surrounding the Mission Height Tract 1 Phase 1 project be accepted as is currently constructed.

a. Justification: The Hillside/Hilltop Overlay District Best Management Practices Manual and the City's Master Street Plan both recommend using a variety of alternative street cross sections within the District to minimize land disturbance while providing adequate vehicular access. The streets within the Mission Heights development were platted and built for the intention of serving this future development. Since these streets are in good condition, it would provide an unjust hardship on this property owner to upgrade the streets to the Master Street Plan standards that were not in place at the time of the original subdivision construction.

In addition, there is a gas and utility easement and significant above-ground electrical equipment located along the Landmark Hill frontage adjacent to the right-of-way boundary, leaving approx. 9 feet of available streetscape width. EDG is requesting that the streetscape adjacent to Landmark Hill include a 4-foot greenspace and a 5-foot sidewalk. This will allow the construction of a streetscape that will not interfere with the utilities or easement but will also allow sufficient room for street trees to grow.

The existing right-of-way for Observation and Panorama Roads does not meet the Master Plan's alternative street section requirements. On January 29, 2025, staff had comments regarding this submittal. Staff requested a 6.5 foot sidewalk to create shy distance when the sidewalk is located at the back of curb. The original submittal included a 5.5 foot sidewalk. The submittal has been revised to include the 6.5 foot sidewalk as requested. Developer will provide a public access easement for the additional one foot of sidewalk, rather than dedicate it to the City. This will also allow the build-to zone to be measured from the edge of a 5.5 sidewalk thereby minimizing the impact of construction in the HHOD

3. Variance to Unified Development Code *Chapter 177, Section 177.05: Street Tree Planting Standards*

(A) Applicability. All new developments that create or develop along a public or private street shall be required to establish street trees in accordance with the standards and procedures provided for in this section and the adopted policies of the Landscape Manual and Fayetteville's Tree Ordinance.

(1) All street tree planting plans shall follow the submittal criteria set forth in Ch. 177.03 Landscape Plan Requirements.

(2) Street Tree Planting Requirements.

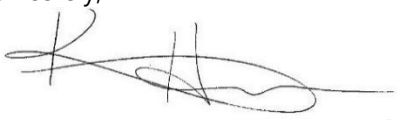
1. Street trees are intended to be planted in a greenspace strip between the curb and sidewalk or in urban tree wells in accordance with the Master Street Plan. The intent of the street tree planting location is to shade the sidewalk, provide a barrier between vehicles on the street and pedestrians, increase motorized traffic and pedestrian safety, and spatially frame the street. Existing trees within the build-to-zone shall be counted towards the required number of street trees. When there is not adequate greenspace between the curb and sidewalk and urban tree wells are not appropriate, or there are utilities or other structural conflicts in the greenspace strip between the curb and sidewalk, the Urban Forester may permit street trees in greenspace behind the sidewalk and on private property.

EDG requests that the R.O.W. along Mission Blvd. be exempted from street tree planting.

a. Justification: The property owner previously granted additional R.O.W. for the construction of the multi-use trail along Mission Blvd. The construction of this trail resulted in a narrow, 2' tree lawn that will not support street trees. At the back of sidewalk, there is a gas line, as well as an overhead electric line, and water line easement making this zone unsuitable for tree planting.

We kindly request that the City Planning Department consider these variance requests and grant approval. We are prepared to work closely with the city to ensure that the proposed changes are implemented safely and efficiently.

Sincerely,



Katelynn Hopkins, EIT
Ecological Design Group| 479.441.0231 | khopkins@ecologicaldg.com

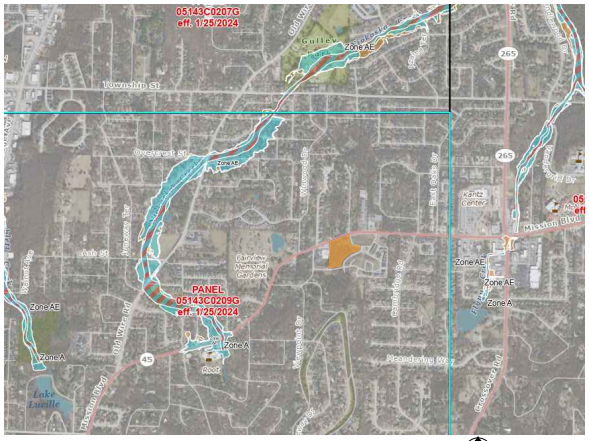
MISSION HEIGHTS TRACT 1

ADDRESS: 1937 E MISSION BLVD, FAYETTEVILLE, AR 72703
PHASE: DESIGN DEVELOPMENT/PRELIMINARY PLAT
DATE: MARCH 4, 2025



VICINITY MAP
NOT TO SCALE

NORTH


05143C0207G
eff. 1/25/2024
Gulley
Zone AE
Township St
Crestmont Dr
Zone AE
Kohl's Center
Mission Blvd
Zone AE
Zone A
Zone A
Zone A
PANEL
05143C0209G
eff. 1/25/2024
Lake Lucille
Zone A
Zone A
Zone AE
Zone AE
Zone A
Zone A
Zone A

GENERAL NOTES:

1. EXISTING SURVEY DATA WAS OBTAINED FROM A TOPOGRAPHIC & BOUNDARY SURVEY PERFORMED BY BLEW & ASSOCIATES, PA AND DATED 8/7/2018.
2. SURVEY DATA IS BASED UPON NAD 83, STATE STATE PLANE, ARKANSAS NORTH FEET COORDINATE SYSTEM.
3. ELEVATIONS ARE BASED UPON NATIONAL GEODETIC VERTICAL DATUM.
4. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY, COUNTY, STATE, AND FEDERAL REGULATIONS AND CODES AS WELL AS OSHA STANDARDS. SITE CONTRACTOR SHALL MEET OR EXCEED ALL LOCAL, STATE, AND FEDERAL EROSION CONTROL MEASURES
5. THE APPROXIMATE LOCATION OF KNOWN UTILITIES & SUBSURFACE STRUCTURES AS SHOWN HEREON ARE BASED ON ABOVE-GROUND VISIBLE STRUCTURES &/ RECORD DRAWINGS PROVIDED. LOCATIONS OF UNDERGROUND UTILITIES/STRUCTURES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE ENCOUNTERED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF THESE & ALL OTHER SUBSURFACE AND/OR LATENT FACILITIES PRIOR TO BEGINNING WORK. ALL REPAIRS OR RELOCATIONS NECESSARY SHALL BE MADE AS REQUIRED BY THE OWNER OF THE UTILITY OR STRUCTURE & THE COST OF SUCH REPAIRS NECESSARY SHALL BE BORNE BY THE CONTRACTOR.
6. ALL WORK PERFORMED WITHIN THE RIGHT-OF-WAY SHALL BE COORDINATED WITH THE CITY OF FAYETTEVILLE ENGINEERING DEPARTMENT AND TRAFFIC DEPARTMENT.
7. ALL STREETS, DRIVES, WALKS, DRAINAGE STRUCTURES, FENCES, ETC. THAT ARE DISTURBED SHALL BE RESTORED TO THEIR ORIGINAL OR BETTER CONDITION USING LIKE MATERIALS. COST OF SUCH REPAIRS SHALL BE BORNE BY THE CONTRACTOR UNLESS PROVISION FOR PAYMENT IS MADE IN THE PROPOSAL.
8. THE CONTRACTOR IS REQUIRED TO NOTIFY THE ONE CALL CENTER AT 1-800-482-8998 48 HOURS PRIOR TO DIGGING IN ORDER THAT UNDERGROUND UTILITIES IN THE AREA CAN BE LOCATED.
9. THE CONTRACTOR SHALL NOT BEGIN WORK UNTIL THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) HAS BEEN IMPLEMENTED, AND THE SWPPP, EROSION CONTROL PLAN, AND SIGNED AUTOMATIC NOTICE OF COVERAGE IS POSTED ON SITE..
10. CONTRACTOR IS RESPONSIBLE FOR ALL FIELD TESTING AS DESCRIBED IN THE SPECIFICATIONS (INCLUDING BUT NOT LIMITED TO COMPACTION DENSITY TESTING, ETC.), AND SHALL PROVIDE RESULTS TO ENGINEER, AND MAINTAIN RECORDS AND RESULTS OF ALL TESTS PERFORMED DURING CONSTRUCTION. TESTING BY THE CONTRACTOR SHALL BE INCLUDED IN THE BID.
11. EXISTING FACILITIES AND FEATURES ARE SHOWN LIGHT-LINED AND/OR SCREENED. NEW FACILITIES AND FEATURES ARE SHOWN SOLID AND HEAVY-LINED.
12. SLOPES AND GRADES SHOWN ARE IN UNITS OF FT/FT UNLESS OTHERWISE NOTED.
13. ALL PAVEMENT AND CURB MEASUREMENTS ARE TAKEN FROM FACE OF CURB OR EDGE OF PAVEMENT.
14. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.

DEMOLITION NOTES:

1. DEMOLITION SHALL NOT BEGIN UNTIL THE APPROPRIATE EROSION CONTROL MEASURES AND REQUIRED TREE PRESERVATION FENCING HAVE BEEN INSTALLED.
2. CONTRACTOR SHALL FOLLOW ALL FEDERAL, STATE, AND LOCAL CODES FOR DEMOLITION AND DISPOSAL OF ALL MATERIALS.
3. CONTRACTOR SHALL ENSURE THAT ADJACENT PROPERTY IS NOT DAMAGED.
4. CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES REGARDING RELOCATION, REMOVAL, AND/OR DISCONNECTION..
5. CONTRACTOR SHALL PROTECT THE PUBLIC AT ALL TIMES WITH FENCING, BARRICADES, ENCLOSURES, ETC.
6. CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY UNDERGROUND TANKS ARE FOUND ON SITE.
7. ALL TREES (EXCEPT THOSE SHOWN TO BE PROTECTED) AND VEGETATION WITHIN THE CLEARING AND GRADING LIMITS SHALL BE CLEARED AND GRUBBED INCLUDING TREE ROOT SYSTEMS. ALL DEBRIS IS TO BE REMOVED FROM THE SITE.
8. STRIP TOPSOIL AND STOCKPILE IN A DESIGNATED AREA FOR FUTURE USE. COORDINATE DESIGNATED AREA WITH AE PRIOR TO STRIPPING TOPSOIL
9. LARGE ROCKS AND BOULDERS SHALL BE REMOVED AND DISPOSED FROM THE SITE.

STREET CONSTRUCTION (GRADING) AND EARTHWORK NOTES:

1. THE ENGINEER SHALL BE NOTIFIED 24 HOURS PRIOR TO PLACEMENT OF ANY FILL MATERIAL, INSTALLATION OF STORM DRAINAGE PIPE, DRAINAGE STRUCTURES, CURB AND GUTTER, OR PLACEMENT OF CRUSHED STONE OR ASPHALT.
2. CONTRACTOR SHALL REVIEW THE GEOTECHNICAL REPORT PERFORM EARTHWORK IN ACCORDANCE WITH THE RECOMMENDATIONS IN SAID REPORT.
3. THE CONTRACTOR SHALL NOTIFY THE GEOTECHNICAL ENGINEER TO INSPECT THE SUBGRADE PRIOR TO PLACING FILL.
4. FILL AND BACKFILL SHALL BE PLACED IN HORIZONTAL, NOMINAL 6- TO 8-IN THICK LOOSE LIFTS. EACH LIFT SHALL BE TESTED AND APPROVED PRIOR TO PLACING SUBSEQUENT LIFTS.
5. THE SUBGRADE SHALL BE PREPARED IN ACCORDANCE WITH THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS AND SECTION 212 OF THE ARKASAS STATE HIGHWAY DEPARTMENTS STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. PRIOR TO PLACING THE CRUSHED STONE BASE COURSE THE SUBGRADE SHALL BE PROOF ROLLED, AND MUST BE VERIFIED TO CONFORM TO THE GRADES AND SLOPES SHOWN ON THE DRAWINGS.
6. ALL MUD SOIL AND LOOSE GRAVEL SHALL BE REMOVED FROM THE CRUSHED STONE BASE AND CONCRETE CURB PRIOR TO PLACEMENT OF ASPHALT.
7. THE CONTRACTOR SHALL PROVIDE APPROPRIATE ADVANCED WARNING DEVICES, BARRICADES, BARRELS, AND OTHER MEASURES AS NEEDED TO PROPERLY CONTROL AND ADVISE TRAFFIC OF CONSTRUCTION EQUIPMENT.
8. THE CONTRACTOR SHALL REPAIR ANY DAMAGE THE CONSTRUCTION ACTIVITY OR HAULING OF MATERIAL MAY HAVE ON THE EXISTING STREETS AND/OR ACCESS ROADS.
9. COORDINATE WORK WITH OWNER TO MINIMIZE THE EFFECTS OF CONSTRUCTION ON DAILY OPERATIONS OF THE FACILITY.
10. COORDINATE ALL DEMOLITION WORK WITH OWNER. VERIFY OWNER DOES NOT WISH TO RETAIN MATERIAL BEFORE IT IS REMOVED AND DISPOSED.
11. ALL CONSTRUCTION ACTIVITY SHALL BE LIMITED TO THE DESIGNATED AREAS SHOWN ON THE PLANS. ALL AREAS OUTSIDE OF THOSE LIMITS SHALL BE PROTECTED AND MAINTAINED.
13. GRADING SHALL BE LIMITED TO THE EXTENT OF THE PROPOSED CONTOURS AND SPOT GRADES SHOWN ON THE PLANS.
14. ALL CUT AND/OR FILL SLOPES SHALL BE A MAXIMUM 3H:1V SLOPE OR FLATTER UNLESS OTHERWISE NOTED.
15. ALL STORM DRAINAGE PIPE CONNECTIONS TO STRUCTURES SHALL BE GROUTED TO PROVIDE A WATERTIGHT CONNECTION AT THE STRUCTURE.
16. ALL DRAINAGE STRUCTURES AND STORM SEWER PIPES INSTALLED IN PAVED AND TRAFFIC AREAS SHALL MEET HEAVY DUTY TRAFFIC (H20) LOADING AND INSTALLED IN ACCORDANCE TO MANUFACTURER'S RECOMMENDATIONS FOR H20 LOADING.
17. ALL STORM SEWER MANHOLES IN PAVED AREAS SHALL BE FLUSH WITH THE PAVEMENT AND SHALL HAVE TRAFFIC BEARING RINGS AND COVERS.
18. THE EARTHWORK FOR ALL BUILDING FOUNDATIONS AND SLABS SHALL BE IN ACCORDANCE WITH ARCHITECTURAL OR STRUCTURAL ENGINEERING PLANS AND SPECIFICATIONS.

GENERAL EROSION CONTROL NOTES:

1. SITE CONTRACTOR IS RESPONSIBLE FOR INSTALLING, MONITORING, AND MAINTAINING ALL EROSION & SEDIMENT CONTROL BMPS.
2. SITE CONTRACTOR IS RESPONSIBLE TO KEEP AND UPDATE ALL STORM EVENT LOG BOOKS.
3. THE CONTRACTOR SHALL IMPLEMENT AN EROSION CONTROL PLAN TO PREVENT MUD, SEDIMENT, AND CONSTRUCTION MATERIALS FROM BEING WASHED OR TRACKED OFF SITE ONTO ADJACENT PROPERTY. CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE APPROVED ADEQ CONSTRUCTION STORMWATER PERMIT AND MAINTAIN THE STORMWATER POLLUTION PREVENTION PLAN AT ALL TIMES.
4. THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) IS COMPRISED OF THIS DRAWING (SITE MAP), THE EROSION CONTROL DETAILS, THE PLAN NARRATIVE, ATTACHMENTS INCLUDED IN THE TEMPORARY EROSION CONTROL SECTION OF THE SPECIFICATIONS, PLUS THE PERMIT AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.
5. EROSION CONTROL DEVICES SHALL BE INSTALLED AS THE PROJECT PROGRESSES AND AREAS ARE DISTURBED.
6. THE CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THE SWPPP. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST TO THE OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.
7. BEST MANAGEMENT PRACTICES AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, AND OR LOCAL MANUAL OF PRACTICE, AND THE CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECT BY THE PERMITTING AGENCY OR OWNER.
8. THIS EROSION CONTROL PLAN MAY BE REVISED BY ADDING OR DELETING EROSION CONTROL DEVICES AS DIRECTED BY THE ENGINEER.
9. THE LOCATIONS OF THESE EROSION CONTROL DEVICES MAY BE CHANGED IF SITE CONDITIONS WARRANT TO PREVENT EROSION.
10. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE AND EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
11. ALL INLETS ON AND ADJACENT TO THE SITE SHALL BE PROTECTED FROM SEDIMENT.
12. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN UP FUEL OR CHEMICAL SPILLS AND LEAKS.
13. PERFORM EQUIPMENT AND VEHICLE MAINTENANCE ONLY IN DESIGNATED AREAS. USE DRIP PANS UNDER EQUIPMENT.
14. INSPECT ALL EROSION CONTROL DEVICES WEEKLY AND FLOWING RAINFALL EVENTS OF 0.5 INCHES THROUGHOUT THE DURATION OF THIS PROJECT AND UNTIL PERMANENT VEGETATION IS ESTABLISHED.
15. ALL DISTURBED AREAS LEFT IDLE FOR A PERIOD OF 14 DAYS OR LONGER ARE TO RECEIVE TEMPORARY VEGETATION AND MULCHED.
16. DUST ON THE SITE SHALL BE CONTROLLED. THE USE OF MOTOR OILS AND/OR OTHER PETROLEUM-BASED, OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATION IS PROHIBITED.
17. SOLID WASTE (INCLUDING TRASH AND DEBRIS) MUST BE DISPOSED OF PROPERLY, AND HAZARDOUS MATERIALS (INCLUDING OIL, GASOLINE, AND PAINT) MUST BE PROPERLY STORED (WHICH INCLUDES SECONDARY CONTAINMENT). PROPERLY MANAGE PORTABLE SANITARY FACILITIES.
18. USE DRY CLEANUP METHODS TO COLLECT LITTER AND ABSORB ANY LIQUID WASTES PRIOR TO ANY PRESSURE WASHING. THESE INCLUDE USING ABSORBENTS (RAGS, SAND, ETC.), SWEEPING, AND SCRAPPING OFF DRIED DEBRIS.
19. RUBBISH, TRASH, GARBAGE, OR LITTER SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM BEING BLOWN OR WASHED OFF-SITE.
20. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCE/EXIT IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES EXIT ONTO THE PUBLIC ROADS. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF SITE..
21. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
22. ON-SITE AND OFF-SITE STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BEST MANAGEMENT PRACTICES. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE SITE MAP AND PERMITTED IN ACCORDANCE WITH ADEQ CONSTRUCTION STORMWATER PERMIT.
23. ALL MATERIALS MUST BE STORED OUT OF THE WAY OF VEHICULAR TRAFFIC.
24. ALL CONSTRUCTION SHALL BE STABILIZED AT THE END OF EACH WORKING DAY. THIS INCLUDES BACKFILLING OF TRENCHES FOR UTILITY CONSTRUCTION AND PLACEMENT OF GRAVEL OR BITUMINOUS PAVING FOR ROAD CONSTRUCTION.
25. EROSION CONTROL FACILITIES REQUIRED BY THESE PLANS AND/OR THE FACILITY PERMIT ARE THE MINIMUM REQUIRED. THE CONTRACTOR SHALL INSTALL ADDITIONAL EROSION CONTROL FACILITIES AS NECESSARY.
26. REMOVE EROSION CONTROL DEVICES AFTER PERMANENT VEGETATION IS ESTABLISHED.

ADDITIONAL EROSION CONTROL NOTES:

INITIAL SITE PREPARATION:

1. INSTALL STABILIZED CONSTRUCTION ENTRANCES/EXITS.
2. SITE CONTRACTOR SHALL SUBMIT TO ENGINEER FOR APPROVAL A SITE MAP SHOWING THE PROPOSED LOCATIONS OF THE FOLLOWING: TRAILER, PARKING, LAY DOWN, PORTAJ-POTTY, WHEEL WASH, CONCRETE WASH-OUT, MASON'S AREA, FUEL AND MATERIAL STORAGE CONTAINERS, SOLID WASTE CONTAINERS, ETC,. DENOTE THEM ON THE SITE MAPS IMMEDIATELY AND NOTE ANY CHANGES IN THE LOCATIONS AS THEY OCCUR THROUGHOUT THE CONSTRUCTION PROGRESS.
3. CONSTRUCT THE SILT FENCES ON THE SITE AS INDICATED ON THE PLANS.
4. CONSTRUCT THE SEDIMENTATION AND SEDIMENT TRAP BASINS.
5. CONTACT THE ENGINEER TO PERFORM INSPECTION OF THE BMPS. SITE CONTRACTOR SHALL SCHEDULE AND CONDUCT STORM WATER PRE-CONSTRUCTION MEETING WITH ENGINEER AND ALL GROUND DISTURBING SUB-CONTRACTORS BEFORE PROCEEDING WITH CONSTRUCTION.
6. CLEAR AND GRUB THE SITE WITHIN THE LIMITS OF WORK SHOWN ON THE PLANS.
7. CONTRACTOR SHALL BEGIN GRADING THE SITE AND BEGIN CONSTRUCTION.

DURING CONSTRUCTION:

1. TEMPORARILY SEED DISTURBED AREAS.
2. INSTALL INLET PROTECTION AROUND ALL NEWLY CONSTRUCTED STORM SEWER STRUCTURES.
3. AFTER PAVING, INSTALL INLET PROTECTION DEVICES.
4. AT THE COMPLETION OF GRADING INSTALL PERMANENT SEEDING AND PLANTINGS.
5. ONCE SITE IS STABILIZED, THE CONTRACTOR CAN REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES.
6. ON AN AS-NEEDED BASIS OR AS DIRECTED BY THE CITY OR OWNER, THE CONTRACTOR SHALL CONTROL DUST BY EXPOSING THE SOIL SURFACE TO MOISTURE PERIODICALLY WITH ADEQUATE WATER TO CONTROL DUST.

UTILITY NOTES:

1. EXISTING STRUCTURES AND UTILITY LOCATIONS SHOWN ARE APPROXIMATE AND FOR INFORMATION PURPOSES ONLY. ALL STRUCTURES AND UTILITIES MAY NOT BE SHOWN. ALL EXISTING UTILITY LOCATIONS MUST BE FIELD VERIFIED PRIOR TO CONSTRUCTION (WHETHER SHOWN OR NOT SHOWN). UTILITY SERVICE MUST BE MAINTAINED DURING AND AFTER CONSTRUCTION
2. CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL CODES.
3. ALL WATER LINE AND SANITARY SEWER WORK MUST BE PERFORMED IN ACCORDANCE WITH (LOCAL JURISDICTION) STANDARD SPECIFICATIONS AND DETAILS, AND SHALL BE COORDINATED WITH LOCAL JURISDICTION
4. THE CONTRACTOR SHALL COORDINATE THE CONNECTIONS TO THE EXISTING WATER LINES WITH THE LOCAL JURISDICTION.
5. PROVIDE THRUST BLOCKING FOR THE PROPOSED WATERLINES AS SHOWN ON THE DETAIL SHEETS AND AS REQUIRED BY THE LOCAL JURISDICTION.
6. ALL WATER AND SEWER LINES AND SERVICES CROSSING ROADWAYS ARE TO BE BACKFILLED WITH COMPACTED CLASS 7 AGGREGATE BASE COURSE.
7. ALL WATER MAINS SHALL BE A MINIMUM OF 3-FT BELOW FINISHED GRADE AND A MINIMUM OF 1-FT BELOW STORM DRAINS.
8. ALL WATER MAINS ARE TO CROSS OVER SEWER MAINS WITH A MINIMUM OF 18-IN OF VERTICAL SEPARATION AND WATER AND SEWER MAINS SHALL HAVE A MINIMUM OF 10-FT HORIZONTAL SEPARATION.
9. ALL SANITARY SEWER WORK SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE LOCAL JURISDICTIONS STANDARD SPECIFICATIONS AND DETAILS AND SHALL BE COORDINATED WITH THE LOCAL JURISDICTION.

1 GENERAL NOTES & LEGENDS

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Planning Commission
March 24, 2025
PPL-2025-0002 (MISSION HEIGHTS)
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Mission Heights Tract 1

Fayetteville, Arkansas

EDG PROJECT NO. 24-022
DATE 2025.03.04

REVISIONS

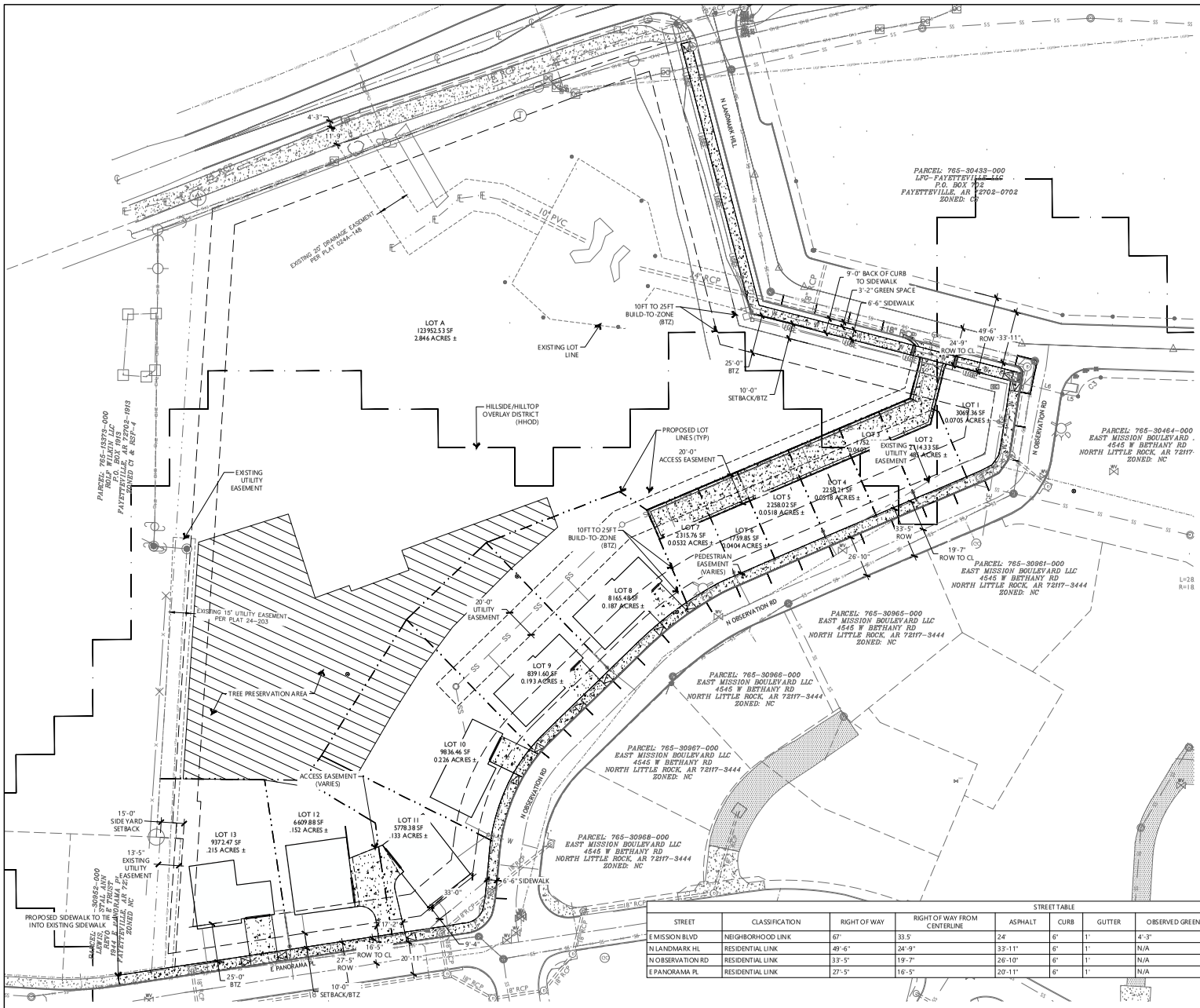
Mark	Date	Description

PHASE DESIGN DEVELOPMENT

TITLE GENERAL NOTES

SHEET NO. C0.01

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EXISTING LEGEND

- PROPERTY LINE
- PROPERTY LINE & RIGHT-OF-WAY
- SECTION LINE
- 40 ACRE LINE
- ADJACENT OWNER
- EASEMENT (AS NOTED)
- RIGHT-OF-WAY
- SETBACK
- CENTERLINE OF ROAD
- CURB & GUTTER
- PARKING STRIPES
- FENCE LINE
- OVERHEAD POWER
- OVERHEAD POWER & TELEPHONE
- OVERHEAD POWER & CABLE/TV
- OVERHEAD POWER, TELEPHONE, & CABLE/TV
- OVERHEAD TELEPHONE
- OVERHEAD CABLE/TV
- UNDERGROUND TELEPHONE LINE
- UNDERGROUND POWER LINE
- GAS LINE
- WATER LINE
- SANITARY SEWER LINE
- STORM PIPE (SIZE AS NOTED)
- P.O.C. POINT OF COMMENCEMENT
- P.O.B. POINT OF BEGINNING
- (123.45') RECORDED DISTANCE
- CP - ESI CONTROL POINT
- IPF - IRON PIN FOUND (AS NOTED)
- IPF - STONE
- IPF - RAILROAD SPIKE
- IPS - IRON PIN SET w/ CAP "PLS 1439"
- IPS - NAIL (TYPE AS NOTED)
- FOUND COTTON PICKER SPINDLE
- COMPUTED POINT
- TBM - BENCHMARK
- MANHOLE (TYPE AS NOTED)
- WATER METER
- GAS METER
- POWER POLE
- GUY WIRE
- FIRE HYDRANT
- WATER VALVE
- SEWER CLEANOUT
- GREASE TRAP
- LIGHT POLE
- RCP REINFORCED CONCRETE PIPE
- PVC POLYVINYL CHLORIDE PIPE
- TREE (TYPE & SIZE AS NOTED)

PROPOSED SITE PLAN LEGEND

- PROPOSED CURB AND GUTTER (REF. PLANS FOR TYPE)
- TYPICAL CONCRETE PAVEMENT
- ASPHALT PAVEMENT
- TYPICAL CONCRETE SIDEWALK

STREET TABLE

STREET	CLASSIFICATION	RIGHT OF WAY	RIGHT OF WAY FROM CENTERLINE	ASPHALT	CURB	GUTTER	OBSERVED GREENSPACE	OBSERVED SIDEWALK	PROPOSED GREENSPACE	PROPOSED SIDEWALK
E MISSION BLVD	NEIGHBORHOOD LINK	67'	33.5'	24'	6"	1'	4'-3"	11'-9"	N/A	N/A
N LANDMARK HL	RESIDENTIAL LINK	49'-6"	24'-9"	33'-11"	6"	1'	N/A	N/A	3'-2"	6'
N OBSERVATION RD	RESIDENTIAL LINK	33'-5"	19'-7"	26'-10"	6"	1'	N/A	N/A	NONE	6.5'
E PANORAMA PL	RESIDENTIAL LINK	27'-5"	16'-5"	20'-11"	6"	1'	N/A	N/A	NONE	6.5'

1 SITE PLAN

SCALE: 1" = 30'-0"

NORTH 0' 30' 60' 120'

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Fayetteville, Arkansas

EDG PROJECT NO. 24-022
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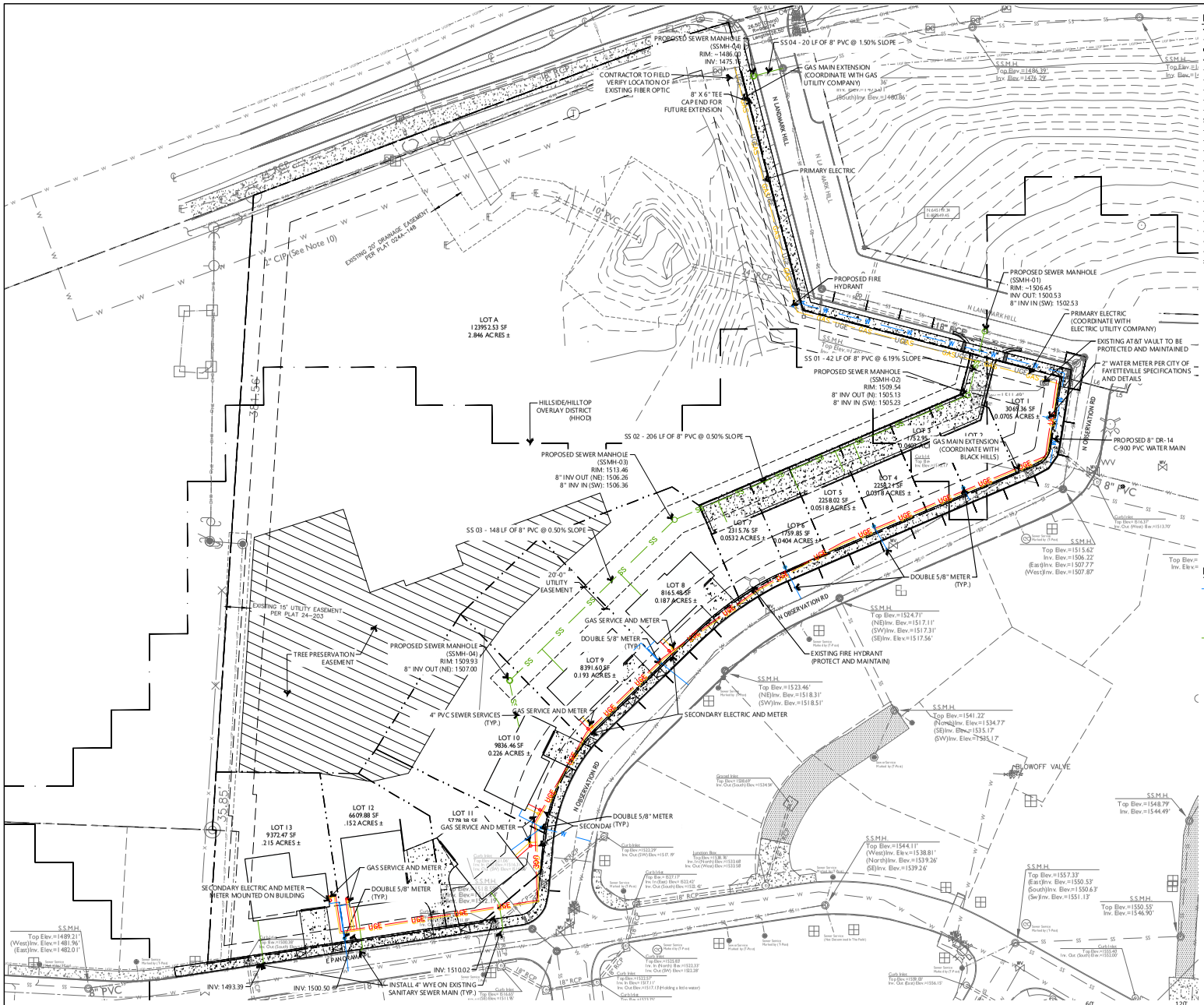
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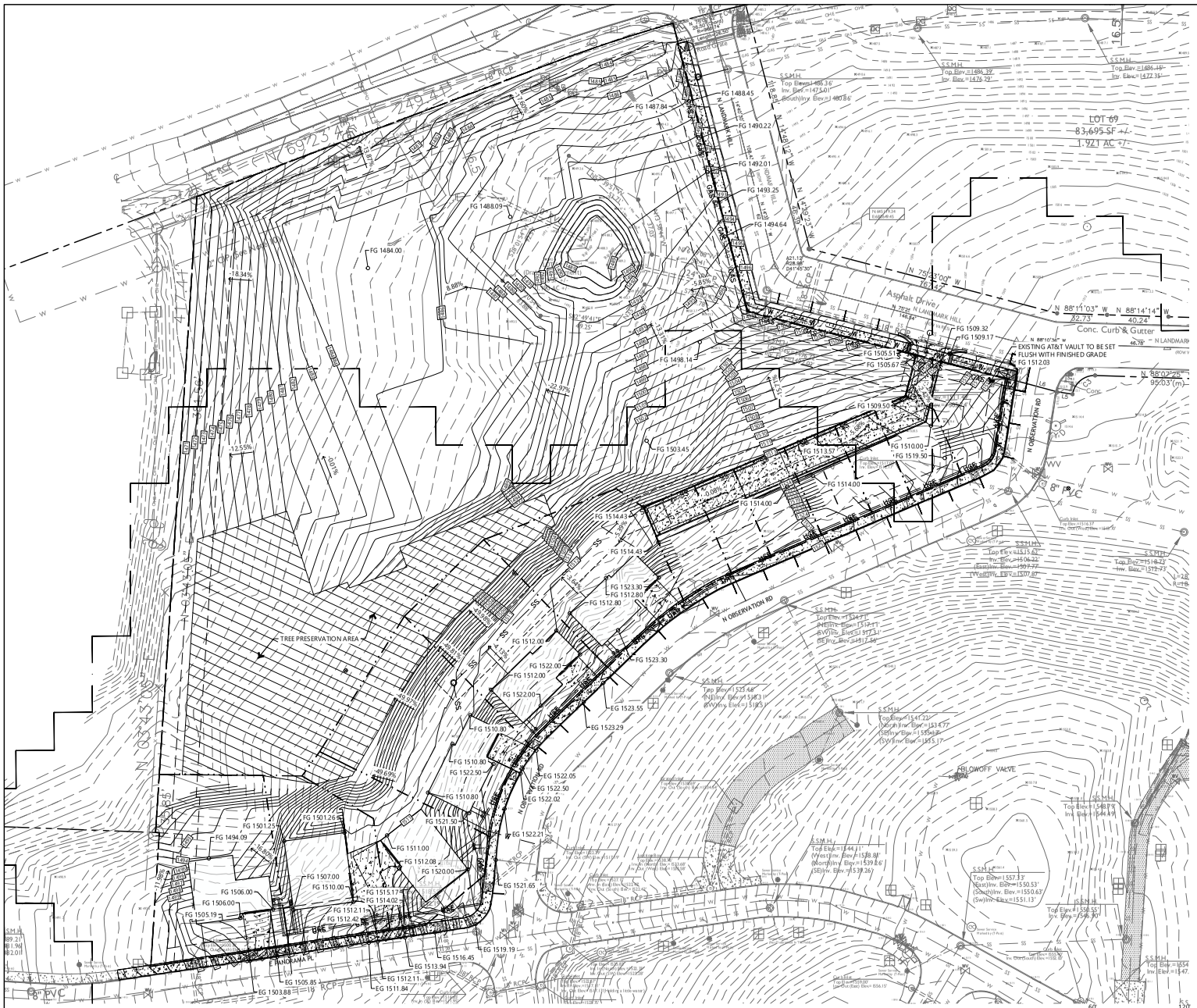
Mark	Date	Description

PHASE DESIGN DEVELOPMENT

TITLE SITE PLAN

SHEET NO. C1.00


PROPOSED SEWER MANIFOLD (SSMH-04) RIM: ~1486.00 INV: 1475.16
SS 04 - 20 LF OF 8" PVC @ 1.50% SLOPE
GAS MAIN EXTENSION (COORDINATE WITH GAS UTILITY COMPANY)
CONTRACTOR TO FIELD VERIFY LOCATION OF EXISTING FIBER OPTIC
8" X 6" TEE CAP END FOR FUTURE EXTENSION
PRIMARY ELECTRIC
N LANDMARK HILL
PROPOSED FIRE HYDRANT
PROPOSED SEWER MANHOLE (SSMH-01) RIM: ~1506.45 INV OUT: 1500.53 8" INV IN (SW): 1502.53
PRIMARY ELECTRIC (COORDINATE WITH ELECTRIC UTILITY COMPANY)
EXISTING AT&T VAULT TO BE PROTECTED AND MAINTAINED
2" WATER METER PER CITY OF FAYETTEVILLE SPECIFICATIONS AND DETAILS
SS 01 - 42 LF OF 8" PVC @ 6.19% SLOPE
PROPOSED SEWER MANHOLE (SSMH-02) RIM: 1509.54 8" INV OUT (N): 1505.13 8" INV IN (SW): 1505.23
LOT A 12395.53 SF 2.846 ACRES ±
LOT 1 3048.36 SF 0.0700 ACRES ±
LOT 2 1752.95 SF 0.0402 ACRES ±
GAS MAIN EXTENSION (COORDINATE WITH BLACK HILLS)
PROPOSED 8" DR-14 C-900 PVC WATER MAIN
N OBSERVATION RD
HILLSIDE/HILLTOP OVERLAY DISTRICT (HHOD)
SS 02 - 206 LF OF 8" PVC @ 0.50% SLOPE
PROPOSED SEWER MANHOLE (SSMH-03) RIM: 1513.46 8" INV OUT (NE): 1506.26 8" INV IN (SW): 1506.36
LOT 3 2258.02 SF 0.0518 ACRES ±
LOT 4 2258.02 SF 0.0518 ACRES ±
LOT 5 2258.02 SF 0.0518 ACRES ±
LOT 6 1759.85 SF 0.0404 ACRES ±
LOT 7 2315.76 SF 0.0532 ACRES ±
SS 03 - 148 LF OF 8" PVC @ 0.50% SLOPE
20'-0" UTILITY EASEMENT
LOT 8 8165.48 SF 0.187 ACRES ±
DOUBLE 5/8" METER (TYP.)
EXISTING 15' UTILITY EASEMENT PER PLAT 24-203
TREE PRESERVATION EASEMENT
PROPOSED SEWER MANHOLE (SSMH-04) RIM: 1509.93 8" INV OUT (NE): 1507.00
GAS SERVICE AND METER
DOUBLE 5/8" METER (TYP.)
LOT 9 8391.60 SF 0.193 ACRES ±
EXISTING FIRE HYDRANT (PROTECT AND MAINTAIN)
4" PVC SEWER SERVICES (TYP.)
SECONDARY ELECTRIC AND METER
LOT 10 9836.46 SF 0.226 ACRES ±
LOT 11 6798.98 SF
LOT 12 6609.88 SF .152 ACRES ±
LOT 13 9372.47 SF .215 ACRES ±
SECONDARY ELECTRIC AND METER METER MOUNTED ON BUILDING
DOUBLE 5/8" METER (TYP.)
BLOWOFF VALVE
EXISTING 30' DRAINAGE EASEMENT PER PLAT 024A-148
INSTALL 4" WYE ON EXISTING SANITARY SEWER MAIN (TYP.)
INV: 1493.39
INV: 1500.50
INV: 1510.02
8" PVC
18" RCP
24" RCP
S.S.M.H.
Curb Inlet
Location Box
Ground Inlet
Sewer Service Marked by (T-Post)
Sewer Service Marked by (T-Post)
Sewer Service (Not Observed by This Field)
Sewer Service Marked by (T-Post)
Sewer Service Marked by (T-Post)
Sewer Service Marked by (T-Post



1 GRADING AND DRAINAGE PLAN

EXISTING LEGEND

- PROPERTY LINE
- PROPERTY LINE & RIGHT-OF-WAY
- SECTION LINE
- 40 ACRE LINE
- ADJACENT OWNER
- EASEMENT (AS NOTED)
- RIGHT-OF-WAY
- SETBACK
- CENTERLINE OF ROAD
- CURB & GUTTER
- PARKING STRIPES
- FENCE LINE
- OVERHEAD POWER
- OVERHEAD POWER & TELEPHONE
- OVERHEAD POWER & CABLE/TV
- OVERHEAD POWER, TELEPHONE, & CABLE/TV
- OVERHEAD TELEPHONE
- OVERHEAD CABLE/TV
- UNDERGROUND TELEPHONE LINE
- UNDERGROUND POWER LINE
- GAS LINE
- WATER LINE
- SANITARY SEWER LINE
- STORM PIPE (SIZE AS NOTED)
- P.O.C. POINT OF COMMENCEMENT
- P.O.B. POINT OF BEGINNING
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- CP - ESI CONTROL POINT
- IPF - IRON PIN FOUND (AS NOTED)
- IPF - STONE
- IPF - RAILROAD SPIKE
- IPS - IRON PIN SET w/ CAP "PLS 1439"
- PK - NAIL (TYPE AS NOTED)
- FOUND COTTON PICKER SPINDLE
- COMPUTED POINT
- TBM - BENCHMARK
- MANHOLE (TYPE AS NOTED)
- WATER METER
- GAS METER
- POWER POLE
- GUY WIRE
- FIRE HYDRANT
- WATER VALVE
- S.C.O. SEWER CLEANOUT
- GREASE TRAP
- LIGHT POLE
- RCP REINFORCED CONCRETE PIPE
- PVC POLYVINYL CHLORIDE PIPE
- TREE (TYPE & SIZE AS NOTED)

PROPOSED GRADING & DRAINAGE LEGEND

- 1311 PROPOSED 1 FT. CONTOUR ELEVATION
- 1315 PROPOSED 5 FT. CONTOUR ELEVATION
- XXXX.XX SPOT ELEVATIONS
- FLOWLINE

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Mission Heights Tract 1

Fayetteville, Arkansas

EDG PROJECT NO. 24-022
DATE 2025.03.04

REVISIONS

Mark	Date	Description

PHASE DESIGN DEVELOPMENT

TITLE GRADING AND DRAINAGE PLAN

SHEET NO. C3.00

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1 TREE PRESERVATION - EXISTING CONDITIONS

SCALE: 1" = 30'-0"

NORTH

SITE ANALYSIS SUMMARY

- THIS SLOPED SITE IS MODERATELY FORESTED WITH MOSTLY SMALLER CALIPER TREES
- SLOPES OVER 15% ARE MOSTLY LOCATED IN THE SOUTHERN HALF OF THE SITE
- REFERENCE SHEET L0.02 FOR FULL TREE LIST
- PORTIONS OF THE SITE ALONG N OBSERVATION RD AND LANDMARK HILL HAVE PREVIOUSLY BEEN CLEARED OF VEGETATION AS PART OF AN EARLIER PERMITTED DEVELOPMENT WORK AND THEREFORE ARE NOT INCLUDED AS "EXISTING VEGETATION" FOR THIS PERMIT.

EXISTING LEGEND

- EXISTING TREE CANOPY (EXCLUDING EASEMENTS AND RIGHTS OF WAY)
- EXISTING SLOPES GREATER THAN 15%
- EXISTING EASEMENTS AND RIGHTS-OF-WAYS
- EXISTING CANOPY WITHIN EASEMENTS AND RIGHTS-OF-WAYS
- HILLSIDE/HILLTOP OVERLAY DISTRICT (N/A)
- PROPERTY LINE/ R.O.W. LINE
- ROAD CENTERLINE
- PROJECT BOUNDARY
- EnC2 / ErE — SOIL CLASSIFICATION BOUNDARIES
- PROPERTY LINE
- PROPERTY LINE & RIGHT-OF-WAY
- SECTION LINE
- 40 ACRE LINE
- ADJACENT OWNER
- EASEMENT (AS NOTED)
- R/W — RIGHT-OF-WAY
- SETBACK
- CENTERLINE OF ROAD
- CURB & GUTTER
- PARKING STRIPES
- FENCE LINE
- OHP — OVERHEAD POWER
- OHP/T — OVERHEAD POWER & TELEPHONE
- OHP/C/T — OVERHEAD POWER & CABLE/TV
- OHT — OVERHEAD TELEPHONE
- OHP/C/T — OVERHEAD POWER, TELEPHONE, & CABLE/TV
- UGT — UNDERGROUND TELEPHONE LINE
- UGP — UNDERGROUND POWER LINE
- G — GAS LINE
- W — WATER LINE
- SS — SANITARY SEWER LINE
- STORM PIPE (SIZE AS NOTED)
- P.O.C. — POINT OF COMMENCEMENT
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- RCP — REINFORCED CONCRETE PIPE
- PVC — POLYVINYL CHLORIDE PIPE
- TREE (TYPE & SIZE AS NOTED)

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Leslie Tabor — Licensed Landscape Architect — State of Arkansas — 04/2025

Planning Commission
March 24, 2025
PPL-2025-0002 (MISSION HEIGHTS)

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Fayetteville, Arkansas

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DATE	2025.03.04

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PHASE DESIGN DEVELOPMENT

TITLE TREE PRESERVATION PLAN

SHEET NO. L0.01

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MISSION HEIGHTS - TRACT 1
TREE SURVEY - 2.5.25

NATURAL RESOURCE PLANNING
931 E Rock Street Fayetteville, Arkansas 72701
Patti Irwin - Certified Arborist - SO-1116A

T-ID	SPECIES	DBH	CONDITION
101	White Ash	13	Fair
102	Shagbark Hickory	10	Fair
103	Shagbark Hickory	15	Fair
104	Red Oak	14	Poor
105	Shagbark Hickory	8	Fair
106	Shagbark Hickory	11	Good
107	Shagbark Hickory	12	Good
108	Shagbark Hickory	10	Fair
109	Green Ash	9	Poor
110	White Ash	15	Fair
111	White Ash	10	Poor
112	Shagbark Hickory	9	Good
113	Red Oak	12	Poor
114	Shagbark Hickory	12	Fair
115	Shagbark Hickory	14	Fair
116	Green Ash	10	Fair
117	Green Ash	10	Fair
118	Black Oak	21	Poor
119	White Ash	10	Fair
120	White Ash	15	Fair
121	White Ash	8	Fair
122	White Ash	8	Poor
123	Black Oak	14	Fair
124	White Ash	16	Fair
125	Mockernut Hickory	9	Fair
126	Red Oak	18	Fair
127	Shagbark Hickory	12	Fair
128	Red Oak	25	Fair
129	Post Oak	15	Poor
130	Shagbark Hickory	8	Good
131	Shagbark Hickory	8	Fair
132	Post Oak	9	Fair
133	Shagbark Hickory	8	Poor
134	Slippery Elm	6	Poor
135	Shagbark Hickory	8	Poor
136	Shagbark Hickory	10	Fair
137	Slippery Elm	6	Poor
138	Green Ash	18	Poor
139	Green Ash	18	Fair
140	Green Ash	12	Poor
141	Post Oak	6	Fair - Offsite
142	Post Oak	9	Fair
143	Green Ash	10	Poor - Offsite
144	Shagbark Hickory	9	Fair
145	Slippery Elm	8	Poor
146	Shagbark Hickory	8	Good
147	White Ash	10	Poor
148	Shagbark Hickory	8	Good
149	Post Oak	8	Poor
150	Post Oak	9	Poor - Offsite
151	Post Oak	12	Fair
152	Post Oak	8	Poor
153	Shagbark Hickory	6	Poor
154	Green Ash	8	Poor
155	Post Oak	6	Poor - Offsite
156	Post Oak	14	Fair
157	Mockernut Hickory	6	Poor
158	Green Ash	14	Fair
159	Post Oak	9	Poor
160	Post Oak	10	Poor
161	Green Ash	10	Fair
162	Mockernut Hickory	10	Fair
163	Mockernut Hickory	11	Poor
164	Shagbark Hickory	11	Poor
165	Green Ash	16	Poor
166	White Ash	16	Poor
167	Post Oak	11	Poor
168	Slippery Elm	8	Poor
169	Post Oak	8	Poor
170	Shagbark Hickory	12	Good
171	Green Ash	12	Fair
172	Green Ash	23	Fair
173	Shagbark Hickory	6	Poor
174	Post Oak	8	Fair
175	Shagbark Hickory	12	Fair
176	Green Ash	13	Fair
177	Shagbark Hickory	12	Good
178	Shagbark Hickory	10	Fair
179	Mockernut Hickory	8	Good
180	Shagbark Hickory	7	Fair
181	Red Oak	16	Fair
182	Green Ash	16	Fair
183	Green Ash	13	Poor
184	Shagbark Hickory	10	Good
185	Post Oak	16	Fair
186	White Ash	12	Poor
187	Shagbark Hickory	12	Good
188	Green Ash	16	Fair
189	Shagbark Hickory	11	Fair
190	Green Ash	21	Poor
191	Shagbark Hickory	8	Good
192	Black Oak	14	Fair
193	Slippery Elm	16	Fair
194	Black Oak	26	Fair
195	Green Ash	18	Fair
196	White Oak	16	Poor
197	Slippery Elm	12	Poor
198	Shagbark Hickory	7	Fair
199	Shagbark Hickory	13	Fair
200	Green Ash	22	Fair
201	Green Ash	10	Poor
202	Slippery Elm	22	Poor
203	Shagbark Hickory	10	Fair
204	Shagbark Hickory	12	Good
205	Shagbark Hickory	10	Fair
206	Shagbark Hickory	10	Good
207	White Ash	10	Poor
208	Black Oak	14	Fair
209	Eastern Red Cedar	8	Poor
210	Slippery Elm	14	Poor
211	Slippery Elm	10	Fair
212	White Oak	18	Poor
213	Red Oak	19	Fair
214	Post Oak	12	Fair
215	Slippery Elm	8	Poor
216	Shagbark Hickory	12	Good
217	Hackberry	15	Fair
218	Slippery Elm	12	Poor
219	Slippery Elm	25	Good
220	Shagbark Hickory	9	Good
221	Black Oak	19	Fair
222	Post Oak	12	Fair
223	Shagbark Hickory	9	Fair
224	Shagbark Hickory	13	Good
225	Shagbark Hickory	9	Fair
226	Shagbark Hickory	10	Good
227	American Elm	10	Fair
228	Post Oak	8	Poor
229	Shagbark Hickory	11	Good
230		12	DEAD
231	Post Oak	8	Fair
232	Shagbark Hickory	9	Good
233	White Ash	6	Fair
234	Eastern Red Cedar	10	Fair
235	Mockernut Hickory	9	Fair
236	Hackberry	8	Poor
237	Slippery Elm	9	Fair
238	Shagbark Hickory	10	Good
239	Eastern Red Cedar	8	Fair
240	Shagbark Hickory	8	Fair
241	Shagbark Hickory	10	Good
242	Green Ash	13	Fair
243	Green Ash	17	Poor
244	Eastern Red Cedar	10	Poor
245	Shagbark Hickory	16	Poor
246	Hackberry	8	Good
247	Hackberry	8	Good
248	Black Locust	8	DEAD
249	Eastern Red Cedar	8	Fair
250	American Elm	7	Fair
251	Hackberry	10	Fair
252	Slippery Elm	8	Good
253	White Ash	8	Poor
254	Hackberry	8	Poor
255	American Elm	7	Poor
256	Black Locust	9	Poor
257	Slippery Elm	7	Poor
258	Slippery Elm	7	Poor
259	Slippery Elm	10	Poor
260	Slippery Elm	8	Poor
261	Slippery Elm	17	Good
262	Slippery Elm	12	Poor
263	Black Locust	9	Poor
264	White Ash	10	Poor
265	Redbud	5	Good
266	Hackberry	5	Good
267	Shagbark Hickory	8	Fair
268	Shagbark Hickory	12	Good
269	Shagbark Hickory	16	Fair
270	Shagbark Hickory	12	Fair
271	Shagbark Hickory	10	Poor
272	Shagbark Hickory	17	Good
273	Red Oak	20	Fair
274	Shagbark Hickory	15	Fair
275	Shagbark Hickory	10	Fair
276	American Elm	10	Poor
277	Shagbark Hickory	9	Fair
278	Hackberry	10	Good
279	Black Locust	9	DEAD
280	Slippery Elm	10	Fair
281	Black Locust	8	Poor
282	White Ash	8	Poor
283	Hackberry	8	Good
284	Mockernut Hickory	8	Good
285	Eastern Red Cedar	8	Poor
286	Mockernut Hickory	11	Good
287	Mockernut Hickory	12	Fair
288	Mockernut Hickory	17	Poor
289	Shagbark Hickory	9	Good
290	Redbud	8	Fair
291	American Elm	9	Good
292	American Elm	9	Poor
293	Slippery Elm	9	Poor
294	Hackberry	8	Fair
295	Redbud	5	Good
296	American Elm	11	Fair
297	Green Ash	9	Fair
298	Eastern Red Cedar	8	Fair
299	Eastern Red Cedar	8	Poor
300	American Elm	10	Fair
301	Black Walnut	15	Poor
302	Slippery Elm	12	Poor
303	Slippery Elm	12	Fair
304	Slippery Elm	16	Fair
305	Slippery Elm	10	Fair
306	Eastern Red Cedar	14	Fair
307	Mimosa	9	Good
308	Eastern Red Cedar	15	Poor
309	Eastern Red Cedar	10	Fair
310	Black Locust	12	Good
311	Eastern Red Cedar	13	Good
312	Eastern Red Cedar	14	Fair
313	Silver Maple	12 Triple	Poor
314	Silver Maple	13 Triple	Poor
315	Slippery Elm	8	Poor
316	Black Cherry	12	Poor
317	Black Locust	7	Poor
318	Black Locust	8	DEAD
319	Slippery Elm	10	Poor
320	Black Cherry	9	Fair
321	Slippery Elm	8	Fair
322	Black Locust	8	Fair
323	Black Oak	10	Fair
324	Eastern Red Cedar	8	Poor
325	Slippery Elm	6	Fair
326	Eastern Red Cedar	10	Poor
327	Eastern Red Cedar	8	Fair
328	Eastern Red Cedar	10	Fair
329	Slippery Elm	10	Good
330	Green Ash	6	Good
331	Eastern Red Cedar	10	Fair
332	Slippery Elm	12	Fair
333	Eastern Red Cedar	9	Poor
334	Hackberry	11	Poor
335	Eastern Red Cedar	8	Fair
336	White Ash	8	Fair
337	Green Ash	6	Fair
338	Slippery Elm	10	Poor
339	Slippery Elm	8	Fair
340	Green Ash	8	Good
341	White Ash	8	Good
342	Eastern Red Cedar	10	Good
343	Black Locust	8	Poor
344	Persimmon	8	Fair
345	Eastern Red Cedar	8	Fair
346	Slippery Elm	9	Fair
347	American Elm	8	Poor

*GREEN CELLS INDICATE TREES TO BE PRESERVED

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REGISTERED LANDSCAPE ARCHITECT
Leslie Tabor
Logan Nottingham
STATE OF ARKANSAS
04/2025

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March 24, 2025
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Mission Heights Tract 1
Fayetteville, Arkansas

EDG PROJECT NO. 24-022
DATE 2025.03.04

REVISIONS

Mark	Date	Description

PHASE DESIGN DEVELOPMENT

TITLE TREE PRESERVATION PLAN

SHEET NO. L0.02



1 TREE PRESERVATION - PROPOSED CONDITIONS

SCALE: 1" = 30'-0"

NORTH

	Square Feet	Percent of site
Total Site Area *Minus Right of Way and Easements	165,198	100%
*Zoning Designation * Select Below with drop down arrow*		
CS, Community Services	33,040	20%
*HHOD * Select Below with Drop Down Arrow*		
Yes	5,651	5%
Total Canopy for Minimum Preservation Requirements	38,691	25.0%
Existing Tree Canopy * Minus Right of Way and Easements	99,512	60.2%
Tree Canopy Preserved	27,291	16.5%
Tree Canopy Removed *On Site/High Priority	32,150	19.5%
Tree Canopy Removed *Off Site/High Priority	0	0.0%
Tree Canopy Removed *On Site/Low Priority	40,071	24.3%
Tree Canopy Removed *Off Site/Low Priority	0	0.0%
Tree Canopy Removed Total	72,221	43.7%
Removed Below Minimum	**11,400**	
Mitigation Requirements	**11,400**	

Mitigation Requirements			
Canopy Below Requirments Sq. Ft.	Preservation Priority Type	Forestation Base Density/Acre	Number of 2" Caliper Trees to be Planted
5,130	High Priority	200	**24**
6,270	Low Priority	100	**14**
		Total Trees to be Planted	38

*SQUARE FOOTAGES OF HIGH AND LOW PRIORITY MITIGATION ARE EQUIVALENT TO THE PERCENTAGES OF REMOVED HIGH AND LOW PRIORITY CANOPY

PROPOSED TREE PRESERVATION SUMMARY
- THIS LAYOUT WAS SELECTED BECAUSE IT PRESERVES THE LARGEST CONTIGUOUS AREA OF TREES
- THIS SITE WILL BE DEVELOPED IN MULTIPLE PHASES. HOWEVER, TREE REMOVAL AND GRADING FOR THE ENTIRE SITE WILL BE HANDLED IN THE FIRST PHASE.
- THE LAYOUT OF THE SITE WAS DETERMINED BY:
  - MAXIMIZING STREET FRONTAGE
  - AVOIDING STEEP SLOPES WHERE POSSIBLE
  - CREATING ONE, CONTIGUOUS TREE PRESERVATION AREA
- A TREE PRESERVATION EASEMENT WILL BE ESTABLISHED IN THE SE CORNER OF THE SITE. THE REST OF THE TREES ON SITE WILL BE CLEARED
- THE TREE PRESERVATION EASEMENT SITS AT THE BASE OF A STEEPLY GRADED SLOPE, PROVIDING EROSION CONTROL AND STABILITY
- A PORTION OF REQUIRED MITIGATION PLANTIGS WILL BE SITUATED INSIDE OF THE TREE PRESERVATION EASEMENT

EXISTING LEGEND

- HIGH PRIORITY CANOPY TO BE REMOVED
- LOW PRIORITY CANOPY TO BE REMOVED
- TREE PROTECTION FENCING / LIMITS OF ROOT PRUNING
- TREE PRESERATION EASMENT / TREE CANOPY TO BE PRESERVED
- EXISTING EASEMENTS AND RIGHTS-OF-WAYS
- EXISTING CANOPY WITHIN EASEMENTS AND RIGHTS-OF-WAYS
- HILLSIDE/HILLTOP OVERLAY DISTRICT (N/A)
- PROPERTY LINE/ R.O.W. LINE
- ROAD CENTERLINE
- PROJECT BOUNDARY
- EnC2 / ErE — SOIL CLASSIFICATION BOUNDARIES
- PROPERTY LINE
- PROPERTY LINE & RIGHT-OF-WAY
- SECTION LINE
- 40 ACRE LINE
- ADJACENT OWNER
- EASEMENT (AS NOTED)
- RIGHT-OF-WAY
- SETBACK
- CENTERLINE OF ROAD
- CURB & GUTTER
- PARKING STRIPES
- FENCE LINE
- OVERHEAD POWER
- OVERHEAD POWER /TELEPHONE& CABLE/TV
- OVERHEAD POWER & CABLE/TV
- OVERHEAD TELEPHONE
- OVERHEAD CABLE/TV
- UNDERGROUND TELEPHONE LINE
- UNDERGROUND POWER LINE
- GAS LINE
- WATER LINE
- SANITARY SEWER LINE
- STORM PIPE (SIZE AS NOTED)
- P.O.C. POINT OF COMMENCEMENT
- P.O.B. POINT OF BEGINNING
- (123.45') RECORDED DISTANCE
- CP - ESI CONTROL POINT
- IPF - IRON PIN FOUND (AS NOTED)
- IPF - STONE
- IPF - RAILROAD SPIKE
- IPS - IRON PIN SET w/ CAP "PLS 1439"
- IPS - NAIL (TYPE AS NOTED)
- FOUND COTTON PICKER SPINDLE
- COMPUTED POINT
- TBM - BENCHMARK
- MANHOLE (TYPE AS NOTED)
- WATER METER
- GAS METER
- POWER POLE
- GUY WIRE
- FIRE HYDRANT
- WATER VALVE
- S.C.O. SEWER CLEANOUT
- GREASE TRAP
- LIGHT POLE
- RCP REINFORCED CONCRETE PIPE
- PVC POLYVINYL CHLORIDE PIPE
- TREE (TYPE & SIZE AS NOTED)

PROPOSED SITE PLAN LEGEND

- PROPOSED CURB AND GUTTER (REF. PLANS FOR TYPE)
- TYPICAL CONCRETE PAVEMENT
- ASPHALT PAVEMENT
- TYPICAL CONCRETE SIDEWALK

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Leslie Tabor
Licensed Landscape Architect
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04/2025

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Mission Heights Tract 1
Fayetteville, Arkansas

EDG PROJECT NO. 24-022
DATE 2025.03.04

REVISIONS

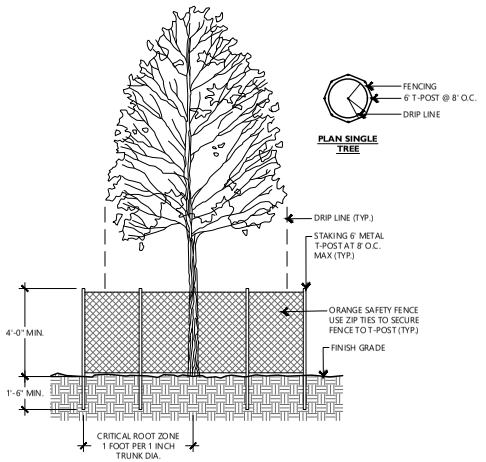
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PHASE DESIGN DEVELOPMENT

TITLE TREE PRESERVATION PLAN

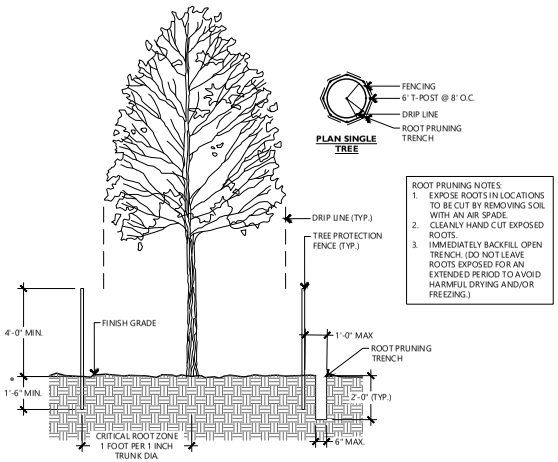
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1 TREE PRESERVATION FENCING

NOT TO SCALE



ROOT PRUNING NOTES:
1. EXPOSE ROOTS IN LOCATIONS TO BE CUT BY REMOVING SOIL WITH AN AIR SPADE.
2. CLEANLY HAND CUT EXPOSED ROOTS.
3. IMMEDIATELY BACKFILL OPEN TRENCH. (DO NOT LEAVE ROOTS EXPOSED FOR AN EXTENDED PERIOD TO AVOID HARMFUL DRYING AND/OR FREEZING.)

2 ROOT PRUNING

NOT TO SCALE

TREE PROTECTION NOTES:

1. ALL TREES SHOWN ON THIS PLAN TO BE RETAINED SHALL BE PROTECTED DURING CONSTRUCTION WITH TEMPORARY FENCING.
2. PROTECTIVE FENCES SHALL BE INSTALLED PRIOR TO THE START OF ANY SITE PREPARATION WORK AND SHALL BE MAINTAINED THROUGHOUT ALL PHASES OF THE CONSTRUCTION PROJECT.
3. EROSION AND SEDIMENTATION CONTROL BARRIERS SHALL BE INSTALLED OR MAINTAINED IN A MANNER WHICH DOES NOT RESULT IN SOIL BUILD-UP WITH TREE DRIPLINES.
4. PROTECTIVE FENCES SHALL SURROUND THE TREES OR GROUP OF TREES AND WILL BE LOCATED AT THE DRIPLINE FOR NATURAL AREAS PROTECTIVE FENCES SHALL FOLLOW THE LIMITS OF CONSTRUCTION IN ORDER TO PREVENT THE FOLLOWING:
   - 4.A. SOIL COMPACTION IN THE ROOT ZONE AREA RESULTING FROM VEHICULAR TRAFFIC OR STORAGE OF EQUIPMENT.
   - 4.B. ROOT ZONE DISTURBANCES DUE TO GRADE CHANGES (GREATER THAN 6") OR ROOT TRENCHING NOT VIEWED BY CITY ARBORISTS.
   - 4.C. WOUNDS TO EXPOSED ROOTS, TRUNK OR LIMBS BY MECHANICAL EQUIPMENT.
   - 4.D. OTHER ACTIVITIES DETRIMENTAL TO TREES SUCH AS CHEMICAL STORAGE, CONCRETE TRUCK CLEANING, AND FIRES.
5. EXCEPTIONS TO INSTALLING FENCES AT TREE DRIPLINES MAY BE PERMITTED IN THE FOLLOWING CASES:
   - 5.A. WHERE THERE IS TO BE AN APPROVED GRADE CHANGE, IMPERMEABLE PAVING SURFACED, TREE WELL OR OTHER SUCH SITE DEVELOPMENT
   - 5.B. WHERE PERMEABLE PAVING IS TO BE INSTALLED WITHIN A TREE'S DRIPLINE, ERECT THE FENCE AT THE OUTER LIMITS OF THE PERMEABLE PAVING AREA (PRIOR TO SITE GRADING SO THE AREA IS GRADED SEPARATELY PRIOR TO PAVING INSTALLATION TO MINIMIZE ROOT DAMAGE.
   - 5.C. WHERE TREES ARE CLOSE TO THE PROPOSED BUILDINGS, ERECT THE FENCE TO ALLOW 6 TO 10 FEET OF WORK SPACE.
   - 5.D. WHERE THERE ARE SEVERE SPACE CONSTRAINTS DUE TO TRACT SIZE OR OTHER SPECIAL REQUIREMENTS.
6. WHERE ANY OF THE ABOVE EXCEPTIONS RESULT IN A FENCE BEING CLOSER THAN 4 FEET TO A TRUNK, PROTECT THE TRUNK WITH STRAPPED ON PLANKING TO HEIGHT OF 8 FEET (OR LIMITS OF LOWER BRANCHING) IN ADDITION TO THE REDUCED FENCING PROVIDED.
7. TREES APPROVED FOR REMOVAL SHALL BE REMOVED IN A MANNER WHICH DOES NOT IMPACT TREES TO BE PRESERVED.
8. ANY ROOTS EXPOSED BY CONSTRUCTION ACTIVITY SHALL BE PRUNED FLUSH WITH THE SOIL BACKFILL ROOT AREAS WITH GOOD QUALITY TOPSOIL AS SOON AS POSSIBLE. IF EXPOSED ROOT AREAS ARE NOT BACKFILLED WITHIN 2 DAYS, COVER WITH ORGANIC MATERIAL IN A MANNER WHICH REDUCES SOIL TEMPERATURE AND MINIMIZES WATER LOSS DUE TO EVAPORATION.
9. ANY TRENCHING REQUIRED FOR THE INSTALLATION OF LANDSCAPE IRRIGATION SHALL BE PLACED AS FAR FROM EXISTING TREE TRUNKS AS POSSIBLE.
10. NO LANDSCAPE TOPSOIL DRESSING GREATER THAN 4 INCHES SHALL BE PERMITTED WITHIN THE DRIPLINE OF TREES. NO SOIL IS PERMITTED ON THE ROOT FLARE OF ANY TREE.
11. PRUNING TO PROVIDE CLEARANCE FOR STRUCTURES, VEHICULAR TRAFFIC, AND EQUIPMENT SHALL TAKE PLACE BEFORE CONSTRUCTION BEGINS.
12. ALL FINISHED PRUNING MUST BE DONE ACCORDING TO RECOGNIZED, APPROVED STANDARDS OF THE INDUSTRY (REFERENCE THE AMERICAN NATIONAL STANDARD, ANSI-A300 PRUNING, 2008 OR LATER).

CITY OF FAYETTEVILLE STANDARD NOTES FOR TREE AND NATURAL AREA PROTECTION

1. ALL TREES AND NATURAL AREAS SHOWN ON THIS PLAN TO BE PRESERVED SHALL BE PROTECTED DURING CONSTRUCTION WITH TEMPORARY FENCING.
2. PROTECTIVE FENCES SHALL BE ERECTED ACCORDING TO CITY OF FAYETTEVILLE STANDARDS FOR TREE PROTECTION.
3. PROTECTIVE FENCES SHALL BE INSTALLED PRIOR TO THE START OF ANY SITE PREPARATION WORK AND SHALL BE MAINTAINED THROUGHOUT ALL PHASES OF THE CONSTRUCTION PROJECT.
4. EROSION AND SEDIMENTATION CONTROL BARRIERS SHALL BE INSTALLED OR MAINTAINED IN A MANNER WHICH DOES NOT RESULT IN SOIL BUILD-UP WITHIN TREE DRIPLINES.
5. PROTECTIVE FENCES SHALL SURROUND THE TREES OR GROUP OF TREES AND WILL BE LOCATED AT THE DRIPLINE. FOR NATURAL AREAS, PROTECTIVE FENCES SHALL FOLLOW THE LIMIT ON CONSTRUCTION IN ORDER TO PREVENT THE FOLLOWING:
   - A. SOIL COMPACTION IN THE ROOT ZONE OF AREA RESULTING FROM VEHICULAR TRAFFIC OR STORAGE OF EQUIPMENT.
   - B. ROOT ZONE DISTURBANCES DUE TO GRADE CHANGES (GREATER THAN 6") ROOT TRENCHING NOT VIEWED BY CITY ARBORISTS.
   - C. WOUNDS TO EXPOSED ROOTS, TRUNK OR LIMBS BY MECHANICAL EQUIPMENT.
   - D. OTHER ACTIVITIES DETRIMENTAL TO TREES SUCH AS CHEMICAL STORAGE, CONCRETE TRUCK CLEANING AND FIRES.
6. EXCEPTIONS TO INSTALLING FENCES AT TREE DRIPLINES MAY BE PERMITTED IN THE FOLLOWING CASES:
   - A. WHERE THERE IS TO BE AN APPROVED GRADE CHANGE, IMPERMEABLE PAVING SURFACE, TREE WELL, OR OTHER SUCH SITE DEVELOPMENT.
   - B. WHERE PERMEABLE PAVING IS TO BE INSTALLED WITHIN A TREE'S DRIPLINE, ERECT THE FENCE AT THE OUTER LIMITS OF THE PERMEABLE PAVING AREA (PRIOR TO SITE GRADING SO THIS AREA IS GRADED SEPARATELY PRIOR TO PAVING INSTALLATION TO MINIMIZE ROOT DAMAGE)
   - C. WHERE TREES ARE CLOSE TO PROPOSED BUILDINGS, ERECT THE FENCE TO ALLOW 6 TO 10 FEET OF WORK SPACE.
   - D. WHERE THERE ARE SEVERE SPACE CONSTRAINTS DUE TO TRACT SIZE OR OTHER SPECIAL REQUIREMENTS.
7. WHERE ANY OF THE ABOVE EXCEPTIONS RESULT IN A FENCE BEING CLOSER THAN 4 FEET TO A TRUNK, PROTECT THE TRUNK WITH STRAPPED ON PLANKING TO HEIGHT OF 8 FEET (OR LIMITS OF LOWER BRANCHING) IN ADDITION TO THE REDUCED FENCING PROVIDED.
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12. PRUNING TO PROVIDE CLEARANCE FOR STRUCTURES, VEHICULAR TRAFFIC, AND EQUIPMENT SHALL TAKE PLACE BEFORE CONSTRUCTION BEGINS.
13. ALL FINISHED PRUNING MUST BE DONE ACCORDING TO RECOGNIZED, APPROVED STANDARDS OF THE INDUSTRY (REFERENCE THE AMERICAN NATIONAL STANDARD, ANSI-A300 PRUNING, 2008 OR LATER). A CITY CERTIFIED TREE PRUNER MUST BE RETAINED TO MAKE ALL PRUNING CUTS. A LIST OF CERTIFIED TREE PRUNERS IS AVAILABLE FROM THE URBAN FORESTER.
14. DEVIATIONS FROM THE ABOVE NOTES MAY BE CONSIDERED ORDINANCE VIOLATIONS IF THERE IS SUBSTANTIAL NON-COMPLIANCE OR IF A TREE SUSTAINS DAMAGE AS A RESULT.

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REGISTERED LANDSCAPE ARCHITECT
Leslie Taborsky
Logic Number 000
STATE OF ARKANSAS
04/2025

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Mission Heights Tract 1

Fayetteville, Arkansas

EDG PROJECT NO. 24-022

DATE 2025.03.04

REVISIONS

Mark	Date	Description

PHASE DESIGN DEVELOPMENT

TITLE TREE PRESERVATION DETAILS

SHEET NO. L0.04



1 LANDSCAPE PLAN

SCALE: 1" = 30'-0"

NORTH

EXISTING LEGEND

- PROPERTY LINE
- PROPERTY LINE & RIGHT-OF-WAY
- SECTION LINE
- 40 ACRE LINE
- ADJACENT OWNER
- EASEMENT (AS NOTED)
- RIGHT-OF-WAY
- SETBACK
- CENTERLINE OF ROAD
- CURB & GUTTER
- PARKING STRIPES
- FENCE LINE
- OVERHEAD POWER
- OVERHEAD POWER & TELEPHONE & CABLE/T
- OVERHEAD POWER & CABLE/TV
- OVERHEAD TELEPHONE
- OVERHEAD CABLE/TV
- UNDERGROUND TELEPHONE LINE
- UNDERGROUND POWER LINE
- GAS LINE
- WATER LINE
- SANITARY SEWER LINE
- STORM PIPE (SIZE AS NOTED)

PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	CALIPER	CONTAINER	HEIGHT X SPREAD	REMARKS
TREES							
	6	CARYA OVATA	SHAGBARK HICKORY	2" CAL	BALL & BURLAPPED	8`X 5`	
	7	CERCIS CANADENSIS	EASTERN REDBUD SINGLE TRUNK	2" CAL	15 GAL	8`X 4`	
	11	CHIONANTHUS VIRGINICUS	WHITE FRINGETREE	2" CAL	15 GAL	8`X 4`	
	6	PLATANUS OCCIDENTALIS	AMERICAN SYCAMORE	2" CAL	BALL & BURLAPPED	8`X 5`	
	12	PRUNUS SEROTINA	BLACK CHERRY	2" CAL	BALL & BURLAPPED	8`X 4`	
	6	QUERCUS PALUSTRIS	PIN OAK	2" CAL	BALL & BURLAPPED	8`X 5`	
	8	QUERCUS RUBRA	NORTHERN RED OAK	2" CAL	BALL & BURLAPPED	8`X 5`	
	6	QUERCUS STELLATA	POST OAK	2" CAL	BALL & BURLAPPED	8`X 2`	

PROPOSED TREE KEY		
S	STREET TREE	23
M	MITIGATION TREE	38

NOTES:
- PROPOSED MITIGATION TREES: 32
- STREET TREES TO BE INSTALLED WITH THE CONSTRUCTION OF INDIVIDUAL HOMES PER 177.05 (A) (4) (b)

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REGISTERED LANDSCAPE ARCHITECT
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Fayetteville, Arkansas

EDG PROJECT NO. 24-022
DATE 2025.03.04

REVISIONS

Mark	Date	Description

PHASE DESIGN DEVELOPMENT

TITLE LANDSCAPE PLAN

SHEET NO. L1.01

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IRRIGATION GENERAL NOTES:

IRRIGATION CONTRACTOR SHALL INSTALL ALL EQUIPMENT AS PER MANUFACTURER'S CURRENT SPECIFICATIONS AND RECOMMENDATIONS.

CONTRACTOR SHALL CAREFULLY VERIFY A MINIMUM RESIDUAL WATER PRESSURE OF 70psi @ 60gpm. CONTRACTOR SHALL NOTIFY THE OWNER IF WATER PRESSURE IS LESS THAN NOTED.

WHEN TRENCHING UNDER THE DRIPLINE OF EXISTING TREES EXTREME CARE MUST BE GIVEN TO AVOID ROOT DAMAGE. IF AT ALL POSSIBLE AVOID TRENCHING INSIDE THE DRIPLINE BY GOING AROUND THE TREE RATHER THAN UNDER IT. INSTALL PIPING AND SPRINKLERS ON THE INSIDE OF NEW CURBLINES IF POSSIBLE. IF TRENCHING MUST OCCUR UNDER THE DRIPLINE, USE EITHER TUNNELING OR HAND-DIGGING METHODS RATHER THAN A MECHANICAL TRENCHER. MINIMIZE THE IMPACT OF ROOT SEVERING BY AVOIDING CONSTRUCTION DURING HOT, DRY WEATHER, KEEPING TREES WELL WATERED BEFORE AND AFTER DIGGING AND COVERING ROOTS WITH SOIL OR MULCH AS SOON AS POSSIBLE.

CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGES CAUSED TO ALL UTILITIES (BOTH OVERHEAD AND BELOWGROUND) DURING THE IRRIGATION INSTALLATION. CONTRACTOR SHALL SEEK THE ASSISTANCE AT LOCAL UTILITIES AND THE OWNER IN THE LOCATION OF THE UTILITIES PRIOR TO PERFORMING TRENCHING OPERATIONS IN THE WORKING AREA.

WINTERIZATION SHALL BE DONE USING A COMBINATION OF MANUAL DRAIN VALVES IN THE LOW POINTS OF THE MAINLINE, AUTOMATIC DRAIN VALVES ON LATERAL LINES AND WRAPPING BACKFLOW PREVENTER WITH HEAT TAPE INSIDE THE ENCLOSURE.

ALL PVC MAINLINE SHALL BE PVC SCH 40. LATERAL LINES PVC CL200.
ALL PVC FITTINGS SHALL BE SCH 40 PVC TYPE I AND MUST BE OF DOMESTIC MANUFACTURE. PVC SOLVENT CEMENT AND PRIMER SHALL BE AS RECOMMENDED / APPROVED BY THE MANUFACTURER OF THE PIPE.
CONTRACTOR SHALL INSTALL A TRACER WIRE ABOVE ALL MAINLINE PIPING. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.

INSTALL SPRINKLERS WITH CHECK VALVE FEATURE TO AVOID LOW- HEAD DRAINAGE FROM SPRINKLERS AT LOWER ELEVATIONS. PROGRAM CONTROLLER WITH "CYCLE+SOAK" FEATURE AS REQUIRED TO ALLOW WATER TO INFILTRATE SOIL AND ELIMINATE RUN-OFF.

COORDINATE EXACT LOCATIONS OF WATER METER, BACKFLOW PREVENTER, CONTROLLER AND CLIMATE SENSOR WITH THE ARCHITECT AND GENERAL CONTRACTOR.

SLEEVING NOTE:

THE GENERAL CONTRACTOR SHALL PROVIDE SCH 40 PVC SLEEVING, BURIED AT A MINIMUM OF 18" AND MAXIMUM OF 24" DEPTH.

UPON COMPLETION OF SITE FILLING AND COMPACTION OPERATIONS, AND PRIOR TO THE CONSTRUCTION OF FOUNDATIONS, ROADWAYS, WALKS OR OTHER PAVEMENTS OR OBSTRUCTIONS, THE GENERAL CONTRACTOR SHALL INSTALL SLEEVES IN SUFFICIENT SIZES TO ACCOMMODATE FUTURE IRRIGATION PIPING AND/OR CONTROL WIRING. ENDS OF SLEEVES SHALL EXTEND 18 INCHES PAST THE EDGES OF ALL PAVING OR CONSTRUCTION. THE ENDS OF THE SLEEVES SHALL BE CLEARLY MARKED FOR FUTURE USE BY THE IRRIGATION CONTRACTOR.

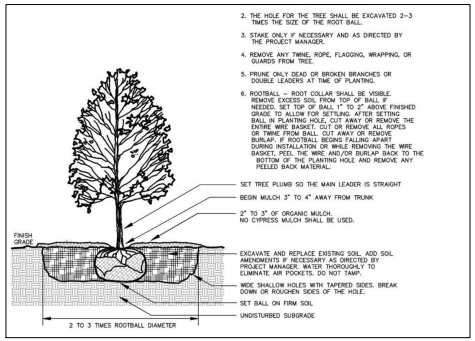
IRRIGATION NOTE:

THE IRRIGATION CONTRACTOR SHALL PROVIDE A FULLY OPERATIONAL CONVENTIONAL IRRIGATION SYSTEM. THE
IRRIGATION CONTRACTOR SHALL PROVIDE SHOP DRAWINGS FOR REVIEW AND APPROVAL. ALL PLANTING AREAS SHALL RECEIVE DRIP IRRIGATION, TREES SHALL RECEIVE BUBBLERS, AND SOD AREAS SHALL RECEIVE TURF/POP SPRAY HEADS. 100% HEAD TO HEAD COVERAGE SHALL BE ACHIEVED.

BIO-RETENTION AREAS, PLANTING BEDS, SOD AREAS, SHALL BE ZONED SEPARATELY

LANDSCAPE NOTES:

1. ONCE INSTALLED, LANDSCAPING SHALL BE MAINTAINED IN HEALTHY LIVING CONDITION AND ALL PLANT MATERIAL THAT DIES SHALL BE REPLACED. (SEC 1400.5.C-10)
2. TREES SHALL NOT BE TOPPED AT ANY TIME AND PROPER TREE PRUNING TECHNIQUES AS ESTABLISHED BY THE LATEST EDITION OF ANSI A300 "STANDARDS FOR TREE CARE" SHALL BE UTILIZED FOR MAINTENANCE PURPOSES. (SEC 1400.5.C-11)
3. HEALTHY TREES SHALL NOT BE REMOVED AT ANY TIME AND PROPER TREE PRUNING TECHNIQUES AS ESTABLISHED BY THE LATEST EDITION OF ANSI A300 "STANDARDS FOR TREE CARE" SHALL BE UTILIZED FOR MAINTENANCE PURPOSES. (SEC 1400.5.C-12)
4. LIVING MATERIALS, SUCH AS LAWN, GRASS OR HERBACEOUS GROUND COVERS LIKE JUNIPER OR LIRIOPE, ETC., SHALL COVER A MINIMUM OF EIGHTY PERCENT (80%) OF THE PLANTING ISLANDS. ONE HUNDRED PERCENT (100%) OF LIVING MATERIALS IS STRONGLY ENCOURAGED. (SEC 1400.6.A-8 & SEC 1400.8.G-7)
5. ALL TREES PLANTED IN THE PUBLIC RIGHT-OF-WAY SHALL BE 4" CALIPER AND THE LOWEST LIMB SHALL BE 96" OR HIGHER FROM FINAL GRADE AT TIME OF PLANTING.
6. ALL PROPOSED TREES SHALL BE A MINIMUM OF 5' FROM ALL PUBLIC UTILITIES.
7. UTILITY LOCATIONS SHALL BE VERIFIED WHERE THERE ARE POTENTIAL UTILITY CONFLICTS WITH LANDSCAPING.



2 SHADE TREE PLANTING

NOT TO SCALE

1. Contractor shall confirm the location of all utilities prior to starting any work. The contractor is responsible for contacting Arkansas one-call to confirm all utilities.
2. All plants must be healthy, vigorous and free of pests and disease.
3. Standards set forth in "American Standard for Nursery Stock" represent guideline specifications only and shall constitute minimum quality requirements for plant material.
4. All plants must be container grown or balled and burlapped as indicated on the plant list.
5. All required trees shall be 2" minimum caliper, with a single dominate central trunk. Multi-trunk trees will not be acceptable without prior approval from urban forestry.
6. All trees must be straight trunked and full headed, unless specified otherwise, and must meet all requirements specified on plans.
7. All trees and shrubs shall be installed per standard city of Fayetteville planting details.
8. All plants are subject to the approval of the landscape architect before, during, and after construction.
9. All planting areas must be completely mulched with a 4" layer of organic hardwood mulch. Mulch shall be not be placed immediately adjacent to tree trunks, but shall be kept at least 3" from root collar at the soil line.
10. All proposed planting areas covered by grass shall have the sod completely removed before planting begins.
11. All planting beds shall be contained by edging material other than vegetation.
12. Prior to construction, the contractor shall be responsible for locating all underground utilities and shall avoid damage to all utilities during the course of the work. The contractor is responsible for repairing any and all damage to utilities, structures, site appurtenances, etc. Which occurs as a result of the landscape construction at no cost to the owner.
13. The contractor is responsible for verifying all quantities shown on these plans before pricing the work.
14. The contractor is responsible for fully maintaining all planting material (including but not limited to: watering, spraying, mulching, fertilizing, etc.) In all planting areas and lawn areas until the work is accepted in total by the owner.
15. The contractor shall completely guarantee all plant material for a period of one (1) year beginning on the date of total acceptance. The contractor shall promptly make all replacements before or at the end of the guarantee period.
16. Any plant material which dies, turns brown, or defoliates (prior to total acceptance of the work) shall be promptly removed from the site and replaced with material of the same species, quantity, and size and meeting all plant list specifications.
17. Notify landscape architect or designated representative of any layout discrepancies prior to any planting. Locate all utilities and site lighting conduits before construction begins.
18. All disturbed areas shall be seeded with a grass seed mix consisting of 70% turf type fescue, 20% perennial rye, and 10% Bermuda grass at 5 pounds per 1,000 square feet.
19. All areas to be seeded shall receive 4" of topsoil and be graded per the grading plan.
20. Irrigation shall be either an underground automatic system or shall utilize hose bibs every 100' as required by Fayetteville landscape ordinance.
21. Maintenance: the current owner of the property shall be responsible for the ongoing maintenance of required landscaping.
22. Replacement landscaping: required landscaping that dies or is damaged shall be removed and replaced by the current owner of the property. The owner shall have 60 days from the receipt of written notice issued by the city to remove and replace any required landscaping that dies or is damaged.
23. Three (3) year maintenance surety shall be deposited for each required street and mitigation tree.
24. Any structural soil required must be indicated on plan, have certified documentation, and be inspected by Urban Forester at time of installation.
25. Maintain 5' min. horizontal separation between tree plantings and utility lines.
26. All planting details are according to Fayetteville Landscape Manual.

3 CITY OF FAYETTEVILLE STANDARD LANDSCAPE NOTES

NOT TO SCALE

E | D | G
Ecological Design Group
www.ecologicaldesigngroup.com
phone: 501.868.9248
LITTLE ROCK | ROGERS | FAYETTEVILLE

SELECTED LANDSCAPE ARCHITECT
Leslie Taboada
Licensed Number 2886
STATE OF ARKANSAS
04/2025

NOT FOR CONSTRUCTION

NOT FOR CONSTRUCTION

811 Know what's below. Call before you dig.

Planning Commission
March 24, 2025
PPL-2025-0002 (MISSION HEIGHTS)
Page 29 of 33

Mission Heights Tract 1

Fayetteville, Arkansas

EDG PROJECT NO. 24-022
DATE 2025.03.04

REVISIONS

Mark	Date	Description

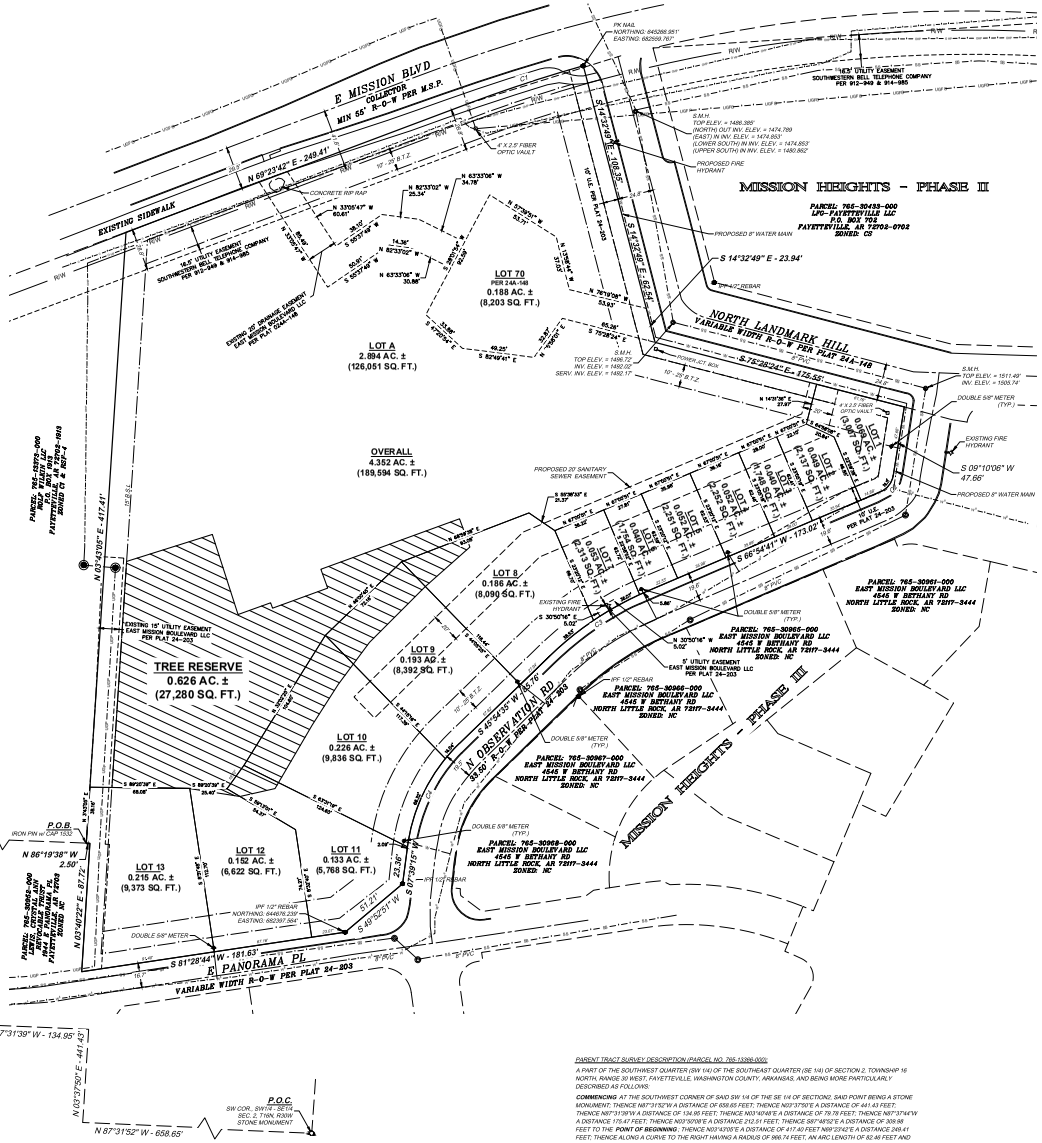
PHASE DESIGN DEVELOPMENT

TITLE LANDSCAPE NOTES AND DETAILS

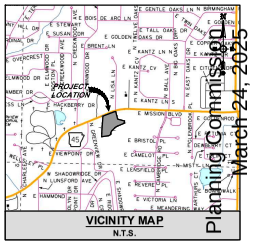
SHEET NO. L1.02

Copyright Ecological Design Group 2025

CURVE TABLE				
Curve #	Length	Radius	Chord Length	Chord Bearing
C1	82.46'	966.74'	82.44'	N71°49'18"E
C2	14.11'	14.00'	13.52'	S38°02'24"W
C3	80.46'	219.50'	80.01'	S56°24'38"W
C4	82.44'	119.50'	80.81'	S26°08'49"W







SURVEYOR'S NOTES:

THIS SURVEY IS VALID ONLY IF THE DRAWING INCLUDES THE ORIGINAL SEAL AND SIGNATURE OF THE SURVEYOR.

PLAT CLOSURE DECLARATION:

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE TO WITHIN ONE FOOT IN 200,899 FEET.

FEMA FLOOD PLAIN ZONE:

THIS PROPERTY IS WITHIN THE FLOOD PLAIN ZONE 'X', (NO SHADING) DESIGNATED AS AN AREA OF MINIMAL FLOOD HAZARD, AS SHOWN ON THE F.I.R.M. MAP # 05143C0200G, PANEL 209 OF 575, WASHINGTON COUNTY, ARKANSAS & INCORPORATED AREAS. MAP REVISED: JANUARY 25, 2024.

(NOTE: FLOOD STATEMENT DOES NOT GUARANTEE AGAINST LOCALIZED FLOODING.)

UTILITIES:

THE UTILITY INFORMATION, IF ANY SHOWN HEREON, WAS OBSERVED BY THE SURVEYOR ON-SITE AND IS BASED ON ABOVE GROUND UTILITY FEATURES AND CITY OF FAYETTEVILLE G.I.S. ONLY. NO ONE CALL PROVIDED.

THE DESIGNATIONS AND LOCATIONS OF THESE UTILITY FEATURES SHOWN HEREON ARE NOT TO BE CONSTRUED AS ALL INCLUSIVE OR ABSOLUTE AND ARE PROVIDED WITHOUT WARRANTY.

REFERENCES:

EVERY DOCUMENT OF RECORD REVIEWED AND CONSIDERED AS A PART OF THIS SURVEY IS NOTED BELOW. THE SURVEYOR RESEARCHED OR WAS PROVIDED NECESSARY DEEDS, RIGHT-OF-WAY MAPS, AND OTHER PERTINENT INFORMATION AS SHOWN BELOW. THE SURVEYOR HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH FOR COURT CASE DECREES, ADVERSE POSSESSION CLAIMS, SUBSURFACE RIGHTS OR OWNERSHIP, ENCUMBRANCES, OR RESTRICTIVE COVENANTS. NO TITLE COMMITMENT OR BII EXCEPTIONS HAVE BEEN PROVIDED TO SURVEYOR.

ALL RECORDS LISTED BELOW ARE IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS UNLESS OTHERWISE NOTED.

*A. **WARRANTY DEED:** KIWANA HOLDINGS, LLC, RECORDED APRIL 22, 2024, BOOK 2024 PAGE 9465.*

*B. **FINAL PLAT OF MISSION HEIGHTS PHASE 3:** BY BLEW & ASSOCIATES, PA, BUCKLEY D. BLEW, PLS NO. 1532, RECORDED SEPTEMBER 6, 2016, BOOK 0324 PAGE 203.*

*B. **FINAL PLAT OF MISSION HEIGHTS PHASE 2A:** BY GLOBAL SURVEYING CONSULTANTS, INC., PAXTON R. SINGLETON, PLS NO. 1402, RECORDED MAY 30, 2017, BOOK 0244 PAGE 151.*

*B. **FINAL PLAT OF MISSION HEIGHTS PHASE 2:** BY GLOBAL SURVEYING CONSULTANTS, INC., PAXTON R. SINGLETON, PLS NO. 1402, RECORDED MAY 05, 2017, BOOK 0244 PAGE 148.*

*B. **FINAL PLAT OF MISSION HEIGHTS PHASE 1:** BY GLOBAL SURVEYING CONSULTANTS, INC., PAXTON R. SINGLETON, PLS NO. 1402, RECORDED OCTOBER 10, 2015, BOOK 24 PAGE 84.*

SURVEYOR'S DECLARATION:

I HEREBY DECLARE THAT I HAVE THIS DAY COMPLETED A SURVEY OF THE ABOVE DESCRIBED PROPERTY. THE PROPERTY LINES AND CORNER MONUMENTS ARE TO THE BEST OF MY KNOWLEDGE AND ABILITY, CORRECTLY ESTABLISHED, AND POSSIBLE ENCROACHMENTS ARE AS SHOWN ON THIS PLAT. I FURTHER DECLARE THAT THIS SURVEY MEETS THE CURRENT MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS, PER THE STATE OF ARKANSAS.

PRELIMINARY

JAMES S. AUNSPAUGH, P.S. NO. 1374, AR. — DATE

LEGEND

	PROPERTY LINE	P.O.C.	POINT OF COMMENCEMENT
	LOT LINE	P.O.B.	POINT OF BEGINNING
	SECTION LINE	●	IPF - IRON PIN FOUND (AS NOTED)
	SECTION "40" LINE	▲	FOUND RAILROAD SPIKE
	ADJACENT OWNER	⬡	FOUND MONUMENT (AS NOTED)
	EASEMENT (AS NOTED)	⊕	SET "MAG" NAIL
R/W	RIGHT-OF-WAY	⊙	FOUND COTTON PICKER SPINDLE
	BUILDING SETBACK LINE (B.S.L.)	✣	COMPUTED POINT
	CENTERLINE OF ROAD	⊗	SANITARY SEWER MANHOLE (SMH)
	WIRE FENCE LINE	●	CLEANOUT (CO)
	CHAIN LINK FENCE LINE	♣	WATER METER (WM)
	WOOD FENCE LINE	⊶	FIRE HYDRANT (FH)
OHU	OVERHEAD UTILITIES	⋈	WATER VALVE (WV)
SS	SANITARY SEWER LINE	⊰	GAS METER (GM)
W	WATER LINE	●	POWER POLE (PP)
G	UNDERGROUND GAS LINE	811	ONE CALL MARKING
UGF	UNDERGROUND FIBER OPTIC LINE		

PARENT TRACT SURVEY DESCRIPTION (PARCEL NO. 765-13390-000):

A PART OF THE SOUTHWEST QUARTER (SW 1/4) OF THE SOUTHEAST QUARTER (SE 1/4) OF SECTION 2, TOWNSHIP 16 NORTH, RANGE 30 WEST, FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

***COMMENCING** AT THE SOUTHWEST CORNER OF SAID SW 1/4 OF THE SE 1/4 OF SECTION2; SAID POINT BEING A STONE MONUMENT; THENCE N87°31'52"W A DISTANCE OF 658.65 FEET; THENCE N03°37'50"E A DISTANCE OF 441.43 FEET; THENCE N87°31'39"W A DISTANCE OF 134.95 FEET; THENCE N03°40'48"E A DISTANCE OF 79.79 FEET; THENCE N87°37'44"W A DISTANCE 175.47 FEET; THENCE N03°30'08"E A DISTANCE 212.51 FEET; THENCE S87°48'52"E A DISTANCE OF 309.98 FEET TO THE **POINT OF BEGINNING**; THENCE N03°43'09"E A DISTANCE OF 417.40 FEET N89°23'42"E A DISTANCE 249.41 FEET; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 966.74 FEET, AN ARC LENGTH OF 82.46 FEET AND A CHORD BEARING AND DISTANCE OF N71°49'18"E - 82.44 FEET; THENCE S14°32'49"E A DISTANCE OF 108.35 FEET; THENCE S14°32'49"E A DISTANCE 82.54 FEET; THENCE S14°32'49"E A DISTANCE OF 23.94 FEET; THENCE S75°26'24"E A DISTANCE OF 175.55 FEET; THENCE S09°10'06"W A DISTANCE 47.66 FEET; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 14.00 FEET, AN ARC LENGTH OF 14.11 FEET AND A CHORD BEARING AND DISTANCE OF S38°02'24"W - 13.52 FEET; THENCE S66°54'41"W A DISTANCE OF 173.02 FEET; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 219.50 FEET, AN ARC LENGTH OF 80.46 FEET AND A CHORD BEARING AND DISTANCE OF S56°24'38"E - 80.01 FEET; THENCE S45°54'35"W A DISTANCE OF 85.76 FEET; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 119.50 FEET, AN ARC LENGTH OF 82.44 FEET AND A CHORD BEARING AND DISTANCE OF S26°08'49"E - 80.81 FEET; THENCE S07°39'15"W A DISTANCE OF 23.36 FEET; THENCE S49°52'51"W A DISTANCE OF 51.21 FEET; THENCE S81°28'44"W A DISTANCE OF 181.63 FEET; THENCE N03°40'22"E A DISTANCE OF 87.72 FEET; THENCE N87°37'39"W A DISTANCE OF 2.50 FEET TO THE **POINT OF BEGINNING**, CONTAINING 4.294 ACRES, MORE OR LESS, AND SUBJECT TO ALL RIGHTS OF WAY, EASEMENTS OR RESTRICTIVE COVENANTS OF RECORD AND FACT.*

ENGINEERING SERVICES, INC — 131

PLAT CODE: 500-16N-30W-0-02-230-72-1374

REVISION	DATE	DESCRIPTION

PRELIMINARY PLAT

MISSION HEIGHTS TRACT 1

FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS

SCALE: 1"=40' | DATE: February 11, 2025 | DRAWN BY: PBS

ENGINEERING SERVICES, INCORPORATED
SPRINGDALE, ARKANSAS

© 2025 ENGINEERING SERVICES, INC. ALL RIGHTS RESERVED. THIS SURVEY IS THE PROPERTY OF ENGINEERING SERVICES, INC. AND IS NOT TO BE USED FOR ANY PURPOSE OTHER THAN THAT FOR WHICH IT WAS PREPARED WITHOUT THE EXPRESS WRITTEN CONSENT OF ENGINEERING SERVICES, INC.

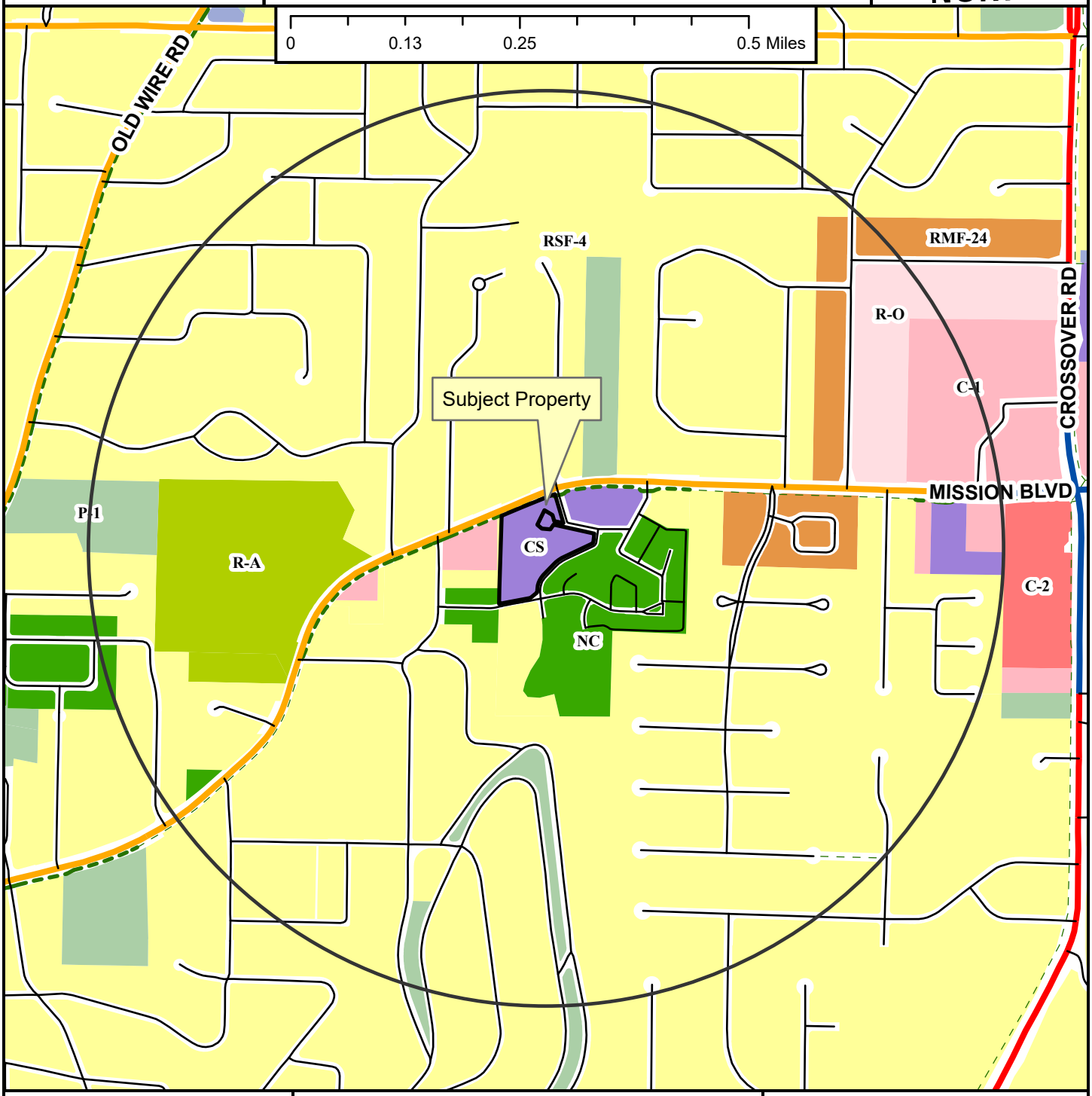
W.O.# 24278 | SHEET 1 / 1

PPL-2025-0002

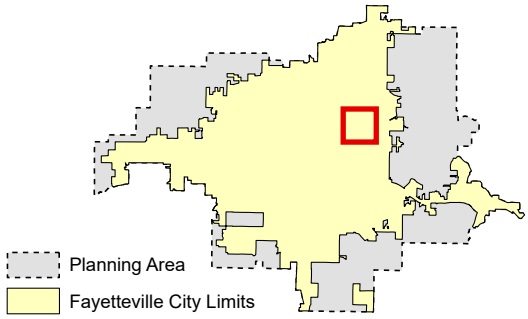
One Mile View

N. LANDMARK HILL & N. OBSERVATORY RD

NORTH



- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Unclassified
- Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
NS-G
RI-U
RI-12
NS-L
Residential-Agricultural
RSF-.5
RSF-1
RSF-2
RSF-4
RSF-7
RSF-8
RSF-18

RESIDENTIAL MULTI-FAMILY
RMF-6
RMF-12
RMF-18
RMF-24
RMF-40

INDUSTRIAL
I-1 Heavy Commercial and Light Industrial
I-2 General Industrial

EXTRACTION
E-1

COMMERCIAL
Residential-Office
C-1
C-2
C-3

FORM BASED DISTRICTS
Downtown Core
Urban Thoroughfare
Main Street Center
Downtown General
Community Services
Neighborhood Services
Neighborhood Conservation

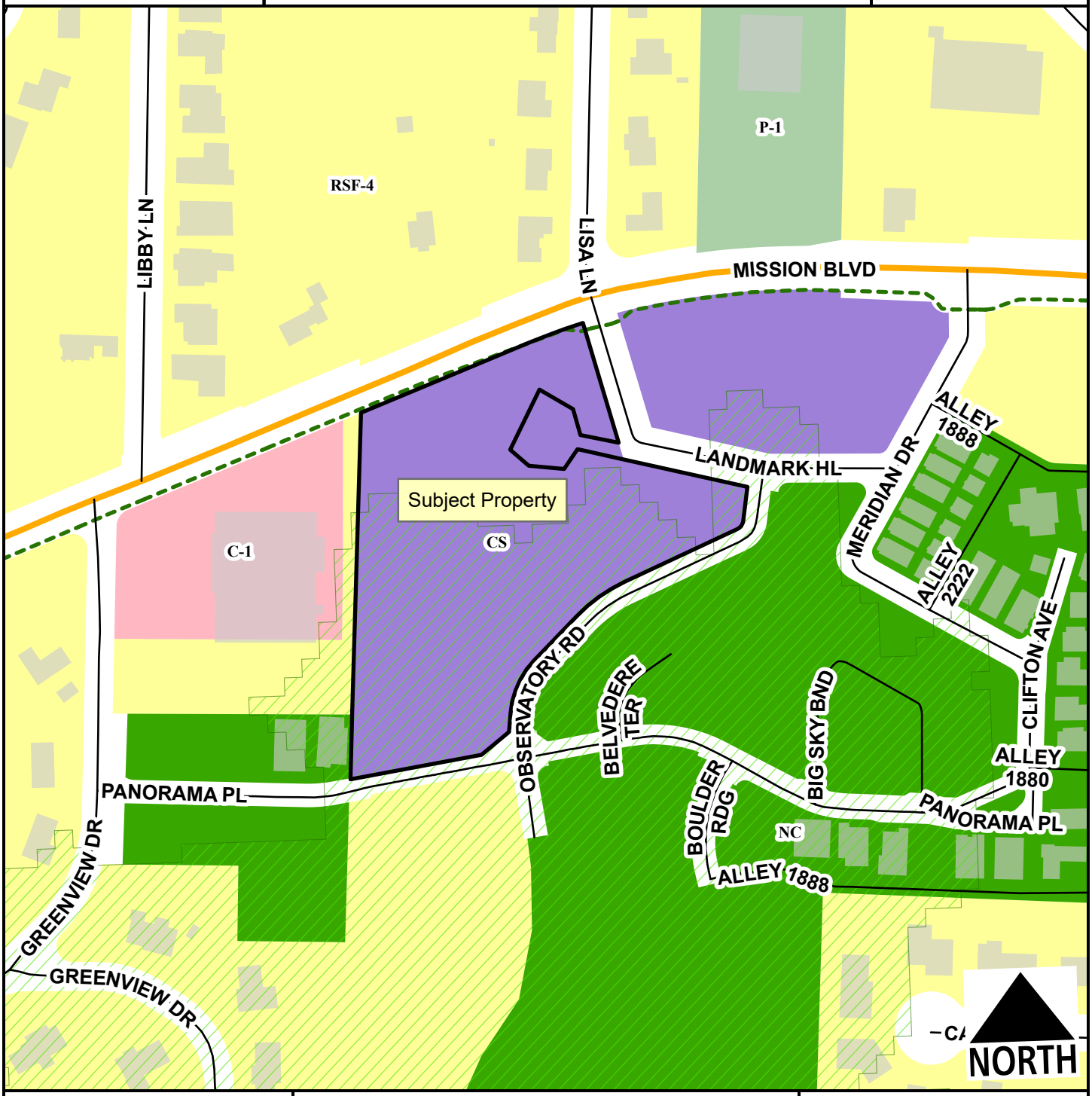
PLANNED ZONING DISTRICTS
Commercial, Industrial, Residential

INSTITUTIONAL
P-1

PPL-2025-0002

Close Up View

N. LANDMARK HILL & N. OBSERVATORY RD



Neighborhood Link
Unclassified
Residential Link
Hillside-Hilltop Overlay District
Planning Area
Fayetteville City Limits
Shared-Use Paved Trail

Feet
0 75 150 300 450 600
1:2,400

RSF-4
C-1
Community Services
Neighborhood Conservation
P-1

PPL-2025-0002

Current Land Use

N. LANDMARK HILL & N. OBSERVATORY RD

NORTH



- Neighborhood Link
- Unclassified
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

FROM: Jessie Masters, Development Review Manager
Justin Bland, Staff Engineer
Willa Thomason, Urban Forester

MEETING: March 24, 2025

SUBJECT: **LSD-2025-0002: Large Scale Development (2044 E. TOWNSHIP ST/CJC DEVELOPMENT, 292):** Submitted by GAVIN SMITH CIVIL ENGINEERING for property located at 2400 E. TOWNSHIP ST. The property is zoned NS-G, NEIGHBORHOOD SERVICES-GENERAL and contains approximately 1.17 acres. The request is for a 7450 sq. ft. commercial renovation, an 8-unit residential townhome development, and associated parking.

RECOMMENDATION:
Staff recommends approval of **LSD-2025-0002**, with conditions.

RECOMMENDED MOTION:
*"I move to approve **LSD-2025-0002,** recommending:*

1. *In favor of a variance to UDC 166.08(F)(2)(b), Access management;*
2. *In favor of a variance to UDC 166.25(2), Cross access;*
3. *In favor of a variance to UDC 166.24(D)(7)(b), Glazing;*
4. *In favor of a variance to UDC 166.25(C)(4), Prominent entryway on principal façade;*
5. *In favor of the recommended street improvements;*
6. *In favor of the recommended right-of-way dedication, and*
7. *All other conditions as recommended by staff."*

BACKGROUND:
The subject property is located immediately south of Gulley Park on E. Township Street. Containing approximately 1.17 acres, the site is currently developed with what was previously the Township Baptist Church and has been zoned NS-G, Neighborhood Services, General since October 2024. Surrounding land uses and zoning are depicted in *Table 1.*

Table 1: Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Gulley Park	P-1, Institutional
South	Single-Family Residential	RSF-4, Residential Single-Family, 4 Units per Acre
East	Single-Family Residential	RSF-4, Residential Single-Family, 4 Units per Acre
West	Single-Family Residential	RSF-4, Residential Single-Family, 4 Units per Acre

Proposal: The applicant requests Large Scale Development approval to develop the subject property with 8 townhome units and to convert the existing church structure into a restaurant with associated parking. Four variances are being requested with this proposal:

Variance #1: 166.08(F)(2)(b), Access management. Curb cut separation for 2-, 3-, 4- and multi-family development and nonresidential development is required to be a minimum of 100 feet from an intersection or driveway. The applicant requests to install a driveway along the west side of the site that is approximately 30 feet from an adjacent residential driveway.

Staff recommendation: Staff is supportive of the applicant's request, finding no feasible alternative for the driveway location. The applicant has indicated that a shared driveway for both uses would be impractical; an existing driveway at this location has served the church property for a number of years. The applicant intends to redevelop that existing parking lot with residential units, and this driveway location is the most practical place on site for it to be located. The existing church structure is being renovated, and a separate driveway is being installed to serve that new use (that will be conforming to separation standards). An existing water line that cuts through the site is also providing difficult site constraints due to the amount of fill required; sharing the drive and providing a drive aisle to the rear of the existing church structure is also infeasible due to this. Given the number of units that are being served by this driveway, staff does not find that this will contribute to an unsafe traffic condition and supports the applicant's request.

Variance #2: 166.25(2) Cross access shall be required to adjacent developed and undeveloped properties. The applicant requests a variance to not provide cross access to the west, north, or east of the property.

Staff recommendation: The intent of the ordinance is to connect commercial, office, and mixed-use developments by providing off-street access to decrease traffic on public streets in the name of public safety. Given the surrounding uses as single-family residential and a City park, staff does not find that providing stub-outs or cross access to these sites would be reasonable. However, connectivity is also a major intent of this ordinance, and the applicant is working to provide a pedestrian connection from the public sidewalk along E. Township to Gulley Park to the north. Staff recommends this as a condition of approval for this variance.

Variance #3: 166.24(D)(7)(b) Glazing: A building façade located within the build-to zone shall be glazed no less than 50% of the first or ground floor at the pedestrian level between 2 and 12 feet above the sidewalk. The applicant requests a variance to provide glazing at approximately 45%.

Staff recommendation: Staff recommends in favor of this request. The applicant is creatively re-using an existing structure and will be installing colored glass in a vertical fashion along the church's façade. Staff finds that with this insertion of glazing along the frontage of the property, this greatly improves the attractiveness of the existing façade of the structure, and overall meets the intent of the ordinance, while not specifically the letter.

Variance #4: 166.25(C)(4) All structures shall be architecturally designed to have front facades facing all adjacent street and highway rights-of-way and shall include at least one prominent entryway on the principal façade(s). The applicant requests a variance to provide entrances along the eastern and western facades of the structure.

Staff recommendation: Staff recommends in favor of this request. The applicant is creatively re-using an existing structure and will still have two points of entry into the existing structure that are available and visible from the public sidewalk, and from the provided parking lot. While not located directly on the façade, staff finds that the inviting entryways and direct connections to the main points of customer entry meet the intent of the ordinance.

Right-of-Way to be Dedicated: The property has frontage along E. Township Street. Staff recommends right-of-way dedication in the amount of 33.5 feet from the street centerline to meet the master street plan requirements for a Neighborhood Link Street.

Street Improvements: Staff is recommending the following street improvements:

- 6-foot sidewalk and 12-foot greenspace to be constructed along the property's *frontage in a manner consistent with the Master Street Plan requirements for a Neighborhood Link Street. Staff recommends a reduction from the typically required 8-foot sidewalk to 6-foot dimension.*
- *A rectangular rapid flashing beacon (RRFB) and associated crosswalk with brick-pattern thermoplastic shall be installed as shown on the site plan at the intersection of E. Township Street and Winwood Drive.*

Access Management/Connectivity: The applicant is requesting two variances to typical access management and connectivity standards, as described above.

Design Standards: The applicant is requesting two variances to design standards as described above. All other design standards, including the Urban Residential Design standards and relevant non-residential design standards are being met. The applicant is meeting relevant parking standards.

Water and Sewer System: The applicant will tie in to an existing 8" water main across the south side of the property for domestic water and fire protection. The applicant is unable to tie in to a 36" water transmission line that crosses the east side of the property. Sewer service will be provided by extending an 8" sewer main at the northwest corner of the property.

Parkland dedication or fee in-lieu: Parkland dedication fees-in-lieu will be paid in the amount of $7616.00 for the addition of 8 multi-family units to the site.

Tree Preservation:
Canopy minimum requirement: 20%
Existing canopy: 13.4%
Preserved canopy: 3.2%
Mitigation required: 21 2" caliper trees to be planted

Public Comment: Staff has received inquiries about the project, but not necessarily any direct opposition. Members of the public expressed concerns with the amount of parking provided, the scale of the project, the loss of tree canopy, and trash and recycling provision. One member of the public supported the reuse of the church structure into a restaurant.

RECOMMENDATION: Staff recommends approval of **LSD-2025-0002** with the following conditions.

Conditions of Approval:

1. **Planning Commission determination of right-of-way dedication.** *Staff recommends right-of-way dedication in the amount of 33.5 feet from street centerline in line with the typical master street plan requirements for a Neighborhood Link Street.*

2. **Planning Commission determination of street improvements.** *Staff recommends the following street improvements:*

a. This development shall install rectangular rapid flashing beacons (RRFBs) at the intersection of E. Township Street and Winwood Drive with an associated crosswalk with brick-pattern thermoplastic as shown on the site plan.
b. 6-foot sidewalk and 12-foot greenspace to be constructed along the property's frontage in a manner consistent with the Master Street Plan requirements for a Neighborhood Link Street. Staff recommends a reduction from the typically required 8-foot sidewalk to 6-foot dimension.

3. Utility permission sign-off and recordation required for walls to be placed within a proposed utility easement along the multi-family portion of the development.

4. A final determination by the Zoning and Development Administrator of the minimum buildable street frontage requirement must be signed and on file with the project prior to permitting, under the allowances in 164.06.

5. Conditions of approval from Engineering and Urban Forestry are included in the official conditions of approval, attached hereto.

Standard conditions of approval:

6. Development review comments (to include written staff comments provided to the applicant or his representative, and all comments from utility representatives: Black Hills Energy, AT&T, Ozarks Electric, SWEPCO, and Cox Communications);

7. Staff approval of final detailed plans, specifications and calculations (where applicable) for grading, drainage, water, sewer, fire protection, streets (public and private), sidewalks, and tree preservation. The information submitted for the development review process was reviewed for general concept only. All public improvements are subject to additional review and approval. All improvements shall comply with the City's current requirements;

8. Contact the City's Emergency 911 Address Coordinator for addressing prior to building permit;

9. Prior to the issuance of a building permit the following is required:
    a. Grading and drainage permits;
    b. Separate easement plat for this project that shall include the tree preservation area and all utility and access easements;
    c. Exterior lighting package must be provided to the Planning Division;
    d. A cost estimate for all required landscaping is to be submitted to the Landscape Administrator for review. Once approval is gained, a guarantee is to be issued (bond/letter of credit/cash) for 150% of the cost of the materials and installation of the plants. This guarantee will be held until the improvements are installed and inspected, at the time of Certificate of Occupancy;
    e. An on-site inspection by the Landscape Administrator of all tree protection measures prior to any land disturbance;
    f. Project Disk with all final revisions; and
    g. Completion of all required improvements or the placement of a surety with the City (letter of credit, bond, escrow) as required by Section 158.01 "Guarantees in Lieu of Installed Improvements" to guarantee all incomplete improvements. Further, all improvements necessary to serve the site and protect public safety must be completed, not just guaranteed, prior to the issuance of a Certificate of Occupancy.

Planning Commission Action:	**❒ Denied**	**❒ Tabled**	**❒ Approved**
Meeting Date: March 24, 2025			
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

Attachments:

- UDC Sections:
  - 166.08 Street Design And Access Management Standards
  - 166.25 Commercial, Office and Mixed Use Design And Development Standards
  - 166.24 Nonresidential Design Standards
- Staff Exhibits
  - Engineering Memo
  - Urban Forestry Memo
  - Parks Memo
- Applicant Exhibits
  - Request Letter
  - Variance Request Letter
  - BTZ Exemption Letter
  - Site Plan
  - Elevations
- One Mile Map
- Close Up Map
- Current Land Use Map

166.08 Street Design And Access Management Standards

…

(F) *Access Management.* Safe and adequate vehicular, bicycle, and pedestrian access shall be provided to all parcels. Residential link streets and driveways shall not detract from the safety and efficiency of bordering arterial routes. Property that fronts onto more than one (1) public street shall place a higher priority on accessing the street with the lowest functional classification, e.g., residential and neighborhood links. In a case where the streets have the same classification, access shall be from the lower volume street, or as determined by the City Engineer.

(1) *Curb Cut Separation.* For purposes of determining curb cut or street access separation, the separation distance shall be measured along the curb line from the edge of curb cut to the edge of curb cut/intersection. The measurement begins at the point where the curb cut and intersecting street create a right angle, i.e., the intersection of lines drawn from the face-of-curb to face-of-curb. The measurement

ends at the point along the street where the closest curb cut or street intersection occurs; again, measured to the point where the curb cut or intersecting streets create a right angle at the intersection of face-of-curb. In all cases curb cuts shall be a minimum of 5 feet from the adjoining property line, unless shared.

(2) Separation for two (2) family, three (3) and four (4) family, multi-family and nonresidential development.

(a) *Regional and Regional High Activity Links.* Where a street with a lower functional classification exists that can be accessed, curb cuts shall access onto those streets. When necessary, curb cuts along regional links shall be shared between two (2) or more lots. Where a curb cut must access the regional link, it shall be located a minimum of 250 feet from an intersection or driveway.

(b) *Neighborhood Links.* Curb cuts shall be located a minimum of 100 feet from an intersection or driveway. When necessary, curb cuts along neighborhood links shall be shared between two (2) or more lots.

(c) *Residential Links.* Curb cuts shall be located a minimum of 50 feet from an intersection or driveway. In no case shall a curb cut be located within the radius return of an adjacent curb cut or intersection.

…

(Code 1965, App. C., Art. IV, §§C, D, F—H; Ord. No. 1750, 7-6-70; Ord. No. 1801, 6-21-71; Ord. No. 2196, 2-17-76; Ord. No. 2353, 7-5-77; Code 1991, §§159.45, 159.58, 159.51—159.53; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4757, 9-6-05; Ord. No. 4919, 9-05-06; Ord. No. 5156, 8-5-08; Ord. No. 5296, 12-15-09; Ord. No. 5546, 12-04-12; Ord. No. 5642, 12-03-13; Ord. No. 6179, §1, 4-16-19; Ord. No. 6207, §§1—4, 7-16-19; Ord. No. 6244, §1, 10-1-19; Ord. No. 6350, §4(Exh. C), 8-18-20; Ord. No. 6658, §9, 5-2-23)

166.25 Commercial, Office and Mixed Use Design And Development Standards

…

(C) *Building Exterior Appearance and Design Standards.* The following exterior development standards and design element guidelines shall be followed:

(1) The elements to avoid or minimize include:

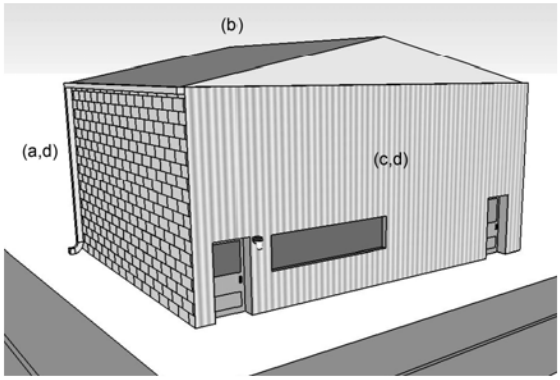
(a) Unpainted concrete precision block walls;

(b) Square "boxlike" structures;

(c) Metal siding which dominates the principal facade;

(d) Large blank, unarticulated wall surfaces;

Elements to Avoid



(2) A development which contains more than one (1) building should incorporate a recurring, unifying, and identifiable theme for the entire development site, without replicating the building multiple times.

(3) A development should provide compatibility and transition between adjoining developments.

(4) All structures shall be architecturally designed to have front facades facing all adjacent street and highway rights-of-way, and shall include at least one prominent entry-way on the principal façade(s).

(5) All buildings should be constructed of wood, masonry, or other similar durable material.

(D) *Site Development and Design Standards.*

(1) *Site Coverage.* A maximum of 80% of the development site may be covered by the ground floor of any structure, parking lots, sidewalks, and private streets and drives or any other impermeable surface. Properties located within the Downtown Master Plan boundary are exempt from this requirement.

(2) *Cross Access.* Cross access shall be required to adjacent developed and undeveloped properties.

…

(F) *Variances.* (See Chapter 156.)

(Ord. No. 5526, 9-18-12; Ord. No. 5735, 1-20-15; Ord. No. 6091, §1, 9-18-18; Ord. No. 6667, §1, 6-6-23)

166.24 Nonresidential Design Standards

…

(b) Glazing. In order to create a proportion of solids to voids and pedestrian interest the following standards shall apply:

(i) A building façade located within the build-to zone shall be glazed no less than 50% of the first or ground floor at the pedestrian level between 2 and 12 feet above the sidewalk.

(ii) A building façade located outside of a build-to zone shall be glazed no less than 30% of the first or ground floor at the pedestrian level between 2 and 12 feet above the Finished Floor Elevation (FFE).

(iii) Glazing above the first story shall not exceed 80% of the total building wall area.

…

(F) *Variances.* An applicant may request approval from the Planning Commission of a variance from the minimum requirements where unique circumstances existing and the effect will not adversely impact adjoining or neighboring properties. The applicant shall provide notification to adjacent property owners prior to the date of the meeting.

(Ord. No. 5312, 4-20-10; Ord. No. 5519, 8-21-12; Ord. No. 5859, §1(Exh. A), 3-15-16; Ord. No. 6164, §10, 4-2-19)

CITY OF
FAYETTEVILLE
ARKANSAS

STAFF MEMO

TO: Jessie Masters, Development Review Manager

FROM: Justin Bland, Engineering Development Review Manager

DATE: March 19, 2025

SUBJECT: Planning Commission Engineering Comments for LSD-2025-0002

Water: There is an existing 8" water main across the south side of the property which the applicant will tie to for domestic water and fire protection. In addition, there is an existing 36" water transmission line that crosses the east side of the property. The applicant will not be permitted to tie to this line.

Sewer: The applicant is proposing to extend an 8" sewer main to the northwest corner of the property for sewer service. This main extension will require the applicant acquiring a utility easement from the neighboring property.

Drainage: Since the new impervious area proposed for the site is less than 10,000 sq. ft. the project will address storm quality with GSP improvements. This includes several areas of permeable pavers throughout the site. The underdrain system beneath the permeable paves will then collect the water and route it to a junction box with an internal weir. This weir will provide extended detention by holding the rainwater and releasing it slowly.

Plan Comments:

1. In the southwest corner of the property there are permeable pavers and small walls shown within the limits of the proposed water line easement. The improvements in this area will have to be adjusted. Neither GSP improvements or any structures over 3' are permitted within utility easements.

Standard Comments:

1. All designs are subject to the City's latest design criteria (water, sewer, streets and drainage). Review for plat approval is not approval of public improvements, and all proposed improvements are subject to further review at the time construction plans are submitted.
2. Any damage to the existing public street due to construction shall be repaired/replaced at the owner/developers expense
3. All public sidewalks, curb ramps, curb & gutter, and driveway aprons along this project frontage must meet ADA guidelines and be free of damage. Any existing infrastructure that does not conform to ADA guidelines or is otherwise damaged must be removed and replaced to correct the issue. Coordinate with the engineering department for inspection of existing facilities to determine compliance.
4. Water and sewer impact fees will apply for the additional impact to the system. The fees will be based on the proposed meter size and will be charged at the time of meter set.

5. Note, the following portions of all projects will typically not be reviewed by the Engineering Division until time of construction-level review (unless specifically requested at plat review):
    - Storm Sewer pipe/inlet sizing, gutter spread, profiles, or utility conflicts
    - Sanitary Sewer pipe sizing, profiles, or utility conflicts
    - Waterline fittings, callouts, or utility conflicts
    - Street profiles
    - Fine grading/spot elevations

CITY OF FAYETTEVILLE ARKANSAS

URBAN FORESTRY
TREE PRESERVATION COMMENTS

To: Jason Young, Gavin R. Smith Civil Engineering

From: Willa Thomason, Urban Forester

CC: Jessie Masters, Development Review Manager

Meeting Date: March 24, 2025

Subject: LSD-2025-0002: Township Townhomes, 2400 E Township.

1. Submittal Requirements	Yes	No	N/A
Initial Review with the Urban Forester	X		
Site Analysis Map Submitted (if justification is needed)	X		
Site Analysis Written Report Submitted (justification is needed)	X		
Complete Tree Preservation Plan Submitted	X		
Tree Mitigation Table on Plans	X		
Tree Preservation Wavier Submitted (only use if no trees onsite or near P/L)			X

2. Tree Preservation Calculations

Tree Preservation Calculations Square Feet		
	Square Feet	Percent of site
Total Site Area *Minus Right of Way and Easements	45,630	100%
*Zoning Designation * Select Below with drop down arrow*		
NS-Neighborhood Services	9,126	20%
*HHOD * Select Below with Drop Down Arrow*		
No	0	0%
Total Canopy for Minimum Preservation Requirements	9,126	20.0%
Existing Tree Canopy * Minus Right of Way and Easements	6,106	13.4%
Tree Canopy Preserved	1,480	3.2%
Tree Canopy Removed *On Site	4,626	10.1%
Tree Canopy Removed *Off Site	0	
Tree Canopy Removed Total	4,626	10.1%
Removed Below Minimum	**7,646**	
Mitigation Requirements	**4,626**	

3. Mitigation Requirements	Canopy below requirement	Number of 2" caliper trees to be planted
High Priority	4,626	21
Low Priority		
Total Mitigation Trees Required	**4,626**	**21**

4. Mitigation Type	Yes	No	N/A
On-Site Mitigation	X		
Off-Site Mitigation			X
Tree Escrow (See Conditions of Approval)			X

5.	**Tree Preservation Plan Checklist** *UDC Chapter 167.04H1and 167.04L1*	**Tech Plat**		**Planning Commission**
a.	5 year Aerial Check on Existing Trees	**Yes**		**Yes**
b.	Property Boundary	**Yes**		**Yes**
c.	Natural Features (100ft beyond limits of disturbance)	**Yes**		**Yes**
d.	Existing Topography and Proposed Grading	**Yes**		**Yes**
e.	Soil Types	**Yes**		**Yes**
f.	Significant Trees	**Yes**		**Yes**
g.	Groupings of Trees	**Yes**		**Yes**
h.	Table Inventory List (species, size, health, priority)	**Yes**		**Yes**
i.	All Existing and Proposed Utilities	**Yes**		**Yes**
j.	All Existing and Proposed Utility Easements and ROW's	**Yes**		**Yes**
k.	All Streams (with approximate center line)	**N/A**		**N/A**
l.	Floodplains and floodways	**N/A**		**N/A**
m.	Existing Street, Sidewalk or Bike Path ROW	**Yes**		**Yes**
n.	Submitted Site Analysis Plan (if required)	**No**		**No**
o.	Shows ALL Proposed Site Improvements	**Yes**		**Yes**
p.	Delineates trees/canopy to be preserved and removed	**Yes**		**Yes**
q.	Tree Preservation Easement/s shown for LSD, LSIP and Commercial PPL projects	**No**		**No**
Tree Protection Methods				
a.	Tree Protection Fencing	**Yes**		**Yes**
b.	Limits of Root Pruning	**Yes**		**Yes**
c.	Traffic flow on work site	**Yes**		**Yes**
d.	Location of material storage	**Yes**		**Yes**
e.	Location of concrete wash out	**Yes**		**Yes**
f.	Location of construction entrance/exit	**Yes**		**Yes**
6.	**Site Analysis Report (if required)** *UDC Chapter 167.04H4*	**Yes**	**No**	**N/A**
a.	Provide graphic examples of multiple options used to minimize removal of existing canopy		**X**	
b.	Submitted Analysis Statement – Note the process, iterations, and approaches to preserve canopy.	**X**		

7.	**Review Status (See Comments)**	**Tech Plat**	**Planning Commission**
	Conditionally Approved	**1-22-25**	**3-4-25**
		2-13-25	
	Approved		

Tabled

Denied

Appeal Process: A final administrative determination by the Urban Forester may be appealed in accordance with Chapter 155 of the Unified Development Code.

Comments

1. Address items above marked “No” and all Redlines provided.
2. You must dedicate a tree preservation easement prior to building permit application.

CITY OF FAYETTEVILLE ARKANSAS

URBAN FORESTRY
LANDSCAPE PLAN COMMENTS

To: Gavin R. Smith Civil Engineering

From: Willa Thomason, Urban Forester

CC: Jessie Masters, Development Review Manager

Meeting Date: March 24, 2025

Subject: LSD-2025-0002: Township Townhomes, 2400 E Township.

1. General Landscape Plan Checklist	Yes	No	N/A
a. Irrigation (notes either automatic or hose bib 100' o.c.) *UDC Chapter 177.03C7g, 177.04B3a*	X		
b. Species of plant material identified *UDC Chapter 177.03C7d,e*	X		
c. Size of plant material (minimum size 2" caliper for trees and 3 gal. shrubs) *UDC Chapter 177.03C7b,c*	X		
d. Soil amendments notes include that soil is amended and sod removed *UDC Chapter 177.03C6b*	X		
e. Mulch notes indicate organic mulching around trees and within landscape beds *UDC Chapter 177.03C6c,d*	X		
f. LSD, LSIP, and Subdivisions (PPL & FPL) plans stamped by a licensed Landscape Architect, others by Landscape Designer *UDC Chapter 177.03B*	X		
g. Planting bed contained by edging *UDC Chapter 177.03C6f*			X
h. Planting details according to Fayetteville's Landscape Manual *UDC Chapter 177.03C6g*	X		
i. Provide information about 3-Year Maintenance plan. The owner shall deposit with the City of Fayetteville a surety for approved landscape estimate. *UDC Chapter 177.05 A2g*	X		

2. Parking Lot Requirements 1 Tree : 12 Parking Spaces	Yes	No	N/A
a. Side and Rear Property Lines (5' Wide Landscape Area) *UDC Chapter 177D1*	X		

b.	Wheel Stops/Curbs *UDC Chapter 177.04B1*			
c.	Narrow Tree Lawn (8’ min. width, 37.5’ length) *UDC Chapter 177.04C*			**X**
d.	Tree Island (8’ min. width, 18.7’ min length, 150 square feet) *UDC Chapter 177.04C*			**X**
e.	Placement of Trees (either side at entrances and exits) *UDC Chapter 177.04C2*			**X**

3.	**Perimeter Landscaping Requirements**	**Yes**	**No**	**N/A**
a.	Front Property Line (15’ wide landscape) and 5’ on sides and rear. *UDC Chapter 177.04D2a*	**X**		
b.	Shade trees planted on south and west sides of parking lots *UDC Chapter 177.04D2e*	**X**		
c.	Screening of parking lot from adjacent residential properties.	**X**		

4.	**Street Tree Planting Requirements**	**Yes**	**No**	**N/A**
a.	Residential Subdivisions 1 Large Shade Species Tree per Lot *UDC Chapter 177.05B1a*			**X**
b.	Non-Residential Subdivisions 1 Large Species Shade Tree every 30’ (planted in greenspace) *UDC Chapter 177.05B2a*	**X**		
c.	Urban Tree Well – Urban Streetscapes Trees every 30’ (8’ sidewalk) *UDC Chapter 177.05B3a-f*			**X**
d.	Structural Soil – Urban Tree Wells Include a note and/or detail of structural soil on Landscape Plan *UDC Chapter 177.05B3a-f*			**X**
e.	Residential Subdivisions Timing of planting indicated on plans *UDC Chapter 177.05A4*			**X**
f.	Residential Subdivisions Written description for method of tracking planting *UDC Chapter 177.05A4e*			**X**

5.	**Landscape Requirement Totals**	**Amount**
	Mitigation Trees	**21**
	Parking Lot Trees	**3**
	Street Trees	**10**

Detention Pond – Large Trees (1 Tree/3,000 square feet)	**N/A**
Detention Pond – Small Tree/Large Shrub (4 small trees or large shrubs/3,000 square feet)	**N/A**
Detention Pond – Small Shrubs/Large Grasses (6 shrubs or grasses (1 gallon)/3,000 square feet)	**N/A**

6. Review Status (See Comments)	**Tech Plat**	**Planning Commission**
Conditionally Approved	**1-22-25**	**3-4-25**
	2-13-25	
Approved		
Tabled		
Denied		

Appeal Process: A final administrative determination by the Urban Forester may be appealed in accordance with Chapter 155 of the Unified Development Code.

Comments

1. Address items above marked “No” and all Redlines provided.
2. Please ensure all plantings are at least 5’ away from proposed utility easements.

CITY OF FAYETTEVILLE ARKANSAS

TO: Planning Division

FROM: Zach Foster, Parks Planning

DATE: January 27, 2025

SUBJECT: Parks & Recreation Technical Plat Review Comments

****

Parks Board Meeting Date:	November 4, 2024
Project Title:	2400 Township Multi-Family Development
Project Number:	LSD-2025-0002
Project Location:	2400 E Township St
Plat Page:	292
Park Quadrant:	NE
Billing Name & Address:	2400 Township LLC, 741 N Vandeventer Ave Fayetteville, AR 72701

☐ **Land Dedication** ☒ **Fee-in-Lieu** ☐ **Combination**

LAND DEDICATION

								TOTAL Acres
Single Family:	____	units	x	0.023	acres per unit =	0.00	acres	0.0
Multi Family:	____	units	x	0.020	acres per unit =	0.00	acres	

FEE-IN-LIEU

							TOTAL Fees
Single Family:	____	units	x	$1,089	per unit =	$ 0	$7,616
Multi Family:	8	units	x	$952	per unit =	$7,616	

SUMMARY

- Project proposes **0** SF Units and **8** MF Units.
- The final amount of fee-in-lieu and/or land dedication needed to satisfy Parkland Dedication requirements will be determined after Planning Commission's approval of this project.
- Current fee-in-lieu and/or land dedication rates will be applied regardless of when project was approved by PRAB.
- Prior to final receipt by the city, all fees must be paid and any deeds for parkland dedication property must be:

- Approved by the City's Land Agent in the Engineering Division.
- Recorded at the Washington County Courthouse.

- Each additional housing unit that is constructed in Fayetteville places an increased demand on the Parks and Recreation system. The money collected as part of this project will be used to fund future park acquisitions and improvements for this park quadrant.

GAVIN SMITH
CIVIL ENGINEERING

February 27, 2025

From: Jason Young
Project Manager
Gavin Smith Civil Engineering, LLC
393 N Allen Street
Fayetteville, AR 72701

To: City of Fayetteville
Planning and Engineering Divisions
125 W Mountain St
Fayetteville, AR 72701

RE: 2400 Township – Large Scale Development

Dear Planning and Engineering Staff,

Gavin Smith Civil Engineering has applied for a Large Scale Development at 2400 E. Township St within the City Limits of Fayetteville.

The development team, comprised of Fayetteville residents, is excited to bring new life to this existing/vacant building and create a neighborhood and park amenity for our community.

The subject property is 1.17 acres on East Township Street, south of Gulley Park. The existing building was previously occupied as a church. The development will consist of the renovation of the existing church building to accommodate a restaurant. There will also be two 4-unit Multi-Family Residential buildings to the west of the existing building, and a parking lot to the east. The property has recently been rezoned to NS-G, Neighborhood Services General.

Development of the eastern portion of this property is restricted by an existing 36” water main. Because of the required 30’ easement along the length of the water main, the parking lot serving the restaurant will be constructed in this area. Several iterations of the parking lot were discussed between the Developer, the Engineer, and the Architect, and the size of the parking lot was ultimately reduced from 32 parking spaces to 27 due to grading, drainage, and tree preservation challenges. Compact spaces were used to further reduce the increase in impermeable area and overall site impact.

As there is no true minimum or maximum parking requirement for the site, the tenant and developer have been in close communication to provide adequate parking for the site. The local tenant has studied the area and has determined that the parking lot will suffice for the demand for the restaurant and coffee shop. The idea is that the site is a walkable amenity to the neighborhood and encourages more interaction with Gulley Park. Many customers and employees will access the site on foot or bike who live nearby, reducing the need for vehicular parking. The number of spaces in the parking lot will suffice those that need to drive to the development.

There are currently two access points to the site. The access points will remain in the same general areas, but will be reconstructed to meet all current Access requirements.

The existing church building will be renovated and architecturally updated, with the addition of a patio and deck on the north side of the building, facing Gulley Park. This renovation will serve as a much-needed amenity to an area with no other services of its kind.

The western portion of the property is to be developed as Multi-Family Residential. Two 4-Unit Multi-Family buildings will be constructed in this area, one within the Build-to-Zone along E. Township and one on the north side of the property adjacent to Gulley Park.

This development increases the overall impermeable area of the site by less than 10,000 square feet, and therefore falls under the Level 3 Development Threshold for Required Stormwater Mitigation Measures. The Green Stormwater Practices worksheet was used to determine the required size of the stormwater facilities. Permeable Pavers will be used throughout the site for stormwater mitigation. This application includes separate calculations showing that the proposed stormwater basins meet drainage requirements.

Water service will be provided to the residential units by conventional water meters and service lines. A sewer extension will be provided from the northeast corner of the adjacent lot to the west to provide an onsite manhole, and sewer services will be tied into the manhole.

Tree preservation has proven to be difficult on this site due to the expected occupant load of the restaurant. As previously mentioned, the original number of parking spaces proposed was decreased to promote tree preservation in the northeast corner of the site. Measures to preserve the existing mature street trees along Township will also be taken. All required mitigation trees are provided on-site.

The Applicant is requesting variances from cross-access requirements and curb cut separation requirements. A separate variance letter is included with the revisions. A variance letter for architectural elevation standards is pending and will be submitted as soon as possible.

The Applicant and Developer looks forward to discussing this development with Staff. Please contact the Applicant if there are any immediate questions or concerns regarding this Application.

Thank You,

Jason Young
GRS Civil Engineering

STOKE
ARCHITECTURE

February 11, 2025

From Matt Poe
STOKE architecture
609 W Dickson, Suite 102b
Fayetteville, AR 72701

To: City of Fayetteville
Planning and Engineering Staff
125 W. Mountain St
Fayetteville, AR 72701

RE: 2400 Township – LSD-2025-0002 – Variance Request Letter

Hello,
The intent of this letter is to request two variances for the above-mentioned project.

Exterior Glazing Variance Request
Description of request: We request a variance for the amount of required glazing within the build-to zone at the pedestrian level. We are adding a large amount of new glazing on this existing building façade and we ask that the submit amount of glass be accepted.

Specific section of code: UDC Chapter 166.24 - Glazing

Site Specific Undue Hardship: This existing building façade currently has less than 5% of the required glazing, and while we are adding well over the necessary percentage of glass on this street facade it is not all calculated due to the existing building height. We believe this design approach meets the intent of the code.

Prominent Entryway Variance Request
Description of request: We request a variance for the prominent entry location to be on the East façade. This existing building entrance is being enhanced to be more approachable/visible from the public street, and a new sidewalk will now connect this entrance to the street sidewalk. This entrance location also has direct access to all major parking areas

Specific section of code: UDC Chapter 166.25

Site Specific Undue Hardship: This existing building is designed/structured in a way that makes this existing entrance location the most functional, economical, and desired approach for the future tenant. Given the existing building location on the site, the entrance location best connects to the parking area as well. This design allows us to not only to connect to the street, but to the park on the opposite side of the property.

Thank you very much for your time and consideration!

Matt Poe, AIA
owner
STOKE architecture

GAVIN SMITH
CIVIL ENGINEERING

February 11, 2025

From Jason Young
Gavin Smith Civil Engineering, LLC
393 N Allen Street Fayetteville, AR 72701

To: City of Fayetteville
Planning and Engineering Staff
125 W. Mountain St
Fayetteville, AR 72701

RE: 2400 Township – LSD-2025-0002 – Variance Request Letter

Hello,

The intent of this letter is to request two variances for the above-mentioned project.

Driveway Separation Variance Request

Description of request: We request a variance to the requirement for 100' of drive separation for Neighborhood Link streets. The residential portion of this development proposes to access its site via an existing curb cut. The current entrance is non-compliant per the standard DW-4 entrance requirements, and the required 20' curb radii will be within 10' of the neighboring Single-Family Drive to the west. The throat of the proposed entrance is within 1' of the existing non-compliant entrance. Aerial photography shows that this condition has existed for at least 30 years.

Specific section of code: UDC Chapter 166.08(F)(2)(b)
"*Neighborhood Links.* Curb cuts shall be located a minimum of 100 feet from an intersection or driveway. When necessary, curb cuts along neighborhood links shall be shared between two (2) or more lots."

Site Specific Undue Hardship: An existing building located in the center of the subject property will remain and be remodeled. Relocating the entrance drive as far as possible to the east creates a condition where the separation between the proposed Commercial and Residential Curb Cuts is 60'. Due to existing Water Utility appurtenances on the east portion of the street frontage, there is not enough room to make this condition compliant with Drive Separation Requirements. The Commercial drive will serve 27 parking spaces, and locating the Residential drive further to the east would unnecessarily make conditions worse than if adjacent to a single-family driveway. As proposed, the development would provide 156.4' of separation between the Residential and Commercial curb cuts.

Additionally, a requirement of this development application is to provide a crosswalk to the existing sidewalk ramp at the intersection of E Township and N Winwood Drive. Relocating the Residential drive to the east would conflict with the crosswalk.

There is little to no vertical difference between the existing single-family drive and the proposed residential. Proposed grading will not change this condition. A single curb cut could not serve both portions of the property due to fire apparatus turnaround requirements.

Cross-Access Variance Request

Description of request: We request a variance from the Commercial, Office, and Mixed-use Design and Development Standards requirement to provide cross-access to the adjacent properties. To the east of the subject property is a single-family residential home that was constructed in 1992. To the west of the commercial portion of this development is a proposed multi-family development. Cross-access is not explicitly required in residential developments.

Specific section of code: UDC Chapter 166.25(2)
Cross Access. Cross access shall be required to adjacent developed and undeveloped properties.

Site Specific Undue Hardship: The intent of the ordinance is to connect commercial, office, and mixed-use developments by providing off-street access with the intent of decreasing traffic on public streets in the name of public safety. Given that the adjacent developments are either proposed or existing residential developments, the spirit and intent of the ordinance would not be met by providing cross-access. Given the residential nature of the surrounding neighborhood, it is unlikely that commercial development will occur in the area in the near future.

The Developer is currently working with the Parks Department to provide a direct pedestrian connection to Gully Park to the north. This would provide much needed pedestrian access to the park from the surrounding neighborhoods.

Conclusion:

For these reasons we feel the stated variances are warranted and hardships exist. We feel the current proposal secures the public interest and departs from regulation only for site specific issues and does not nullify the intent and purpose of the development regulations, but satisfies them alternatively.

Thank You,

Jason Young

GAVIN SMITH
CIVIL ENGINEERING

February 27, 2025

From Jason Young
Gavin Smith Civil Engineering, LLC
393 N Allen Street
Fayetteville, AR 72701

To: Zoning and Development Administrator
CC: City of Fayetteville – Planning Staff

RE: 2400 Township – LSD-2025-0002 BTZ Exception Letter

Hello,

As part of the 2400 Township Large Scale Development, the applicant is requesting an exemption from the 50% minimum buildable street frontage at the Build-to-Zone, as required in the Neighborhood Services General Zoning District per 161.19.G.

The total lot width at the Build-to-Zone is 349.14'. Without exemptions, the required 50% Minimum Buildable Street Frontage is 174.57'.

The width of the requested exclusions are as follows:

Width of East and West Side Setbacks:	10'
Width of Existing UE (2009-22577):	31.35'
Width of East Entrance:	20'
Width of West Entrance:	25'
Buildable Street Frontage with Exceptions	262.79'
Street Frontage Required 50%	131.40'

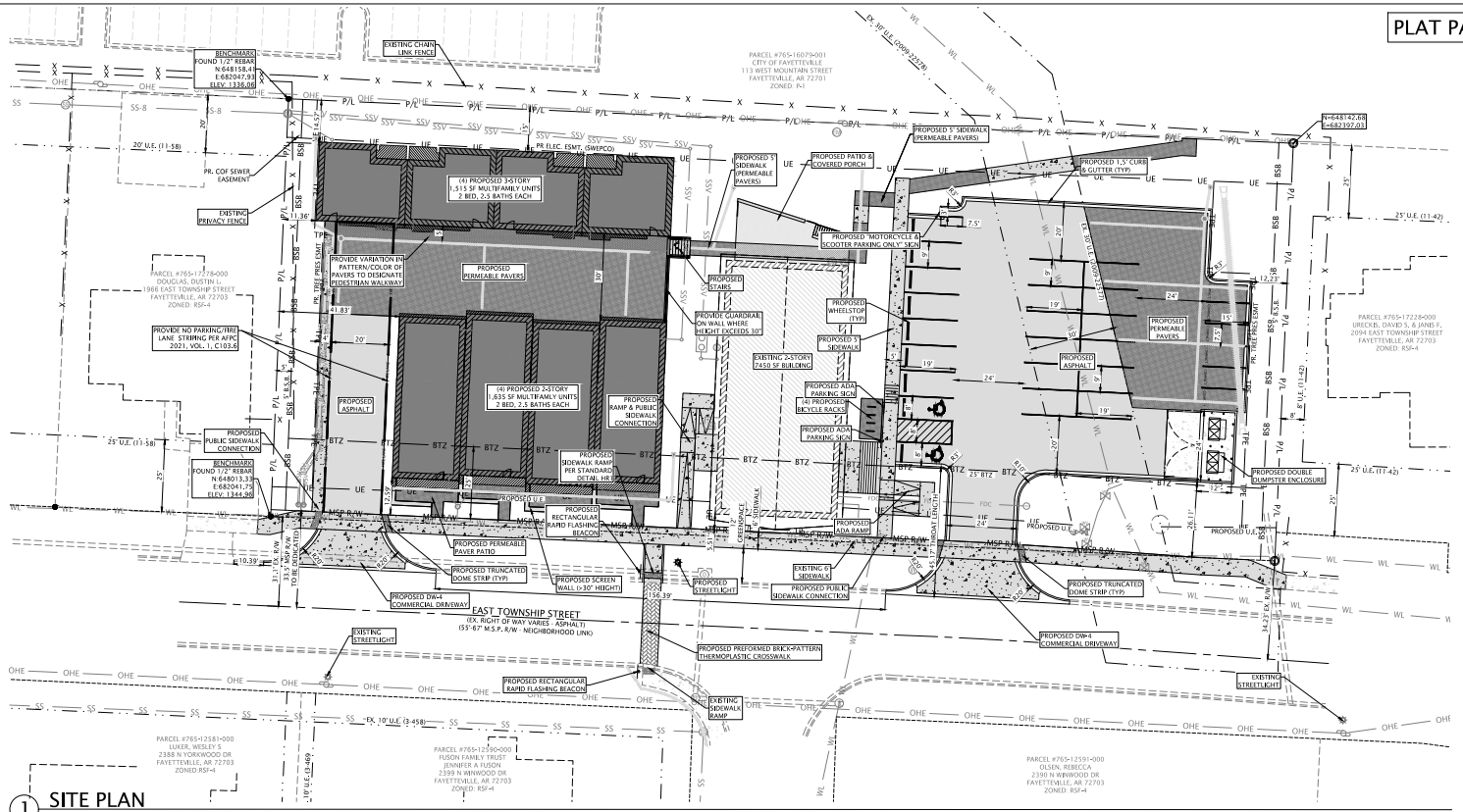
The width of the existing building in the BTZ is 42.68'. The width of the façade of the proposed building within the Build-To-Zone is 92.92'. After taking the above exceptions into account, the total length of the existing and proposed façades in the Build-To-Zone is 136.5', or 51.6% of the lot width.

Per the provisions of UDC 164.06(G)(2) that allow the Zoning and Development Administrator to allow exceptions due to the locations of easements and existing drives, we respectfully request that the above exemptions be taken into account when calculating buildable street frontage.

Thank You,

Jason Young
GRS Civil Engineering

PLAT PAGE: 292



1 SITE PLAN

GENERAL NOTES

1. LOCATIONS OF THE EXISTING UTILITIES ARE APPROXIMATE. THE CONTRACTORS SHALL BE RESPONSIBLE FOR DETERMINING ACTUAL LOCATION.
2. CONTRACTOR TO UNCOVER AND MARK UTILITY LINES BEFORE CONSTRUCTION.
3. CONTRACTOR SHALL BEAR ALL RESPONSIBILITY AND COST OF REPAIR OR REPLACEMENT OF EXISTING UTILITIES, DAMAGED OR INTERRUPTED AS A RESULT OF THIS CONSTRUCTION PROJECT.
4. CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AND THE OWNER OF ANY DAMAGED OR INTERRUPTED UTILITIES IMMEDIATELY.
5. CONTRACTOR SHALL NOTIFY PROJECT ENGINEER PRIOR TO BEGINNING WORK.
6. ALL DISTURBED AREAS NOT WITHIN THE PAVED AREA ARE TO RECEIVE LOOSE STRAW TO PROVIDE EROSION CONTROL IF WORK IS NOT PROGRESSING IN AN ORDERLY MANNER, A RATE OF 1.5 TONS/ACRE IS TO BE APPLIED WITHIN TWO WEEKS OF FINAL GRADING.
7. CONTRACTOR WILL CONTROL AND PREVENT OFF-SITE TRACKING OF CONSTRUCTION RUNOFF AND SEDIMENT TO ADJACENT PROPERTY AND PUBLIC ROADS.
8. CONTRACTOR IS TO PROTECT EXISTING STORM DRAINAGE SYSTEM
9. CONTRACTOR SHALL LOCATE ALL EXISTING UTILITIES IN ACCORDANCE WITH THE ARKANSAS UNDERGROUND FACILITIES DAMAGE PREVENTION ACT. THIS LAW REQUIRES THAT THE CONTRACTOR MAKE A TELEPHONE CALL TO THE ARKANSAS ONE-CALL SYSTEM AT 811 AT LEAST TWO WORKING DAYS PRIOR TO EXCAVATION TO ENSURE THAT ANY EXISTING UTILITIES CAN BE LOCATED.
10. SURFACE MATERIALS DISTURBED BY THE WORK TO BE RETURNED TO SIMILAR OR BETTER CONDITION.
11. IF A DISCREPANCY ARISES BETWEEN THE DRAWINGS AND FIELD CONDITIONS, OR WHERE A DETAIL IS DOUBTFUL OF INTERPRETATION OR AN UNANTICIPATED FIELD CONDITION IS ENCOUNTERED, THE ENGINEER SHALL BE IMMEDIATELY CONTACTED FOR PROCEDURE TO BE FOLLOWED. SUCH INSTRUCTIONS SHALL BE CONFIRMED IN WRITING AND DISTRIBUTED TO ALL EFFECTED PARTIES.

SITE PLAN NOTES

1. ALL PAVING, CONCRETE CURB, GUTTER AND SIDEWALK SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY REQUIREMENTS.
2. THE CITY DEPARTMENT OF ENGINEERING, AND THE ENGINEER SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO WORK WITHIN THE STREET RIGHT OF WAY (SIDEWALK, STREET OR DRIVEWAYS).
3. BEFORE BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL COMPLY WITH THE EROSION CONTROL PLAN AND/OR PERMIT.
4. THE CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
5. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE OWNER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE APPROPRIATE MUTCD STANDARDS.
6. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
7. THE DUTY OF THE OWNER OR ENGINEER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO REVIEW THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES IN, OR NEAR THE CONSTRUCTION SITE.
8. ANY SIGN OR FIXTURE REMOVED WITHIN THE RIGHT OF WAY, OR AS PART OF THE SITE WORK SHALL BE REPLACED BY THE CONTRACTOR IN ACCORDANCE WITH THE CITY REQUIREMENTS.
9. CLEAR, GRUB AND REMOVE ALL TREES, VEGETATION AND SITE DEBRIS PRIOR TO GRADING. ALL REMOVED MATERIAL SHALL BE HAULED FROM THE SITE DAILY. ALL CLEARING AND GRUBBING AND REMOVALS SHALL BE PERFORMED PER THE CONTRACT SPECIFICATIONS. EROSION CONTROL MEASURES SHALL BE PERFORMED PER THE CONTRACT SPECIFICATIONS.
10. PEDESTRIAN RAMPS SHALL BE PROVIDED AT THE LOCATIONS SHOWN AND SHALL BE ADA COMPLAINT.
11. THE CONTRACTOR SHALL SAW-CUT BITUMINOUS AND CONCRETE PAVEMENTS AS REQUIRED PER THE SPECIFICATIONS.
12. THE CONTRACTOR SHALL BE REQUIRED TO OBTAIN ALL PERMITS FROM AUTHORITIES AND REGULATORY AGENCIES HAVING JURISDICTION OVER THE SITE AND THE ADJACENT RIGHT OF WAYS, AS REQUIRED, PRIOR TO BEGINNING WORK.
13. EXCESS OR STRIPPED TOPSOIL AND OTHER MATERIALS INDICATED TO BE STOCKPILED OR OTHERWISE REMAIN OWNER'S PROPERTY, CLEARED MATERIALS SHALL BECOME CONTRACTOR'S PROPERTY AND SHALL BE REMOVED FROM PROJECT SITE.
14. SALVAGEABLE IMPROVEMENTS: CAREFULLY REMOVE ITEMS INDICATED TO BE SALVAGED AND STORE ON OWNER'S PREMISES.
15. DO NOT COMMENCE SITE-CLEARING OPERATIONS UNTIL TEMPORARY EROSION- AND SEDIMENTATION-CONTROL AND TREE-PROTECTION MEASURES ARE IN PLACE.
16. TOPSOIL STRIPPING, HANDLING, AND STOCKPILING: PERFORM ONLY WHEN THE TOPSOIL IS DRY OR SLIGHTLY MOIST.
17. PROTECT AND MAINTAIN BENCHMARKS AND SURVEY CONTROL POINTS FROM DISTURBANCE DURING CONSTRUCTION.
18. USE CARE TO CLEARLY IDENTIFY TREES, SHRUBS, AND OTHER VEGETATION TO REMAIN, OR TO BE RELOCATED.
19. THE FRONT OF THE PROPOSED CONSTRUCTION IS TO PRESERVE AS MUCH OF THE EXISTING PAVEMENT, CURB AND GUTTER AND SIDEWALK AS POSSIBLE. PROTECT EXISTING SITE IMPROVEMENTS TO REMAIN FROM DAMAGE DURING CONSTRUCTION.
20. LOCATE EXISTING UTILITIES. DO NOT INTERRUPT UTILITIES SERVING FACILITIES OCCUPIED BY OWNER OR OTHERS, UNLESS PERMITTED UNDER THE FOLLOWING CONDITIONS AND THEN ONLY AFTER ARRANGING TO PROVIDE TEMPORARY UTILITY SERVICES ACCORDING TO REQUIREMENTS INDICATED:
21. NOTIFY OWNER NOT LESS THAN TWO (2) DAYS IN ADVANCE OF PROPOSED UTILITY INTERRUPTIONS.
22. DO NOT PROCEED WITH UTILITY INTERRUPTIONS WITHOUT OWNER'S WRITTEN PERMISSION.
23. REPAIR DAMAGES CAUSED BY CLEARING AND GRUBBING OPERATIONS WITH SATISFACTORY SOIL MATERIAL UNLESS OTHERWISE INDICATED. EXCAVATION OR EARTHWORK IS INDICATED.
24. REMOVE SUBSOIL AND NON-SOIL MATERIALS FROM TOPSOIL, INCLUDING CLAY LUMPS, GRAVEL, AND OTHER OBJECTS MORE THAN 2 INCHES IN DIAMETER, TRASH, DEBRIS, WEEDS, ROOTS, AND OTHER WASTE MATERIALS.
25. ANY RETAINING WALL MORE THAN 4 FEET IN HEIGHT SHALL BE DESIGNED BY AN ARKANSAS REGISTERED PROFESSIONAL ENGINEER, AND SHALL BE FIELD INSPECTED BY THE DESIGN ENGINEER. THE DESIGN ENGINEER SHALL PROVIDE PROOF OF INSPECTION AND CERTIFY THAT THE WALL WAS CONSTRUCTED IN CONFORMANCE WITH THE DESIGN.

PUBLIC STREET TABLE

DESCRIPTION	MSP DESIGNATION	M.S.P. R/W	EX. W 1/2 STREET R/W (PER 2022-39432)	MIN. WIDTH	EX. WIDTH	PR. SIDEWALK	PR. GREENSPACE	STREET FRONTAGE
EAST TOWNSHIP ST	NEIGHBORHOOD LINK	67'	31.1'-34.2'	31' F.C.	31' F.C.	6'	12'	349.17'

STREET FRONTAGE CALCULATIONS

MINIMUM BUILDABLE STREET FRONTAGE REQUIREMENT: 50% OF THE LOT WIDTH @ B.T.Z.

STREET FRONTAGE	LOT WIDTH AT B.T.Z.	349.14 FT
	WIDTH OF SIDE SETBACKS	10.00 LF
	WIDTH OF U.E. AT B.T.Z.	31.35 LF
	WIDTH OF EAST ENTRANCE AT B.T.Z.	20.00 LF
	WIDTH OF WEST ENTRANCE AT B.T.Z.	26.00 LF
	LOT WIDTH LESS EXCEPTIONS	262.79 FT
	STREET FRONTAGE REQUIRED:	131.40 FT (50%)
	EXISTING BUILDING FACADE WIDTH WITHIN B.T.Z.	42.68 FT
	PROPOSED BUILDING FACADE WIDTH WITHIN B.T.Z. (4 BUILDINGS @ 25.25' EACH)	92.92 FT
	TOTAL FACADE IN B.T.Z. LESS EXCEPTIONS	135.6 FT (51.6%)

ZONING TABLE

ZONING: NS-G NEIGHBORHOOD SERVICES GENERAL
PROPOSED USE: MULTI-FAMILY DWELLING (USE UNIT 10) / RESTAURANT/CAFE (USE UNIT 128)

DENSITY	MAXIMUM: PROPOSED:	18 UNITS/ACRE 6.96 UNITS/ACRE
LOT AREA (TWO FAMILY OR MORE)	MINIMUM: EXISTING LOT AREA.	3,000 SF PER UNIT (24,000 REQ FOR 8 UNITS) 50,129 SF
BUILDING SETBACKS	FRONT: REAR: SIDE: REAR, WHEN CONTIGUOUS TO A SINGLE-FAMILY RESIDENTIAL DISTRICT	A BUILD-TO ZONE THAT IS LOCATED BETWEEN THE FRONT PROPERTY LINE AND A LINE 25 FEET FROM THE FRONT PROPERTY LINE. NONE 5 FEET 15 FEET
BUILDING HEIGHT MAXIMUM	REQUIRED: PROPOSED:	3 STORIES 3 STORIES
MINIMUM BUILDABLE STREET FRONTAGE	REQUIRED: PROPOSED:	50% OF THE LOT WIDTH 51.6% OF THE LOT WIDTH

PARKING TABLE

USE: RESIDENTIAL MIN.- 2 PER UNIT (8 UNITS PROPOSED)		USE: NON-RESIDENTIAL/RESTAURANT MAX. 1 PER 100 SQ. FT. (7400 SQ. FT PROPOSED)	
REQUIRED	16 SPACES	MAX ALLOWED	74 SPACES 1 ADA SPACE PER 25 STANDARD SPACES
PROVIDED	16 SPACES (2 SPACES PER UNIT)	PROVIDED	19 STANDARD & 6 COMPACT SPACES 2 ADA SPACES
NUMBER OF BIKE RACKS REQUIRED BY USE: RESIDENTIAL 1 PER 30 DWELLING UNITS (8 UNITS PROPOSED)		NUMBER OF BIKE RACKS REQUIRED BY USE: COMMERCIAL 1 PER 20 PARKING SPACES	
REQUIRED	1 BIKE RACK	REQUIRED	1 BIKE RACK
PROVIDED	2 BIKE RACKS	PROVIDED	2 BIKE RACKS
NUMBER OF MOTORCYCLE & SCOOTER PARKING REQUIRED: ONE (1) MOTORCYCLE AND SCOOTER PARKING PER 25 SPACES		NUMBER OF MOTORCYCLE & SCOOTER PARKING REQUIRED: ONE (1) MOTORCYCLE AND SCOOTER PARKING PER 25 SPACES	
REQUIRED/ PROVIDED	0 MOTORCYCLE/SCOOTER SPACES	REQUIRED/ PROVIDED	1 MOTORCYCLE/SCOOTER SPACE

SITE COVERAGE CALCULATIONS

EXISTING:	SQ. FT.	%
TOTAL SITE AREA:	50,129	100%
PERMEABLE		
GRASS	33,904	67.6%
IMPERMEABLE		
BLDG	4,664	9.3%
ASPHALT	10,702	21.4%
CONCRETE	859	1.7%
TOTAL IMPERMEABLE:	16,225	32.4%
POST-DEVELOPMENT:	SQ. FT.	%
TOTAL SITE AREA:	50,129	100%
PERMEABLE		
GRASS	17,296	34.5%
PERMEABLE PAVERS	7,651	15.3%
IMPERMEABLE		
BLDG	14,134	28.2%
PAVING	11,048	22.0%
TOTAL IMPERMEABLE:	25,182	50.2%
NET INCREASE IN IMPERMEABLE AREA:	8,957	

LINETYPE LEGEND

- PROPERTY BOUNDARY
- RIGHT-OF-WAY (EXISTING)
- RIGHT-OF-WAY (PROPOSED)
- STREET CENTERLINE
- ADJACENT PROPERTY LINE
- BUILDING SETBACK
- BUILD-TO-ZONE
- UTILITY EASEMENT (EXISTING)
- UTILITY EASEMENT (PROPOSED)
- LANDSCAPE BUFFER
- WATER MAIN (EXISTING)
- WATER SERVICE (PROPOSED)
- FIRE LINE (PROPOSED)
- FDC LINE (PROPOSED)
- SANITARY SEWER MAIN (EXISTING)
- SANITARY SEWER MAIN (PROPOSED)
- SANITARY SEWER SERVICE (PROPOSED)
- FENCE (EXISTING)
- TREE PRES. EASEMENT (PROPOSED)

SYMBOL LEGEND

- FIRE HYDRANT
- WATER METER (EXISTING)
- WATER METER (PROPOSED)
- WATER VALVE
- FDC (PROPOSED)
- SEWER MANHOLE (EXISTING)
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ISSUE DATE

01/15/2025 COF SUBMITTAL
02/11/2025 TECH PLAT REVISIONS
02/27/2025 TECH PLAT REVISIONS
03/18/2025 PC REVISIONS

STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 19921
GAVIN T. SMITH

SITE PLAN

2400 TOWNSHIP LARGE SCALE DEVELOPMENT

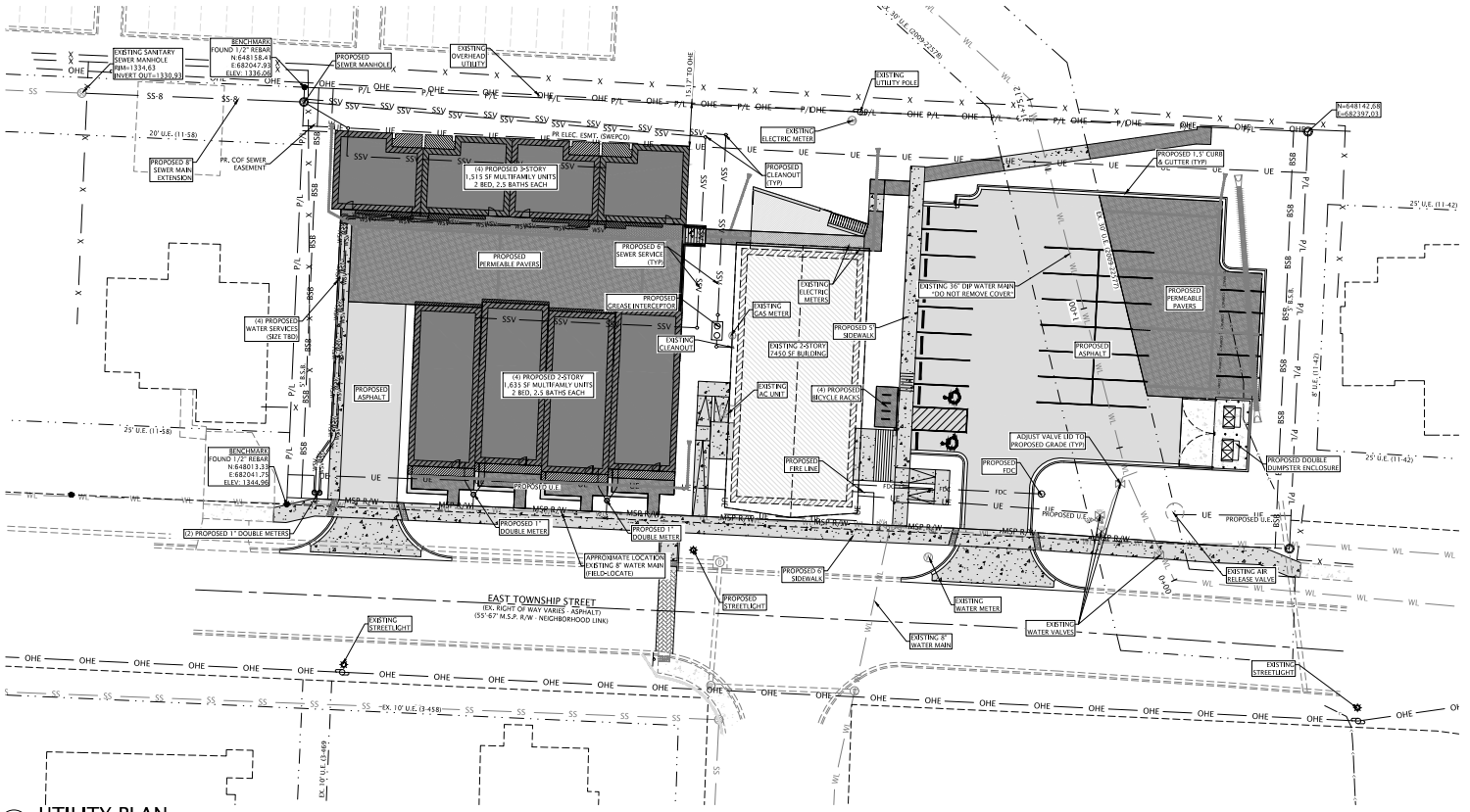
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FAYETTEVILLE, ARKANSAS
LSD-2025-0002

PROJECT #24-86

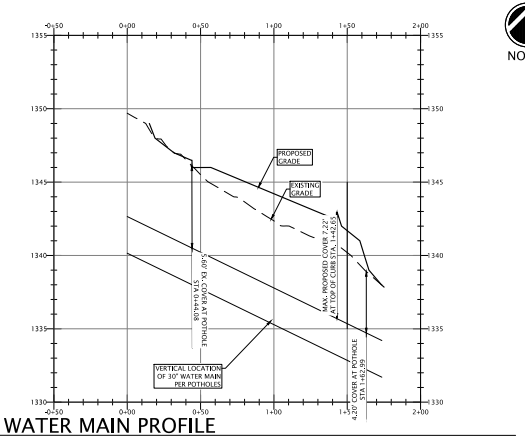
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LSD-2025-0002 (CJC DEVELOPMENT) MARCH 24, 2025

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1 UTILITY PLAN



1 WATER MAIN PROFILE

HORIZONTAL SCALE 1" = 40' VERTICAL SCALE 1" = 4'

NORTH

GRAPHIC SCALE 1" = 20'

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21. NOTIFY OWNER NOT LESS THAN (TWO) 2 DAYS IN ADVANCE OF PROPOSED UTILITY INTERRUPTIONS.
22. DO NOT PROCEED WITH UTILITY INTERRUPTIONS WITHOUT OWNER'S WRITTEN PERMISSION.
23. FILL DEPRESSIONS CAUSED BY CLEARING AND GRUBBING OPERATIONS WITH SATISFACTORY SOIL MATERIAL UNLESS FURTHER EXCAVATION OR EARTHWORK IS INDICATED.
24. REMOVE SOD AND GRASS BEFORE STRIPPING TOPSOIL.
25. STRIP TOPSOIL TO FULL DEPTH IN A MANNER TO PREVENT INTERMINGLING WITH UNDERLYING SUBSOIL OR OTHER WASTE MATERIALS.
26. REMOVE SUBSOIL AND NONSOIL MATERIALS FROM TOPSOIL, INCLUDING CLAY LUMPS, GRAVEL, AND OTHER OBJECTS MORE THAN 2 INCHES IN DIAMETER, TRASH, DEBRIS, WEEDS, ROOTS, AND OTHER WASTE MATERIALS.
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LINETYPE LEGEND

PROPERTY BOUNDARY	
RIGHT-OF-WAY (EXISTING)	
RIGHT-OF-WAY (PROPOSED)	
STREET CENTERLINE	
ADJACENT PROPERTY LINE	
BUILDING SETBACK	BSB
BUILD-TO-ZONE	BTZ
UTILITY EASEMENT (EXISTING)	
UTILITY EASEMENT (PROPOSED)	
LANDSCAPE BUFFER	
WATER MAIN (EXISTING)	
WATER SERVICE (PROPOSED)	
FIRE LINE (PROPOSED)	
FDC LINE (PROPOSED)	
SANITARY SEWER MAIN (EXISTING)	
SANITARY SEWER MAIN (PROPOSED)	
SANITARY SEWER SERVICE (PROPOSED)	
FENCE (EXISTING)	

SYMBOL LEGEND

- FIRE HYDRANT
- WATER METER (EXISTING)
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- FDC (PROPOSED)
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STATE OF ARKANSAS
REGISTERED PROFESSIONAL ENGINEER
NO. 16921
GAVIN R. SMITH

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2060 E TOWNSHIP ST
FAYETTEVILLE, ARKANSAS
LSD-2025-0002

PROJECT #24-86

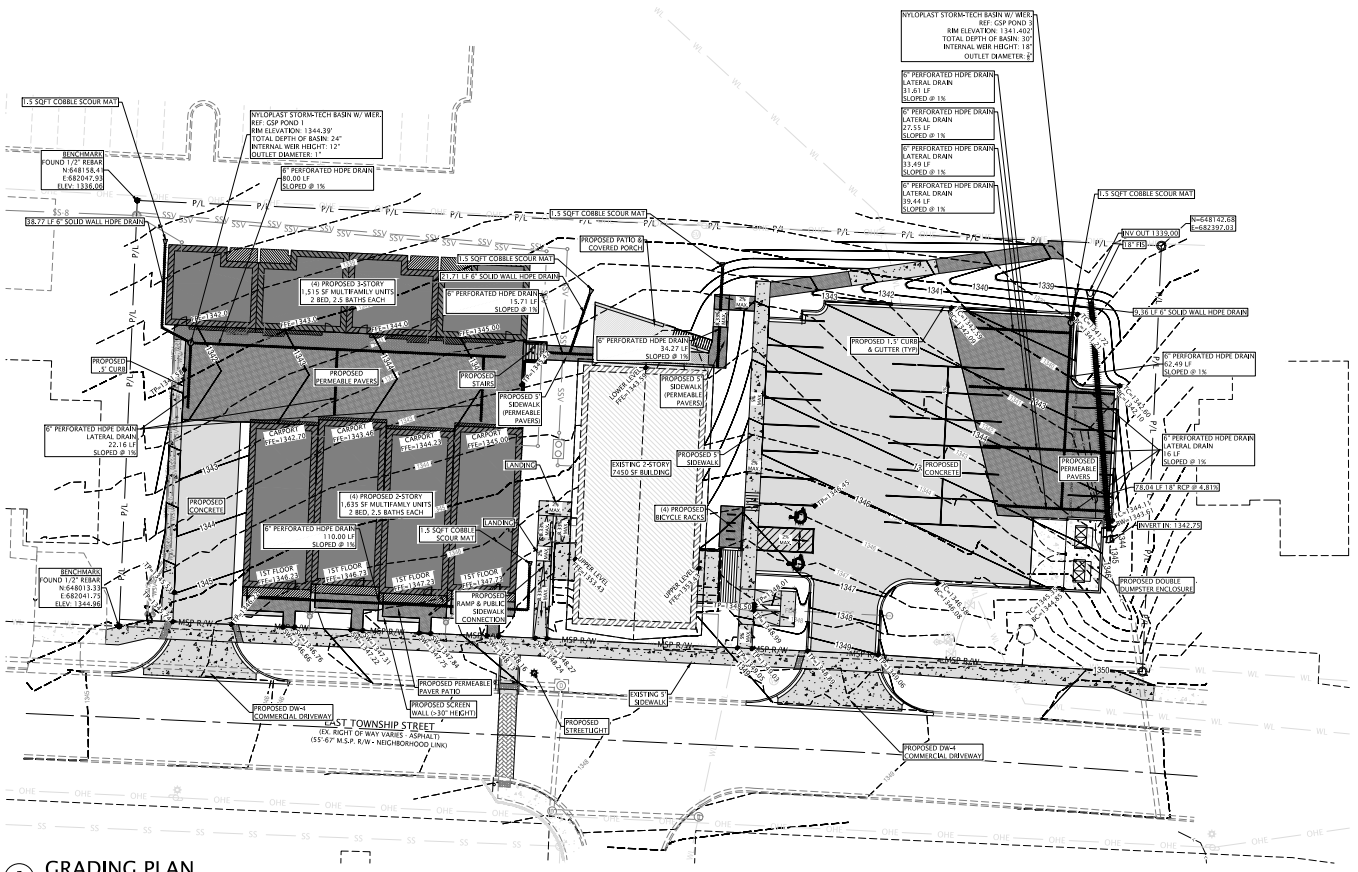
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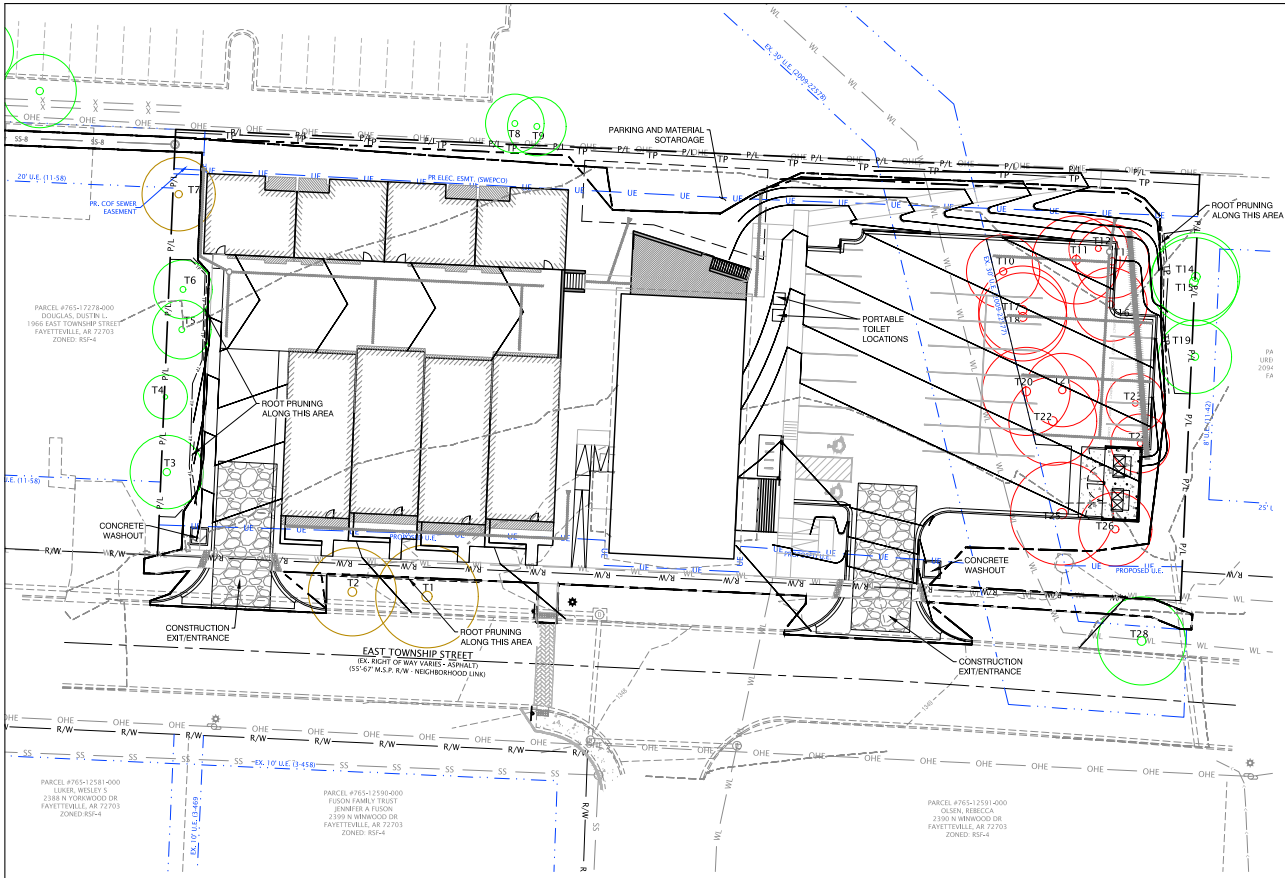
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UTILITY PLAN

Planning Commission March 24, 2025
LSD-2025-0002 (CJC DEVELOPMENT)

PLAT PAGE: 292


NYLOPLAST STORM-TECH BASIN W/ WIER
REF: CSP POND 3
RIM ELEVATION: 1341.402'
TOTAL DEPTH OF BASIN: 30"
INTERNAL WIER HEIGHT: 18"
OUTLET DIAMETER: 8"
1.5 SQFT COBBLE SCOUR MAT
NYLOPLAST STORM-TECH BASIN W/ WIER
REF: CSP POND 1
RIM ELEVATION: 1344.39'
TOTAL DEPTH OF BASIN: 24"
INTERNAL WIER HEIGHT: 12"
OUTLET DIAMETER: 1"
BENCHMARK
FOUND 1/2" REBAR
N:648158.43
E:682047.93
ELEV: 1336.00
6" PERFORATED HDPE DRAIN
80.00 LF
SLOPED @ 1%
38.77 LF 6" SOLID WALL HDPE DRAIN
(4) PROPOSED 3-STORY
1,515 SF MULTIFAMILY UNITS
2 BED, 2.5 BATHS EACH
PROPOSED PATIO &
COVERED PORCH
6" PERFORATED HDPE DRAIN
15.71 LF
SLOPED @ 1%
21.71 LF 6" SOLID WALL HDPE DRAIN
6" PERFORATED HDPE DRAIN
34.27 LF
SLOPED @ 1%
PROPOSED 1.5' CURB
& GUTTER (TYP)
PROPOSED 5' CURB
PROPOSED PERMEABLE PAVERS
PROPOSED STAIRS
PROPOSED 5'
SIDEWALK
(PERMEABLE
PAVERS)
PROPOSED 5'
SIDEWALK
(PERMEABLE
PAVERS)
6" PERFORATED HDPE DRAIN
LATERAL DRAIN
22.16 LF
SLOPED @ 1%
CARPORT
FF=1343.70
CARPORT
FF=1343.45
CARPORT
FF=1344.25
CARPORT
FF=1345.05
LANDING
EXISTING 2-STORY
7450 SF BUILDING
PROPOSED
SIDEWALK
PROPOSED
CONCRETE
(4) PROPOSED
BICYCLE RACKS
PROPOSED
PERMEABLE
PAVERS
(4) PROPOSED 2-STORY
1,635 SF MULTIFAMILY UNITS
2 BED, 2.5 BATHS EACH
6" PERFORATED HDPE DRAIN
110.00 LF
SLOPED @ 1%
1.5 SQFT COBBLE
SCOUR MAT
KNOX BOX
1ST FLOOR
FF=1346.83
1ST FLOOR
FF=1346.79
1ST FLOOR
FF=1347.21
1ST FLOOR
FF=1347.21
PROPOSED
RAMP & PUBLIC
SIDEWALK
CONNECTION
PROPOSED DOUBLE
DUMPSTER ENCLOSURE
BENCHMARK
FOUND 1/2" REBAR
N:648013.33
E:682041.75
ELEV: 1344.98
MSP R/W
PROPOSED PERMEABLE
PAVER PATIO
PROPOSED DW-1
COMMERCIAL DRIVEWAY
PROPOSED SCREEN
WALL (<30" HEIGHT)
EAST TOWNSHIP STREET
(EX. RIGHT OF WAY VARIES - ASPHALT)
(55'-67' M.S.P. R/W - NEIGHBORHOOD LINK)
EXISTING 5'
SIDEWALK
PROPOSED
STREETLIGHT
PROPOSED DW-4
COMMERCIAL DRIVEWAY
NV OUT 1338.00
18" FES
N=648142.68
E=682397.03
6" PERFORATED HDPE DRAIN
LATERAL DRAIN
31.01 LF
SLOPED @ 1%
6" PERFORATED HDPE DRAIN
LATERAL DRAIN
27.55 LF
SLOPED @ 1%
6" PERFORATED HDPE DRAIN
LATERAL DRAIN
33.49 LF
SLOPED @ 1%
6" PERFORATED HDPE DRAIN
LATERAL DRAIN
39.44 LF
SLOPED @ 1%
1.5 SQFT COBBLE SCOUR MAT
6.38 LF 6" SOLID WALL HDPE DRAIN
6" PERFORATED HDPE DRAIN
62.49 LF
SLOPED @ 1%
6" PERFORATED HDPE DRAIN
LATERAL DRAIN
9.16 LF
SLOPED @ 1%
28.06 LF 18" RCP @ 4.81%
INVERT IN 1342.75
TC=1345.50
FF=1346.00
TC=1345.50
FF=1345.00
TC=1345.50
FF=1345.00
TC=1345.50
FF=1345



NORTH

0 20 40 60 feet

SCALE: 1" = 20'

PLAT PAGE: 292

LEGEND

- EXISTING TREE TO BE SAVED
- EXISTING TREE TO BE REMOVED
- EXISTING TREE COUNTED AS BEING REMOVED BUT WILL BE SAVED TO BE REMOVED
- 1 FOOT EXISTING CONTOUR LINES
- 5 FOOT EXISTING CONTOUR LINES
- 1 FOOT PROPOSED CONTOUR LINES
- 5 FOOT PROPOSED CONTOUR LINES
- TP — TREE PROTECTION FENCING
- UE — UTILITY EASEMENT
- LIMITS OF DISTURBANCE

CITY OF FAYETTEVILLE TREE PRESERVATION NOTES

1. ALL TREES AND NATURAL AREAS SHOWN ON THIS PLAN TO BE PRESERVED SHALL BE PROTECTED DURING CONSTRUCTION WITH TEMPORARY FENCING.
2. PROTECTIVE FENCING SHALL BE ERECTED ACCORDING TO THE CITY OF FAYETTEVILLE STANDARDS FOR TREE PRESERVATION
3. PROTECTIVE FENCES SHALL BE INSTALLED PRIOR TO THE START OF ANY SITE PREPARATION WORK AND SHALL BE MAINTAINED THROUGH OUT ALL PHASES OF THE CONSTRUCTION PROJECT.
4. EROSION AND SEDIMENT CONTROL BARRIERS SHALL BE INSTALLED OR MAINTAINED IN A MANNER WHICH DOES NOT RESULT IN SOIL BUILD-UP WITHIN DRIPLINES OF PROTECTED TREES.
5. PROTECTIVE FENCES SHALL SURROUND THE TREES OR GROUPS OF TREES AND WILL BE LOCATED AT THE DRIPLINE, FOR THE FOLLOWING NATURAL AREAS, PROTECTIVE FENCES SHALL FOLLOW THE LIMIT OF CONSTRUCTION LINES, IN ORDER TO PREVENT THE FOLLOWING:
   A) SOIL COMPACTION IN THE ROOT ZONE AREA RESULTING FROM VEHICULAR TRAFFIC OR STORAGE OF EQUIPMENT.
   B) ROOT ZONE DISTURBANCE DUE TO GRADE CHANGES (GREATER THAN 6") OR TRENCHING NOT REVIEWED BY CITY ARBORIST
   C) WOUNDS TO EXPOSED ROOTS, TRUNKS OR LIMBS BY MECHANICAL.
   D) OTHER ACTIVITIES DETRIMENTAL TO TREES SUCH AS CHEMICAL STORAGE, CEMENT TRUCK CLEANING, AND FIRES.
6. EXCEPTIONS TO INSTALLING FENCES AT THE TREE DRIPLINESA MAY BE PERMITTED IN THE FOLLOWING CASES:
   A) WHERE THERE IS TO BE APPROVED GRADING CHANGES, IMPERMEABLE PAVING SURFACES, TREE WELLS, OR OTHER SUCH SITE DEVELOPMENT.
   B) WHERE PERMEABLE PAVING IS TO BE INSTALLED WITHIN A TREE'S DRIPLINE, ERECT THE FENCE AT THE OUTER LIMITS OF THE PERMEABLE PAVING AREA (PRIOR TO SITE GRADING SO THAT THIS AREA IS GRADED SEPARATELY PRIOR TO PAVING INSTALLATION TO MINIMIZE ROOT DAMAGE)
   C) WHERE TREES ARE CLOSE TO PROPOSED BUILDINGS, ERECT THE FENCE TO ALLOW 6 TO 10 FEET OF WORK SPACE BETWEEN THE FENCE AND THE BUILDING.
   D) WHERE THERE ARE SEVERE SPACE CONSTRAINTS DUE TO TRACT SIZE OR OTHER SPECIAL REQUIREMENTS.
7. WHERE ANY OF THE ABOVE EXCEPTIONS RESULT IN A FENCE BEING CLOSER THAN 4 FEET TO A TREE TRUNK PROTECT THE TRUNK WITH STRAPPED ON PLANKING TO A HEIGHT OF 8 FEET, OR THE LIMITS OF THE LOWER BRANCHES, IN ADDITION TO THE REDUCED FENCING PROVIDED.
8. TREES APPROVED FOR REMOVAL SHALL BE REMOVED IN A MANNER WHICH DOES NOT IMPACT TREES TO BE PRESERVED.
9. ANY ROOTS EXPOSED B CONSTRUCTION ACTIVITY SHALL BE PRUNED FLUSH WITH THE SOIL. BACKFILL ROOT AREAS WITH GOOD QUALITY TOPSOIL AS SOON AS POSSIBLE. IF EXPOSED ROOT AREAS CANNOT BE BACKFILLED WITHIN 2 DAYS ROOTS ARE TO BE COVERED WITH ORGANIC MATERIAL IN A MANNER WHICH REDUCES SOIL TEMPETURE AND MINIMIZES WATER LOOSE DUE TO EVAPORATION.
10. ANY TRENCHING REQUIRED FOR THE INSTALLATION OF LANDSCAPE IRRIGATION SHALL BE PLACED AS FAR AS POSSIBLY FROM THE TRUNKS OF REES TO BE PRESERVED.
11. NO LANDSCAPE TOPSOIL DRESSING GREATER THAN 4 INCHES SHALL BE PERMITTED WITHIN THE DRIPLINE OF TREES. NO SOIL SHALL BE PLACED ON THE ROOT FLARE OF ANY TREE.
12. PRUNING TO PROVIDE CLEARANCE FOR STRUCTURES , VEHICULAR TRAFFIC AND EQUIPMENT SHALL TAKE PLACE BEFORE CONSTRUCTION BEGINS
13. ALL FINISHED PRUNING MUST BE DONE IN ACCORDING TO RECOGNIZED APPROVED STANDARDS OF THE (REFERENCE THE AMERICAN NATIONAL STANDARD, ANSI-A300 PRUNING, 2008 OR LATER), A CITY CERTIFIED TREE PRUNER MUST BE RETAINED TO MAKE ALL PRUNING CUTS. A LIST OF CERTIFIED TREE PRUNER IS AVAILABLE FROM THE URBAN FORESTER.
14. DEVIATIONS FROM THE ABOVE NOTES MAY BE CONSIDERED ORDINANCE VIOLATIONS IF THERE IS A SUBSTANTIAL NON-COMPLIANCE OR IF A TREE SUSTAINS DAMAGE.

SOIL TYPES

ALL SOILS ARE HMC—HECTOR-MOUNTAINBURG GRAVELLY FINE SANDY LOAM, 3 TO 8 PERCENT SLOPES

EXISTING TREE LIST

#	TYPE	DBH	CANOPY	PRIORITY	HEALTH	STATUS
1	MAPLE	18"	35'	HIGH	GOOD	SAVE
2	OAK	16"	30'	HIGH	GOOD	SAVE
3	MAPLE	16"	25'	HIGH	GOOD	SAVE
4	RED BUD	4"	15'	HIGH	GOOD	SAVE
6	ELM	10"	15	HIGH	GOOD	SAVE
7	RED BUD	MULTI-TRUNK	20'	HIGH	GOOD	SAVE
8	HACKBERRY	6"	20'	HIGH	GOOD	SAVE
9	OAK	8"	20'	HIGH	GOOD	SAVE
10	MULBERRY	MULTI-TRUNK	25'	HIGH	GOOD	REMOVE
11	ASH	16"	30'	HIGH	GOOD	REMOVE
12	ASH	10"	20'	HIGH	GOOD	REMOVE
13	ASH	12"	25'	HIGH	GOOD	REMOVE
14	HICKORY	15"	30'	HIGH	GOOD	SAVE
15	HICKORY	13"	30'	HIGH	GOOD	SAVE
16	ASH	16"	25'	HIGH	GOOD	REMOVE
17	HACKBERRY	10"	30'	HIGH	GOOD	REMOVE
18	OAK	22"	30'	HIGH	GOOD	REMOVE
19	OAK	24"	25'	HIGH	GOOD	SAVE
20	HACKBERRY	10"	30'	HIGH	GOOD	REMOVE
21	HICKORY	8"	25'	HIGH	GOOD	REMOVE
22	HACKBERRY	6"	30'	HIGH	GOOD	REMOVE
23	BOIS D' ARC	8"	20'	HIGH	GOOD	REMOVE
24	BOIS D' ARC	10"	20'	HIGH	GOOD	REMOVE
25	HACKBERRY	10"	35'	HIGH	GOOD	REMOVE
26	OAK	12"	25'	HIGH	GOOD	REMOVE
28	MAPLE	24"	30'	HIGH	GOOD	SAVE

Tree Preservation Calculations Square Feet

	Square Feet	Percent of site
Total Site Area *Minus Right of Way and Easements	45,630	100%
*Zoning Designation * Select Below with drop down arrow*		
NS-Neighborhood Services	9,126	20%
*HHOD * Select Below with Drop Down Arrow*		
No	0	0%
Total Canopy for Minimum Preservation Requirements	9,126	20.0%
Existing Tree Canopy * Minus Right of Way and Easements	6,106	13.4%
Tree Canopy Preserved	1,480	3.2%
Tree Canopy Removed *On Site	4,626	10.1%
Tree Canopy Removed *Off Site	0	
Tree Canopy Removed Total	4,626	10.1%
Removed Below Minimum	**7,646**	
Mitigation Requirements	**4,626**	

ALL TREES TO REMAIN NEAR AREAS TO BE GRADED SHALL HAVE THEIR TREE ROOTS TRIMMED PER DETAIL #3 ON SHEET L1.2

LANDTEK STUDIOS
2503 SWEETBRIAR DR.
FAYETTEVILLE, AR 72703
PH# 479.283.9721

ISSUE DATE

01/15/2025 COF SUBMITTAL

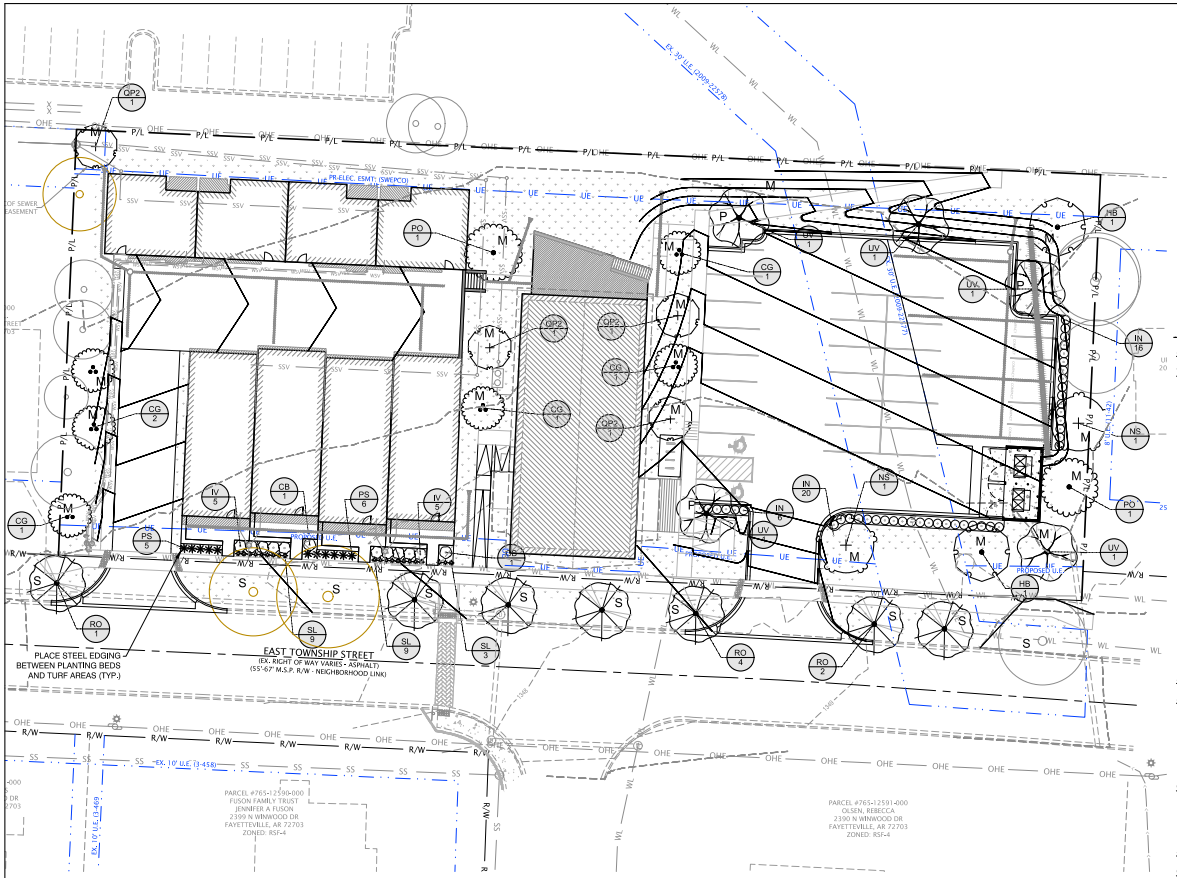
2400 TOWNSHIP

2400 E TOWNSHIP ST
FAYETTEVILLE, ARKANSAS

PROJECT #24-86

SHEET

L1.0



PLAT PAGE: 292

NORTH

0 20 40 60 feet

SCALE: 1" = 20'

LEGEND

- XXXX — 1 FOOT EXISTING CONTOUR LINES
- XXXX — 5 FOOT EXISTING CONTOUR LINES
- XXXX — 1 FOOT PROPOSED CONTOUR LINES
- XXXX — 5 FOOT PROPOSED CONTOUR LINES
- UE — UTILITY EASEMENT

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	CALIPER	ROOT	HEIGHT	QTY
TREES						
	HB	Celtis occidentalis / Common Hackberry	2" Cal.	B&B or Cont.	8` min.	2
	CG	Chionanthus virginicus 'Grancy Greybeard' / Grancy Greybeard White Fringetree	2" Cal.	B&B or Cont.	6` min.	6
	NS	Nyssa sylvatica / Tupelo	2" Cal.	B&B or Cont.	8` min.	2
	QP2	Quercus prinoides / Dwarf Chinkapin Oak	2" Cal.	B&B or Cont.	6` min.	4
	RO	Quercus rubra / Red Oak	2" Cal.	B&B or Cont.	8` min.	7
	PO	Quercus stellata / Post Oak	2" Cal.	B&B or Cont.	8` min.	2
	UV	Ulmus americana `Valley Forge` / American Elm	2" Cal.	B&B or Cont.	8` min.	5

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	SPACING	QTY
SHRUBS						
	CB	Callicarpa americana / American Beautyberry	3 gal.	Cont.	48" o.c.	2
	IN	Ilex vomitoria 'Nana' / Dwarf Yaupon Holly	3 gal	Cont.	36" o.c.	42
	IV	Itea virginica `Henry`s Garnet` / Henry`s Garnet Sweetspire	3 gal.	Cont.	48" o.c.	10
GRASSES						
	PS	Panicum virgatum `Shenendoah` / Burgundy Switch Grass	3 gal	Cont.	36" o.c.	11
	SL	Schizachyrium scoparium / Little Bluestem	1 gal.	Cont.	24" o.c.	21

SYMBOL	CODE	BOTANICAL / COMMON NAME	QTY
GROUND COVERS			
	CT	Cynodon dactylon `Tif 419` / Bermuda Grass	11,630 sf

Street Tree Requirements	
Linear Feet minus driveways	Required Trees
303	10

Landscape Requirements				
Parking Trees				
Number of Parking Stalls	Number of ADA Spaces	Number of ADA Loading Zones	Number of Motor Cycle/Scooter	Required Trees
30	2	1	0	3

Mitigation Requirements			
Canopy Below Requirements Sq. Ft.	Preservation Priority Type	Forestation Base Density/Acre	Number of 2" Caliper Trees to be Planted
4,626	High Priority	200	21
	Low Priority	100	0

DETENTION IS NOT REQUIRED FOR THIS PROJECT

PERSON IN CHARGE OF TRACKING OF TREE PLANTING:
BEN BOOTH- BEN@BUILDOZK.COM
RYAN DIXON- RYAN@BUILDOZK.COM

ALL TREES TO REMAIN NEAR AREAS TO BE GRADED SHALL HAVE THEIR TREE ROOTS TRIMMED PER DETAIL #3 ON SHEET L1.3

S = STREET TREE
P = PARKING LOT TREE
M = MITIGATION TREES

CITY OF FAYETTEVILLE LANDSCAPE NOTES

1. CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL UTILITIES PRIOR TO STARTING ANY WORK. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING ARKANSAS ONE-CALL TO CONFIRM ALL UTILITIES.
2. ALL PLANTS MUST BE HEALTHY, VIGOROUS AND FREE OF PESTS AND DISEASE.
3. STANDARDS SET FORTH IN "AMERICAN STANDARD FOR NURSERY STOCK REPRESENT GUIDELINE SPECIFICATIONS ONLY AND SHALL CONSTITUTE MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIAL.
4. ALL PLANTS MUST BE CONTAINER GROWN OR BALLED AND BURLAPPED AS INDICATED ON THE PLANT LIST.
5. ALL REQUIRED TREES SHALL BE 2" MINIMUM CALIPER, WITH A SINGLE DOMINATE CENTRAL LEADER. MULTI LEADERED TREES WILL NOT BE ACCEPTABLE WITHOUT PRIOR APPROVAL FROM URBAN FORESTRY.
6. ALL TREES MUST BE STRAIGHT TRUNKED AND FULL HEADED, UNLESS SPECIFIED OTHERWISE, AND MUST MEET ALL REQUIREMENTS SPECIFIED ON PLANS.
7. ALL TREES AND SHRUBS SHALL BE INSTALLED PER STANDARD CITY OF FAYETTEVILLE PLANTING DETAILS.
8. ALL PLANTS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT BEFORE, DURING, AND AFTER CONSTRUCTION.
9. ALL PLANTING AREAS MUST BE COMPLETELY MULCHED WITH A 4" LAYER OF ORGANIC HARDWOOD MULCH. MULCH SHALL BE NOT BE PLACED IMMEDIATELY ADJACENT TO TREE TRUNKS, BUT SHALL BE KEPT AT LEAST 3" FROM ROOT COLLAR AT THE SOIL LINE.
10. ALL PROPOSED PLANTING AREAS COVERED BY GRASS SHALL HAVE THE SOD COMPLETELY REMOVED BEFORE PLANTING BEGINS.
11. ALL PLANTING BEDS SHALL BE CONTAINED BY STEEL EDGING.
12. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO ALL UTILITIES DURING THE COURSE OF THE WORK. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY AND ALL DAMAGE TO UTILITIES, STRUCTURES, SITE APPURTENANCES, ETC. WHICH OCCURS AS A RESULT OF THE LANDSCAPE CONSTRUCTION AT NO COST TO THE OWNER.
13. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON THESE PLANS BEFORE PRICING THE WORK.
14. THE CONTRACTOR IS RESPONSIBLE FOR FULLY MAINTAINING ALL PLANTING MATERIAL (INCLUDING BUT NOT LIMITED TO: WATERING, SPRAYING, MULCHING, FERTILIZING, ETC.) IN ALL PLANTING AREAS AND LAWN AREAS UNTIL THE WORK IS ACCEPTED IN TOTAL BY THE OWNER.
15. THE CONTRACTOR SHALL COMPLETELY GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF ONE (1) YEAR BEGINNING ON THE DATE OF TOTAL ACCEPTANCE. THE CONTRACTOR SHALL PROMPTLY MAKE ALL REPLACEMENTS BEFORE OR AT THE END OF THE GUARANTEE PERIOD.
16. ANY PLANT MATERIAL WHICH DIES, TURNS BROWN, OR DEFOLIATES (PRIOR TO TOTAL ACCEPTANCE OF THE WORK) SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY, AND SIZE AND MEETING ALL PLANT LIST SPECIFICATIONS.
17. NOTIFY LANDSCAPE ARCHITECT OR DESIGNATED REPRESENTATIVE OF ANY LAYOUT DESCREPANCIES PRIOR TO ANY PLANTING. LOCATE ALL UTILITIES AND SITE LIGHTING CONDUITS BEFORE CONSTRUCTION BEGINS.
18. ALL DISTURBED AREAS SHALL BE SEEDED WITH A GRASS SEED MIX CONSISTING OF 70% TURF TYPE FESCUE, 20% PERENNIAL RYE, AND 10% BERMUDA GRASS AT 5 POUNDS PER 1,000 SQUARE FEET.
19. ALL AREAS TO BE SEEDED SHALL RECEIVE 4" OF TOPSOIL AND BE GRADED PER THE GRADING PLAN.
20. IRRIGATION SHALL BE EITHER AN UNDERGROUND AUTOMATIC SYSTEM OR SHALL UTILIZE HOSE BIBS EVERY 100' AS REQUIRED BY FAYETTEVILLE LANDSCAPE ORDINANCE.
21. MAINTENANCE: THE CURRENT OWNER OF THE PROPERTY SHALL BE RESPONSIBLE FOR THE ONGOING MAINTENANCE OF REQUIRED LANDSCAPING.
22. REPLACEMENT LANDSCAPING: REQUIRED LANDSCAPING THAT DIES OR IS DAMAGED SHALL BE REMOVED AND REPLACED BY THE CURRENT OWNER OF THE PROPERTY. THE OWNER SHALL HAVE 60 DAYS FROM THE RECEIPT OF WRITTEN NOTICE ISSUED BY THE CITY TO REMOVE AND REPLACE ANY REQUIRED LANDSCAPING THAT DIES OR IS DAMAGED.
23. THREE (3) YEAR MAINTENANCE SURETY SHALL BE DEPOSITED FOR EACH REQUIRED STREET AND MITIGATION TREE.
24. PRIOR TO GRADING PERMIT, ALL TREE PRESERVATION MEASURES SHALL BE IN PLACE PER APPROVED TREE PRESERVATION PLAN.
25. PRIOR TO BUILDING PERMIT, A LANDSCAPE ESTIMATE PER APPROVED LANDSCAPE PLAN SHALL BE SUBMITTED TO URBAN FORESTRY. A PERFORMANCE LANDSCAPE SURETY IN THE AMOUNT OF 150% OF THE APPROVED LANDSCAPE ESTIMATE SHALL THEN BE SUBMITTED WITH LANDSCAPE SURETY FORM.
26. PRIOR TO CERTIFICATE OF OCCUPANCY, LANDSCAPE ARCHITECT OF RECORD SHALL PERFORM AN INSPECTION CONFIRMING THAT IMPLEMENTATION OCCURRED PER APPROVED LANDSCAPE PLAN. UPON SUCCESSFUL RESULTS AND INSPECTION, REQUEST FINAL LANDSCAPE INSPECTION BY URBAN FORESTRY.
27. PRIOR TO CERTIFICATE OF OCCUPANCY, A LANDSCAPE MAINTENANCE SURETY ON ANY REQUIRED STREET AND MITIGATION TREES SHALL BE SUBMITTED WITH LANDSCAPE SURETY FORM.

CAUTION NOTICE TO CONTRACTORS

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUCH CALL 811 AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATED ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS.

JAMES WILSON FUSON 5034 REGISTERED LANDSCAPE ARCHITECT STATE OF ARKANSAS
DATE: 3/18/2025

LANDTEK STUDIOS
2503 SWEETBRIAR DR.
FAYETTEVILLE, AR 72703
PH# 479.283.9721

ISSUE DATE

01/15/2025 COF SUBMITTAL

2400 TOWNSHIP
2400 E TOWNSHIP ST
FAYETTEVILLE, ARKANSAS

PROJECT #24-86

SHEET

L1.1

Planning Commission
March 24, 2025
LSD-2025-0002 (CJC DEVELOPMENT)
Page 28 of 33

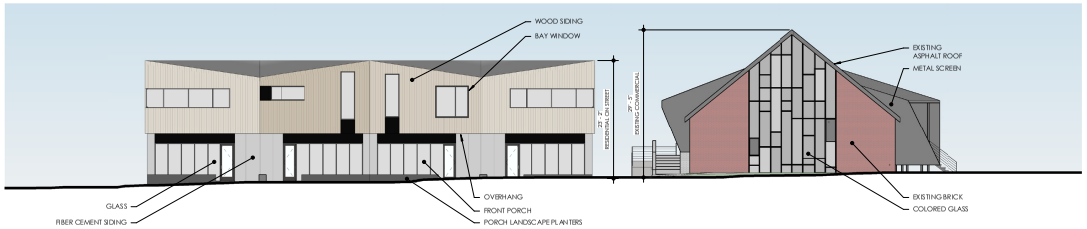
2400 TOWNSHIP FAYETTEVILLE, AR

ARCHITECTURAL ELEVATIONS (02.11.2025)

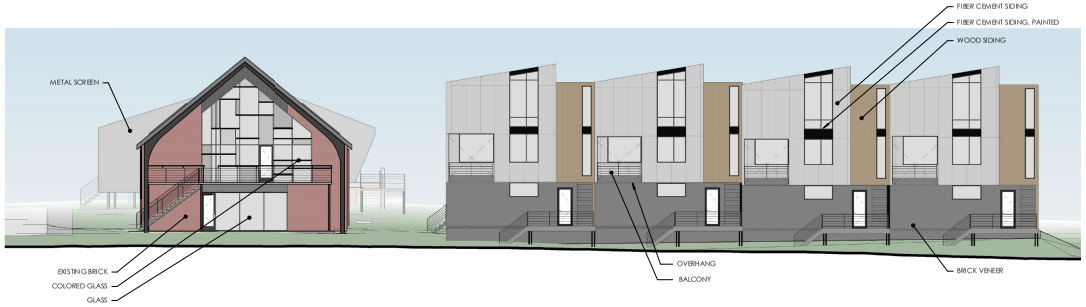
CJC DEVELOPMENT

STOKE ARCHITECTURE

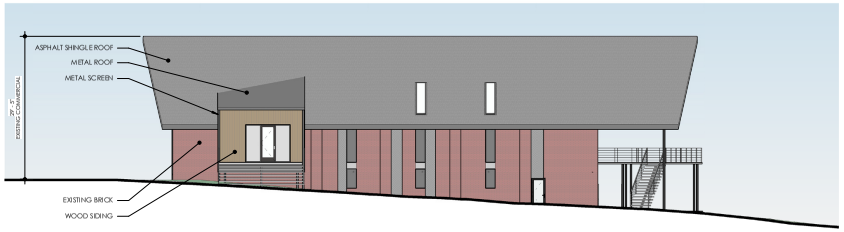
STREET ELEVATION - SOUTH



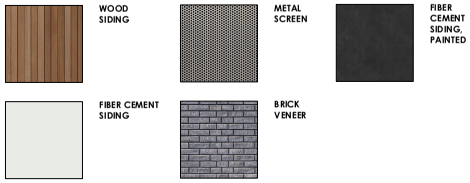
PARK ELEVATION - NORTH



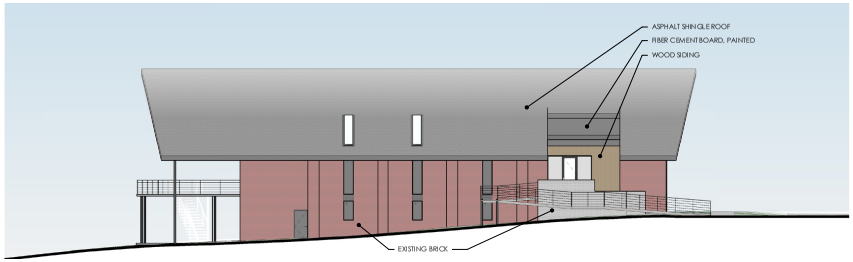
COMMERCIAL ELEVATION - EAST



EXTERIOR MATERIALS



COMMERCIAL ELEVATION - WEST



2400 TOWNSHIP FAYETTEVILLE, AR

ARCHITECTURAL ELEVATIONS (02.11.2025)

CJC DEVELOPMENT

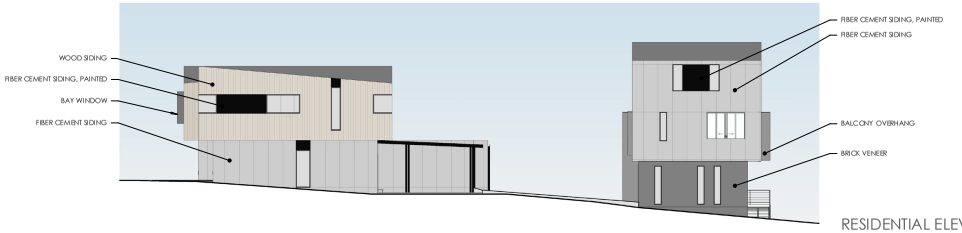
STOKE ARCHITECTURE



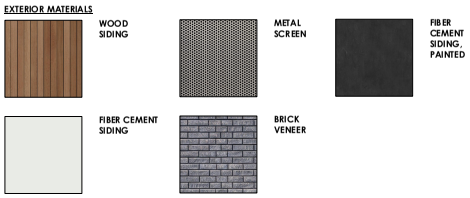
RESIDENTIAL 01 ELEVATION - SOUTH

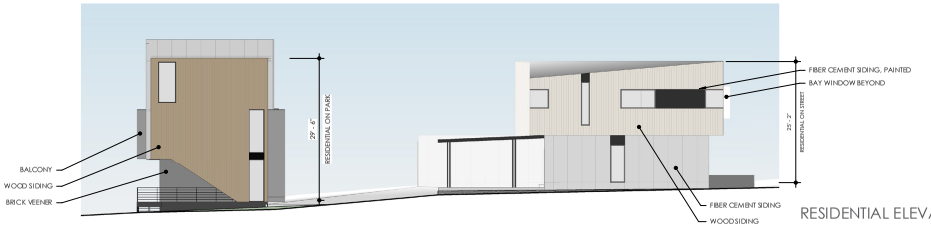


RESIDENTIAL 01 ELEVATION - NORTH



RESIDENTIAL ELEVATIONS - EAST





RESIDENTIAL ELEVATIONS - WEST



RESIDENTIAL 02 ELEVATION - NORTH



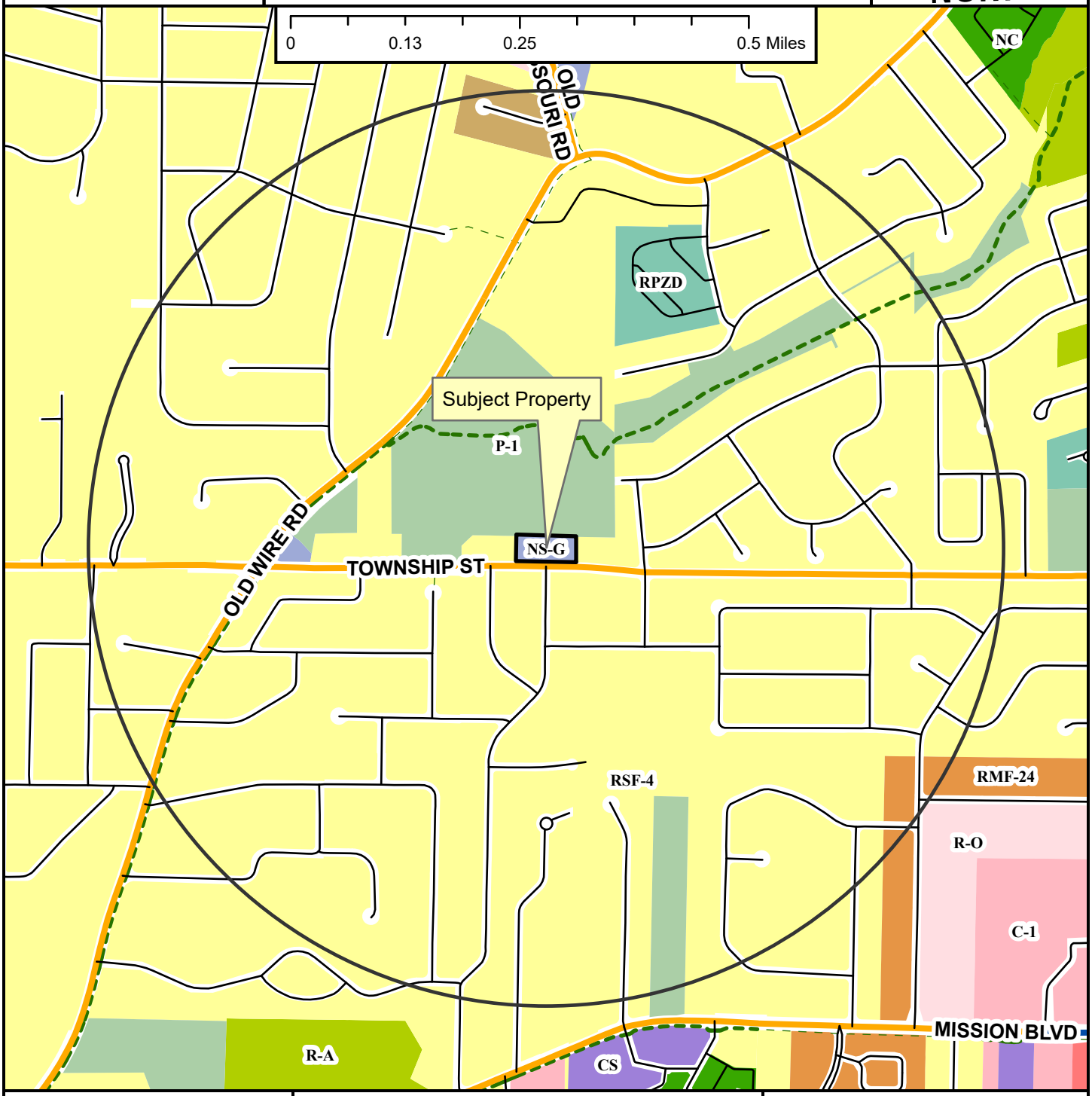
RESIDENTIAL 02 ELEVATION - SOUTH

LSD-2025-0002

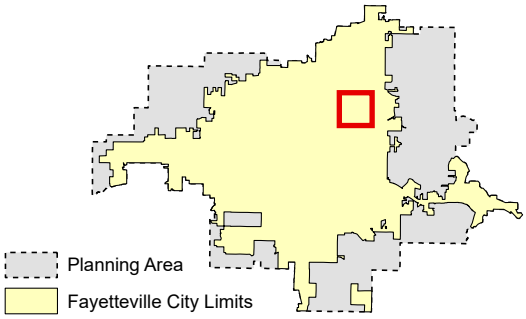
One Mile View

2400 E. TOWNSHIP ST

NORTH



- Neighborhood Link
- Regional Link - High Activity
- Unclassified
- Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
NS-G
RI-U
RI-12
NS-L
Residential-Agricultural
RSF-.5
RSF-1
RSF-2
RSF-4
RSF-7
RSF-8
RSF-18

RESIDENTIAL MULTI-FAMILY
RMF-6
RMF-12
RMF-18
RMF-24
RMF-40

INDUSTRIAL
I-1 Heavy Commercial and Light Industrial
I-2 General Industrial

EXTRACTION
E-1

COMMERCIAL
Residential-Office
C-1
C-2
C-3

FORM BASED DISTRICTS
Downtown Core
Urban Thoroughfare
Main Street Center
Downtown General
Community Services
Neighborhood Services
Neighborhood Conservation

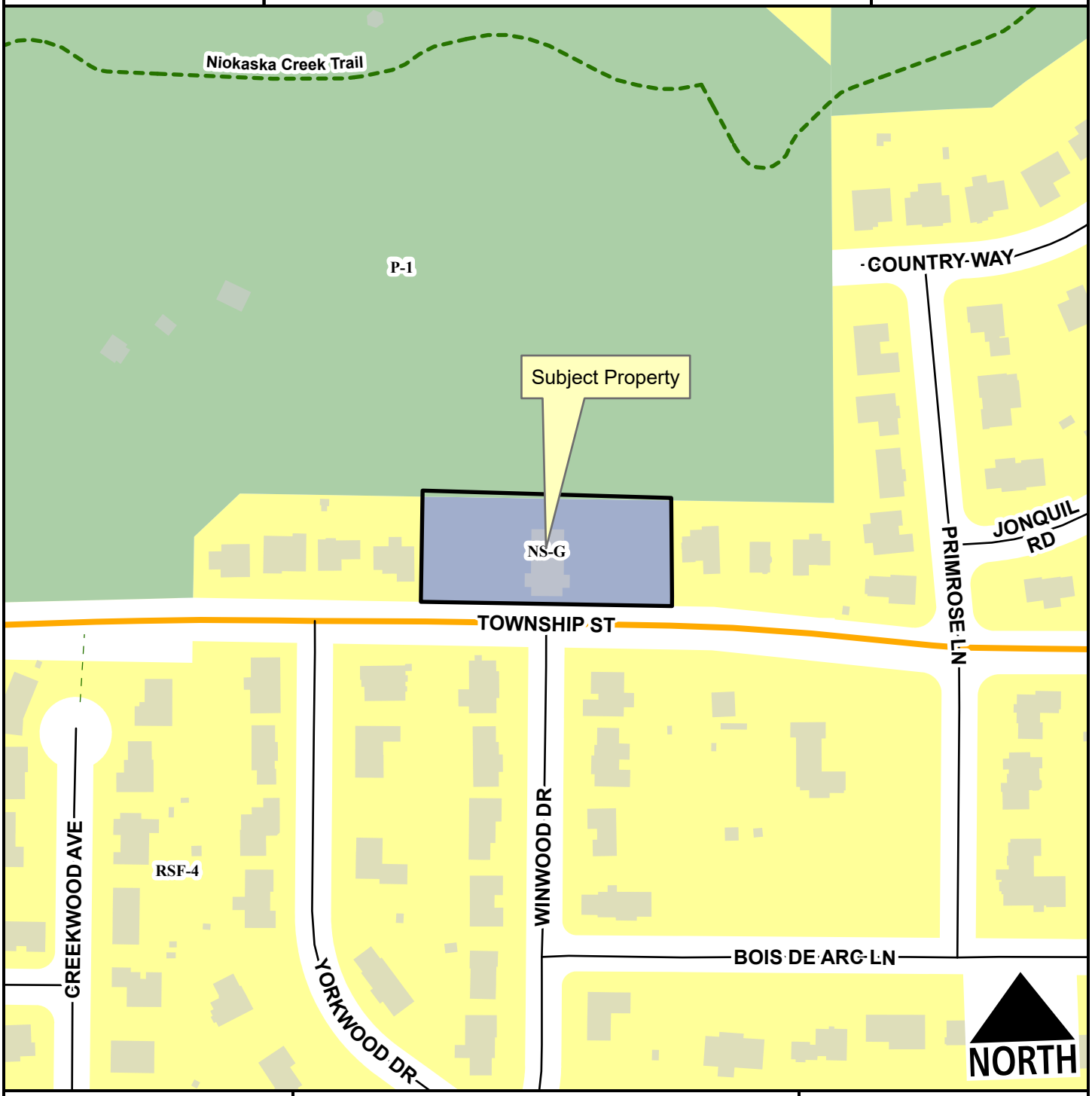
PLANNED ZONING DISTRICTS
Commercial, Industrial, Residential

INSTITUTIONAL
P-1

LSD-2025-0002

Close Up View

2400 E. TOWNSHIP ST



Neighborhood Link
Residential Link
Planning Area
Fayetteville City Limits
Shared-Use Paved Trail
Trail (Proposed)

Feet
0 75 150 300 450 600
1:2,400

RSF-4
Neighborhood Services - Gen.
P-1

LSD-2025-0002

Current Land Use

2400 E. TOWNSHIP ST

NORTH



Neighborhood Link

Residential Link

Trail (Proposed)

Planning Area

Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

100-Year Floodplain

Floodway

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

FROM: Jessie Masters, Development Review Manager

MEETING DATE: March 24, 2025

SUBJECT: **VAC-2025-0007: Vacation (7 S. UNIVERSITY AVE/AWBG LLC, 522):** Submitted by MCCLELLAND CONSULTING ENGINEERS for property located at 7 S. UNIVERSITY AVE. The property is zoned RMF-40, RESIDENTIAL MULTI-FAMILY, 40 UNITS PER ACRE and contains approximately 2.70 acres. The request is to vacate 0.14 acres of right-of-way.

RECOMMENDATION:
Staff recommends denial of **VAC-2025-0007.**

RECOMMENDED MOTION:
*"I move to forward **VAC-2025-0007** to City Council with a recommendation of approval and with conditions as recommended by staff."*

BACKGROUND:
The subject property is at the southwest corner of W. Center Street and S. University Avenue and is zoned RMF-40, Residential Multi-Family, 40 Units per Acre. The property encompasses multiple parcels and sites, which are currently developed with an apartment complex that County records indicate was constructed in the 1960s, a multi-family structure that was built in the early 1900s (the Putman House), and another mid-century apartment complex in the northwest side of the site. No overlay districts govern the site, but it is immediately west of the Downtown Design Overlay District boundary, which currently terminates at S. University Avenue. There is an approximately 9.3% change in grade upward as the property moves south from W. Center Street. Surrounding land uses and zoning are depicted in *Table 1.*

Table 1:
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Cemetery/Multi-Family Residential	RMF-40, Residential Multi-Family, 40 Units per Acre
South	Multi-Family Residential	DG, Downtown General
East	Commercial	MSC, Main Street Center
West	Multi-Family Residential	DG, Downtown General

Proposal: The applicant proposes to vacate a portion of platted alley right-of-way that begins at W. Center Street and terminates about halfway through the block. The applicant intends to redevelop the site with a multi-family housing development.

DISCUSSION:
On the balance of considerations, staff recommends denial of the applicant's request to vacate the right-of-way. Staff recognizes that there are barriers to its development as it currently stands; there is steep topography, and existing parking, utility poles, and some stormwater infrastructure

located within the right-of-way currently. However, to remove the alley in its entirety does not appear to be in line with the stated goals of City Plan 2040. Alley-loaded development not only supports the City's goals to create sites that are compact, complete, and connected, but it also aligns with the purposes and site standards that are outlined in the City's Urban Residential Design ordinance. At this location, there do not appear to be any alternative options for connectivity, such as an adjacent, parallel trail that would provide a similar level of connectivity. However, should the Planning Commission choose to forward the item to the City Council with a recommendation of approval, staff recommends that a 20-foot alley right-of-way be dedicated along the southern border of the overall site, beginning at S. Hill Avenue to the west, and terminating at S. University Avenue to the east, to provide east west connectivity through the site and permit rear-loaded development and promote pedestrian-friendly street frontages along S. Hill Avenue, W. Center Street, and S. University Avenue.

Contributing further to staff's recommendation to deny is related to a lack of unanimity from adjacent property owners. The property owner to the south declined to provide comment, stating that they "do not enough information on the impact of this project on our property."

Vacation Approval: The applicant has submitted the required vacation approval forms to relevant city departments and franchise utility companies with the following responses.

Utility	Response
Cox Communications	No objections, provided that any damage or relocation of any Cox facilities will be at the applicant's expense.
AEP/SWEPCO	No objections, provided that SWEPCO retain the right-of-way as utility easement and requests at 10-foot utility easement along the southern boundary line.
Black Hills Energy	No objections and no comments.
AT&T	No objections, though notes that AT&T has existing services to the buildings at/in this area. Prior to any telecom demolition in the area, all active services need to have been disconnected by the end user(s).
Ozarks Electric	No objections and no comments.
City of Fayetteville	Response
Water/Sewer	No objections, provided that no private water or sewer services are located in described vacation.
Solid Waste & Recycling	No objections and no comments.
Transportation	No objections and no comments.

Public Comment: Staff have not received any comments from the public regarding this request.

RECOMMENDATION: Staff recommends denial of **VAC-2025-0007.** Should the Planning Commission choose to forward, staff recommends the following conditions:

Conditions of Approval:

1. Any damage or relocation of existing facilities will be at the property owner/developer's expense;

2. Prior to any telecom demolition in the area, all active services need to have been disconnected by the end user(s).

3. The existing right-of-way shall be retained as a utility easement and an additional 10-foot utility easement shall be dedicated along the southern boundary line.

4. A 20-foot wide alley right-of-way shall be dedicated along the property's southern border, beginning at S. Hill Avenue to the west, and terminating at S. University Avenue to the east.

PLANNING COMMISSION ACTION: Required YES

Date: March 24, 2025 ❒ **Tabled** ❒ **Forwarded** ❒ **Denied**

Motion:

Second:

Vote:

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:

- Applicant Request Letter
- Applicant Petition to Vacate
- Survey
- One Mile Map
- Close-Up Map
- Current Land Use Map

McCLELLAND CONSULTING ENGINEERS, INC.
DESIGNED TO SERVE

February 11, 2025

To: City of Fayetteville Planning Commission and City Council

RE: The Hub - Alley Vacation Request

Planning Commission and City Council members,

On behalf of the developer, Core Spaces, McClelland Consulting Engineers requests vacation of an unused alley between parcels 765-09771-000, 765-09772-000, and 765-09774-000. The subject property the requested alley vacation is located on is east of “Atmosphere”, a multi-family residential development, north of Eco Modern Flats, a multi-family residential development, and south of Evergreen Cemetery.

Bordered on three sides by S. Hill Avenue, W. Center Street, & S. University Avenue, the alley being requested to vacate is approximately 20’ wide and 300’ long, running north to south.

The intent is to vacate this existing, unused alley, and then combine the parcels to prepare the boundary for a future multi-family development.

Utilities involved with this vacation request are Fayetteville Water & Sewer, SWEPCO, Ozarks Electric Cooperative, Black Hills Energy, Cox Communications, and AT&T.

Please let me know if you have any questions.

Sincerely,
McClelland Consulting Engineers, Inc.



Nathan Crouch, Project Coordinator
MCE-Fayetteville
(479) 443.2377
ncrouch@mce.us.com

McCLELLAND CONSULTING ENGINEERS, INC.
DESIGNED TO SERVE

1580 East Stearns Street
Fayetteville, AR 72703
(479) 443.2377 P | (479) 443.9241 F
mce.us.com

February 11, 2025

PETITION TO VACATE AN ALLEY LOCATED IN LOTS 1-6, AND 19-24, BLOCK 1, PUTMAN'S ADDITION SUBDIVISION, CITY OF FAYETTEVILLE, ARKANSAS.

To: The Fayetteville City Planning Commission and The Fayetteville City Council

We, the undersigned, being all the owners of the real estate abutting the **alley**, hereinafter sought to be abandoned and vacated, lying in **lots 1-6, and 19-24, block 1, Putman's Addition subdivision,** which is described as follows:

(Legal Description of Alley to be vacated is attached)

That the abutting real estate affected by said abandonment of the alley are **lots 1-6, and 19-24, block 1, Putman's Addition subdivision,** City of Fayetteville, used by the public for a period of many years, and that the public interest and welfare would not be adversely affected by the abandonment of the portion of the above-described **alley**.

The petitioners pray that the City of Fayetteville, Arkansas, abandon and vacate the above-described real estate, subject, however, to the existing utility easements and sewer easements as required, and that the above-described real estate be used for their respective benefit and purpose as now approved by law.

The petitioners further pray that the above-described real estate be vested in the abutting property owners as provided by law.

WHEREFORE, the undersigned petitioners respectfully pray that the governing body of the City of Fayetteville, Arkansas, abandon and vacate the above described real estate, subject to said utility and sewer easements, and that title to said real estate sought to be abandoned be vested in the abutting property owners as provided by law, and as to that particular land the owners be free from the easements of the public for the use of said alley.

Kevin Curry
_____
Printed Name

Kevin Curry 02/11/2025
_____
Signature Date

Electronically Signed using eSignOnline™ [Session ID : 80fb4221-c443-4525-badd-d2c0f10f0768]

Fletcher bennett

Printed Name

Fletcher Bennett 02/11/2025

Signature Date

allen white

Printed Name

Allen White 02/11/2025

Signature Date

Sincerely,
McClelland Consulting Engineers, Inc.

Nathan Crouch, Project Coordinator

McCLELLAND CONSULTING ENGINEERS, INC.
DESIGNED TO SERVE
(479) 443.2377
ncrouch@mce.us.com

Electronically Signed using eSignOnline™ [Session ID : 80fb4221-c443-4525-badd-d2c0f10f0768]

Descriptions

PARCEL 765-09771-000

ALLEY VACATION DESCRIPTION:

A PART OF A 19.9’ PLATTED ALLEY IN BLOCK 1 OF PUTMAN’S ADDITION PLAT TO THE CITY OF FAYETTEVILLE ARKANSAS, AS PER PLAT OF SAID ADDITION ON FILE IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING (POB) AT THE NORTHEAST CORNER OF LOT 1 OF SAID BLOCK 1;

THENCE ALONG THE NORTH LINE OF SAID BLOCK 1, S 86°24'10" E - 10.07 FEET TO THE CENTERLINE OF THE ALLEY;

THENCE LEAVING SAID NORTH LINE, ALONG SAID CENTERLINE, S 02°47'58" W - 150.12 FEET;

THENCE LEAVING SAID CENTERLINE, N 86°21'06" W - 9.84 FEET TO THE SOUTHEAST CORNER OF LOT 3 OF SAID BLOCK 1;

THENCE ALONG THE WEST LINE OF THE ALLEY, N 02°42'38" E - 150.12 FEET TO THE POINT OF BEGINNING (POB), CONTAINING 1,494 SQ. FT., OR 0.03 ACRES. SUBJECT TO ANY EASEMENTS, RIGHTS-OF-WAY, OR COVENANTS OF RECORD.

PARCEL 765-09774-000

ALLEY VACATION DESCRIPTION:

A PART OF A 19.9’ PLATTED ALLEY IN BLOCK 1 OF PUTMAN’S ADDITION PLAT TO THE CITY OF FAYETTEVILLE ARKANSAS, AS PER PLAT OF SAID ADDITION ON FILE IN THE OFFICE OF THE

Electronically Signed using eSignOnline™ [Session ID : 80fb4221-c443-4525-badd-d2c0f10f0768]

CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING (POB) AT THE NORTHWEST CORNER OF LOT 24 OF SAID BLOCK 1;

THENCE ALONG THE EAST LINE OF SAID ALLEY, S 02°49'09" W - 299.89 FEET TO THE SOUTHWEST CORNER OF LOT 19 OF SAID BLOCK 1;

THENCE N 86°27'52" W - 9.73 FEET TO THE CENTERLINE OF THE ALLEY;

THENCE ALONG SAID CENTERLINE, N 02°47'58" E - 299.87 FEET TO THE NORTH LINE OF SAID BLOCK 1;

THENCE ALONG SAID NORTH LINE, S 86°34'18" E - 9.83 FEET TO THE POINT OF BEGINNING (POB), CONTAINING 2,933 SQ. FT., OR 0.07 ACRES. SUBJECT TO ANY EASEMENTS, RIGHTS-OF-WAY, OR COVENANTS OF RECORD.

PARCEL 765-09772-000

ALLEY VACATION DESCRIPTION:

A PART OF A 19.9’ PLATTED ALLEY IN BLOCK 1 OF PUTMAN’S ADDITION PLAT TO THE CITY OF FAYETTEVILLE ARKANSAS, AS PER PLAT OF SAID ADDITION ON FILE IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING (POB) AT THE SOUTHEAST CORNER OF LOT 6 OF SAID BLOCK 1;

THENCE ALONG THE WEST LINE OF THE ALLEY, N 02°54'52" E - 149.93 FEET TO THE NORTHEAST CORNER OF LOT 4 OF SAID BLOCK 1;

Electronically Signed using eSignOnline™ [Session ID : 80fb4221-c443-4525-badd-d2c0f10f0768]

THENCE S 86°21'06" E - 9.84 FEET TO THE CENTERLINE OF THE ALLEY;

THENCE ALONG SAID CENTERLINE, S 02°47'58" W - 149.75 FEET;

THENCE LEAVING SAID CENTERLINE, N 87°25'17" W - 10.14 FEET TO THE POINT OF BEGINNING (POB), CONTAINING 1,496. SQ. FT., OR 0.03 ACRES. SUBJECT TO ANY EASEMENTS, RIGHTS-OF-WAY, OR COVENANTS OF RECORD.

OVERALL

ALLEY VACATION DESCRIPTION:

A PART OF A 19.9’ PLATTED ALLEY IN BLOCK 1 OF PUTMAN’S ADDITION PLAT TO THE CITY OF FAYETTEVILLE ARKANSAS, AS PER PLAT OF SAID ADDITION ON FILE IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING (POB) AT THE NORTHWEST CORNER OF LOT 24 OF SAID BLOCK 1;

THENCE ALONG THE EAST LINE OF SAID ALLEY, S 02°49'09" W - 299.89 FEET TO THE SOUTHWEST CORNER OF LOT 19 OF SAID BLOCK 1;

THENCE LEAVING SAID EAST LINE, N 86°27'52" W - 9.73 FEET TO THE CENTERLINE OF SAID ALLEY;

THENCE N 87°25'17" W - 10.14 FEET TO THE SOUTHEAST CORNER OF LOT 6 OF SAID BLOCK 1;

THENCE ALONG THE WEST LINE OF SAID ALLEY, N 02°54'52" E - 149.93 FEET TO THE NORTHEAST CORNER OF LOT 4 OF SAID BLOCK 1;

THENCE CONTINUING ALONG SAID WEST LINE, N 02°42'38" E - 150.12 FEET TO THE NORTHEAST CORNER OF LOT 1 OF SAID BLOCK 1;

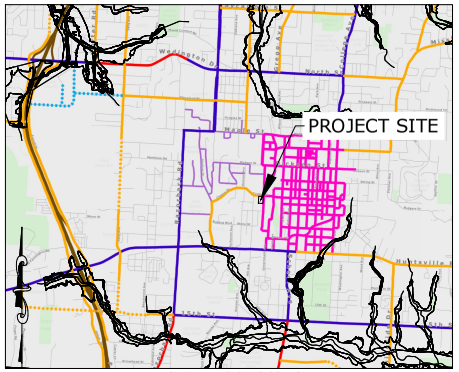
THENCE LEAVING SAID WEST LINE, S 86°24'10" E - 10.07 FEET ALONG THE NORTH LINE OF SAID BLOCK 1 TO THE CENTERLINE OF SAID ALLEY;

Electronically Signed using eSignOnline™ [Session ID : 80fb4221-c443-4525-badd-d2c0f10f0768]

THENCE CONTINUING ALONG SAID NORTH LINE, S 86°34'18" E - 9.83 FEET TO THE POINT OF BEGINNING (POB), CONTAINING 5,923. SQ. FT., OR 0.14 ACRES. SUBJECT TO ANY EASEMENTS, RIGHTS-OF-WAY, OR COVENANTS OF RECORD.

Electronically Signed using eSignOnline™ [Session ID : 80fb4221-c443-4525-badd-d2c0f10f0768]

ALTA/NSPS LAND TITLE SURVEY OF WASHINGTON COUNTY PARCEL 765-09774-000, LOTS 19-24 OF BLOCK 1 PUTMAN'S ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS



VICINITY MAP (NOT TO SCALE)

COMMITMENT FOR TITLE INSURANCE
STEWART TITLE GUARANTY COMPANY
COMMITMENT NO. 2424922
DATED AUGUST 29, 2024 AT 8:00AM

PROPERTY DESCRIPTION - PER TITLE COMMITMENT NO. 2424922

LOTS NINETEEN (19) TO TWENTY-FOUR (24), INCLUSIVE, IN BLOCK ONE (1) PUTMAN'S ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS, AS PER PLAT OF SAID ADDITION ON FILE IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS.

SCHEDULE B-I REQUIREMENTS

N/A TO SURVEY

SCHEDULE B-II EXCEPTIONS

1-2. N/A TO SURVEY

3. THIS SURVEY ADDRESSES EASEMENTS PROVIDED IN THE TITLE COMMITMENT, OBSERVED EVIDENCE OF EASEMENTS OR CLAIMS ARE AS SHOWN HEREON, SURVEYOR MAKES NO STATEMENT REGARDING EVIDENCE OBSCURED OR NOT READILY VISIBLE

4. AS SHOWN HEREON

5-12. N/A TO SURVEY

13. BUILDING SET BACKS, DEDICATIONS, RIGHT OF WAYS AND EASEMENTS, AS SHOWN ON SUBDIVISION PLAT AND ANY AMENDMENTS THERETO FILED FOR RECORD. AS SHOWN HEREON

14. SUBJECT TO EASEMENTS AS SHOWN ON PLAT OF RECORD IN PLAT BOOK 56 AT PAGE 611, BOOK 4 AT PAGE 6, BOOK 4 AT PAGE 31, BOOK 5 AT PAGE 67 & BOOK 5 AT PAGE 78. AS SHOWN HEREON

PROPERTY ADDRESS:
7 S UNIVERSITY AVE
FAYETTEVILLE, AR 72701

TO
STEWART TITLE GUARANTY COMPANY; AWBG, LLC, AN ARKANSAS LIMITED LIABILITY COMPANY; CS ACQUISITION VEHICLE, LLC, A DELAWARE LIMITED LIABILITY COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1-4, 6, 7, 11, 13, 14, 16, 17, 19, AND 20 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON OCTOBER 15, 2024.

DAVID BUFF
ARKANSAS PS #1894

NOVEMBER 15, 2024

GENERAL NOTES

1. ZONING - THIS PROPERTY IS CURRENTLY ZONED DISTRICT RMF-40, RESIDENTIAL MULTI-FAMILY - FORTY (40) UNITS PER ACRE, PER CITY OF FAYETTEVILLE GIS, NO ZONING REPORT OR LETTER WAS PROVIDED TO THE SURVEYOR.
   SETBACK REQUIREMENTS FOR RMF-40, PER CITY OF FAYETTEVILLE ONLINE MUNICIPAL CODE:
   A. FRONT: A BUILD-TO ZONE THAT IS LOCATED BETWEEN THE FRONT PROPERTY LINE AND A LINE 25 FEET FROM THE FRONT PROPERTY LINE.
   B. SIDE OTHER USES: 8 FEET
   C. SIDE SINGLE & TWO (2) FAMILY: 5 FEET
   D. REAR OTHER USES: 20 FEET
   E. REAR SINGLE FAMILY: 5 FEET

2. DOCUMENTS USED IN THE PREPARATION OF THIS SURVEY ARE AS SHOWN HEREON. NO OTHER DOCUMENTS WERE PROVIDED FOR, NOR ARE REFERENCED ON THIS SURVEY.

3. BASIS FOR BEARINGS IS THE ARKANSAS STATE PLANE COORDINATE SYSTEM, NORTH ZONE.

4. ADJACENT PROPERTY INFORMATION SHOWN HEREON IS FROM THE WASHINGTON COUNTY TAX ASSESSOR'S AND CIRCUIT CLERK'S RECORDS AND HAS NOT BEEN VERIFIED BY MCCLELLAND ENGINEERS.

5. ALL EASEMENTS KNOWN TO MCCLELLAND CONSULTING ENGINEERS AT THE TIME OF THE SURVEY ARE SHOWN ON THE DRAWING, BUT NO STATEMENT IS MADE AS TO THE COMPLETENESS OF THE EASEMENTS SHOWN. TRACT IS SUBJECT TO EASEMENTS, RESTRICTIVE COVENANTS, SUBDIVISION RESTRICTIONS, AND PLANNING AND ZONING REGULATIONS OF RECORD, IF ANY, AND IS SUBJECT TO SUCH FACTS AS AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.

6. NO STATEMENT IS MADE CONCERNING SUBSURFACE CONDITIONS, NOR OF SURFACE EVIDENCE OBSCURED OR NOT READILY VISIBLE.

7. THIS SURVEY MEETS THE STATE OF ARKANSAS MINIMUM STANDARDS FOR GENERAL PROCEDURES AND FOR POSITIONAL TOLERANCE FOR URBAN SURVEYS.

8. FLOOD ZONE - ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) FOR WASHINGTON COUNTY, ARKANSAS AND INCORPORATED AREAS, MAP #05143C0208G & 05143C0216G, EFFECTIVE JANUARY 25, 2024, THE SUBJECT PROPERTY IS IN ZONE "X", "AREA OF MINIMAL FLOOD HAZARD".

9. (TABLE A NO. 16) NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS WAS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

10. (TABLE A NO. 17) NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES WERE PROVIDED TO THE SURVEYOR, INFORMATION AS KNOWN IS SHOWN ON THE SURVEY. NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS WAS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

11. THE SUBJECT PROPERTY HAS DIRECT ACCESS TO W. CENTER STREET, A PUBLICLY DEDICATED RIGHT-OF-WAY AND TO S. UNIVERSITY AVENUE, A PUBLICLY DEDICATED RIGHT-OF-WAY.

12. THE SUBJECT PROPERTY FORMS A MATHEMATICALLY CLOSED FIGURE AND IS CONTIGUOUS WITHOUT ANY GAPS OR GORES.

McCLELLAND CONSULTING ENGINEERS, INC.
DESIGNED TO SERVE
1580 E. STEARNS ST.
FAYETTEVILLE, AR 72703
(479) 443-2377
HTTP://WWW.MCE.US.COM

ALTA/NSPS LAND TITLE SURVEY
FAYETTEVILLE, ARKANSAS
©24

811. Know what's below. Call before you dig.

REVISIONS	REV	DATE	DESCRIPTION

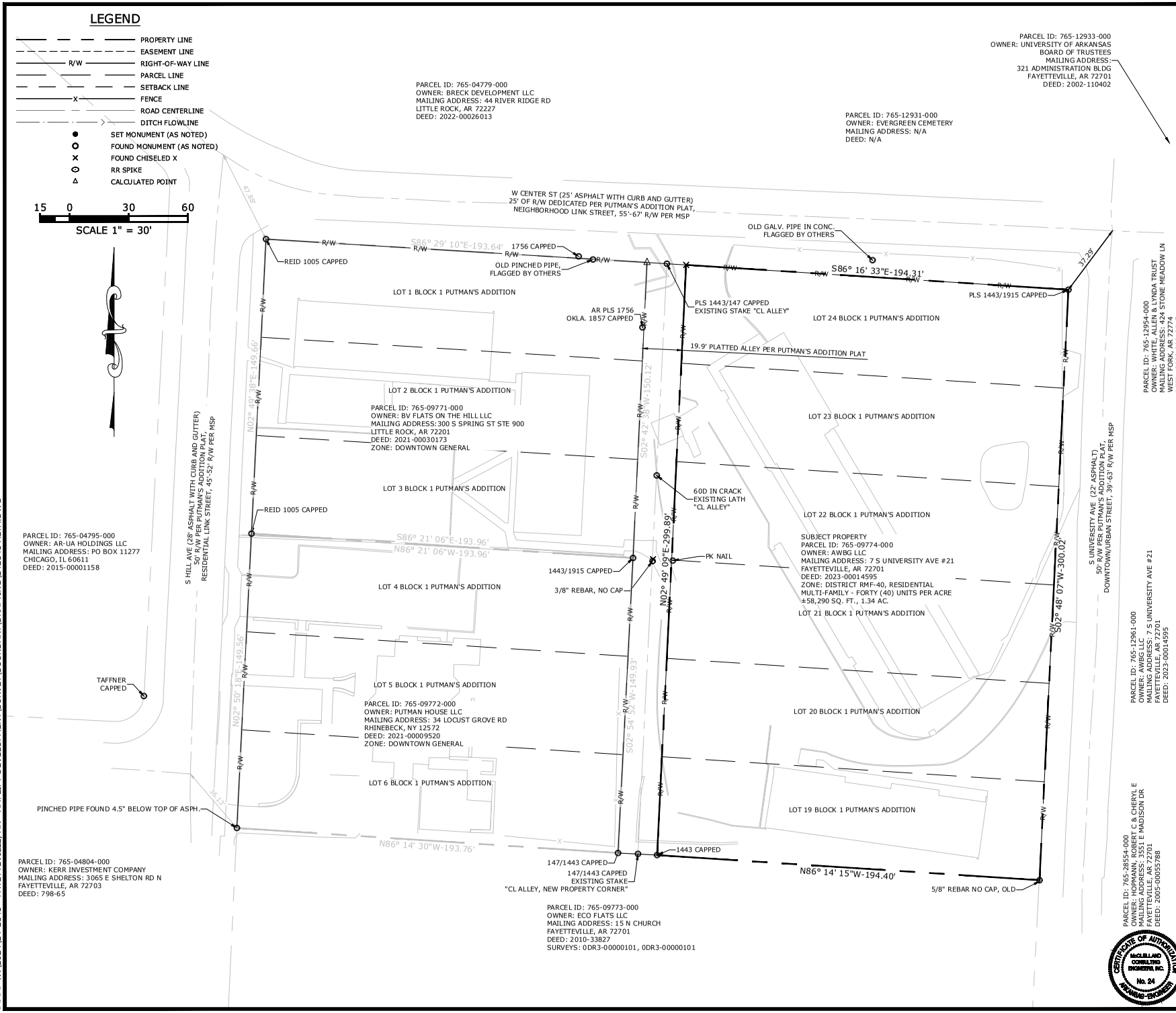
ALTA/NSPS LAND TITLE SURVEY

PROJ. MANAGER:	DRAWN BY:
CB	DB
DATE:	REVISION:
11/15/2024	
SCALE:	PROJ. NUMBER:
AS NOTED	242143

1/3

CERTIFICATE OF AUTHORIZATION — McCLELLAND CONSULTING ENGINEERS, INC. — No. 24 — ARKANSAS ENGINEER

W:\2024\24-2143 - FAYETTEVILLE, AR - AMPLIFY DEVELOPMENT\SURVEY\BOUNDARY\DRAFTING\242143 ALTA.DWG



MCE McCLELLAND CONSULTING ENGINEERS, INC.
DESIGNED TO SERVE
1580 E. STEARNS ST.
FAYETTEVILLE, AR 72703
(479) 443-2377
HTTP://WWW.MCE.US.COM

ALTA/NSPS LAND TITLE SURVEY

FAYETTEVILLE, ARKANSAS

24

811. Know what's below. Call before you dig.

REVISIONS		
REV	DATE	DESCRIPTION

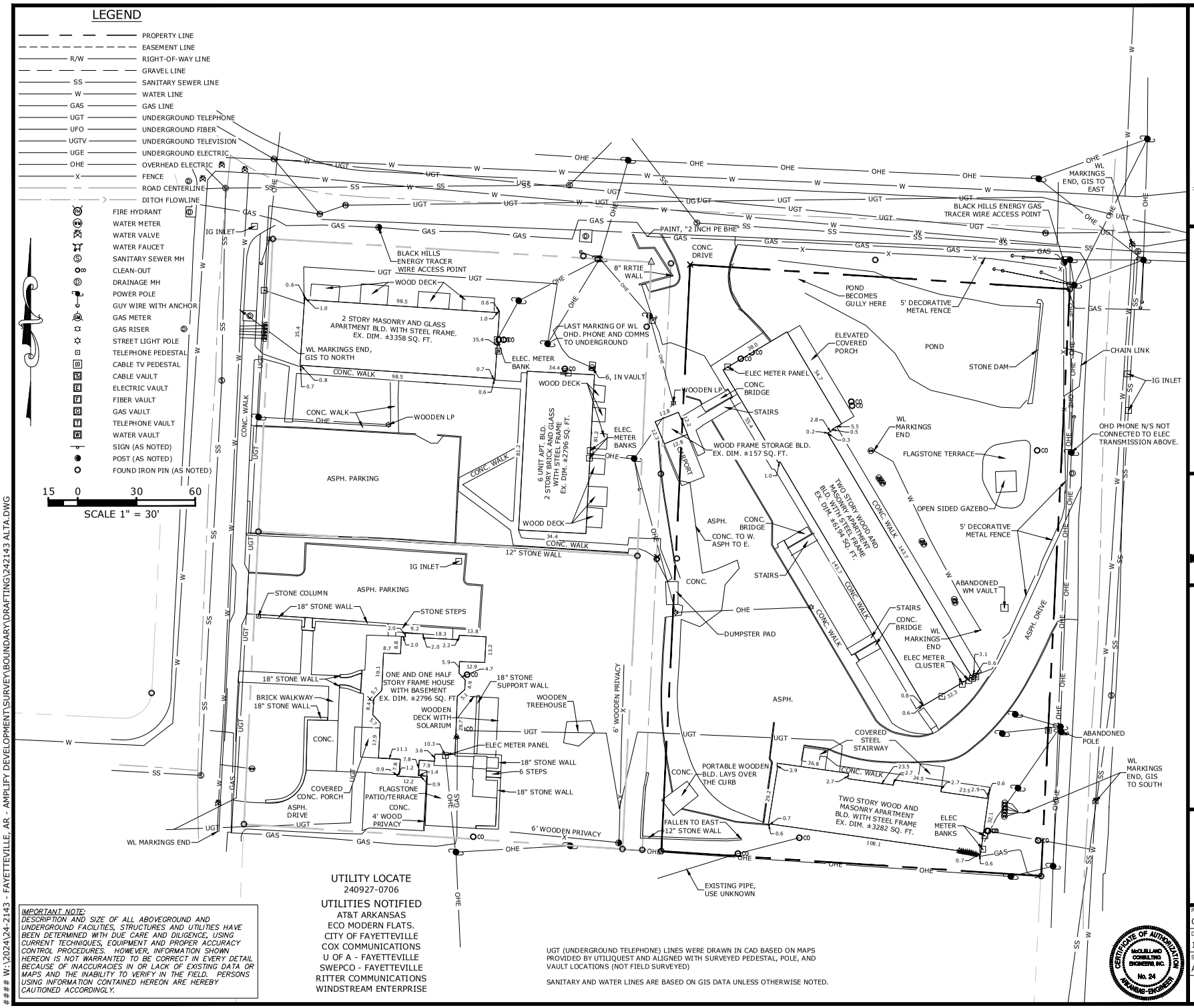
ALTA/NSPS LAND TITLE SURVEY

PROJ. MANAGER:	DRAWN BY:
CB	DB
DATE:	REVISION:
11/15/2024	
SCALE:	PROJ. NUMBER:
AS NOTED	242143

2/3

CERTIFICATE OF AUTHORIZATION McCLELLAND CONSULTING ENGINEERS, INC. No. 24 ARKANSAS ENGINEER

W:\2024\24-2143 - FAYETTEVILLE, AR - AMPLIFY DEVELOPMENT\SURVEY\BOUNDARY\DRAFTING\242143 ALTA.DWG



UTILITY LOCATE
240927-0706

UTILITIES NOTIFIED
AT&T ARKANSAS
ECO MODERN FLATS.
CITY OF FAYETTEVILLE
COX COMMUNICATIONS
U OF A - FAYETTEVILLE
SWEPCO - FAYETTEVILLE
RITTER COMMUNICATIONS
WINDSTREAM ENTERPRISE

IMPORTANT NOTE:
DESCRIPTION AND SIZE OF ALL ABOVEGROUND AND UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN DETERMINED WITH DUE CARE AND DILIGENCE, USING CURRENT TECHNIQUES, EQUIPMENT AND PROPER ACCURACY CONTROL PROCEDURES. HOWEVER, INFORMATION SHOWN HEREON IS NOT WARRANTED TO BE CORRECT IN EVERY DETAIL BECAUSE OF INACCURACIES IN OR LACK OF EXISTING DATA OR MAPS AND THE INABILITY TO VERIFY IN THE FIELD. PERSONS USING INFORMATION CONTAINED HEREON ARE HEREBY CAUTIONED ACCORDINGLY.

UGT (UNDERGROUND TELEPHONE) LINES WERE DRAWN IN CAD BASED ON MAPS PROVIDED BY UTILIQUEST AND ALIGNED WITH SURVEYED PEDESTAL, POLE, AND VAULT LOCATIONS (NOT FIELD SURVEYED)

SANITARY AND WATER LINES ARE BASED ON GIS DATA UNLESS OTHERWISE NOTED.

McCLELLAND CONSULTING ENGINEERS, INC.
DESIGNED TO SERVE
1580 E. STEARNS ST.
FAYETTEVILLE, AR 72703
(479) 443-2377
HTTP://WWW.MCE.US.COM

ALTA/NSPS LAND TITLE SURVEY

FAYETTEVILLE, ARKANSAS

811 Know what's below. Call before you dig.

REVISIONS			
REV	DATE	DESCRIPTION	

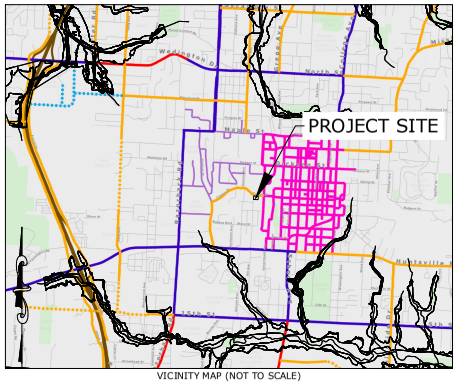
ALTA/NSPS LAND TITLE SURVEY

PROJ. MANAGER:	DRAWN BY:
CB	DB
DATE:	REVISION:
11/15/2024	
SCALE:	PROJ. NUMBER:
AS NOTED	242143

3/3

CERTIFICATE OF AUTHORIZATION McCLELLAND CONSULTING ENGINEERS, INC. No. 24 ARKANSAS ENGINEER

ALTA/NSPS LAND TITLE SURVEY OF WASHINGTON COUNTY PARCEL 765-09771-000, LOTS 1, 2, AND 3 OF BLOCK 1 PUTMAN'S ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS



VICINITY MAP (NOT TO SCALE)

COMMITMENT FOR TITLE INSURANCE
STEWART TITLE GUARANTY COMPANY
COMMITMENT NO. 2424950
DATED AUGUST 29, 2024 AT 8:00AM

PROPERTY DESCRIPTION - PER TITLE COMMITMENT NO. 2424950

LOTS ONE (1), TWO (2) AND THREE (3), BLOCK ONE (1), PUTMANS ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS, AS PER PLAT OF SAID ADDITION ON FILE IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS.

SCHEDULE B-I REQUIREMENTS

N/A TO SURVEY

SCHEDULE B-II EXCEPTIONS

1-2. N/A TO SURVEY

3. THIS SURVEY ADDRESSES EASEMENTS PROVIDED IN THE TITLE COMMITMENT, OBSERVED EVIDENCE OF EASEMENTS OR CLAIMS ARE AS SHOWN HEREON, SURVEYOR MAKES NO STATEMENT REGARDING EVIDENCE OBSCURED OR NOT READILY VISIBLE

4. AS SHOWN HEREON

5-12. N/A TO SURVEY

13. BUILDING SET BACKS, DEDICATIONS, RIGHT OF WAYS AND EASEMENTS, AS SHOWN ON SUBDIVISION PLAT AND ANY AMENDMENTS THERETO FILED FOR RECORD. AS SHOWN HEREON

14. SUBJECT TO EASEMENTS AS SHOWN ON PLAT OF RECORD IN PLAT BOOK 56 AT PAGE 611, BOOK 4 AT PAGE 6, BOOK 4 AT PAGE 31, BOOK 5 AT PAGE 67 & BOOK 5 AT PAGE 78. AS SHOWN HEREON

PROPERTY ADDRESS:
8 S HILL AVE, 12 S HILL AVE
FAYETTEVILLE, AR 72701

TO
STEWART TITLE GUARANTY COMPANY; BV FLATS ON THE HILL, LLC, A TEXAS LIMITED LIABILITY COMPANY; CS ACQUISITION VEHICLE, LLC, A DELAWARE LIMITED LIABILITY COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1-4, 6, 7, 11, 13, 14, 16, 17, 19, AND 20 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON OCTOBER 15, 2024.

DAVID BUFF
ARKANSAS PS #1894

NOVEMBER 15, 2024

GENERAL NOTES

1. ZONING - THIS PROPERTY IS CURRENTLY ZONED DOWNTOWN GENERAL, PER CITY OF FAYETTEVILLE GIS, NO ZONING REPORT OR LETTER WAS PROVIDED TO THE SURVEYOR.
   SETBACK REQUIREMENTS FOR DOWNTOWN GENERAL PER CITY OF FAYETTEVILLE ONLINE MUNICIPAL CODE:
   A. FRONT: A BUILD-TO ZONE THAT IS LOCATED BETWEEN THE FRONT PROPERTY LINE AND A LINE 25 FEET FROM THE FRONT PROPERTY LINE.
   B. SIDE: NONE
   C. REAR: 5 FEET
   D. REAR, FROM CENTER LINE OF AN ALLEY: 12 FEET

2. DOCUMENTS USED IN THE PREPARATION OF THIS SURVEY ARE AS SHOWN HEREON. NO OTHER DOCUMENTS WERE PROVIDED FOR, NOR ARE REFERENCED ON THIS SURVEY.

3. BASIS FOR BEARINGS IS THE ARKANSAS STATE PLANE COORDINATE SYSTEM, NORTH ZONE.

4. ADJACENT PROPERTY INFORMATION SHOWN HEREON IS FROM THE WASHINGTON COUNTY TAX ASSESSOR'S AND CIRCUIT CLERK'S RECORDS AND HAS NOT BEEN VERIFIED BY MCCLELLAND ENGINEERS.

5. ALL EASEMENTS KNOWN TO MCCLELLAND CONSULTING ENGINEERS AT THE TIME OF THE SURVEY ARE SHOWN ON THE DRAWING, BUT NO STATEMENT IS MADE AS TO THE COMPLETENESS OF THE EASEMENTS SHOWN. TRACT IS SUBJECT TO EASEMENTS, RESTRICTIVE COVENANTS, SUBDIVISION RESTRICTIONS, AND PLANNING AND ZONING REGULATIONS OF RECORD, IF ANY, AND IS SUBJECT TO SUCH FACTS AS AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.

6. NO STATEMENT IS MADE CONCERNING SUBSURFACE CONDITIONS, NOR OF SURFACE EVIDENCE OBSCURED OR NOT READILY VISIBLE.

7. THIS SURVEY MEETS THE STATE OF ARKANSAS MINIMUM STANDARDS FOR GENERAL PROCEDURES AND FOR POSITIONAL TOLERANCE FOR URBAN SURVEYS.

8. FLOOD ZONE - ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) FOR WASHINGTON COUNTY, ARKANSAS AND INCORPORATED AREAS, MAP #05143C0208G & 05143C0216G, EFFECTIVE JANUARY 25, 2024, THE SUBJECT PROPERTY IS IN ZONE "X", "AREA OF MINIMAL FLOOD HAZARD".

9. (TABLE A NO. 16) NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS WAS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

10. (TABLE A NO. 17) NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES WERE PROVIDED TO THE SURVEYOR, INFORMATION AS KNOWN IS SHOWN ON THE SURVEY. NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS WAS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

11. THE SUBJECT PROPERTY HAS DIRECT ACCESS TO S. HILL AVENUE, A PUBLICLY DEDICATED RIGHT-OF-WAY

12. THE SUBJECT PROPERTY FORMS A MATHEMATICALLY CLOSED FIGURE AND IS CONTIGUOUS WITHOUT ANY GAPS OR GORES.

MCCLELLAND CONSULTING ENGINEERS, INC.
DESIGNED TO SERVE
1580 E. STEARNS ST.
FAYETTEVILLE, AR 72703
(479) 443-2377
HTTP://WWW.MCE.US.COM

ALTA/NSPS LAND TITLE SURVEY
FAYETTEVILLE, ARKANSAS

811 Know what's below. Call before you dig.

REVISIONS	DESCRIPTION	DATE	REV

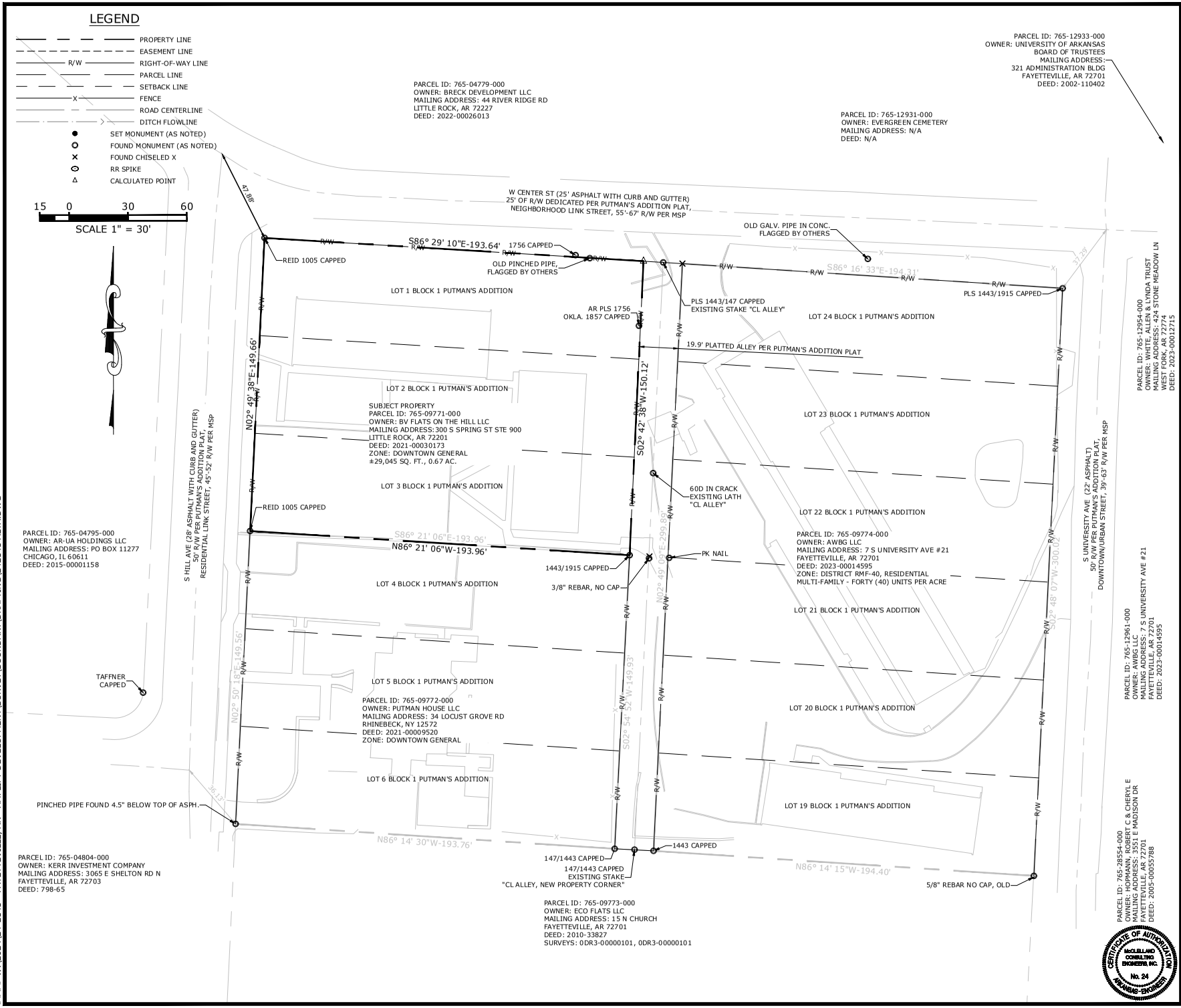
ALTA/NSPS LAND TITLE SURVEY

PROJ. MANAGER:	DRAWN BY:
CB	DB
DATE:	REVISION:
11/15/2024	
SCALE:	PROJ. NUMBER:
AS NOTED	242143

1/3

CERTIFICATE OF AUTHORIZATION — MCCLELLAND CONSULTING ENGINEERS, INC. — No. 24 — ARKANSAS ENGINEER

W:\2024\24-2143 - FAYETTEVILLE, AR - AMPLIFY DEVELOPMENT\SURVEY\BOUNDARY\DRAFTING\242143 ALTA.DWG



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ALTA/NSPS LAND TITLE SURVEY

FAYETTEVILLE, ARKANSAS

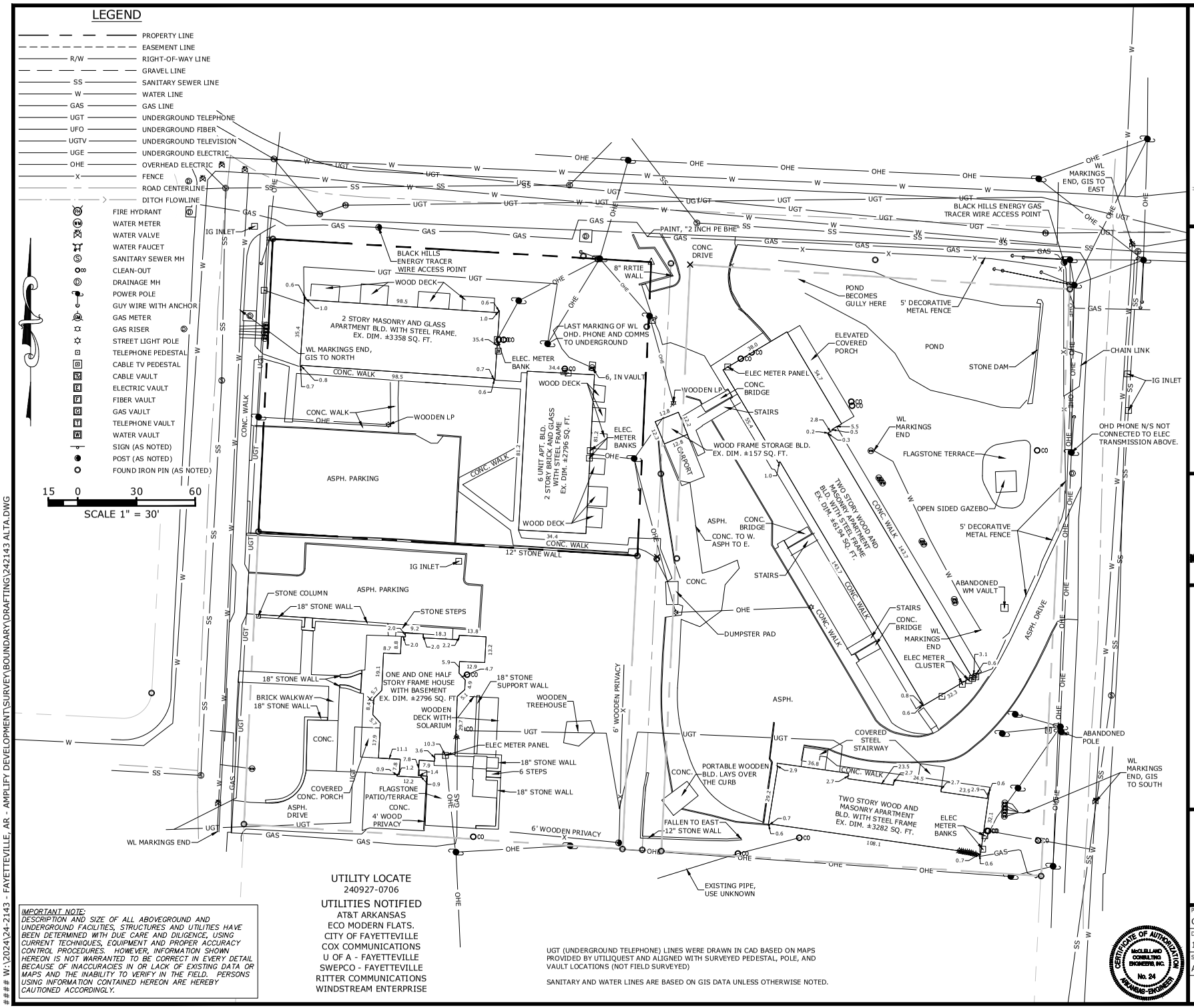
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REVISIONS		
REV	DATE	DESCRIPTION

ALTA/NSPS LAND TITLE SURVEY

PROJ. MANAGER:	DRAWN BY:
CB	DB
DATE:	REVISION:
11/15/2024	
SCALE:	PROJ. NUMBER:
AS NOTED	242143

CERTIFICATE OF AUTHORIZATION
McCLELLAND CONSULTING ENGINEERS, INC.
No. 24
ARKANSAS ENGINEER



UTILITY LOCATE
240927-0706

UTILITIES NOTIFIED
AT&T ARKANSAS
ECO MODERN FLATS.
CITY OF FAYETTEVILLE
COX COMMUNICATIONS
U OF A - FAYETTEVILLE
SWEPCO - FAYETTEVILLE
RITTER COMMUNICATIONS
WINDSTREAM ENTERPRISE

IMPORTANT NOTE:
DESCRIPTION AND SIZE OF ALL ABOVEGROUND AND UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN DETERMINED WITH DUE CARE AND DILIGENCE, USING CURRENT TECHNIQUES, EQUIPMENT AND PROPER ACCURACY CONTROL PROCEDURES. HOWEVER, INFORMATION SHOWN HEREON IS NOT WARRANTED TO BE CORRECT IN EVERY DETAIL BECAUSE OF INACCURACIES IN OR LACK OF EXISTING DATA OR MAPS AND THE INABILITY TO VERIFY IN THE FIELD. PERSONS USING INFORMATION CONTAINED HEREON ARE HEREBY CAUTIONED ACCORDINGLY.

UGT (UNDERGROUND TELEPHONE) LINES WERE DRAWN IN CAD BASED ON MAPS PROVIDED BY UTILIQUEST AND ALIGNED WITH SURVEYED PEDESTAL, POLE, AND VAULT LOCATIONS (NOT FIELD SURVEYED)

SANITARY AND WATER LINES ARE BASED ON GIS DATA UNLESS OTHERWISE NOTED.

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ALTA/NSPS LAND TITLE SURVEY

FAYETTEVILLE, ARKANSAS

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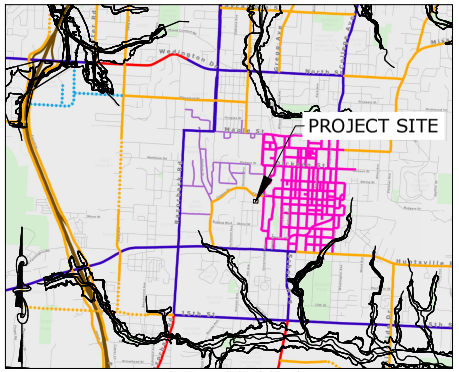
ALTA/NSPS LAND TITLE SURVEY

PROJ. MANAGER:	DRAWN BY:
CB	DB
DATE:	REVISION:
11/15/2024	
SCALE:	PROJ. NUMBER:
AS NOTED	242143

3/3

CERTIFICATE OF AUTHORIZATION McCLELLAND CONSULTING ENGINEERS, INC. No. 24 ARKANSAS ENGINEER

ALTA/NSPS LAND TITLE SURVEY OF WASHINGTON COUNTY PARCEL 765-09772-000 LOTS 4, 5, AND 6 OF BLOCK 1 PUTMAN'S ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS



VICINITY MAP (NOT TO SCALE)

COMMITMENT FOR TITLE INSURANCE
STEWART TITLE GUARANTY COMPANY
COMMITMENT NO. 2425001
DATED AUGUST 29, 2024 AT 8:00AM

PROPERTY DESCRIPTION - PER TITLE COMMITMENT NO. 2425001

LOTS NUMBERED FOUR (4), FIVE (5) AND SIX (6) OF BLOCK NUMBERED ONE (1) IN PUTMAN'S ADDITION TO THE CITY OF FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS, AS DESIGNATED UPON THE RECORDED PLAT OF SAID ADDITION.

SCHEDULE B-I REQUIREMENTS

N/A TO SURVEY

SCHEDULE B-II EXCEPTIONS

1-2. N/A TO SURVEY

3. THIS SURVEY ADDRESSES EASEMENTS PROVIDED IN THE TITLE COMMITMENT, OBSERVED EVIDENCE OF EASEMENTS OR CLAIMS ARE AS SHOWN HEREON, SURVEYOR MAKES NO STATEMENT REGARDING EVIDENCE OBSCURED OR NOT READILY VISIBLE

4. AS SHOWN HEREON

5-12. N/A TO SURVEY

13. BUILDING SET BACKS, DEDICATIONS, RIGHT OF WAYS AND EASEMENTS, AS SHOWN ON SUBDIVISION PLAT AND ANY AMENDMENTS THERETO FILED FOR RECORD. AS SHOWN HEREON

14. SUBJECT TO EASEMENTS AS SHOWN ON PLAT OF RECORD IN PLAT BOOK 56 AT PAGE 611, BOOK 4 AT PAGE 6, BOOK 4 AT PAGE 31, BOOK 5 AT PAGE 67 & BOOK 5 AT PAGE 78. AS SHOWN HEREON

PROPERTY ADDRESS:
20 S HILL AVE
FAYETTEVILLE, AR 72701

TO
STEWART TITLE GUARANTY COMPANY; PUTMAN HOUSE, LLC, AN ARKANSAS LIMITED LIABILITY COMPANY; CS ACQUISITION VEHICLE, LLC, A DELAWARE LIMITED LIABILITY COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1-4, 6, 7, 11, 13, 14, 16, 17, 19, AND 20 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON OCTOBER 15, 2024.

PROFESSIONAL SURVEYOR — STATE OF ARKANSAS — No. 1894 — LICENSED — SIGNATURE — DAVID V. BUFF

DAVID BUFF
ARKANSAS PS #1894

NOVEMBER 15, 2024

GENERAL NOTES

1. ZONING - THIS PROPERTY IS CURRENTLY ZONED DOWNTOWN GENERAL, PER CITY OF FAYETTEVILLE GIS, NO ZONING REPORT OR LETTER WAS PROVIDED TO THE SURVEYOR.
   SETBACK REQUIREMENTS FOR DOWNTOWN GENERAL PER CITY OF FAYETTEVILLE ONLINE MUNICIPAL CODE:
   A. FRONT: A BUILD-TO ZONE THAT IS LOCATED BETWEEN THE FRONT PROPERTY LINE AND A LINE 25 FEET FROM THE FRONT PROPERTY LINE.
   B. SIDE: NONE
   C. REAR: 5 FEET
   D. REAR, FROM CENTER LINE OF AN ALLEY: 12 FEET

2. DOCUMENTS USED IN THE PREPARATION OF THIS SURVEY ARE AS SHOWN HEREON. NO OTHER DOCUMENTS WERE PROVIDED FOR, NOR ARE REFERENCED ON THIS SURVEY.

3. BASIS FOR BEARINGS IS THE ARKANSAS STATE PLANE COORDINATE SYSTEM, NORTH ZONE.

4. ADJACENT PROPERTY INFORMATION SHOWN HEREON IS FROM THE WASHINGTON COUNTY TAX ASSESSOR'S AND CIRCUIT CLERK'S RECORDS AND HAS NOT BEEN VERIFIED BY MCCLELLAND ENGINEERS.

5. ALL EASEMENTS KNOWN TO MCCLELLAND CONSULTING ENGINEERS AT THE TIME OF THE SURVEY ARE SHOWN ON THE DRAWING, BUT NO STATEMENT IS MADE AS TO THE COMPLETENESS OF THE EASEMENTS SHOWN. TRACT IS SUBJECT TO EASEMENTS, RESTRICTIVE COVENANTS, SUBDIVISION RESTRICTIONS, AND PLANNING AND ZONING REGULATIONS OF RECORD, IF ANY, AND IS SUBJECT TO SUCH FACTS AS AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.

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8. FLOOD ZONE - ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) FOR WASHINGTON COUNTY, ARKANSAS AND INCORPORATED AREAS, MAP #05143C0208G & 05143C0216G, EFFECTIVE JANUARY 25, 2024, THE SUBJECT PROPERTY IS IN ZONE "X", "AREA OF MINIMAL FLOOD HAZARD".

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10. (TABLE A NO. 17) NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES WERE PROVIDED TO THE SURVEYOR, INFORMATION AS KNOWN IS SHOWN ON THE SURVEY. NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS WAS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

11. THE SUBJECT PROPERTY HAS DIRECT ACCESS TO S. HILL AVENUE, A PUBLICLY DEDICATED RIGHT-OF-WAY

12. THE SUBJECT PROPERTY FORMS A MATHEMATICALLY CLOSED FIGURE AND IS CONTIGUOUS WITHOUT ANY GAPS OR GORES.

CERTIFICATE OF AUTHORIZATION — MCCLELLAND CONSULTING ENGINEERS, INC. — No. 24 — ARKANSAS ENGINEER

MCCLELLAND CONSULTING ENGINEERS, INC.
DESIGNED TO SERVE
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FAYETTEVILLE, AR 72703
(479) 443-2377
HTTP://WWW.MCE.US.COM

ALTA/NSPS LAND TITLE SURVEY
FAYETTEVILLE, ARKANSAS

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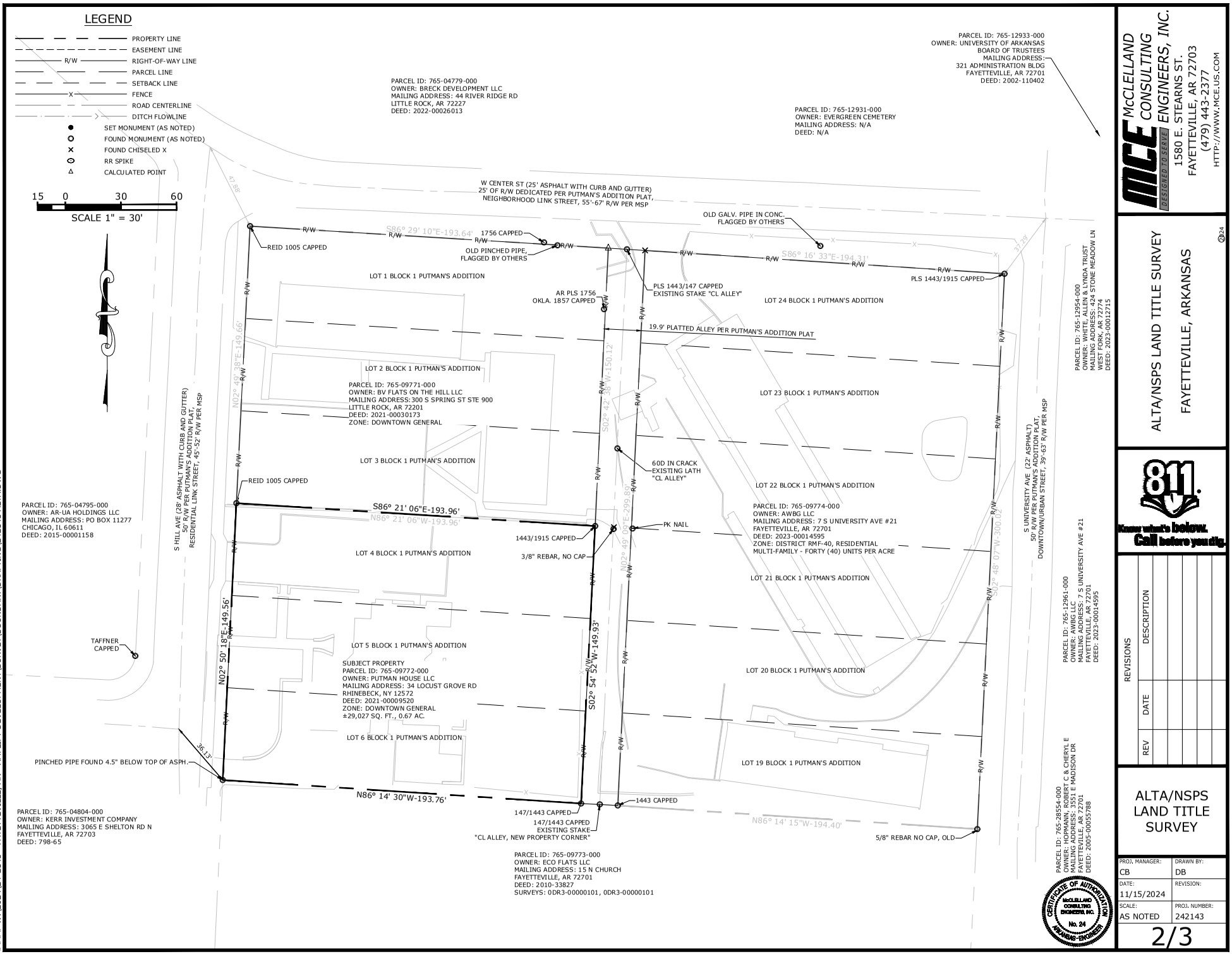
REVISIONS	DESCRIPTION	DATE	REV

ALTA/NSPS LAND TITLE SURVEY

PROJ. MANAGER:	DRAWN BY:
CB	DB
DATE:	REVISION:
11/15/2024	
SCALE:	PROJ. NUMBER:
AS NOTED	242143

1/3

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ALTA/NSPS LAND TITLE SURVEY

FAYETTEVILLE, ARKANSAS

24

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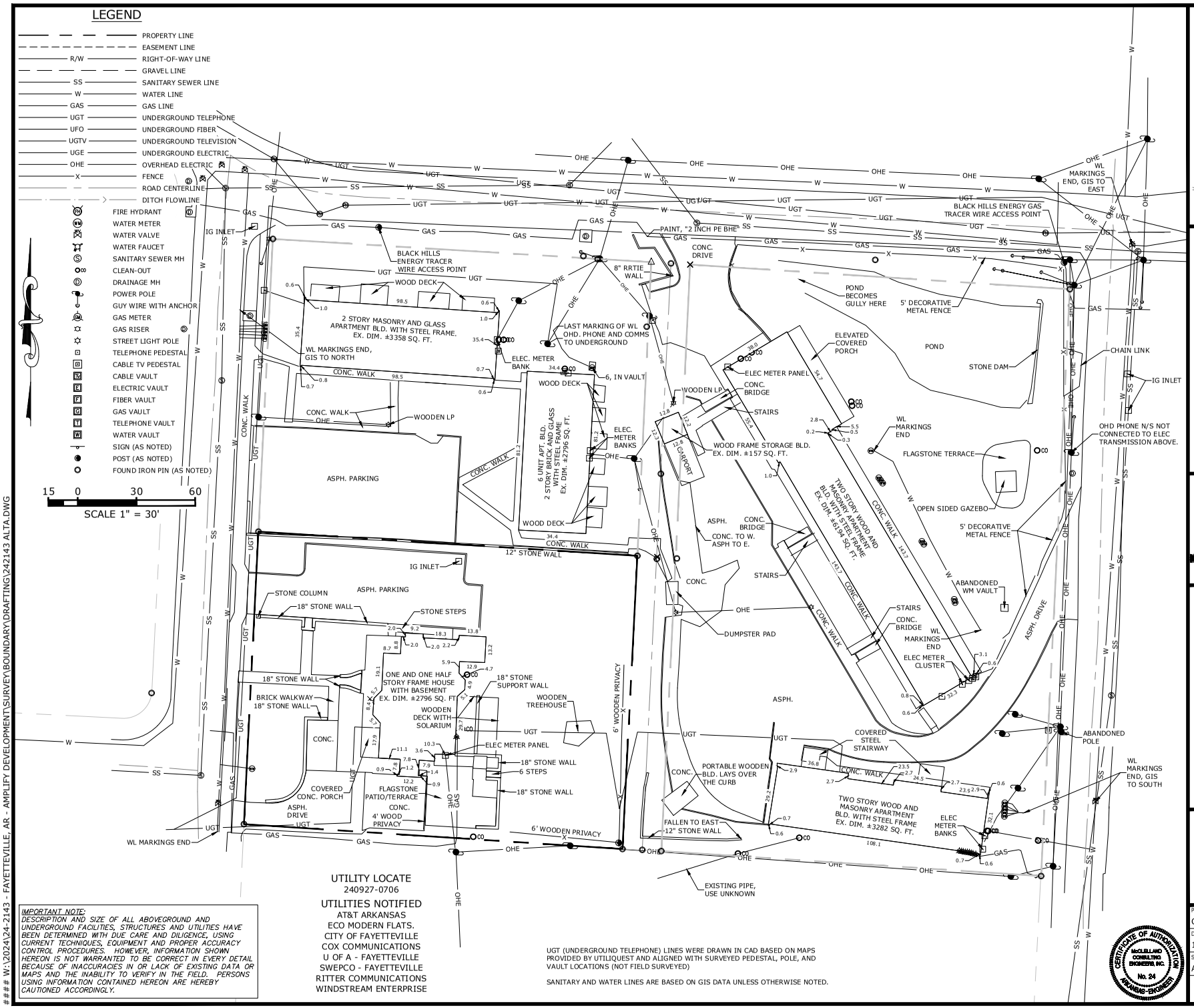
REVISIONS		
REV	DATE	DESCRIPTION

ALTA/NSPS LAND TITLE SURVEY

PROJ. MANAGER:	DRAWN BY:
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DATE:	REVISION:
11/15/2024	
SCALE:	PROJ. NUMBER:
AS NOTED	242143

2/3

W:\2024\24-2143 - FAYETTEVILLE, AR - AMPLIFY DEVELOPMENT\SURVEY\BOUNDARY\DRAFTING\242143 ALTA.DWG



UTILITY LOCATE
240927-0706

UTILITIES NOTIFIED
AT&T ARKANSAS
ECO MODERN FLATS.
CITY OF FAYETTEVILLE
COX COMMUNICATIONS
U OF A - FAYETTEVILLE
SWEPCO - FAYETTEVILLE
RITTER COMMUNICATIONS
WINDSTREAM ENTERPRISE

IMPORTANT NOTE:
DESCRIPTION AND SIZE OF ALL ABOVEGROUND AND UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN DETERMINED WITH DUE CARE AND DILIGENCE, USING CURRENT TECHNIQUES, EQUIPMENT AND PROPER ACCURACY CONTROL PROCEDURES. HOWEVER, INFORMATION SHOWN HEREON IS NOT WARRANTED TO BE CORRECT IN EVERY DETAIL BECAUSE OF INACCURACIES IN OR LACK OF EXISTING DATA OR MAPS AND THE INABILITY TO VERIFY IN THE FIELD. PERSONS USING INFORMATION CONTAINED HEREON ARE HEREBY CAUTIONED ACCORDINGLY.

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SANITARY AND WATER LINES ARE BASED ON GIS DATA UNLESS OTHERWISE NOTED.

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ALTA/NSPS LAND TITLE SURVEY
FAYETTEVILLE, ARKANSAS

811. Know what's below. Call before you dig.

REVISIONS		
REV	DATE	DESCRIPTION

ALTA/NSPS LAND TITLE SURVEY

PROJ. MANAGER:	DRAWN BY:
CB	DB
DATE:	REVISION:
11/15/2024	
SCALE:	PROJ. NUMBER:
AS NOTED	242143

3/3

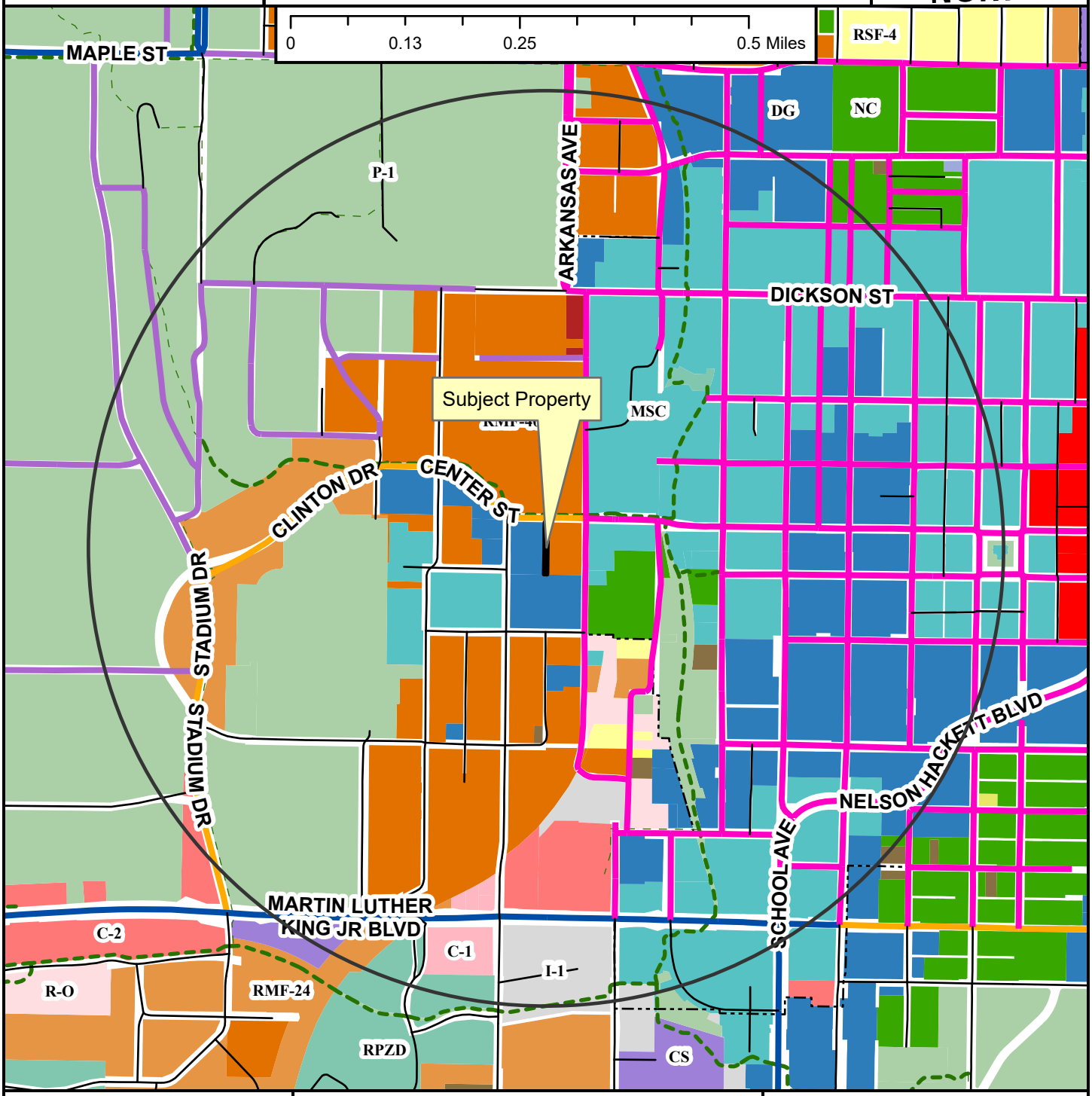
CERTIFICATE OF AUTHORIZATION — McCLELLAND CONSULTING ENGINEERS, INC. — No. 24 — ARKANSAS ENGINEER

VAC-2025-0007

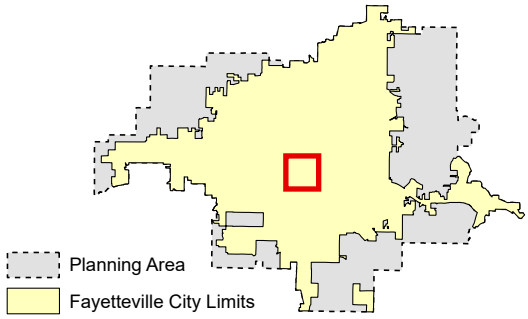
One Mile View

7 S. UNIVERSITY AVE

NORTH



- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
- NS-G
- RI-U
- RI-12
- NS-L
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

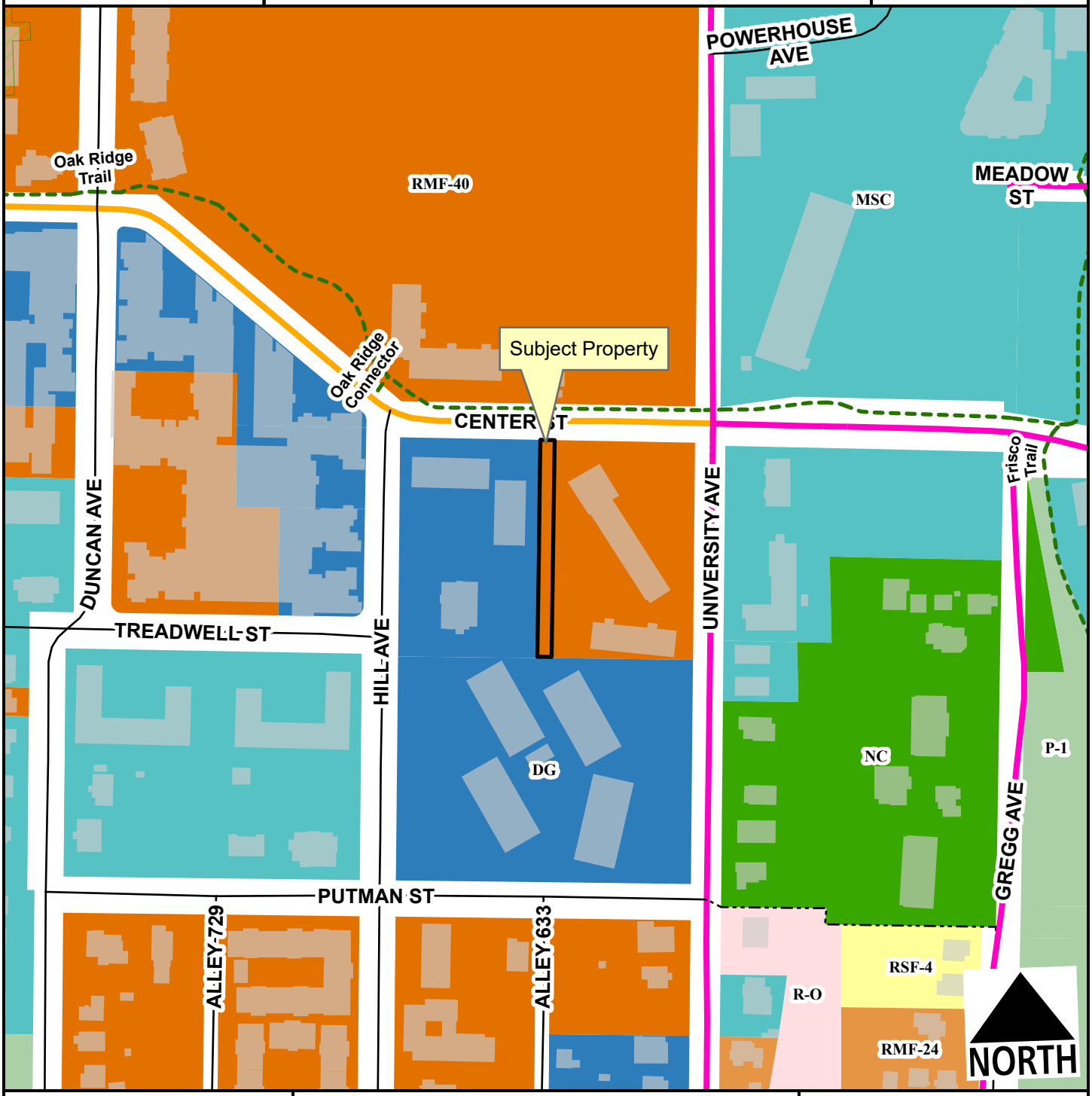
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

VAC-2025-0007

Close Up View

7 S. UNIVERSITY AVE



Neighborhood Link
Urban Center
Unclassified
Alley
Residential Link
Hillside-Hilltop Overlay District
Planning Area
Fayetteville City Limits
Shared-Use Paved Trail
Design Overlay District

Feet

0 75 150 300 450 600

1:2,400

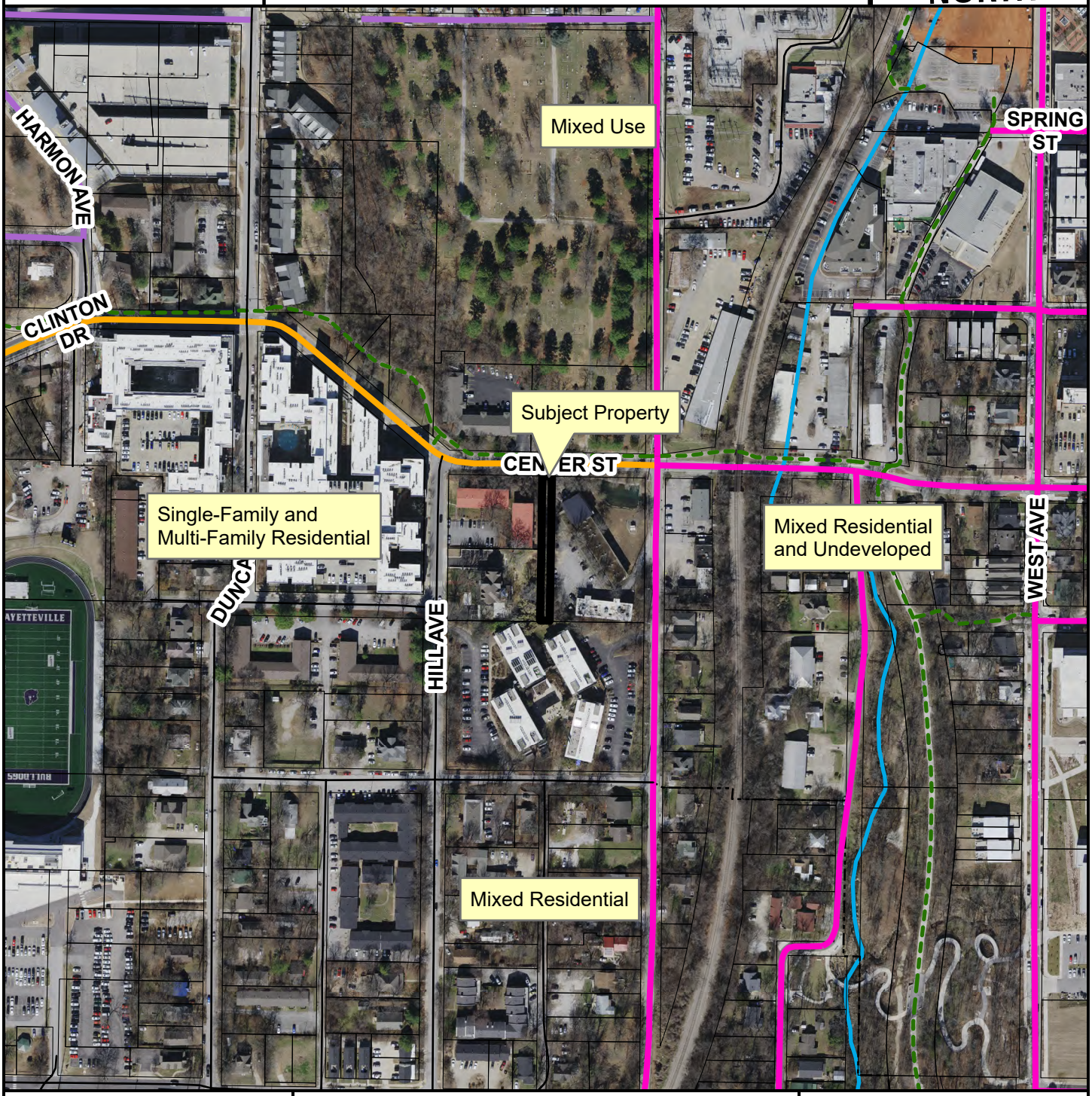
RSF-4
RMF-24
RMF-40
Residential-Office
Main Street Center
Downtown General
Neighborhood Conservation
P-1

VAC-2025-0007

Current Land Use

7 S. UNIVERSITY AVE

NORTH



- Neighborhood Link
- Institutional Master Plan
- Urban Center
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits
- Design Overlay District

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

FROM: Jessie Masters, Development Review Manager

MEETING DATE: March 24, 2025

SUBJECT: **CUP-2025-0009: Conditional Use Permit (115 S. WILLOW AVE./SAINT JAMES MISSIONARY BAPTIST, 524):** Submitted by SQUIRE JEHEGAN CDC for property located at 115 S. WILLOW AVE. The property is zoned RMF-24, RESIDENTIAL MULTI-FAMILY, 24 UNITS PER ACRE and contains approximately 1.00 acres. The request is to use the property as a cultural and recreational facility.

RECOMMENDATION:
Staff recommends approval of **CUP-2025-0009** with conditions as outlined by staff.

RECOMMENDED MOTION:
*"I move to approve **CUP-2025-0009**, finding:*

- *In favor of compatibility with adjacent properties, and*
- *In favor of all other conditions as recommended by staff."*

BACKGROUND:
The subject property is east of downtown Fayetteville southwest of the intersection of E. Mountain Street with S. Willow Avenue. The property is the home of the St. James Missionary Baptist Church; County records indicate that a church has owned this property since at least 1947, and a recently-drafted historic context statement completed by Post Oak Preservation indicates that "oral tradition maintains that the St. James Baptist Church had its roots in a congregation of enslaved persons prior to the Civil War." According to available aerial imagery, the church in its current form appears to have been constructed between 1980 and 1994. There are currently no zoning overlay districts that govern the property, which is currently zoned RMF-24, Residential Multi-Family, 24 Units per Acre. Surrounding land uses and zoning are provided in *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Mixed-Density Residential	RMF-24, Residential Multi-Family, 24 Units per Acre
South	Mixed-Density Residential	RMF-24, Residential Multi-Family, 24 Units per Acre
East	Multi-Family Residential	RMF-24, Residential Multi-Family, 24 Units per Acre
West	Yvonne Richardson Community Center	P-1, Institutional

City Plan 2040 Future Land Use Designation: **Residential Neighborhood Area**

Request: The applicant requests a conditional use permit to reconstruct a portion of an existing deck at the rear of the St. James Missionary Baptist Church. The structure and its associated programming are classified as Use Unit 4 in the Unified Development Code, which is permitted conditionally in the RMF-24 zoning district. Under the requirements of 164.12(B)(1)(a), a non-

conforming use may not be “enlarged, extended, constructed, reconstructed, moved or structurally altered except in changing the use of the land or structure to a use permitted in the district in which it is located or as required by other ordinances.” Given that a portion of the structure will be reconstructed, and that a conditional use permit was not granted previously for this site, the Planning Commission may bring this use into compliance by granting a conditional use permit.

- Business size: Approximately 8950 sq. ft..
- Hours of operation: Monday – Friday, 9:00 AM to 6:00 PM. Evenings as needed.
- Number of Employees: 2
- Patrons: up to 150 per day

Public Comment: Staff has received inquiries but no comments in support or opposition to the request.

RECOMMENDATION: Staff recommend approval of **CUP-2025-0009.** Should the Planning Commission choose to approve the permit, staff recommends the following conditions:

Conditions of Approval:

1. **Planning Commission determination of compatibility.** *Staff finds the church and its associated operations as a food bank to be compatible with the surrounding neighborhood and the City’s long-range plans for the area;*

2. **This conditional use permit is limited to the use for St. James Missionary Baptist Church and its associated programming, as described in the applicant’s request letter. The following specifications apply:**
    a. Business size: Approximately 8950 sq. ft..
    b. Hours of operation: allowable up to 7 days a week, 9:00 AM – 10:00 PM
    c. Number of Employees: 2

3. **Religious institutions are not subject to 166.25, Commercial, Office, Mixed-use, Design and Development standards;**

4. **Approval of this conditional use permit does not ensure approval of a development application. The conditional use permit grants the applicant rights to submit a development proposal based on the conceptual layout included herein. The applicant shall comply with all other development requirements, including but not limited to, tree preservation, drainage, exterior lighting, utility installation, and Fire Department access standards. These details shall be reviewed with the development application;**

5. **Any future expansion or change in the use shall require Planning Commission approval; and**

6. **Signs shall be limited to those permitted by UDC §174. Any proposed signage shall be reviewed for compliance with the underlying zoning district.**

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: March 24, 2025	**❒ Tabled**	**❒ Approved**	**❒ Denied**
Motion:			
Second:			
Vote:			

FINDINGS OF THE STAFF

§163.02. AUTHORITY; CONDITIONS; PROCEDURES.

B. Authority; Conditions. The Planning Commission shall:

1. Hear and decide only such special exemptions as it is specifically authorized to pass on by the terms of this chapter.

2. Decide such questions as are involved in determining whether a conditional use should be granted; and,

3. Grant a conditional use with such conditions and safeguards as are appropriate under this chapter; or

4. Deny a conditional use when not in harmony with the purpose and intent of this chapter.

C. A conditional use shall not be granted by the Planning Commission unless and until:

1. A written application for a conditional use is submitted indicating the section of this chapter under which the conditional use is sought and stating the grounds on which it is requested.

Finding: **The applicant has submitted a written application requesting a conditional use permit for Use Unit 4 in the RMF-24 zoning district.**

2. The applicant shall pay a filing fee as required under Chapter 159 to cover the cost of expenses incurred in connection with processing such application.

Finding: **The applicant has paid the required filing fee.**

3. The Planning Commission shall make the following written findings before a conditional use shall be issued:

(a.) That it is empowered under the section of this chapter described in the application to grant the conditional use; and

Finding: **The Planning Commission is empowered under Unified Development Code §161.16 to grant the requested conditional use permit.**

(b.) That the granting of the conditional use will not adversely affect the public interest.

Finding: **Staff finds that granting the requested conditional use will not adversely affect the public interest. The property has been occupied by a church of approximately this size and scale for a very long time. As outlined in The Historic Black Community of Southeast Fayetteville Historic Context Statement, St. James Baptist Church has a deep history in the neighborhood, tracing the Church's origins to Squire Jehagen, an emancipated Black resident of Fayetteville who began the church in 1865, and for whom the center is named. Churches are considered a conditional use in this primarily residential zoning district due to the traffic-generating nature. In an evaluation of the surrounding land uses, scale, and context, staff finds that surrounding residents are unlikely to experience disruption or nuisance. To the west is the Yvonne Richardson Community Center which is open during typical working hours, to the east are multi-family structures, and to the north and south are mixed-density residential uses. While the future land use map also identifies this area as a Residential Neighborhood Area, the location of this church within the same block as another long-standing institutional use meets those criteria.**

(c.) The Planning Commission shall certify:

(1.) Compliance with the specific rules governing individual conditional uses; and

Finding: **There are no specific rules that govern Use Unit 4, largely. Architectural design standards do not typically apply to religious institutions. While the existing parking lot appears to be non-conforming, staff does not recommend any additional screening at this time, given the scale of proposed development associated with this request.**

(2.) That satisfactory provisions and arrangements have been made concerning the following, where applicable:

(a.) Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control and access in case of fire or catastrophe;

Finding: **Access to the property occurs through several existing, non-conforming driveways along E. Mountain Street and S. Willow Avenue. Currently, patrons visiting the site enter from the south and exit to the north. Under 166.08, any non-conforming access features are to be brought into compliance when new access connection permits are requested, a property is expanded**

greater than 50% of the appraised or market value, or with the development of a new primary structure on the property. No change to the existing access features is being proposed or recommended by staff, given that no major improvements are being made to the site. There is not currently an existing sidewalk along the property's frontage. Staff would recommend that a determination of necessary sidewalk installation be made at the time of a development, in line with the requirements as outlined in 171.13, Property Owner To Construct Sidewalk Or Contribute Cost Of Sidewalk.

(b.) Off-street parking and loading areas where required, with particular attention to ingress and egress, economic, noise, glare, or odor effects of the special exception on adjoining properties and properties generally in the district;

Finding: **34 existing off-street parking spaces are located on the site. While currently minimally screened, Chapter 172.04 prohibits off-site parking lots from being located within a build-to-zone. Staff finds that the parking lot is an existing non-conforming parking lot, and since no modifications are intended for it currently, then bringing it into compliance with this ordinance is not necessary. If modifications were made to the parking lot, or a modification of any access features proposed, ordinance would require that the parking lot be brought into full compliance with code.**

(c.) Refuse and service areas, with particular reference to ingress and egress, and off-street parking and loading,

Finding: **Trash will be provided with residential trash carts. Staff recommends that these stay screened and out of view of the public right-of-way when not in use.**

(d.) Utilities, with reference to locations, availability, and compatibility;

Finding: **The property has access to City water and sewer. Any required extensions will be provided at the time of permitting.**

(e.) Screening and buffering with reference to type, dimensions, and character;

Finding: **Staff does not recommend any additional screening at this time.**

(f.) Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, economic effect, and compatibility and harmony with properties in the district;

Finding: **Any proposed signage will be subject to UDC §174 and all the regulations therein.**

(g.) Required yards and other open space; and

Finding: **Full evaluation of setback requirements will be made at the time of grading and building permit. The structure is currently an existing, non-conforming one. Compliance with the underlying setbacks in the RMF-24 zoning district would be determined at the time of a relevant permit application.**

(h.) General compatibility with adjacent properties and other property in the district.

Finding: **Staff finds that the proposed use is compatible with the surroundings; there are no apparent nuisance or adverse impacts, and may in fact be positively contributing to the neighborhood environment by activating the neighborhood at an altering time from other uses in the area, and providing necessary services.**

(i.) General compatibility with the goals and intent of the city's adopted land-use, transportation, and other strategic plans.

Finding: **Staff finds the proposed use to be compatible with the goals and intent of the City's adopted land use, transportation, and other strategic plans, particularly given the property's location on a corner. This helps contribute to City Plan 2040 goal number 3, which make compact, complete, and connected development the standard.**

BUDGET/STAFF IMPACT:
None

Attachments:

- Unified Development Code
  - §161.17 District RMF-24, Residential Multi-Family - 24 Units Per Acre
- Long-Range Planning memo
- Applicant Request Documents
- One Mile Map
- Close-Up Map
- Current Land Use Map

161.16 District RMF-24, Residential Multi-Family - Twenty-Four (24) Units Per Acre

(A) *Purpose.* The RMF-24 Multi-family Residential District is designed to permit and encourage the developing of a variety of dwelling types in suitable environments in a variety of densities.

(B) *Uses.*

(1) Permitted Uses.

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two (2) family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 26	Multi-family dwellings
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 11	Manufactured home park
Unit 12a	Limited business
Unit 24	Home occupations
Unit 25	Professional offices
Unit 36	Wireless communications facilities

(C) *Density.*

Units per acre	24 or less

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Manufactured home park	100 feet
Lot within a Manufactured home park	50 feet
Single-family	35 feet
Two (2) family	35 feet
Three (3) family or more	70 feet
Professional offices	100 feet

(2) *Lot Area Minimum.*

Manufactured home park	3 acres
Lot within a mobile home park	4,200 square feet
Townhouses: Individual lot	2,000 square feet
Single-family	3,000 square feet
Two (2) family	4,000 square feet
Three (3) family or more	7,000 square feet
Fraternity or Sorority	2 acres
Professional offices	1 acres

(3) *Land Area Per Dwelling Unit*.

Manufactured Home	3,000 square feet

(E) *Setback Requirements.*

Front	Side Other Uses	Side Single & Two (2) Family	Rear Other Uses	Rear Single Family
A build-to zone that is located between the front property line and a line 25 feet from the front property line.	8 feet	5 feet	20 feet	5 feet

(F) *Building Height Regulations.*

Building Height Maximum	2 stories/3 stories/5 stories*

* A building or a portion of a building that is located between 0 and 10 feet from the front property line or any master street plan right-of-way line shall have a maximum height of two (2) stories, between 10—20 feet from the master street plan right-of-way a maximum height of three (3) stories and buildings or portions of the building set back greater than 20 feet from the master street plan right-of-way shall have a maximum height of 5 stories.

If a building exceeds the height of two (2) stories, the portion of the building that exceeds two (2) stories shall have an additional setback from any side boundary line of an adjacent single family district. The amount of additional setback for the portion of the building over two (2) stories shall be equal to the difference between the total height of that portion of the building, and two (2) stories.

(G) *Building Area.* The area occupied by all buildings shall not exceed 50% of the total lot area. Accessory ground mounted solar energy systems shall not be considered buildings.

(H) Minimum Buildable Street Frontage. 50% of the lot width.

(Code 1965, App. A., Art. 5(III); Ord. No. 2320, 4-6-77; Ord. No. 2700, 2-2-81; Code 1991, §160.033; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. No. 5028, 6-19-07; Ord. No. 5079, 11-20-07; Ord. No. 5224, 3-3-09; Ord. No. 5262, 8-4-09; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5495, 4-17-12; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5800, §1(Exh. A), 10-6-15; Ord. No. 5921, §1, 11-1-16; Ord. No. 5945, §§5, 8, 9, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6245, §2, 10-15-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21; Ord. No. 6658, §6(Exh. E), 5-2-23)

Editor's note(s)—Ord. No. 6820, §1, adopted December 4, 2024, determines that Ordinance 6427 (Sunset Clause), Ordinance 6625 (extending Sunset Clause) and Ordinance 6710 (extending the Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on July 1, 2025 at 7:00 p.m. unless prior to that time and date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section.

CITY OF FAYETTEVILLE ARKANSAS

STAFF MEMO

TO: Jessie Masters, Development Review Manager

FROM: Kylee Cole, Long Range & Preservation Planner

MEETING DATE: March 10, 2025

SUBJECT: **Long Range Planning Comments for CUP-2025-0009**

Recommendation:
Long Range Planning staff recommend approval of this request, as it aligns with the neighborhood's historic context.

Background:
The applicant requests a conditional use permit for Use Unit 4 (Church) in the RMF-24 zoning district. The subject property includes several parcels where the St. James Baptist Church's Squire Jehagen Center stands. As outlined in *The Historic Black Community of Southeast Fayetteville Historic Context Statement*, St. James Baptist Church has a deep history in the neighborhood, tracing the Church's origins to Squire Jehagen, an emancipated Black resident of Fayetteville who began the church in 1865, and for whom the center is named.

The subject building was constructed ca. 1980s.

Discussion:
The Church requests a conditional use permit to formalize the non-conforming church use, which aligns with the neighborhood historic context. Further, they are requesting alterations to a rear deck. Since the building was constructed ca. 1980s, it has not quite reached historic age (50 years old). Since the building is not of historic age and the alterations are on the rear of the building, staff find there is no significant impact and are supportive of the request.

The request aligns with City Plan 2040 objectives, including:

- 3.1.6 – Encourage historic preservation and adaptive reuse of buildings (p.24)
- 3.1.7 – Encourage protection of community character in established neighborhoods (p.25)

The City's Heritage & Historic Preservation Plan adopted in July 2023 was initiated by City Plan 2040 and has two action items related to the request:

Heritage and Historic Preservation Master Plan Relevant Goals and Action Items:

1.9	Plan Review	Include historic preservation staff in review of proposed major projects and zoning changes to determine impacts to historic resources.
4.9	Community Engagement: Transparency	Publish information about historic preservation reviews and demolitions of historic properties to increase transparency.

The Historic
ST. JAMES MISSIONARY BAPTIST CHURCH
Build. Develop. Win.
For the Kingdom

1/7/2025

I am writing to formally request approval for the proposed modifications and usage of the property located at 115 S Willow Ave Fayetteville, AR 72701. Below is a detailed description of the proposed changes and relevant information:

(a) Building Size:

- Existing: 8,950 sq. ft.
- Proposed: 8,950 sq. ft.

(b) Color Elevations:

- Orange and Brown

(c) Off-Street Parking:

- Provided: 34
- Required: 34

(d) Business/Non-Residential Use:

- **Hours of Operation:** Monday – Friday 9:00 am – 6:00 pm
- **Number of Employees:** 2
- **Anticipated Number of Patrons:**
  - Average per day: 100
  - Peak hour: 150

(e) Outdoor Lighting:

- Description of outdoor lighting - LEDMO 200W LED Parking Lot Lights 5000K Street Shoebox Pole Lights Waterproof 26000LM Super Bright Dusk to Dawn Outdoor Commercial Area Flood Security Lighting Slip Fitter for Stadium Sport Garage

(f) Noise:

- Measures to mitigate noise, including any soundproofing or operational restrictions - none

(g) Screening/Buffering:

- Plans for screening or buffering from adjacent properties, including landscaping or fencing - none

(h) Trash and Refuse Service:

- Details on trash and refuse service – Red trash and Brown recycle bin for cardboard are on the back of the building.

(i) Ingress and Egress:

- The patrons turn into the parking lot off Rock Street, proceed south through the lot and exit on the south end. This allows our participants to exit with the flow of the traffic without negatively impacting traffic.

(j) Compatibility with Adjacent Properties:

- This property serves the community along with the Yvonne Richardson Center and is a companion server which is compatible in this section of the community

Thank you for considering this request. I am available to provide any additional information or clarification needed. I look forward to your favorable response.

Sincerely,

Pastor Jonathan E. Lowder, Sr.

Senior Pastor

St. James Missionary Baptist Church

St James Missionary Baptist Church
Property at 115 S. Willow known as Squire Jehagen (Food Pantry)

1. Some additional information regarding congregation size, and if the church/location is active/open on Sundays should be submitted.

The usage of this site is as a Food Pantry – Outreach center that provides Food and clothing to the community as well as cold weather shelter during times where the other site . There is no church congregation meeting on Sunday, but the center does function Monday through Friday from nine to five with some evening functions through the week.

2. A site plan with some specific information called out:
    1. Parking
    2. Trash
    3. Outdoor lighting
    4. Existing driveways
    5. Existing deck

The Squire Jehagen has parking on the east side of the building. There are trash and recycling bins on the south side of the building. The outdoor lighting is motion sensors as well as stable lights that remain on throughout the night. The building has entrance driveways on the North side, for patrons to enter the parking areas and the east side has entrance driveways and exit drive ways for patrons and there is an additional driveway for drop-off of food items as well as deliver, this drive way is also used for picking up from the Food locker

The existing stairway has a small deck that is attached to the stairs (this is the subject for repair)

CBRE

438 E. Millsap, Suite 204
Fayetteville, AR 72703

T 479-442-7401
F 479-442-7806

www.cbre.com

July 23, 2018

Mr. Chris Seawood
Director of Operations
ST. JAMES MISSIONARY BAPTIST CHURCH
764 West North Street
Fayetteville, Arkansas 72701

RE: Appraisal of: The Hill Church
115 S. Willow Avenue
Fayetteville, Washington County, Arkansas
CBRE, Inc. File No. 18-361HO-3932-2

Dear Mr. Seawood:

At your request and authorization, CBRE, Inc. has prepared an appraisal of the market value of the referenced property. Our analysis is presented in the following Restricted Appraisal Report. The reader is hereby advised that the opinions and conclusions contained herein may not be properly understood without additional information contained in the appraiser's work file.

The subject is a 8,950-square foot, two-story, religious building located at the southeast corner of E. Mountain Street and S. Willow Avenue in Fayetteville, Arkansas. The improvements were originally constructed in approximately 1970, renovated in 2015 and are situated on a 1.01-acre site. The improvements were considered to be in average condition at the time of inspection. The subject is occupied by a tenant, with the lease set to expire in October 2018. It should be noted that the lease was requested, but not provided by the client. Considering the lease was not provided and its reported short term nature, our valuation is of the fee simple estate and has not considered the current lease agreement. This is how an investor would view the property.

Based on the analysis contained in the following report, the market value of the subject is concluded as follows:

MARKET VALUE CONCLUSION

Appraisal Premise	Interest Appraised	Date of Value	Value Conclusion
As Is	Fee Simple Estate	July 2, 2018	$450,000

Compiled by CBRE

The report, in its entirety, including all assumptions and limiting conditions, is an integral part of, and inseparable from, this letter.

© 2018 CBRE, Inc.

QUITCLAIM DEED

FILED FOR RECORD
'91 NOV 22 AM 10 00
WASHINGTON CO AR
A. KOLLMEYER

KNOW ALL MEN BY THESE PRESENTS:

THAT WE, Artie B. Cook Funkhouser, Viola M. Cook Buchannon, Clyde W. Cook, Chester L. Cook hereinafter called Grantors, for and in consideration of the sum of One Dollar ($1.00) and other good and valuable consideration to us in hand paid by

The Saint James Missionary Baptist Church of Fayetteville Arkansas

hereinafter called Grantee, do hereby grant, sell and quitclaim unto the said Grantee and Grantee's heirs and assigns, the following described land, situate in

Washington County, State of Arkansas, to-wit:

key (01)

GO 433

A part of lot number twenty eight (28) in the County Court Plat of the South West quarter of Section fifteen (15) in Township sixteen (16) North, Range thirty (30) West, to the City of Fayetteville, Arkansas, and being more particularly described as, commencing at the North East corner of a certain lot heretofore sold and conveyed by the grantor herein to Mrs. Nancy Warford, and running, thence East seventy two (72) feet; thence South to the North line of a certain lot heretofore sold and conveyed by the grantor herein to Al Paris; thence West seventy two (72) feet; thence North to the place of beginning.

To have and to hold the said lands and appurtenances thereunto belonging unto the said Grantee and Grantee's heirs and assigns, forever.

WITNESS our hands and seals on this 19th day of November, 19 91

THIS INSTRUMENT PREPARED BY:

Artie B Funkhouser — Viola M. Cook Buchannon (Seal)

Clyde W. Cook — Chester L Cook (Seal)

ACKNOWLEDGMENT

STATE OF ARKANSAS, County of Washington ss.

LIBER 1442 PAGE 927

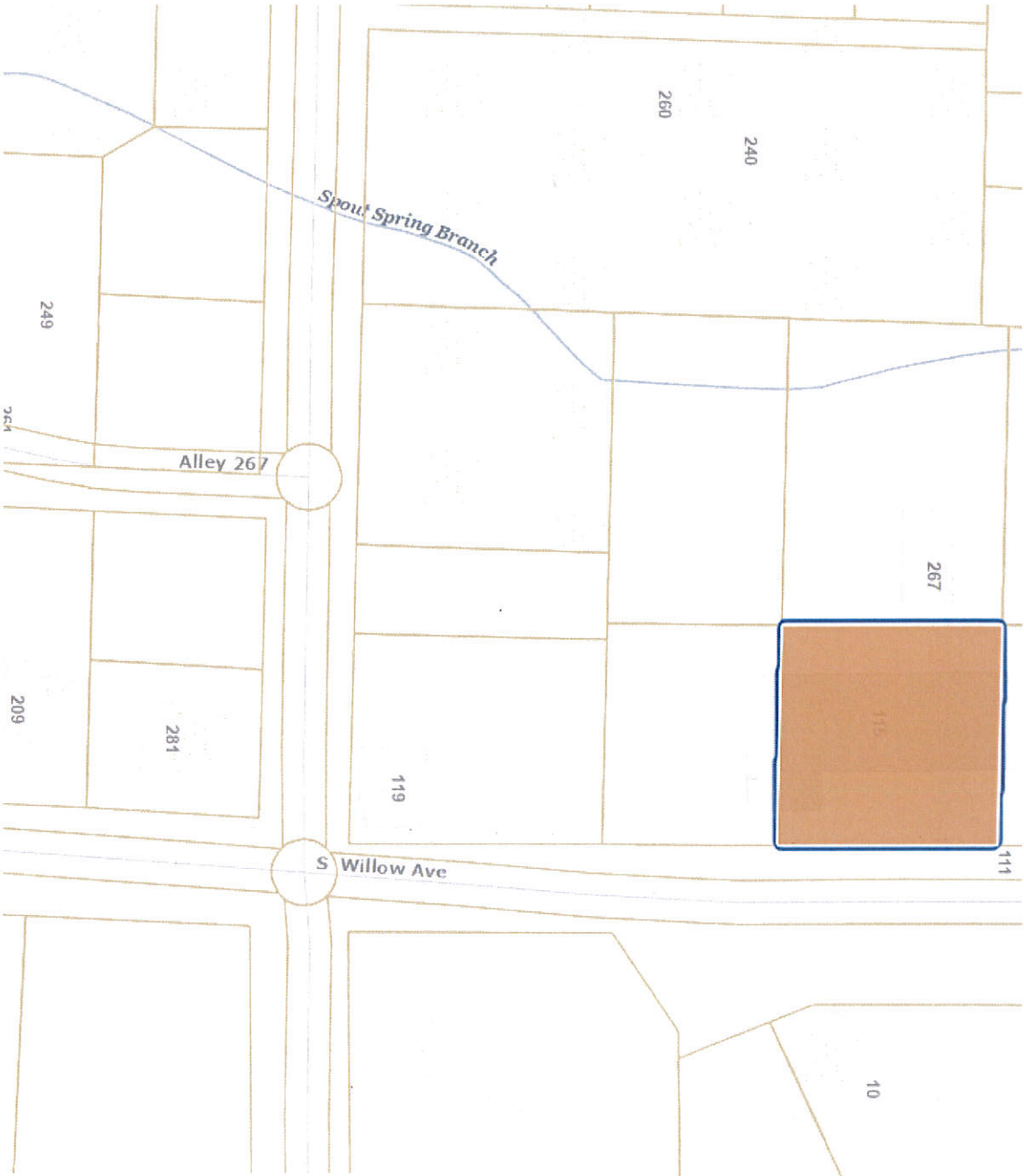
On this the 19th day of November, 1991, before me, a notary public, personally appeared signatures above, known to me (or satisfactorily proven) to be the persons whose names are subscribed to the foregoing instrument and acknowledged that they had executed the same for the purposes therein set forth.

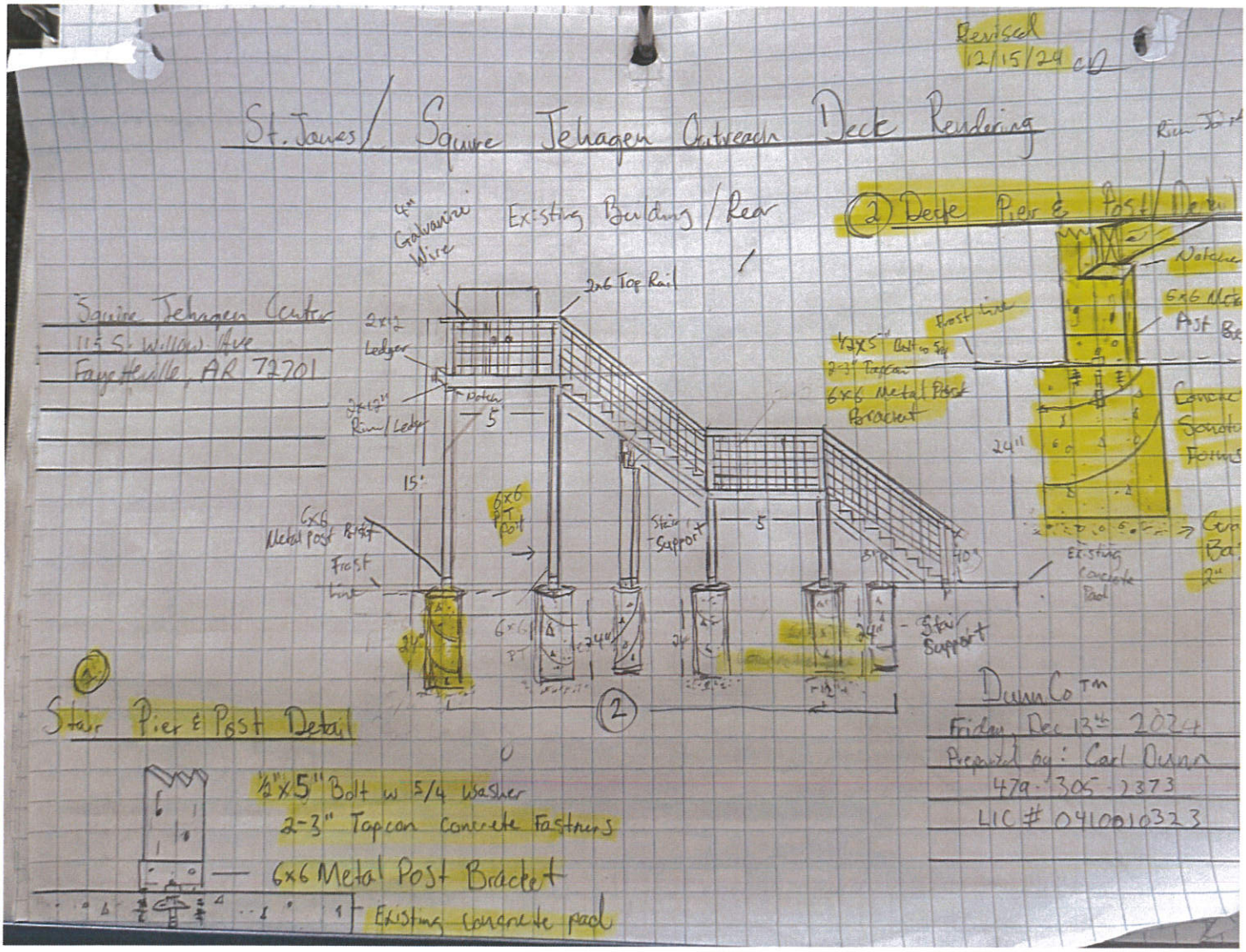
In witness whereof I hereunto set my hand and official seal.

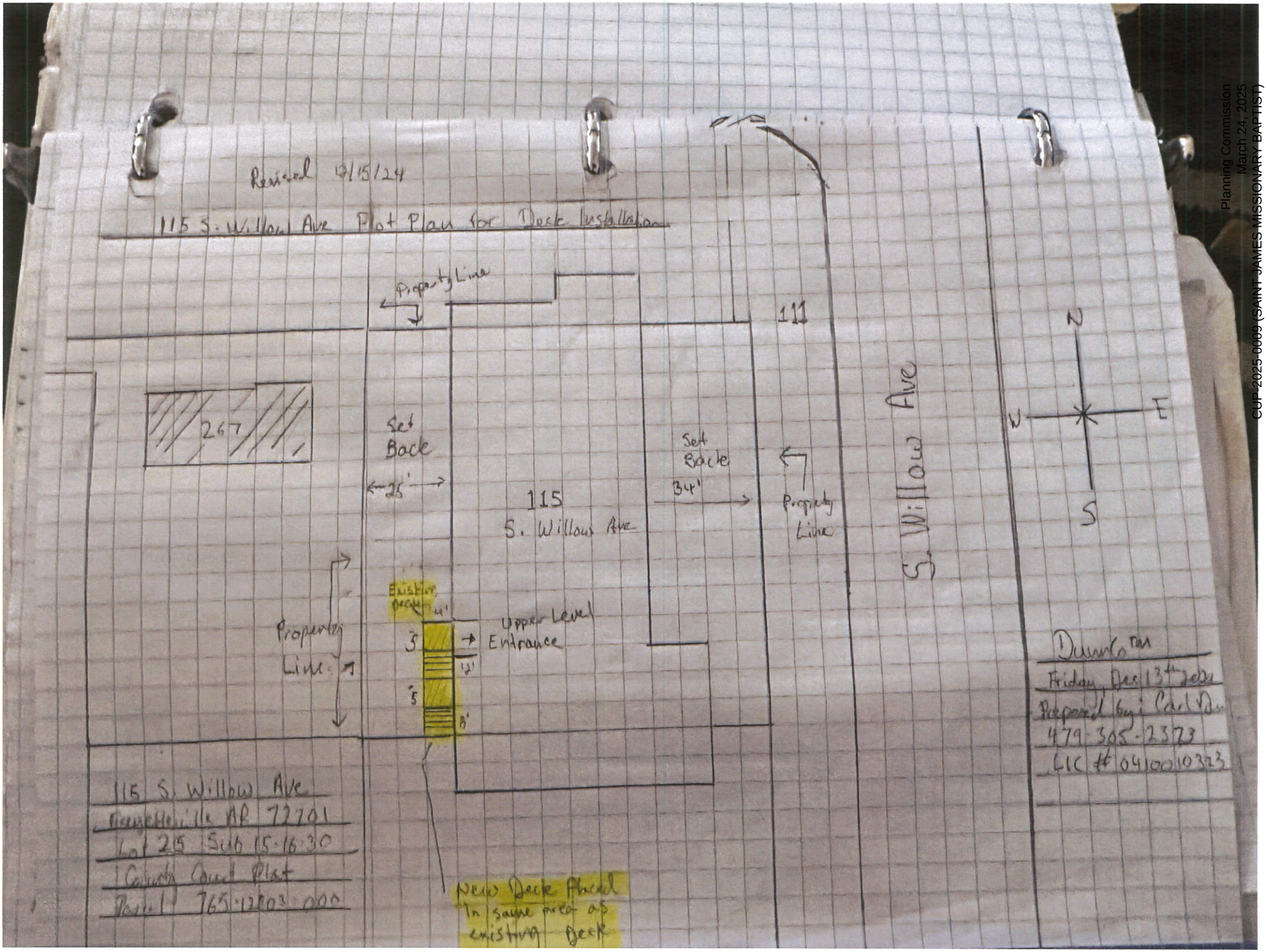
My Commission Expires:

OFFICIAL SEAL
CYNTHIA LEE WESTLAKE
NOTARY PUBLIC-ARKANSAS
WASHINGTON COUNTY
MY COMM. EXPIRES 4/29/96

Cynthia Lee Westlake
Notary Public


Spout Spring Branch
260
240
249
Alley 267
267
209
281
119
115
111
S Willow Ave
10


Revised
12/15/24
St. James / Squire Tehagen Outreach Deck Rendering
Existing Building / Rear
4" Galvanized Wire
2x6 Top Rail
2x12 Ledger
Notches
5'
15'
6x6 Metal Post Bracket
Frost line
6x6 PT Post
Stair Support
24"
Existing Concrete Pad
Squire Tehagen Center
115 S. Willow Ave
Fayetteville, AR 72701
Stair Pier & Post Detail
½"x5" Bolt w 5/4 Washer
2-3" Topcon Concrete Fastners
6x6 Metal Post Bracket
Existing concrete pad
Dunn Co TM
Friday, Dec 13th 2024
Prepared by: Carl Dunn
479-305-2373
LIC # 0410010323



Planning Commission
March 24, 2025
CUP-2025-0009 (SAINT JAMES MISSIONARY BAPTIST)
Page 17 of 36

County Disclaimer: These maps were created by Washington County using data created or acquired by its Assessor's office, Dept. of Emergency Management, and Road Department and in accordance with Arkansas Code 15-21-502 (2) (B), which states "The digital cadastre manages and provides access to cadastral information. Digital cadastre does not represent legal property boundary descriptions, nor is it suitable for boundary determination of the individual parcels included in the cadastre." and Arkansas Code 15-21-502 (5) which indicates that "Digital cadastre' means the storage and manipulation of computerized representations of parcel maps and linked databases." These maps have been developed from the best available sources. No guarantee of accuracy is granted, nor is any responsibility for reliance thereon assumed. In no event shall said Washington County be liable for direct, indirect, incidental, consequential or special damages of any kind, including, but not limited to, loss of anticipated profits or benefits arising out of use of or reliance on the maps. The parcel lines shown are considered a graphical representation of the actual boundaries. Washington County is in no way responsible for any misrepresentation or re-use of these maps. Distribution of these maps are intended for informational purposes and should not be considered authoritative for engineering, legal and other site-specific uses.

Date Printed: 1/6/2025

Russell Blye 1207 Washington Ave Fay

WARRANTY DEED

with relinquishment of dower and homestead

FILED
FOR RECORD
'76 DEC 13 PM 3:19
WASHINGTON CO. ARK.
Do not write in this space.

ALMA ROLLMEYER
CIRCUIT CLERK

ARKANSAS DOCUMENTARY $9.50 0129274

KNOW ALL MEN BY THESE PRESENTS:

That we, Bradford Jenkins and Delma Jenkins, his wife----------

---

for and in consideration of the sum of One Dollar ($1.00) and other good and valuable consideration------- to us--in hand------- paid by Russell Blye, Jake Perry, Leortice Smith, Clarence Smith, Trustees for St. James Baptist Church do hereby grant, bargain and sell unto the said Russell Blye, Jake Perry, Leortice Smith, Clarence Smith, Trustees for St. James Baptist Church, and their heirs and assigns, the following described land, situate in Washington County, State of Arkansas, to-wit:

Lot Numbered Twenty-five (25) in County Court Addition to the City of Fayetteville, Arkansas, being a part of the Southwest Quarter (SW¼) of Section Fifteen (15), Township Sixteen (16) North, Range Thirty (30) West of the Fifth Principal Meridian.

Parcel 765-12803-000 Church Building Location.

TO HAVE AND TO HOLD the said lands and appurtenances thereunto belonging unto the said Russell Blye, Jake Perry, Leortice Smith, Clarence Smith, Trustees for St. James Baptist Church, and their heirs and assigns, forever. And we, the said Grantors

hereby covenant that we are lawfully seized of said land and premises; that the same is unincumbered, and we will forever warrant and defend the title to the said lands against all legal claims whatever.

And I, the said Delma Jenkins wife of Bradford Jenkins

in consideration of said sum of money, do hereby release and relinquish unto the said Grantees all my interest, right, title and dower and convey my homestead in and to said lands.

WITNESS our hands and seals on this 13th day of December, 1976.

Bradford Jenkins [Seal]

[Seal]

Delma Jenkins

Bradford Jenkins [Seal]

ACKNOWLEDGMENT

STATE OF ARKANSAS }
County of Washington } ss.

DEED 919 644

BE IT REMEMBERED, That on this day came before the undersigned, a Notary Public within and for the County aforesaid, duly commissioned and acting, Bradford Jenkins and Delma Jenkins, husband and wife, to me well known as the Grantors in the foregoing Deed, and stated that they had executed the same for the consideration and purposes therein mentioned and set forth.

Witness my hand and seal as such Notary Public this 13th day of December, 1976.

My Commission expires 6-29-77

S. Lamar Seltzer

President of the grantor in the foregoing instrument of writing, and stated that he had executed the same for and in behalf of the Bank of Elkins, for the consideration, uses and purposes therein mentioned and set forth.

Witness my hand and seal as such Notary Public, this the 7th day of December, 1918.

(Seal) My commission expires December 31, 1921.

J. W. Mason
Notary Public

Filed for Record this 2nd. day of Jan. 1919 at 9 :30 o'clock A.M.
$1.50

L. L. Davis
Clerk and Recorder

QUITCLAIM DEED.

THIS INDENTURE. Made the first day of August, nineteen hundred and eighteen, between The American Baptist Home Mission Society a corporation organized under the laws of New York, with its principal office in the City of New York, State of New York, party of the first part, and Joe Sutton, Gordie Mason, Sidney Jackson, Mac Van Winkle, and Seba Tuttle, Trustees for St. James Baptist Church, Fayetteville, Arkansas, parties of the second part.

Witnesseth, That the party of the first part, in consideration of sum of two hundred and forty dollars, lawful money of the United States paid by the parties of the second part, does hereby remise, release and quitclaim unto the parties of the second part, their successors, and assigns forever, all the following described real estate situated in the County, Washington, State of Arkansas, to-wit: Beginning thirty feet South of the East Corner of a lot of land once owned by Perry Deane, thence South one hundred feet, thence West at right angles one hundred feet, thence North at right angles one hundred feet to the beginning. The same"beginning" part of Section fifteen, township sixteen range thirty west, and being same premises described in Commissioners deed dated November eighteenth,eighteen ninety seven, that is recorded in the records of Washington County, State of Arkansas, on Dedember twenty first nineteen hundred and fifteen in record book 162 at page 237 in the office of the Circuit Clerk and ex-officio recorder, together with the appurtenances and all the estate and rights of the party of the first part in and to said premises,

TO HAVE AND TO HOLD the premises herein granted unto the parties of the second part, their successors, and assigns forever.

IN WITNESS WHEREOF, the party of the first part has caused its corporate seal to be hereunto affixed and these presents to be signed by its duly authorized officers the day and year first above written. The American Baptist Home Mission Society.

In Presence of (Revenue 50¢)

J. F. Turnbull

Alice L. Lennon

Frank T. Moulton
Treasurer

L. C. Barnes
Secretary

State of New York)
)ss
County of New York)

On the first day of August, nineteen hundred and eighteen, before me came Frank T. Moulton, to me known, who, being by me duly sworn did depose and say that he resides in Mountain Lakes, New Jersey, that he is the Treasurer of The American Baptist Home Mission So. the corporation described in and which executed, the foregoing instrument; that he knows the seal of said corporation; that the seal affixed hereto

(1) ww.

LIMITED WARRANTY DEED NO. 118050
FOR FORFEITED PROPERTY SOLD

CHARLIE DANIELS
COMMISSIONER OF STATE LANDS
STATE OF ARKANSAS

FILED FOR RECORD
'91 OCT 28 PM 2
WASHINGTON CO
A. KELLMEYER

KNOW ALL, BY THESE PRESENTS:

The following described lands situated in the County of WASHINGTON and the State of Arkansas, was subject to taxation for the years set forth below; and whereas, said property was duly certified by the County Clerk/Collector to the State of Arkansas for non-payment of the taxes due thereon as set forth below, to wit:

PT. LOT 27, SW1/4 LOT 26

COUNTY COURT PLA FAYETTEVILLE

15 16N 30W 000000.000 ACRES

Parcel Number 765-12804-000 Year Forfeited 1985 CODE: 6-12

AND WHEREAS, after the expiration of the time required by law, said property remaining unredeemed was subject to sale by the Commissioner of State Lands pursuant to the provisions of Act 626 of 1983, as amended; and having fully complied with statutory requirements under said Act, the Commissioner of State Lands did on 11-Sep-1991, by virtue of the authority vested in him, offer for sale at public auction said property. ST. JAMES MISSIONARY BAPTIST

AND WHEREAS, at the time aforesaid, 115 S. WILLOW P.O. BOX 433 FAYETTEVILLE AR 72701

being the highest qualified bidder did pay unto the Commissioner of State Lands the sum of $ 1880.00, the whole amount bid; And Whereas after the elapse of time to redeem as provided by law, ~~ST. JAMES MISSIONARY BAPTIST~~, did tender unto the Commissioner of State Lands the sum of $ 635.60, the whole amount of the taxes, penalties, interest and costs then remaining due and unpaid on said property.

NOW, THEREFORE, KNOW YE, THAT I, Charlie Daniels, Commissioner of State Lands within and for the State of Arkansas, having fully complied with the requirements of Act 626 of 1983, as amended, for and in consideration of the said sum of money so paid, receipt of which is hereby acknowledged, and under and by virtue of the authority vested in me by law, do, by these presents, GRANT, SELL and CONVEY unto the above named person and ~~THEIR~~ heirs and assigns forever, all the right, title and interest of the State of Arkansas in and to the said property, or which may be hereafter acquired.

TO HAVE AND TO HOLD the same unto the said ST. JAMES MISSIONARY BAPTIST and unto THEIR heirs and assigns forever.

WITNESS MY HAND AND OFFICIAL SEAL, as Commissioner of State Lands, on this date 18-Oct-1991

Charlie Daniels
Commissioner of State Lands

BY: Jill Mahatt
Jill Mahatt
Deputy Commissioner of State Lands

This instrument prepared by:

State Land Office
State Capitol
Little Rock, Arkansas

Deed Mailed To:

ST. JAMES MISSIONARY BAPTIST
115 S. WILLOW
P.O. BOX 433
FAYETTEVILLE, AR 72701

TAXES: 1985 - 1990

LIBER 1439 PAGE 008

WAS ASSESSED IN NAME OF:
DAVID
DART

LIMITED WARRANTY DEED NO. 119914

Charlie Daniels
Commissioner of State Lands
State of Arkansas

FILED FOR RECORD
'93 APR 12 PM 12 27
WASHINGTON CO. AR
ANN FEGER

KNOW ALL, BY THESE PRESENTS:

The following described lands situated in the City of Fayetteville, County of Washington and the State of Arkansas, were subject to taxation for the year set forth below; And whereas, said property was duly certified by the County Clerk/Collector to the State of Arkansas for the non-payment of the taxes due thereon as set forth below, to wit:

Pt. Lot 28 (40/80 Center)
County Court Plat SW 15-16-30
Fayetteville
Code: 5-2 1986

Parcel Number 765-12807-000 Year Forfeited 1986

AND WHEREAS, after the expiration of the time required by law, said property remaining unredeemed was offered for sale by the Commissioner of State Lands pursuant to the provisions of Act 626 of 1983, as amended; And whereas, said property was not sold on the date and at the time so advertised, it is now subject to negotiated sale under the Provisions of Section 3, Act 626 of 1983, as amended;

AND WHEREAS, St. James Baptist Church has paid to the Commissioner of State Lands the sum of $1397.39, and amount negotiated by the Commissioner of State Lands and said purchaser; And whereas, the Attorney General of Arkansas has approved said sale as required by Act 626 of 1983, as amended;

NOW THEREFORE, KNOW YE, THAT I, Charlie Daniels, Commissioner of State Lands within and for the State of Arkansas, having fully complied with the requirements of Act 626 of 1983, as amended, for and in consideration of the said sum of money so paid, receipt of which is hereby acknowledged, and under and by virtue of the authority vested in me by law, do, by these presents, GRANT, SELL and CONVEY unto the above named person and their heirs and assigns forever, all the right, title and interest of the State of, in and to the said lots, or which may be hereafter acquired.

TO HAVE AND TO HOLD the same unto the said St. James Baptist Church and unto their heirs and assigns forever.

WITNESS MY HAND AND OFFICIAL SEAL, as Commissioner of State Lands, 8-Apr-1993.

Taxes: 1986-1991
Assessed in:
Ivy Hunter

Charlie Daniels
Commissioner of State Lands

By: Jim Manatt
Jim Manatt
Deputy Commissioner

This instrument prepared by:
State Land Office
State Capitol
Little Rock, Arkansas 72201

Deed Mailed To:

St. James Baptist Church
P.O. Box 1928
Fayetteville, AR 72702

93 18548

QUITCLAIM DEED

FILED FOR RECORD
'91 NOV 22 AM 10 00
WASHINGTON CO AR
A. KOLLMEYER

KNOW ALL MEN BY THESE PRESENTS:

THAT WE, Artie B. Cook Funkhouser, Viola M. Cook Buchannon, Clyde W. Cook, Chester L. Cook, hereinafter called Grantors, for and in consideration of the sum of One Dollar ($1.00) and other good and valuable consideration to us in hand paid by

The Saint James Missionary Baptist Church of Fayetteville Arkansas

hereinafter called Grantee, do hereby grant, sell and quitclaim unto the said Grantee and Grantee's heirs and assigns, the following described land, situate in

Washington County, State of Arkansas, to-wit:

A part of lot number twenty eight (28) in the County Court Plat of the South West quarter of Section fifteen (15) in Township sixteen (16) North, Range thirty (30) West, to the City of Fayetteville, Arkansas, and being more particularly described as, commencing at the North East corner of a certain lot heretofore sold and conveyed by the grantor herein to Mrs. Nancy Warford, and running, thence East seventy two (72) feet; thence South to the North line of a certain lot heretofore sold and conveyed by the grantor herein to Al Paris; thence West seventy two (72) feet; thence North to the place of beginning.

To have and to hold the said lands and appurtenances thereunto belonging unto the said Grantee and Grantee's heirs and assigns, forever.

WITNESS our hands and seals on this 19th day of November, 1991

THIS INSTRUMENT PREPARED BY:
Artie B Funkhouser
Clyde W. Cook

Viola M. Cook Buchannon (Seal)
Chester L Cook (Seal)

ACKNOWLEDGMENT

STATE OF ARKANSAS, County of Washington, ss.

LIBER 1442 PAGE 927

On this the 19th day of November, 1991, before me, a notary public, personally appeared signatures above and _____, known to me (or satisfactorily proven) to be the persons whose names are subscribed to the foregoing instrument and acknowledged that they had executed the same for the purposes therein set forth.

In witness whereof I hereunto set my hand and official seal.

My Commission Expires:

OFFICIAL SEAL
CYNTHIA LEE WESTLAKE
NOTARY PUBLIC-ARKANSAS
WASHINGTON COUNTY
MY COMM. EXPIRES 4/29/96

Cynthia Lee Westlake
Notary Public

9507

BOOK 446 PAGE 149

WARRANTY DEED

with relinquishment of dower and homestead

KNOW ALL MEN BY THESE PRESENTS:

That we, Wiley A. Branton
and Lucille E. Branton his wife

for and in consideration of the sum of One dollar and other valuable consideration
to us in hand paid by the Board of Trustees
of St. James Baptist Church

do hereby grant, bargain and sell unto the said Board of Trustees of St. James Baptist Church, its successors

heirs and assigns, the following described land, situate in
Washington County, State of Arkansas, to-wit:

Rec. Elang
2:45 PM

RICHARD E. GREER
CIRCUIT CLERK



Part of SW¼ NE¼, Sec. 15, Twp 16N, Range 30W, Fayetteville, Washington County, Arkansas, being more particularly described as beginning at a point on the North line of Center Street, which is 5 feet North and 245 feet West of the SE corner of said 40 acre tract, (said point being 5' N. and 114.75' E. of the SW corner of Old McGarrah Tract), and running thence E 75'; thence N 110.5'; thence W 75'; thence S 110.5' to the point of beginning, being situate in the City of Fayetteville, Washington County, Arkansas.

TO HAVE AND TO HOLD the said lands and appurtenances thereunto belonging unto the said Board of Trustees of St. James Baptist Church, its successors heirs and assigns, forever. And we, the said Wiley A. Branton and Lucille E. Branton

hereby covenant that we are lawfully seized of said land and premises; that the same is unincumbered, and we will forever warrant and defend the title to the said lands against all legal claims whatever.

And I, the said Lucille E. Branton wife of Wiley A. Branton

in consideration of said sum of money, do hereby release and relinquish unto the said Board of Trustees of St. James Baptist Church all my interest, right, title and dower and convey my homestead in and to said lands.

WITNESS our hand s and seals on this 18th day of September, 1952.

Wiley A. Branton [Seal]

Lucille E. Branton [Seal]

[Seal]

ACKNOWLEDGMENT

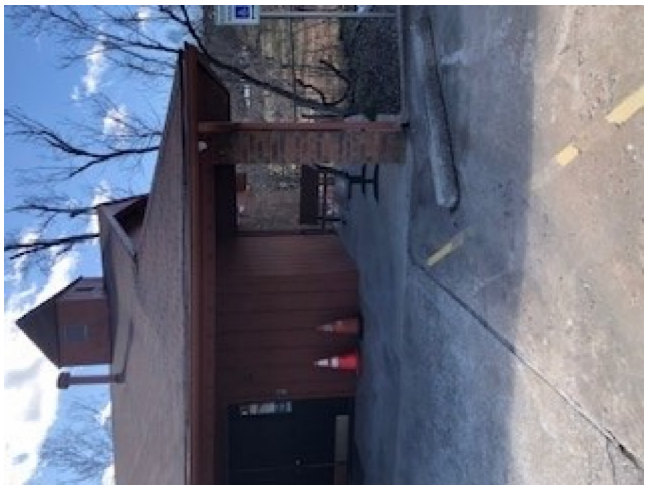
STATE OF ARKANSAS }
County of Jefferson } ss.

BE IT REMEMBERED, That on this day came before the undersigned, a Notary Public within and for the County aforesaid, duly commissioned and acting, Wiley A. Branton & Lucille E. Branton to me well known as the Grantor s in the foregoing Deed, and stated that they had executed the same for the consideration and purposes therein mentioned and set forth.

Witness my hand and seal as such Notary Public this 18th day of Sept. 1952

My Commission expires May 9, 1955

Theodore Jones













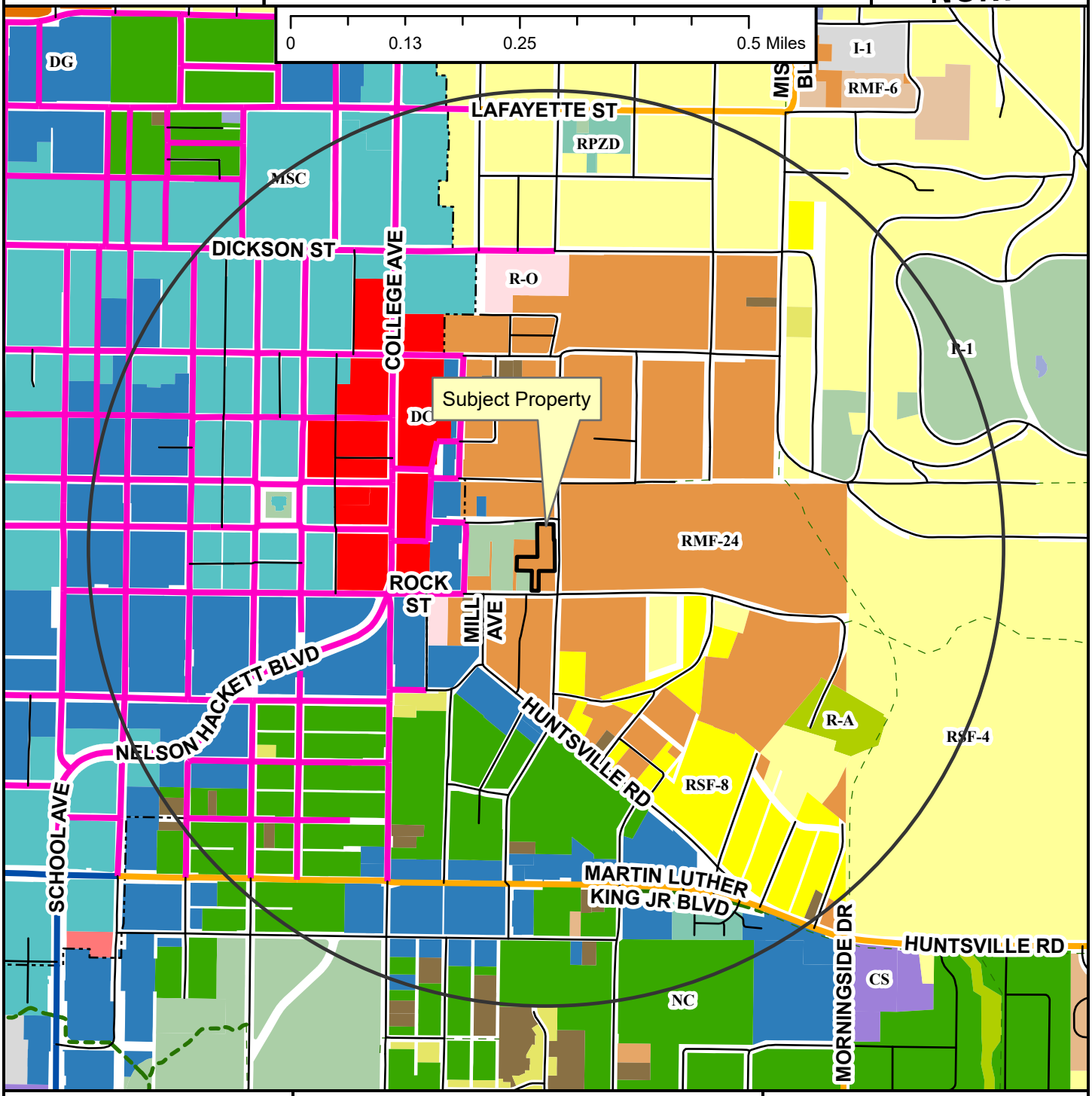


CUP-2025-0009

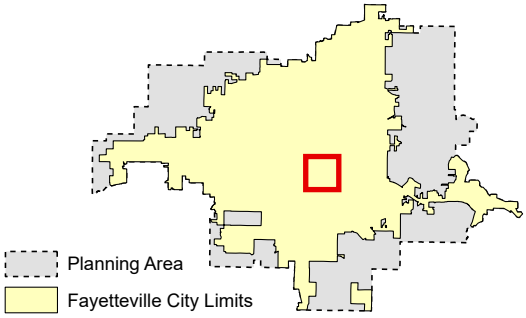
One Mile View

115 S. WILLOW AVE

NORTH



- Neighborhood Link
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
NS-G
RI-U
RI-12
NS-L
Residential-Agricultural
RSF-.5
RSF-1
RSF-2
RSF-4
RSF-7
RSF-8
RSF-18

RESIDENTIAL MULTI-FAMILY
RMF-6
RMF-12
RMF-18
RMF-24
RMF-40

INDUSTRIAL
I-1 Heavy Commercial and Light Industrial
I-2 General Industrial

EXTRACTION
E-1

COMMERCIAL
Residential-Office
C-1
C-2
C-3

FORM BASED DISTRICTS
Downtown Core
Urban Thoroughfare
Main Street Center
Downtown General
Community Services
Neighborhood Services
Neighborhood Conservation

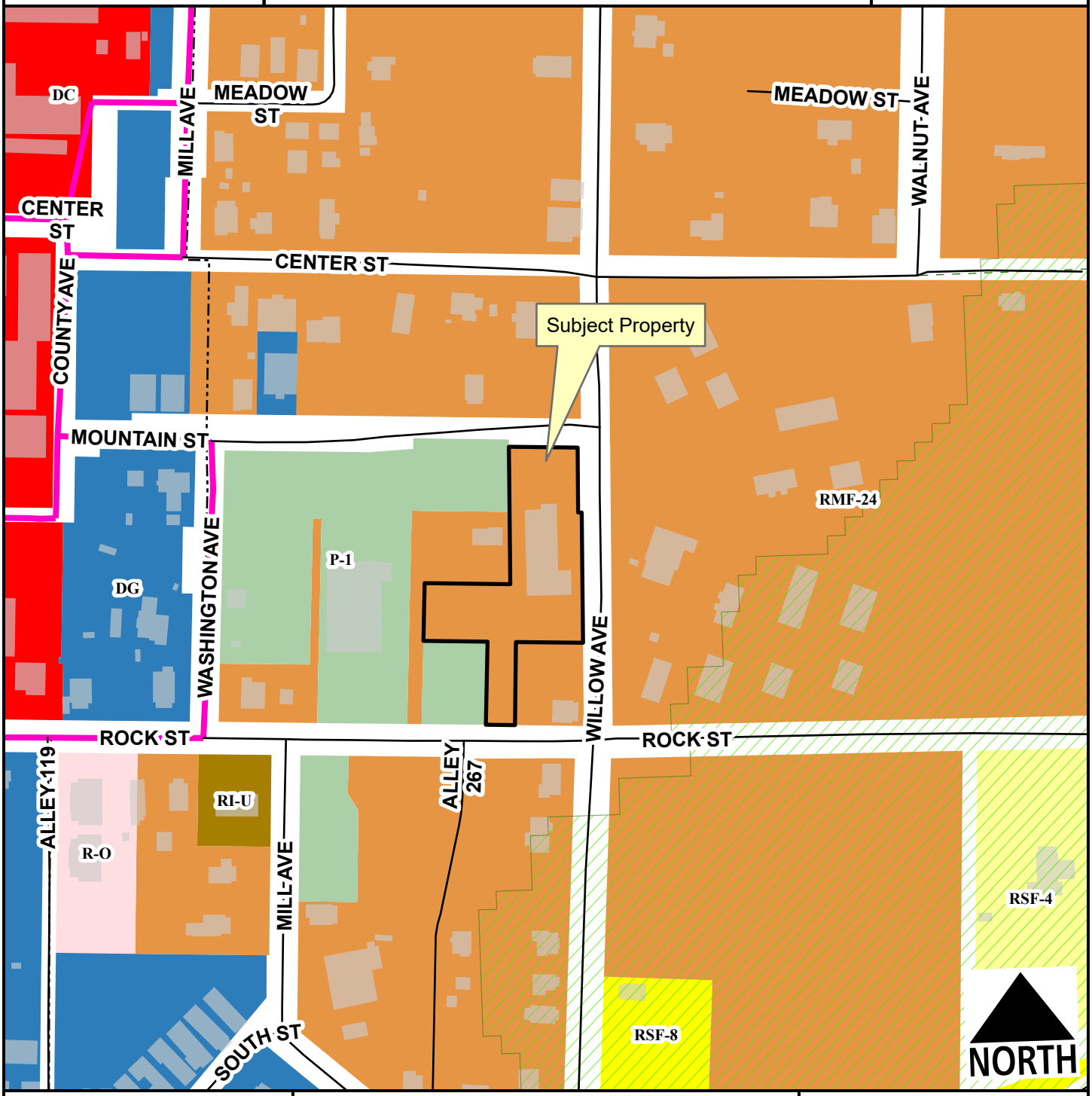
PLANNED ZONING DISTRICTS
Commercial, Industrial, Residential

INSTITUTIONAL
P-1

CUP-2025-0009

Close Up View

115 S. WILLOW AVE



Urban Center
Unclassified
Alley
Residential Link
Hillside-Hilltop Overlay District
Planning Area
Fayetteville City Limits
Trail (Proposed)
Design Overlay District

Feet

0 75 150 300 450 600

1:2,400

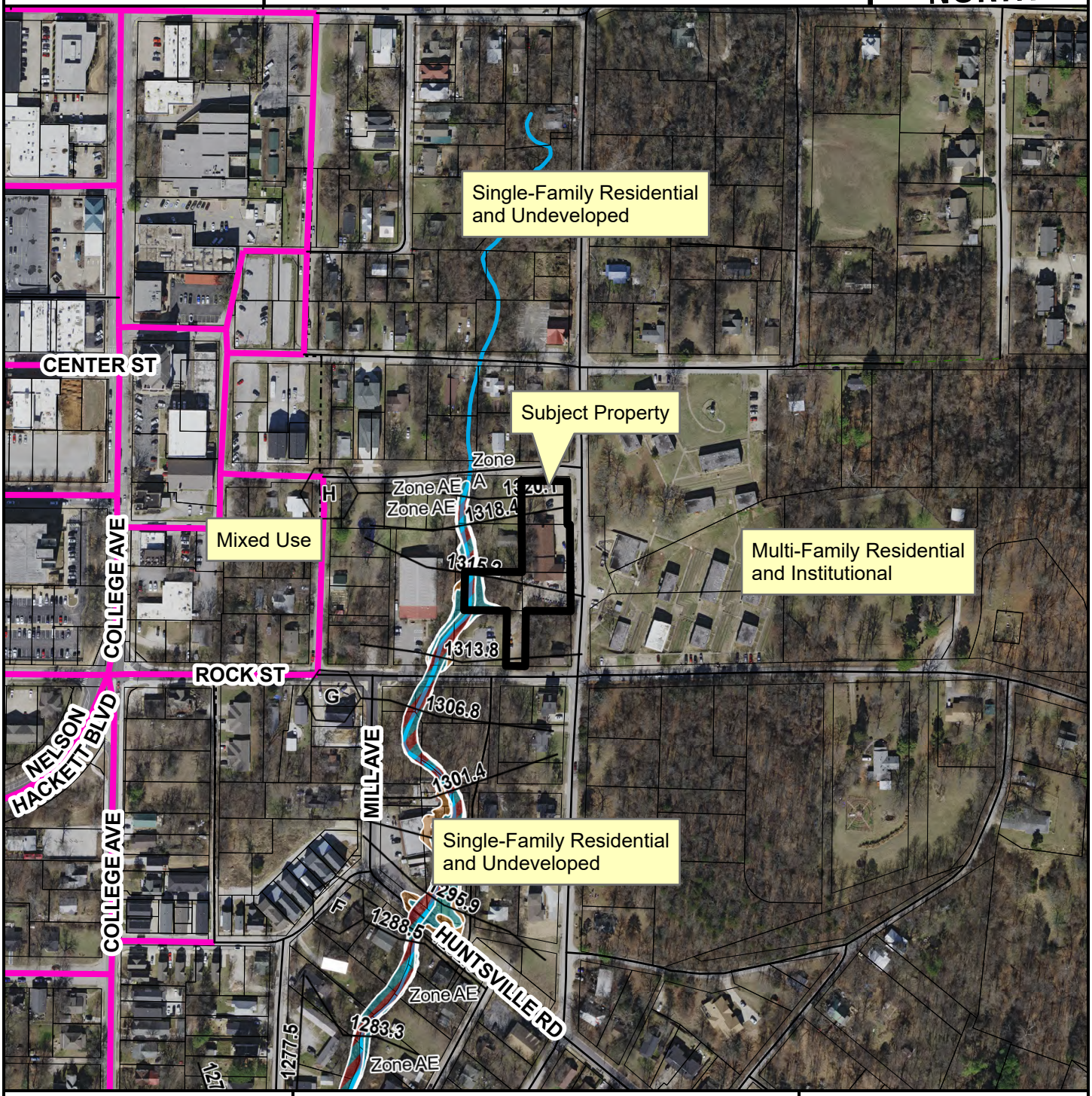
RSF-4
RSF-8
RI-U
RMF-24
Residential-Office
Downtown Core
Downtown General
P-1

CUP-2025-0009

Current Land Use

115 S. WILLOW AVE

NORTH



- Urban Center
- Unclassified
- Alley
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits
- Design Overlay District

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Gretchen Harrison, Senior Planner

MEETING DATE: March 24, 2025

SUBJECT: **CUP-2025-0013: Conditional Use Permit (EAST OF 2365 N. RUPPLE RD./HOLT SUBDIVISION, 323):** Submitted by BATES & ASSOCIATES for property located EAST OF 2365 N. RUPPLE RD. The property is zoned RPZD, RESIDENTIAL PLANNED ZONING DISTRICT and CS, COMMUNITY SERVICES and contains approximately 18.47 acres. The request is for a four-family dwelling.

RECOMMENDATION:
Staff recommends approval of **CUP-2025-0013** with conditions.

RECOMMENDED MOTION:
*"I move to approve **CUP-2025-0013**, determining:*

- *In favor of compatibility with adjacent properties and*
- *In favor of all other conditions as recommended by staff."*

BACKGROUND:
The subject property is located in northwest Fayetteville, northeast of the intersection of Rupple Road and Mount Comfort Road and east of Holt Middle School. The property is largely undeveloped with the exception of one single-family home and associated outbuildings that were built in the late 1970s. In total, the property contains about 18.47 acres and is currently split-zoned CS, Community Services and RPZD, Residential Planned Zoning District. A preliminary plat of a residential subdivision with 105 residential lots and one detention lot on this property was approved by the Planning Commission on February 24, 2025 (PPL-2024-0010). Surrounding land uses and zoning are depicted in *Table 1.*

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential	RSF-4, Residential Single-Family, Four Units per Acre
South	Gas Station, Undeveloped	CS, Community Services
East	Single-Family Residential, Undeveloped	RSF-4, Residential Single-Family, Four Units per Acre, RPZD, Residential Planned Zoning District
West	Holt Middle School, Mount Comfort Cemetery	P-1, Institutional, RSF-1, Residential Single-Family, One Unit per Acre

City Plan 2040 Future Land Use Designation: **City Neighborhood**

Request: The applicant requests approval of a conditional use permit to allow for the development of a four-family dwelling. Four-family dwellings fall under Use Unit 10: Three- and Four-Family Dwellings, which is a conditional use in the underlying PZD's Planning Area A, which this building would be located in.

Public Comment: To date, staff has received no public comment regarding this request.

RECOMMENDATION: Staff recommends approval of **CUP-2025-0013** with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of compatibility with adjacent properties.** *Staff finds the proposed four-family dwelling to be compatible based on the findings contained herein;*

2. Compliance with UDC §166.23, Urban Residential Design Standards shall be fully reviewed at the time of building permit submittal;

3. Driveway access for these units shall be limited to the proposed alley to the south;

4. All outdoor lighting shall meet the requirements as outlined in UDC Chapter 176, Outdoor Lighting; and

5. Any signage shall meet the requirements as outlined in UDC Chapter 174, Signs.

PLANNING COMMISSION ACTION: Required YES			
Date: March 24, 2025	**❒ Tabled**	**❒ Approved**	**❒ Denied**
Motion:			
Second:			
Vote:			

FINDINGS OF THE STAFF

§163.02. AUTHORITY; CONDITIONS; PROCEDURES.

B. Authority; Conditions. The Planning Commission shall:

1. Hear and decide only such special exemptions as it is specifically authorized to pass on by the terms of this chapter;

2. Decide such questions as are involved in determining whether a conditional use should be granted; and,

3. Grant a conditional use with such conditions and safeguards as are appropriate under this chapter; or

4. Deny a conditional use when not in harmony with the purpose and intent of this chapter.

C. Procedures. A conditional use shall not be granted by the Planning Commission unless and until:

1. A written application for a conditional use is submitted indicating the section of this chapter under which the conditional use is sought and stating the grounds on which it is requested.

Finding: The applicant has submitted a written application requesting a conditional use permit for Use Unit 10: Three (3) and four (4) family dwellings. Use Unit 10 is a conditional use in the underlying PZD's Planning Area A.

2. The applicant shall pay a filing fee as required under Chapter 159 to cover the cost of expenses incurred in connection with processing such application.

Finding: The applicant has paid the required filing fee.

3. The Planning Commission shall make the following written findings before a conditional use shall be issued:

(a.) That it is empowered under the section of this chapter described in the application to grant the conditional use; and

Finding: The Planning Commission is empowered under UDC §161.35 to grant the requested conditional use permit to allow Use Unit 10 in the underlying PZD.

(b.) That the granting of the conditional use will not adversely affect the public interest.

Finding: Staff finds that granting the requested conditional use is not likely to adversely affect the public interest. The subject property is located along a residential block which is intended to be developed with four-family dwellings. Only this building requires conditional use approval since it is located in Planning Area A, which only allows single- and two-family dwellings by right, where the other buildings are located in Planning Area B, which allow single- to multi-family dwellings by right. Attached dwellings are subject to compliance with the city's Urban Residential Design Standards as outlined in UDC §166.23, as well as the outdoor lighting standards outlined in UDC Chapter 176.

(c.) The Planning Commission shall certify:

(1.) Compliance with the specific rules governing individual conditional uses; and

Finding: There are no specific rules governing four-family dwellings.

(2.) That satisfactory provisions and arrangements have been made concerning the following, where applicable:

(a.) Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control and access in case of fire or catastrophe;

Finding: **The lots in question will have frontage along a planned fully improved Residential Link Street, Caney Drive, and access to a shared alley. Driveway access is proposed to be limited to the alley, and staff has recommended a condition of approval limiting access as proposed. Full compliance with parking and driveway design standards will be determined at the time of development review.**

(b.) Off-street parking and loading areas where required, with particular attention to ingress and egress, economic, noise, glare, or odor effects of the special exception on adjoining properties and properties generally in the district;

Finding: **The applicant has indicated that each unit is intended to have a two-car garage and a 16-foot-wide driveway, with enough space to accommodate at least four vehicle parking spaces for each unit. Full compliance with parking regulations will be determined at the time of development review.**

(c.) Refuse and service areas, with particular reference to ingress and egress, and off-street parking and loading;

Finding: **The applicant indicated in their request letter that residential trash carts will be used for each unit. The city's Urban Residential Design Standards require that trash containers be stored in a location that is not visible from the street.**

(d.) Utilities, with reference to locations, availability, and compatibility;

Finding: **New water and sewer mains are proposed with the associated preliminary plat of the Holt Village Subdivision, which would provide access to utilities for this site.**

(e.) Screening and buffering with reference to type, dimensions, and character;

Finding: **Four-family dwellings are subject to compliance with the city's Urban Residential Design Standards, which require the screening of trash and recycling facilities, and mechanical and utility equipment. Compliance with those standards will be fully determined at the time of development review.**

(f.) Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, economic effect, and compatibility and harmony with properties in the district;

Finding: **Any proposed signage will be subject to Unified Development Code Chapter 174, Signs, and all regulations therein.**

(g.) Required yards and other open space;

Finding: **Based on the applicant's submittal, the proposed building meets relevant setbacks.**

(h.) General compatibility with adjacent properties and other property in the district; and

Finding: **Staff finds the applicant's request to be compatible with adjacent properties. Several buildings with four or more attached units are planned to the north and east, making this proposed housing type and design consistent with the character of the surrounding area. Also, four-family dwellings are subject to compliance with heightened design standards, including the city's Urban Residential Design Standards.**

(i.) General compatibility with the goals and intent of the city's adopted land-use, transportation, and other strategic plans.

Finding: **Staff finds that the proposed use generally aligns with the goals and intent of the city's adopted land use plans. Goal 6 of City Plan 2040 encourages the provision of a wide range of housing types to encourage housing affordability and diversity. City Plan 2040's Future Land Use Map also designates this site as City Neighborhood Area, indicating that it is also an appropriate location for higher-density residential development.**

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:
- Zoning Regulations for Holt Village PZD
- Applicant Request Letter and Exhibits
- One Mile Map
- Close-Up Map
- Current Land Use Map

E

Proposed Zoning Standards

Neighborhood Zone A

(A) *Purpose.*

- Provide an appropriately flexible neighborhood buffer to commercial, institutional, and single family residential uses
- Create a flexible neighborhood pattern with a variety of adaptable building types limited by mass and height rather than use or unit numbers;
- Promote and maintain the development of diverse housing types at a range of sizes and price points for a range of household arrangements to meet the needs of all citizens in all phases of life;
- Allow more efficient and flexible use of existing and new housing stock at appropriate densities to support the long term maintenance of required infrastructure;

(B) *Intent.* Planning staff shall evaluate the following criteria for suitability of uses in the Neighborhood Zone A:

(1) The property shall have infrastructure (water, sewer, gas, electric, etc.) that meets City standard, in the minimum easements and land encumbrances to ensure practical maintainability and access to all units without restricting future adaptations of site usage;

(2) The form and massing of buildings should be scaled and detailed to create an inviting and timeless neighborhood pattern;

(3) Block structure should be compact and connected, with a preference for alleys and pedestrian pathways creating additional mid-block connectivity and flexibility;

(4) Buildings should address the street appropriately with visible pedestrian entries on the primary façade connected to pedestrian pathways;

(5) Parking and car connectivity should be secondary to safe, walkable, adaptable block structure and building usage

(6) Building setbacks from the street should be minimized wherever possible to shorten the length of utility service lines and minimize maintenance and leakage potential;

(7) Side yards are encouraged to be minimized unless functionally useful for building occupants or necessary for services like trash, stormwater, and utility pedestals. This allows additional units to be provided and reduces the length of infrastructure required to serve each unit, creating more financially sustainable neighborhoods;

Proposed Zoning Standards

(C) *Uses.*

(1) *Permitted Uses*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 24	Home occupations

Unit 41	Accessory dwelling units
Unit 44	Cluster housing development

Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 10	Three (3) and four (4) family dwellings
Unit 12a	Limited business
Unit 13	Eating places
Unit 16	Shopping goods
Unit 19	Commercial recreation, small sites
Unit 25	Offices, studios and related services
Unit 26	Multi-family dwellings
Unit 45	Small scale production
Unit 46	Short-term rentals

(D) *Density.* None.

(E) *Bulk and Area Regulations.*

(1) *Lot Width Minimum. 24 feet*

** Legal lots may meet their minimum lot width with frontage onto a private or public right of way, public or private open space, or pedestrian access (sidewalk or trail) as long as adequate utility easements and access and safe and convenient access for fire protection and sanitation vehicles exists.*

(2) *Lot Area Minimum.* None.

(F) *Setback regulations.*

Front	A build-to zone that is located between the front property line and a line 25 feet from the front property line.
Side	5 feet
Rear	5 feet
Rear, from center line of an alley	12 feet

(G) *Building Height Maximum. 3 stories*

(H) *Minimum Buildable Street Frontage.* 50% of the lot width.

Neighborhood Zone B

(A) *Purpose.*

- Create a flexible neighborhood pattern with a variety of adaptable building types limited by mass and height rather than use or unit numbers;
- Promote and maintain the development of diverse housing types at a range of sizes and price points for a range of household arrangements to meet the needs of all citizens in all phases of life;
- Allow more efficient and flexible use of existing and new housing stock at appropriate densities to support the long term maintenance of required infrastructure;

(B) *Intent.* Planning staff shall evaluate the following criteria for suitability of uses in the Neighborhood Zone B:

(1) The property shall have infrastructure (water, sewer, gas, electric, etc.) that meets City standard, in the minimum easements and land encumbrances to ensure practical maintainability and access to all units without restricting future adaptations of site usage;

(2) The form and massing of buildings should be scaled and detailed to create an inviting and timeless neighborhood pattern;

(3) Block structure should be compact and connected, with a preference for alleys and pedestrian pathways creating additional mid-block connectivity and flexibility;

(4) Buildings should address the street appropriately with visible pedestrian entries on the primary façade connected to pedestrian pathways;

(5) Parking and car connectivity should be secondary to safe, walkable, adaptable block structure and building usage

(6) Building setbacks from the street should be minimized wherever possible to shorten the length of utility service lines and minimize maintenance and leakage potential;

(7) Side yards are encouraged to be minimized unless functionally useful for building occupants or necessary for services like trash, stormwater, and utility pedestals. This allows additional units to be provided and reduces the length of infrastructure required to serve each unit, creating more financially sustainable neighborhoods;

Proposed Zoning Standards

(C) *Uses.*

(1) *Permitted Uses*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 24	Home occupations
Unit 26	Multi-family dwellings
Unit 41	Accessory dwelling units
Unit 44	Cluster housing development

Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 12a	Limited business
Unit 13	Eating places
Unit 16	Shopping goods
Unit 19	Commercial recreation, small sites
Unit 25	Offices, studios and related services
Unit 45	Small scale production
Unit 46	Short-term rentals

(D) *Density.* None.

(E) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Single-family	24 feet
All other uses	None

** Legal lots may meet their minimum lot width with frontage onto a private or public right of way, public or private open space, or pedestrian access (sidewalk or trail) as long as adequate utility easements and access and safe and convenient access for fire protection and sanitation vehicles exists.*

(2) *Lot Area Minimum.* None.

(F) *Setback regulations.*

Front	A build-to zone that is located between the front property line and a line 25 feet from the front property line.
Side	None
Rear	5 feet
Rear, from center line of an alley	12 feet

(G) *Building Height Maximum. 3 stories*

(H) *Minimum Buildable Street Frontage.* 50% of the lot width.

BATES
Engineers · Surveyors
7230 S Pleasant Ridge Dr / Fayetteville, AR 72704
PH: (479) 442-9350 / batesnwa.com

March 17th, 2025

Planning Commission
125 West Mountain Street
Fayetteville, AR 72701

RE: Holt Village Subdivision CUP Request

To whom it may concern,

Landmarc Custom Homes LLC is requesting a conditional use permit on the proposed Holt Village Subdivision located near the intersection of Rupple Road and Mount Comfort, Washington County parcels #765-13593-002 & 765-13593-000. On April 16th, 2024, a PZD was approved with approximately 125 units with neighborhood zone A and B. Originally the PZD outlined Zone A to have approximately 9.90 acres of the site and Zone B to have 6.90 acres, however with the adjustments per preliminary plat submittal, we are now proposing 0.35 acres, near the SW corner of the proposed subdivision, to be a part of Zone B residential development. Zone B is currently proposed as 4 – townhomes (2026 sq.ft each) with a shared wall. Zone A is currently proposed as a cottage with approximately 2,525 sq.ft. Both of the zones are proposed to have 2 stories as well as garage/driveway parking at each individual units. See the attached floor plan as well as the renderings. This proposal is made with good intentions on maintaining the overall integrity of the subdivision and the existing land adjacent to the area of request.

The 4-plex townhome will have a total of 10,745 SF. The number of off-street parking spaces. The floor plan and color elevations have been included in this document. The floor plan shows a two parking garage and a 16’ driveway allowing for 4 off street parking spaces. The 4plex will be adjacent to a local street with on street parking as well. Outdoor lighting will be provided by wall packs on the building. Noise will follow common standards with the remaining PZD. Screening and buffering will be provided around the perimeter of the lot. Trash will be provided through a roll off cart for every residential unit. Access will be provided via a 20’ access easement/alley that connects to a local street. The fourplex fits the general compatibility of the area due to the PZD allowing 4 and 6 plexes within the development. The appearance and use of the 4plex will meet the uses of the proposed PZD.



Previously Approved PZD with the CUP requested area outlined in red.

Thank you for your consideration in the matter and if you have any questions or require additional information, please feel free to contact me at your convenience.

Sincerely,

Bates & Associates, Inc.

Addison Manzi



EXISTING STREET IMPROVEMENTS				
NAME	M.S.P. CLASS	RIGHT OF WAY	PAVEMENT WIDTH	SIDEWALK
N. RUPPLE ROAD	REGIONAL LINK (HIGH ACTIVITY)	92 FEET	36 FEET	NONE

PROPOSED PUBLIC STREET INFO					
NAME	M.S.P. CLASS	RIGHT OF WAY	PAVEMENT WIDTH	SIDEWALK WIDTH	GREENSPACE WIDTH
NORTH CANEY DRIVE	RESIDENTIAL LINK	50 FEET	28 FEET B/B	6 FEET	6 FEET
HOLT ROAD	RESIDENTIAL LINK	50 FEET	28 FEET B/B	6 FEET	6 FEET
WEST LONOKE STREET	RESIDENTIAL LINK	50 FEET	28 FEET B/B	6 FEET	6 FEET

PROPOSED IMPROVEMENTS	
9 FT SIDEWALK	1286.12'
NONE	986.70'
	694.37'

DRIVEWAY WIDTH REQUIREMENTS	
LOT WIDTH:	MAX. DRIVEWAY WIDTH:
LESS THAN 50 FEET	18 FT
50 FEET TO 69 FEET	20 FT
70 FEET OR MORE	24 FT

DEVELOPMENT NOTES:
THERE ARE NO KNOWN WETLANDS ON THIS SITE.
THERE ARE NO KNOWN FLOOD HAZARDS ON THIS SITE OR DOWNSTREAM.
THERE ARE NO KNOWN EROSION ISSUES ON SITE OR DOWNSTREAM.
THIS DEVELOPMENT WILL UTILIZE FAYETTEVILLE SOLID WASTE & RECYCLE BINS.

NOTES TO CONTRACTOR:
1. ALL OUTDOOR LIGHTING SHALL BE REVIEWED PRIOR TO BUILDING PERMIT APPROVAL.
2. ALL UTILITIES AND MECHANICAL EQUIPMENT SHALL BE SCREENED BY INCORPORATING SCREENING INTO THE STRUCTURE UTILIZING MATERIALS COMPATIBLE WITH THE PRIMARY STRUCTURE.
3. MECHANICAL AND UTILITY EQUIPMENT OVER 30 INCHES IN HEIGHT SHALL MEET SCREENING REQUIREMENTS.
4. ALL NEW UTILITIES SHALL BE PLACED UNDERGROUND, AND ALL EXISTING UTILITIES UNDER 12KV SHALL BE RELOCATED UNDERGROUND.
5. ALL UTILITIES SHALL BE LOCATED AT LEAST 4' BY FLAGGED AT FINAL GRADE AND MARKED WITH POST TO IDENTIFY THE END OF CONDUITS. THERE MUST BE A MINIMUM SEPARATION OF 12" BETWEEN CONDUITS FOR ELECTRIC AND CONDUITS FOR COMMUNICATIONS.
6. DAMAGE TO OR RELOCATION OF EXISTING UTILITIES SHALL BE AT THE DEVELOPERS EXPENSE.
7. LOCATIONS AND BACKFLOW PREVENTION FOR THE FIRE SPRINKLER SYSTEMS MUST BE APPROVED BY DON OSBORN OF THE CITY OF FAYETTEVILLE METER OPERATIONS DIVISION (575-8364).
8. THERE SHALL BE A MINIMUM OF ONE "FULL TIME" INSPECTION FOR UTILITIES, AND ONE "PART TIME" INSPECTION FOR THE STORM DRAINAGE AND ROADWAY CONSTRUCTION.
9. NOTIFY PUBLIC WORKS INSPECTION IN ADVANCE OF PERFORMING WORK IN THE RIGHT OF WAY OR PUBLIC INFRASTRUCTURE IN ACCORDANCE WITH THE CITY OF FAYETTEVILLE'S PUBLIC WORKS INSPECTION POLICY.
10. DAILY AND WEEKLY REPORTS SHALL BE SUBMITTED TO THE CITY OF FAYETTEVILLE'S PUBLIC WORKS INSPECTION.
11. ALL TAPS ON EXISTING MAINS SHALL BE MADE BY THE CITY, AND FEES PAID BY OWNER.
12. ALL WORK PERFORMED IN THE RIGHT OF WAY SHALL BE PERFORMED BY A CONTRACTOR REGISTERED WITH THE CITY OF FAYETTEVILLE.
13. ALL HEAVY EQUIPMENT AS DEFINED BY THE CITY CODE SHALL BE PROHIBITED FROM PARKING - FIRE LANE.
14. TRASH ENCLOSURES SHALL BE SCREENED ON THREE SIDES WITH MATERIALS AND COLORS OF THE SCREEN WALL BE REQUIRED TO BE APPROVED BY PLANNING DIVISION STAFF.
15. ALL SIGNS MUST BE PERMITTED BY SEPARATE PERMIT.
16. IRRIGATION TO BE PROVIDED BY CONTRACTOR.
17. ALL UTILITY LOCATIONS MUST BE IDENTIFIED BY CONTRACTOR PRIOR TO SUBMITTING A BID.
18. CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES, SIGNS AND SIGNALS AFTER THE CONSTRUCTION ZONE HAS BEEN REMOVED.

STREET NOTES:
ANY STREET OR LANE CLOSURE MUST BE APPROVED THROUGH THE ENGINEERING DIVISION, APPLICATION AND ADDITIONAL INFORMATION CAN BE FOUND AT OUR WEBSITE: HTTPS://WWW.FAYETTEVILLEAR.GOV/DOCUMENT_CENTER.ASPX?FOLDER=CLOSURES
CONTRACTOR SHALL MAINTAIN ALL STREETS IN A CLEAN AND SAFE CONDITION AT THE CONSTRUCTION SITE. ALL EXISTING CURB CUTS WILL BE REMOVED AND REPLACED WITH CURB AND GUTTER. ALL EXISTING CURB CUTS THAT ARE DAMAGED OR CRACKED SHALL BE REMOVED AND REPLACED WITH STANDARD CURB AND CURB DAMAGED DURING CONSTRUCTION SHALL BE REMOVED AND REPLACED.



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1135 HOLT, CYNTHIA ANN
1141 STOVALL, GEORGE W. & SUPPLE COMPANY
1145 STOVALL, GEORGE W. & SUPPLE COMPANY
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ZONE B - 4 PLEX



ZONE B - 4 PLEX



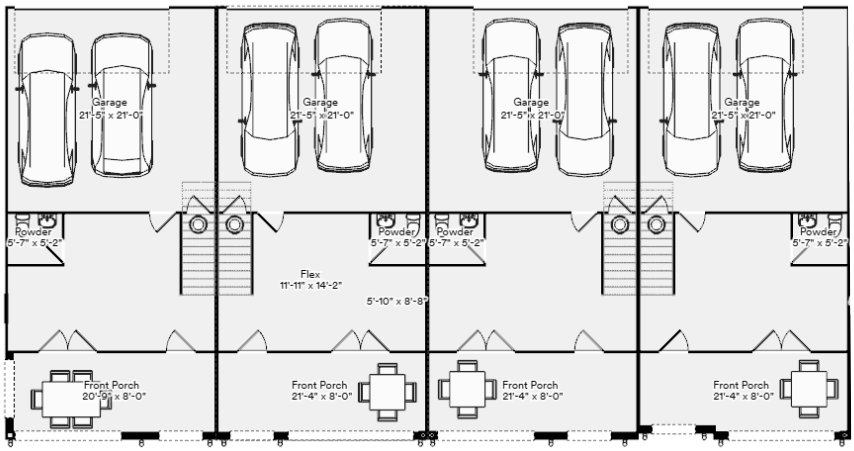
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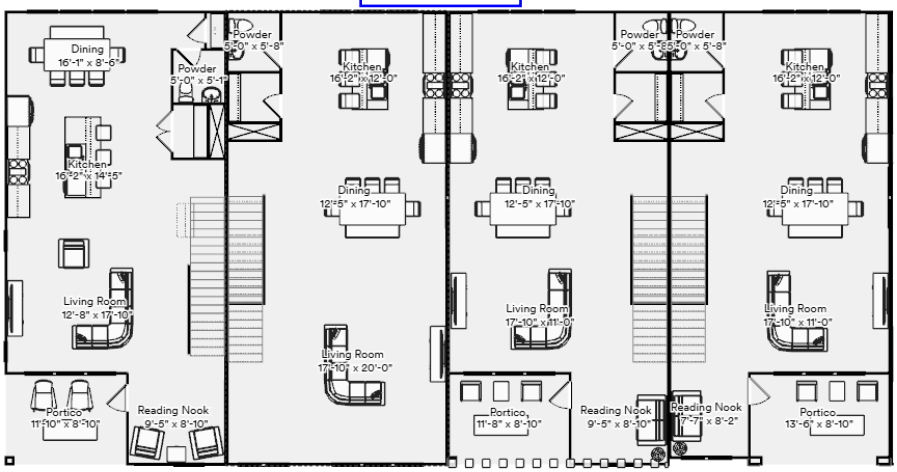
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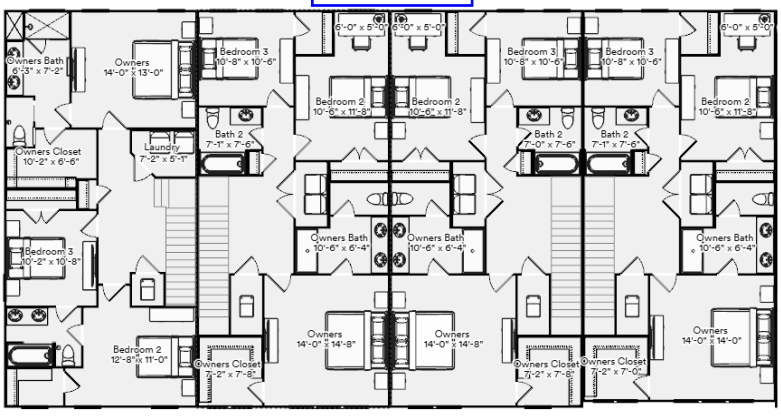
1st Floor



2nd Floor



3rd Floor





ZONE A







The 5015 Dahlia

Ready to build a life you'll love

2,525+ SQFT | 3+ | 2.5 | 2

Model:	Dahlia	Base Price: --
Elevation:	A,B,C	Options: --
Lot: --	Lot Premium: --	
Total Price: --		



First Floor



Second Floor



Optional Cabinet and Sink at Laundry



Single Oven with Cooktop



Optional Indoor Gas Fireplace at Family

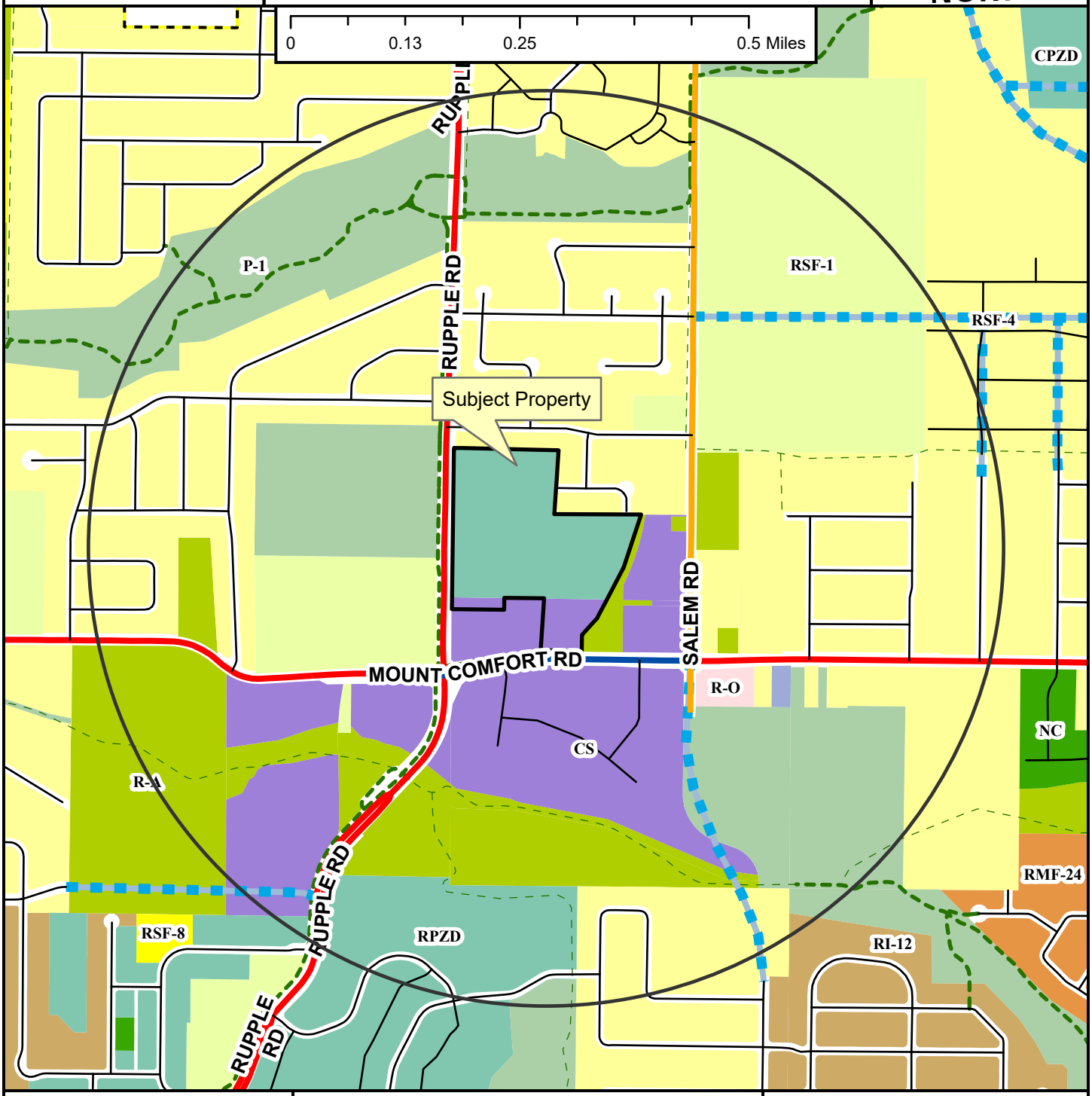
ZONE A

CUP-2025-0013

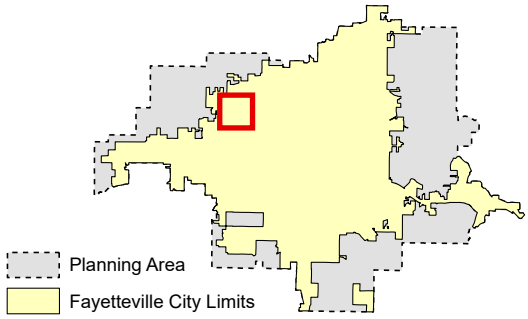
One Mile View

EAST OF 2365 N. RUPPLE RD

NORTH



- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Unclassified
- Residential Link
- Planned Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
NS-G
RI-U
RI-12
NS-L
Residential-Agricultural
RSF-.5
RSF-1
RSF-2
RSF-4
RSF-7
RSF-8
RSF-18

RESIDENTIAL MULTI-FAMILY
RMF-6
RMF-12
RMF-18
RMF-24
RMF-40

INDUSTRIAL
I-1 Heavy Commercial and Light Industrial
I-2 General Industrial

EXTRACTION
E-1

COMMERCIAL
Residential-Office
C-1
C-2
C-3

FORM BASED DISTRICTS
Downtown Core
Urban Thoroughfare
Main Street Center
Downtown General
Community Services
Neighborhood Services
Neighborhood Conservation

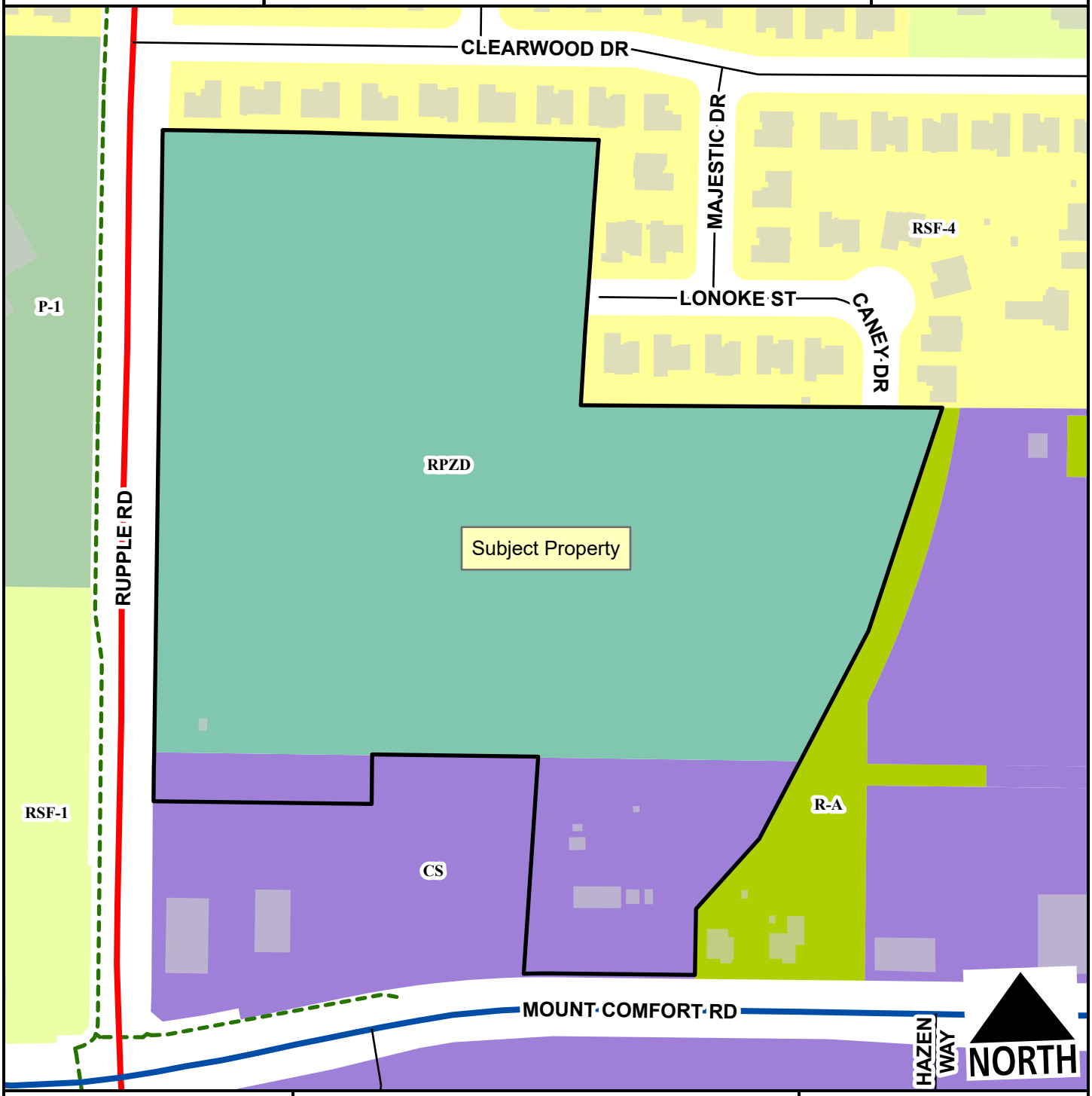
PLANNED ZONING DISTRICTS
Commercial, Industrial, Residential

INSTITUTIONAL
P-1

CUP-2025-0013

Close Up View

EAST OF 2365 N. RUPPLE RD



Regional Link
Regional Link - High Activity
Residential Link
Planning Area
Fayetteville City Limits
Shared-Use Paved Trail

Feet
0 75 150 300 450 600
1:2,400

Residential-Agricultural
RSF-1
RSF-4
Community Services
Commercial, Industrial, Residential
P-1

CUP-2025-0013

Current Land Use

EAST OF 2365 N. RUPPLE RD

NORTH



- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Residential Link
- Planned Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Wesley Frank, Planner

MEETING DATE: March 24, 2025

SUBJECT: **CUP-2025-0012: Conditional Use Permit (2981 W OBSIDIAN ST./RAINER., 285):** Submitted by CASEY RAINER for property located at 2981 W. OBSIDIAN ST. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.20 acres. The request is to use the property as a short-term rental.

RECOMMENDATION:
Staff recommends approval of **CUP-2025-0012**, with conditions as outlined by staff.

RECOMMENDED MOTION:
*"I move to approve **CUP-2025-0012** with conditions, determining:*

- *In favor of compatibility with adjacent properties;*
- *In favor of all other conditions as recommended by staff."*

BACKGROUND:
The subject property is located in northwest Fayetteville. The property is zoned RSF-4, and totals approximately 0.20 acres. The property is located 0.02 of a mile from the N. Gooseberry Lane and W. Obsidian Street intersection. The property is developed with a single-family home built in 2024. On April 20, 2021, City Council adopted an ordinance to regulate short-term rentals operating within its limits. On December 20, 2022, City Council amended the ordinance to enact new requirements for short-term rentals, and on July 6, 2023, City Council amended the Type 2 short-term rental density cap requirements from 2% city-wide, to 475 total. This report reflects those new changes for consideration. Surrounding land use and zoning are depicted in *Table 1.*

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Single-family Residential	RSF-4, Residential Single-family, 4 Units per Acre
South	Single-family Residential	RSF-4, Residential Single-family, 4 Units per Acre
East	Single-family Residential	RSF-4, Residential Single-family, 4 Units per Acre
West	Single-family Residential	RSF-4, Residential Single-family, 4 Units per Acre

City Plan 2040 Future Land Use Designation: **Residential Neighborhood**.

Proposal: The applicant requests conditional use permit approval to use the property as a Type 2 short-term rental, which are those not occupied by a permanent resident. Type 2 short-term

rentals are subject to density limitations, including a citywide cap of 475 units, and restrictions on the number of units that may be used as a short-term rental in multi-family dwelling complexes.

Public Comment: Staff has not received any public comment regarding this request.

RECOMMENDATION: Staff recommends approval of **CUP-2025-0012,** with the following conditions;

Conditions of Approval:

1. **Planning Commission determination of compatibility.** *Staff finds the proposed short-term rental to be compatible with the neighborhood based on the findings in this report;*

2. Approval of the conditional use permit does not ensure approval of a business license application. The applicant must still be able to comply with all other applicable requirements in the development code.

3. Per §166.20, Expiration of Approved Plans and Permits, a business license must be obtained within 1 year of conditional use permit approval.

4. Per ordinance, the number of occupants is limited to a maximum of two people per bedroom, plus two, for the entire unit when the property is operated as a short-term rental.

5. Special events including, but not limited to, weddings, receptions, anniversaries, private parties, fundraisers and business seminars are prohibited from occurring in the short-term rental.

6. No recreational vehicle, trailer, other vehicle or structure not classified as a permanent residential dwelling may be used as a short-term rental.

7. All trash receptacles shall be screened from view of the right-of-way.

8. All outdoor lighting shall meet requirements as outlined in §176, Outdoor Lighting.

9. Any signage shall meet the requirements as outlined in §174, Signage.

10. Per Business Regulations §120.02(A), the owners of only short-term rentals shall be required to designate and register their landlord's representative into the Landlord's Representative Registry.

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: March 24, 2025	**❒ Tabled**	**❒ Approved**	**❒ Denied**
Motion:			
Second:			
Vote:			

FINDINGS OF THE STAFF

§163.02. AUTHORITY; CONDITIONS; PROCEDURES.

B. Authority; Conditions. The Planning Commission shall:

1. Hear and decide only such special exemptions as it is specifically authorized to pass on by the terms of this chapter.

2. Decide such questions as are involved in determining whether a conditional use should be granted; and,

3. Grant a conditional use with such conditions and safeguards as are appropriate under this chapter; or

4. Deny a conditional use when not in harmony with the purpose and intent of this chapter.

C. Procedures. A conditional use shall not be granted by the Planning Commission unless and until:

1. A written application for a conditional use is submitted indicating the section of this chapter under which the conditional use is sought and stating the grounds on which it is requested.

Finding: The applicant has submitted a written application requesting a conditional use permit for a Type 2 short-term rental in the RSF-4 zoning district.

2. The applicant shall pay a filing fee as required under Chapter 159 to cover the cost of expenses incurred in connection with processing such application.

Finding: The applicant has paid the required filing fee.

3. The Planning Commission shall make the following written findings before a conditional use shall be issued:

(a.) That it is empowered under the section of this chapter described in the application to grant the conditional use; and

Finding: The Planning Commission is empowered under Unified Development Code §118.01(E)(2) to grant the requested conditional use permit.

(b.) That the granting of the conditional use will not adversely affect the public interest.

Finding: Staff finds that granting the requested conditional use is unlikely to negatively affect the public interest, given the applicable business license requirements including a required building safety inspection, and applicable density caps on Type 2 short-term rentals.

(c.) The Planning Commission shall certify:

(1.) Compliance with the specific rules governing individual conditional uses; and

Finding: There are specific rules governing Short-Term Rentals, as follows:

§163.18 - SHORT-TERM RENTALS

A. **Residential Zoning Districts.** Type 2 short-term rentals may be permitted as a conditional use in the following residential zoning districts: R-A, RSF-.5, RSF-1, RSF-2, RSF-4, RSF-7, RSF-8, RSF-18, RI-12, RI-U, RMF-6, RMF-12, RMF-18, RMF-24, RMF-40, NC. Short term rentals may be permitted by right or by conditional use in planned zoning districts subject to the zoning regulations enacted by the City Council for each district. Short-term rentals in non-residential zoning districts, mixed use zoning districts, or other zoning districts not listed above are not required to apply for a conditional use permit.

Finding: The request is to operate a Type 2 Short-Term Rental, Use Unit 46, in RSF-4 zoning which requires a conditional use permit.

B. **Occupancy.** Maximum of two (2) people per bedroom, plus two (2), for the entire unit when operated as a short-term rental.

Finding: Occupancy is limited as described in UDC §163.18(A)(3). The property contains a total of three bedrooms, which would limit the maximum number of guests to eight.

C. **Parking.** Parking is limited to the maximum number of vehicles as allowed by the underlying zoning district for the residential building on the property.

Finding: Parking for single-family homes is required to be provided at a rate of two spaces per unit. The applicant indicated in their submittal that there is space to park up to two cars in the driveway.

D. Special events are not permitted in a short-term rental. Example of special events include, but are not limited to, weddings, receptions, anniversaries, private parties, fundraisers and business seminars.

Finding: The application letter suggests the property will comply with the City's regulations for a short-term rental. As a condition of approval, staff recommends a prohibition on special events.

E. Short-term rental units are allowed in any structure established as a permanent residential dwelling including an accessory dwelling unit. No recreational vehicle, trailer, other vehicle or structure not classified as a permanent residential dwelling may be used as a short-term rental.

Finding: The application is for use of the property at 2981 W. Obsidian Street. Staff recommends a condition confirming that no recreational vehicle, trailer,

other vehicle or structure not classified as a permanent residential dwelling may be used as a short-term rental.

F. **Exceptions.** Exceptions to the short-term rental standards, except proposals that would exceed the city-wide density maximum, may be granted by the Planning Commission as a conditional use permit.

Finding: **Type 2 short-term rentals are subject to a citywide density cap at 475 business licenses. As of March 5, 2025, the City had issued 461 Type 2 short-term rental licenses with 14 licenses remining to be issued. Granting a CUP for this location would entitle the applicant to apply for a business license, but does not guarantee its approval.**

G. Short-term rentals must comply with all applicable codes under City Code §118.01 and successfully obtain a business license prior to operation.

Finding: **This short-term rental would be subject to all codes in Business Regulations §118.01 that apply to Type 2 short-term rentals in residential zoning districts. Applicable business licensing requirements will be reviewed by staff and confirmed by the applicant at the time of licensing.**

H. Short-term rentals in residential zoning districts may be subject to denial or additional conditions based upon the Planning Commission's findings on the following factors:

1. Adequate parking infrastructure;
2. Adequate adjoining or nearby streets for on-street parking;
3. Frequency or concentration of nearby licensed Type 2 short-term rentals;
4. Prior zoning or code violations; and
5. Proximity to public or private K-12 schools when the proposed property is within 1,000 feet of the school boundary line.

Finding: **The applicant's property has ample parking for the number of vehicles allowed – four off-street parking spots are available. Currently, there is only one Type-2 STR license within a ¼ mile radius of the subject property. There are no zoning or code violations for this property. The property is not located within a 1,000 feet of a public or private school.**

§163.02. AUTHORITY; CONDITIONS; PROCEDURES. (continued)

(2.) That satisfactory provisions and arrangements have been made concerning the following, where applicable:

(a.) Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control and access in case of fire or catastrophe;

Finding: **A driveway with access onto W. Obsidian Street is available to accommodate vehicular ingress and egress to the subject property. W. Obsidian Street is fully improved with sidewalks to facilitate pedestrian access on the east and**

west side of the streets. Staff finds the proposal will not adversely affect traffic flows considering the use of the property would be limited to a maximum of 8 guests, which would not be out of character with use of the property for residential purposes.

(b.) Off-street parking and loading areas where required, with particular attention to ingress and egress, economic, noise, glare, or odor effects of the special exception on adjoining properties and properties generally in the district;

Finding: **Four off-street parking spaces are available in a driveway and garage. The short-term rental ordinance limits the number of guest vehicles to the maximum number of vehicles as allowed by the underlying zoning district.**

(c.) Refuse and service areas, with particular reference to ingress and egress, and off-street parking and loading,

Finding: **The applicant proposes typical residential trash cart service rather than dumpster service. Staff recommends storage of the containers should be screened from public view when not at the curb for residential pick-up.**

(d.) Utilities, with reference to locations, availability, and compatibility;

Finding: **Utilities are currently available to the site, and the use as a short-term rental is not anticipated to impact the provision of utilities.**

(e.) Screening and buffering with reference to type, dimensions, and character;

Finding: **Staff recommends that residential carts be screened so that they are not visible from the public right-of-way.**

(f.) Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, economic effect, and compatibility and harmony with properties in the district;

Finding: **Any proposed signage will be subject to Unified Development Code section 174 – Signs, and all the regulations therein.**

(g.) Required yards and other open space; and

Finding: **Based on the applicant's submittal, the structure is meeting relevant setbacks).**

(h.) General compatibility with adjacent properties and other property in the district.

Finding: **Staff finds the use to be compatible with the surrounding properties. The property is primarily surrounded by residential uses and with only one nearby short-term rental Type-2 within a quarter-mile radius. There appears to be adequate parking to accommodate the number of permitted guests and staff does not anticipate any adverse traffic impacts with this request.**

(i.) General compatibility with the goals and intent of the city's adopted land-use, transportation, and other strategic plans.

Finding: **Staff finds the proposed use to be somewhat incompatible with the City's adopted land use, transportation, and other strategic plans since short-term rentals do not clearly support any of the goals identified in those plans. However, there are safeguards in place that limit how short-term rentals operate to ensure that the City can still meet those goals, including a citywide density cap of 475 units and restrictions on the number of units that may be used as a short-term rental in multi-family dwelling complexes.**

BUDGET/STAFF IMPACT:
None

Attachments:

- Business Regulations
  - §118.01 Applicability
- Unified Development Code
  - §163.18 Type 2 Short-Term Rentals in Residential Zoning Districts
  - §161.07 District RSF-4, Residential Single-Family - Four (4) Units Per Acre
- Applicant Exhibits
  - Applicant Request Letter
  - Site Plan
  - Building Elevations
  - Building Floor Plan
- One Mile Map
- Close-Up Map
- Current Land Use Map
- STRs Within ¼ Mile Map

118.01 Applicability

(E) *Short-Term Rentals.* A residential dwelling unit, portion of a dwelling unit, or bedroom within a residential dwelling unit, leased and/or rented to a guest(s), for a period of less than thirty consecutive (30) days.

(1) *Short-Term Rental, Type 1.* A short-term rental where the principal use of the property remains as a full-time residence. The occupants or owner rent their primary residence as a short-term rental. A copy of the Homestead Tax Credit or long-term lease agreement for the subject property is required to be classified as a Type 1 rental. The occupant or owner must occupy the residence for nine (9) months of the year. Accessory dwelling units (ADUs) as defined in Unified Development Code Chapter 151 shall be considered a Type 1 short-term rental.

(2) *Short-Term Rental, Type 2.* A short-term rental that is not occupied by a permanent resident. The owner lists this property full-time as a short-term rental and has no intention of having permanent residents living in the property. A conditional use permit is required for a Type 2 short-term rental in a residential zoning district prior to the city issuing a business license.

(3) *License Required.* No dwelling unit in the city shall be used as a short-term rental unless:

(a) The owner of the dwelling unit or operator of the short-term rental possess a valid and current business license for the dwelling unit, and fully complies with all legal requirements and duties imposed herein with respect to each and every short-term rental; and
(b) The owner has designated an agent, where said agent fully complies with all legal requirements and duties imposed herein with respect to every short-term rental. The owner may serve as their own agent.
(c) The owner of the dwelling unit or operator of the short-term rental provides proof of a valid and current homeowners insurance rider policy which fully covers each unit when operated as short-term rental unit.

(4) A separate business license shall be required for each dwelling unit used as a short-term rental.

(5) Any change in ownership requires a new or amended business license.

(6) If any required contact information changes for the associated business license, the person to whom the license was issued shall immediately notify the Development Services Department in writing.

(7) *License Application.* The application for a business license shall include at minimum, the following information from applicants:

(a) The property owner's information including legal name, mailing address, immediate contact phone number, and immediate contact E-mail address.
(b) Information for the dwelling unit subject to the application, inclusive of the physical street address assigned by the city.
(c) The type and total number of dwelling units located on the lot of record containing the dwelling unit subject to the application.
(d) If the owner is not their own agent, the owner designated agent's information including legal name, mailing address, immediate contact phone number and immediate contact E-mail address.
(e) Documentation of approval of a life safety and egress inspection by the City Building Safety Division for the dwelling unit subject to the application.
(f) Proof of application for remittance of hotel, motel and restaurant tax to the City of Fayetteville, and verification that all sales, use, and hotel, motel and restaurant taxes are current.
(g) Any additional data as deemed necessary or desirable for permit approval by the Development Services Director.

(8) *License Renewals.* Business licenses for short-term rentals shall be renewed in accordance with Chapter 118 of the Business Regulations (Business Registry and Licenses).

(11) *Legal Duties of License Holders.* An owner possessing a short-term rental license shall comply at all times with the following requirements:

(a) *Occupancy.* Short-term rentals shall be subject to, and may not exceed, the occupancy limits approved with the business license.
(b) *Advertisements.* A short-term rental shall not be advertised if it violates occupancy, density, safety, and any of the other provisions of the Fayetteville Code. No short-term rental unit shall be advertised prior to having obtained a business license and the business license number shall be included in the advertisement listing.
(c) *Information and Posting.* Business licensees shall provide to guests and post conspicuously in the common area of the short-term rental unit the city phone number to report a safety complaint.

(10) *Owner or Agent Accessibility.* The property owner shall ensure that they or a designated agent are available at all times during guest occupancy, including nights and weekends, in order to facilitate

compliance with this section. For the purposes of these regulations, 'availability' means that the owner or agent is accessible by telephone, and, able to be physically present at the short-term rental within three (3) hours of being contacted.

(11) *Guest Records.* The owner shall maintain summary guest registration records, which shall contain the actual dates of occupancy, total number of guests per party per stay, and the rate(s) charged, but shall not contain any personally identifiable information about guests. Such records shall be maintained for three (3) years and shall be provided to the City upon request.

(12) *Health and Safety.* The owner shall ensure that each dwelling unit governed by this section complies with the applicable provisions of the Unified Development Code Chapter 173, Building Regulations.

(13) *Criminal Activity.* The owner shall timely report any known or reasonably suspected criminal activity by a guest to the Fayetteville Police Department within twelve (12) hours maximum.

(14) *Taxes and Fees.* Except for those instances in which a hosting platform bears the responsibility for collecting and remitting taxes and fees applicable to short-term rentals, the property owner shall timely remit in full Fayetteville Hotel, Motel and Restaurant tax and other applicable local, state, and federal taxes and city fees owed in connection with any short-term rental. The failure of a hosting platform to collect and remit taxes and fees shall not relieve an owner of the obligation to pay taxes and fees owed pursuant to this section.

(15) *Authorization to Occupy, Use, and Operate.* Authorization to operate a short-term rental may be granted by the Development Services Director through the issuance of a City of Fayetteville Business Registry and License (Business License).

(16) *Density For Type 2 Short-Term Rentals.* A city-wide density cap of 2% of all dwelling units in the Fayetteville city limits may be utilized as Type 2 rentals. Total dwelling units are determined from current United States Census Bureau and/or American Community Survey numbers, whichever number is higher. A conditional use permit may not permit:

(a) More Type 2 short-term rentals than what is allowed by the city-wide density cap. Type 2 short-term rentals in commercial and mixed-use zoning districts where hotel/motels are permitted by right shall not contribute to the city-wide density cap.
(b) More than 10% or a single unit whichever is greater; of total dwelling units as Type 2 rentals within a multi-family dwelling complex.
(c) Individual 2-, 3- and 4-family buildings that are owned by the same person or entity and are not a part of a multi-family complex shall have no more than one (1) Type 2 short-term rental unit per building complex.
(d) Where attached residential units are held separately through condominium association, horizontal property regime, fee simple, or similar ownership structure, no cap shall be applied to buildings with attached residential dwellings. Structures of attached residential dwellings where applicants seek more than 10% of total units for licensing as Type 2 rentals shall be evaluated by the Building Safety Director and/or Fire Marshal for adequate fire protection as defined by the adopted Arkansas Fire Prevention Code. Where inadequate fire protection is identified, improvements may be required prior to issuance of a business license.

(17) *Suspension and Revocation.* If the Development Services Director has reason to believe that any of the grounds specified in §118.03(A) of the Fayetteville Code exist, or that any rental unit was rented for less than one (1) full night, or to more than one (1) part of guests for the same period of time, or otherwise failed to comply with all terms and conditions of this section, the Development Services Director may suspend or revoke the short-term rental's business license pursuant to the procedures detailed in §118.03 and in §118.04 of the Fayetteville Code.

(18) Short-term rentals must comply with all applicable codes under Unified Development Code §163.18 and § 164.26 successfully obtain a business license prior to operation.

(Ord. No. 6427 , §§1(Exh. A), 2, 4-20-21; Ord. No. 6505 , §1(Exh. A), 11-16-21; Ord. No. 6521 , §§1, 2, 1-18-22; Ord. No. 6537 , §1(Exh. A), 2-15-22)

163.18 Type 2 Short-Term Rentals in Residential Zoning Districts

(A) *Residential Zoning Districts.* Type 2 short-term rentals may be permitted as a conditional use in the following residential zoning districts:

1) R-A
2) RSF-.5
3) RSF-1
4) RSF-2
5) RSF-4
6) RSF-7
7) RSF-8
8) RSF-18
9) RI-12
10) RI-U
11) RMF-6
12) RMF-12
13) RMF-18
14) RMF-24
15) RMF-40
16) NC

Short term rentals may be permitted by right or by conditional use in planned zoning districts subject to the zoning regulations enacted by the City Council for each district.

Short-term rentals in non-residential zoning districts, mixed use zoning districts, or other zoning districts not listed above are not required to apply for a conditional use permit.

(B) *Occupancy.* Maximum of two (2) people per bedroom, plus two (2), for the entire unit when operated as a short-term rental.

(C) *Parking.* Parking is limited to the maximum number of vehicles as allowed by the underlying zoning district for the residential building on the property.

(D) Special events are not permitted in a short-term rental. Example of special events include, but are not limited to, weddings, receptions, anniversaries, private parties, fundraisers and business seminars.

(E) Short-term rental units are allowed in any structure established as a permanent residential dwelling including an accessory dwelling unit. No recreational vehicle, trailer, other vehicle or structure not classified as a permanent residential dwelling may be used as a short-term rental.

(F) *Exceptions.* Exceptions to the short-term rental standards, except proposals that would exceed the city-wide density maximum, may be granted by the Planning Commission as a conditional use permit.

(G) Short-term rentals must comply with all applicable codes under City Code §118.01 and successfully obtain a business license prior to operation.

(H) Short-term rentals in residential zoning districts may be subject to denial or additional conditions based upon the Planning Commission's findings on the following factors:

1) Adequate parking infrastructure;

2) Adequate adjoining or nearby streets for on-street parking;

3) Frequency or concentration of nearby licensed Type 2 short-term rentals; and

4) Prior zoning or code violations

(Ord. No. 6427 , §§1(Exh. E), 2, 4-20-21; Ord. No. 6505 , §2(Exh. B), 11-16-21; Ord. No. 6537 , §2(Exh. B), 2-15-22)

161.07 District RSF-4, Residential Single-Family - Four (4) Units Per Acre

(A) *Purpose.* The RSF-4 Residential District is designed to permit and encourage the development of low density detached dwellings in suitable environments, as well as to protect existing development of these types.

(B) *Uses.*

(1) *Permitted Uses*.

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings
Unit 46	Short-term rentals

(2) *Conditional Uses*.

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 9	Two-family dwellings
Unit 12a	Limited business
Unit 24	Home occupations
Unit 36	Wireless communications facilities
Unit 44	Cluster Housing Development

(C) *Density.*

	Single-family dwellings	Two (2) family dwellings
Units per acre	4 or less	7 or less

(D) *Bulk and Area Regulations.*

	Single-family dwellings	Two (2) family dwellings
Lot minimum width	70 feet	80 feet
Lot area minimum	8,000 square feet	12,000 square feet
Land area per dwelling unit	8,000 square feet	6,000 square feet
Hillside Overlay District Lot minimum width	60 feet	70 feet
Hillside Overlay District Lot area minimum	8,000 square feet	12,000 square feet
Land area per dwelling unit	8,000 square feet	6,000 square feet

(E) *Setback Requirements.*

Front	Side	Rear
15 feet	5 feet	15 feet

(F) *Building Height Regulations*.

Building Height Maximum	3 stories

(G) *Building Area.* On any lot the area occupied by all buildings shall not exceed 40% of the total area of such lot. Accessory ground mounted solar energy systems shall not be considered buildings.

Scott & Casey Rainer
City of Fayetteville, Arkansas
Conditional Use Permit Application
Parcel: 765-34278-000
Casey.rainer@gmail.com
479-530-3834

To whom it may concern,

1. Payment made in full
2. Single family home located at 2981 W OBSIDIAN ST
3. We are seeking to have our rental property be available as a short-term rental. The property is located at 2981 W Obsidian St. on the west side of Fayetteville within the Crystal Springs subdivision.
    a. Our home is a Rausch Coleman Taylor floor plan and has 1523 sf of living space.
    b. Our home has three bedrooms, two full bathrooms and is a split floor plan. We would not change any of the physical features or add to the square footage of the home. The home is neutral in color and has no stairs. Attached pictures at the end of the document.
    c. There is no parking on the street in front of the house. The garage allows for 2 cars and the driveway can hold 2 additional cars if/when needed. See attached pictures.
    d. The unit will not have operating hours or employees. It will be used when it is being rented. Number of anticipated guests will depend if we have a long term renter (12 m or longer) or a short term renter (6m or less). The owner/operator (Scott and I) will be responsible for cleaning in-between short-term renters. Since the home is 3 bedroom 2 bath it can accommodate 8-10 guests per stay.
    e. Outdoor lighting, there are 4 outdoor lights. Two lights at the garage, one light above the front door and one light above the back door.
    f. The property will be used for short term stays for accommodating families so the noise level should be low. There will only be one television in the main living area. There will be a guest rules which will remind guest they are in a family friendly neighborhood and to be considerate of the people in Crystal Springs.
    g. The back yard has a privacy fence along the back perimeter from the house directly to the south. There is also a privacy fence from the house to the west of the property. The house itself does not have a privacy fence therefore no buffer to the property on the east side of the house. (pictures attached)
    h. Trash service is through the City of Fayetteville and per HOA rules the trash is out 24 hours before collection and all cans must be placed out of site within 24 hours of collection. The trash and recycling bins are stored in the garage. All details will be in guest rules.
    i. The property is directly off the neighborhood street. Tenants will drive directly into the driveway and out of the driveway therefore traffic will not be impacted.

j. We feel this property is a good fit for a short-term rental in the event a long-term tenant is not available. We would like to have the option to lease to traveling nurses, vacation rental for NWA events and things of this nature. The location, which is near WRMS, the University of Arkansas, Underwood Park, the trail system and the I-49 corridor, makes this a great location.

4. Site Plan: Pictured Below
5. Floor Plan: Pictured Below
6. County Parcel Map: Pictured Below
7. Consent of Ownership form signed by both property owners is attached as a separate document.

We have done our best to answer questions and provided the requested items. Please reach out if more information is needed. We are a local family who live in Fayetteville. The requested license address is a short distance from our personal home location. Both my husband and I are educators and have 25 years of experience with the school system. We love Fayetteville and the surrounding area and hope to be hospitable to visitors seeking to explore all NWA has to offer. This adventure will, Lord willing, lead us into our retirement years in the not-so-distant future.

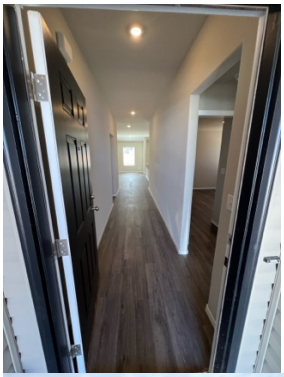
Thank you for your consideration,

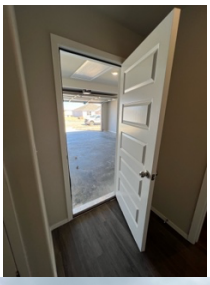
Scott and Casey Rainer

Image Attachments:

3. b elevation of exterior sides (front) ,c (driveway), g (buffering from adjacent properties)





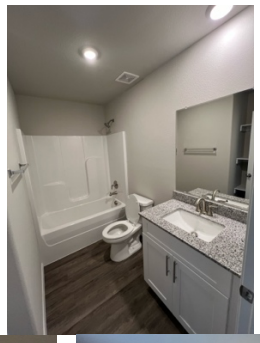
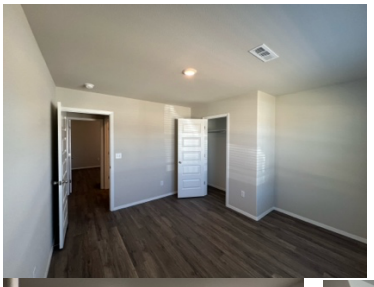
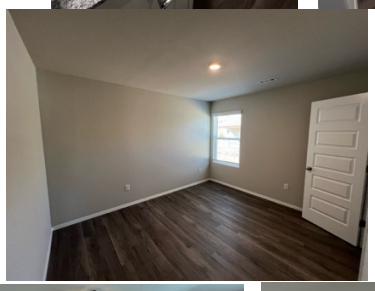
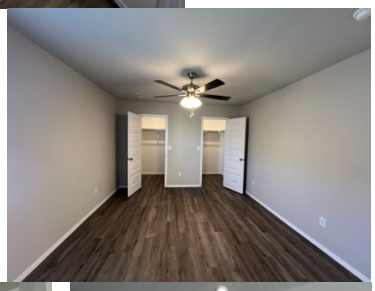
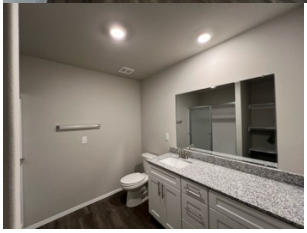






4 & 5: Site plan and Floor Plan:

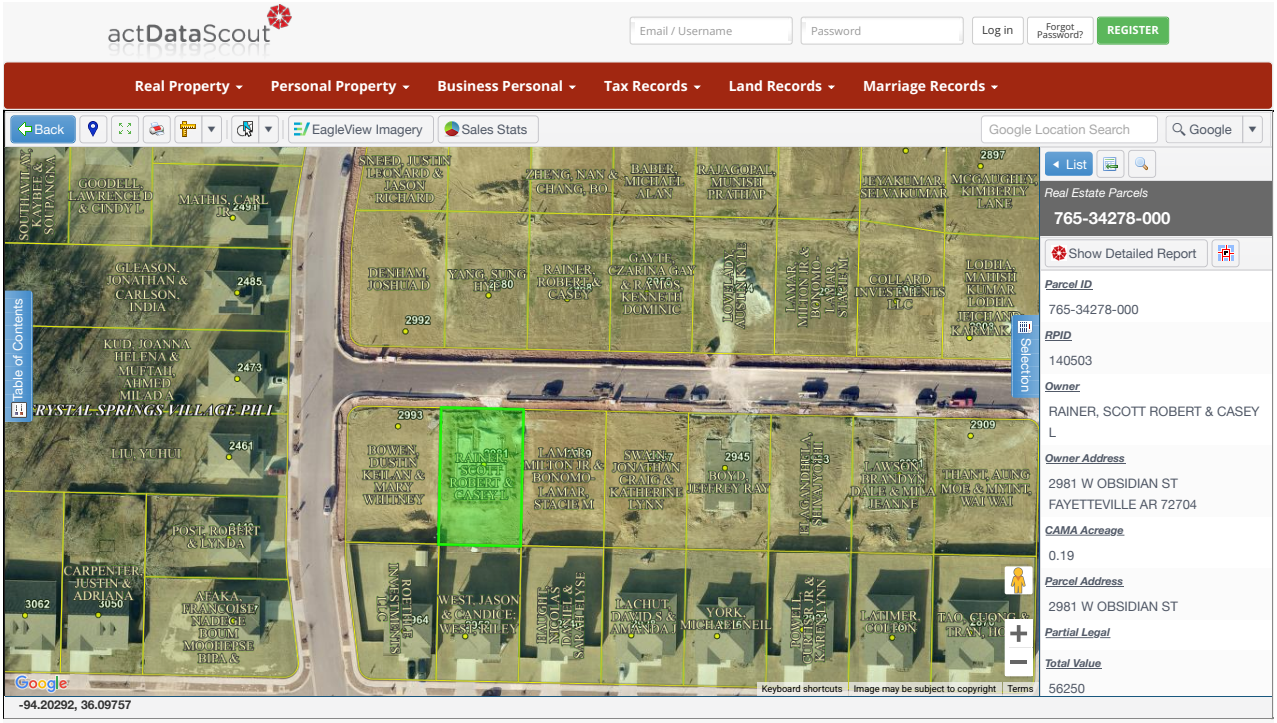


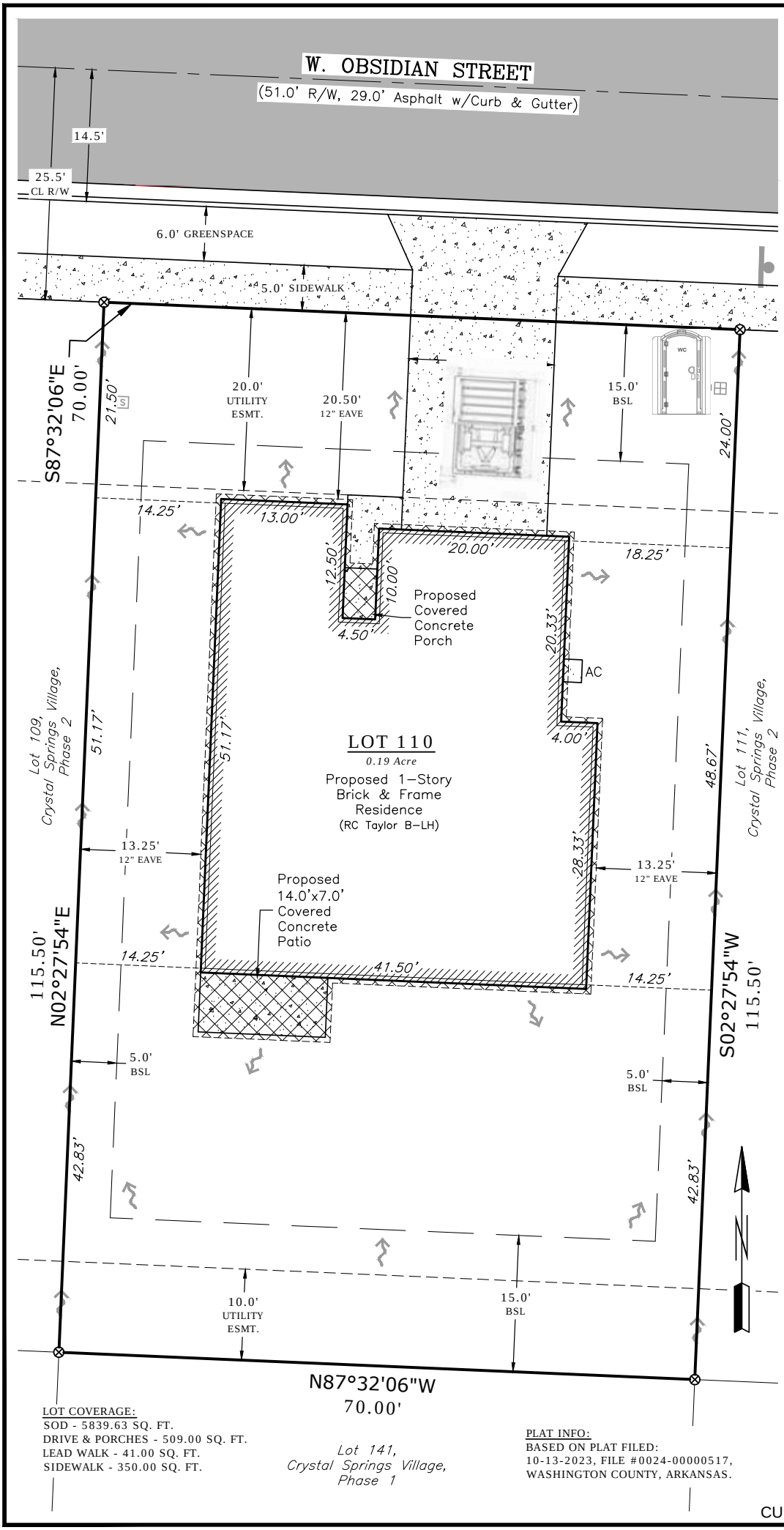











6. County Parcel Map:





LOT COVERAGE:
SOD - 5839.63 SQ. FT.
DRIVE & PORCHES - 509.00 SQ. FT.
LEAD WALK - 41.00 SQ. FT.
SIDEWALK - 350.00 SQ. FT.

PLAT INFO:
BASED ON PLAT FILED:
10-13-2023, FILE #0024-00000517,
WASHINGTON COUNTY, ARKANSAS.

JAKE WORTHINGTON
Residential Plot Plans
P.O. Box 93
Stillwater, OK 74076
(479)-226-6400
Email: zjakew@gmail.com

FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS
PLOT PLAN OF
LOT 110,
CRYSTAL SPRINGS VILLAGE, PHASE 2

FOR USE BY:
Rausch Coleman Homes NWA
PROPERTY ADDRESS:
2981 West Obsidian Street
Fayetteville, AR 72704

DATE: 10-23-2023
JOB NO: 23-10-01
SCALE: 1"=10'
SHEET: 11"x17"

GENERAL NOTES:
- ALL DIMENSIONS SHOWN ARE IN DECIMAL FEET.
- ALL HOUSE DIMENSIONS SHOWN ARE TO OUTSIDE OF FRAME UNLESS OTHERWISE NOTED.
- CONTRACTOR TO VERIFY ALL DIMENSIONS PRIOR TO CONSTRUCTION.
- ALL PROPERTY INFORMATION SHOWN IS BASED ON SUBDIVISION PLAT PROVIDED BY DEVELOPER AND MAY BE SUBJECT TO CHANGE.
- ALL DRAINAGE FLOW DIRECTIONS SHOWN ARE BASED ON PROPOSED SUBDIVISION GRADING PLAN PROVIDED BY DEVELOPER.

LEGEND
= SUBJECT PROPERTY LINE
= ADJOINER PROPERTY LINE
= ROAD CENTERLINE
= BUILDING SETBACK LINE
= EASEMENT LINE
= PROPERTY CORNER
= DRAINAGE FLOW

ABBREVIATIONS
R/W = RIGHT-OF-WAY
ESMT. = EASEMENT
BSL = BUILDING SETBACK LINE
BTZ = BUILD-TO-ZONE

REVISIONS	DATE

0 10 Scale in Feet

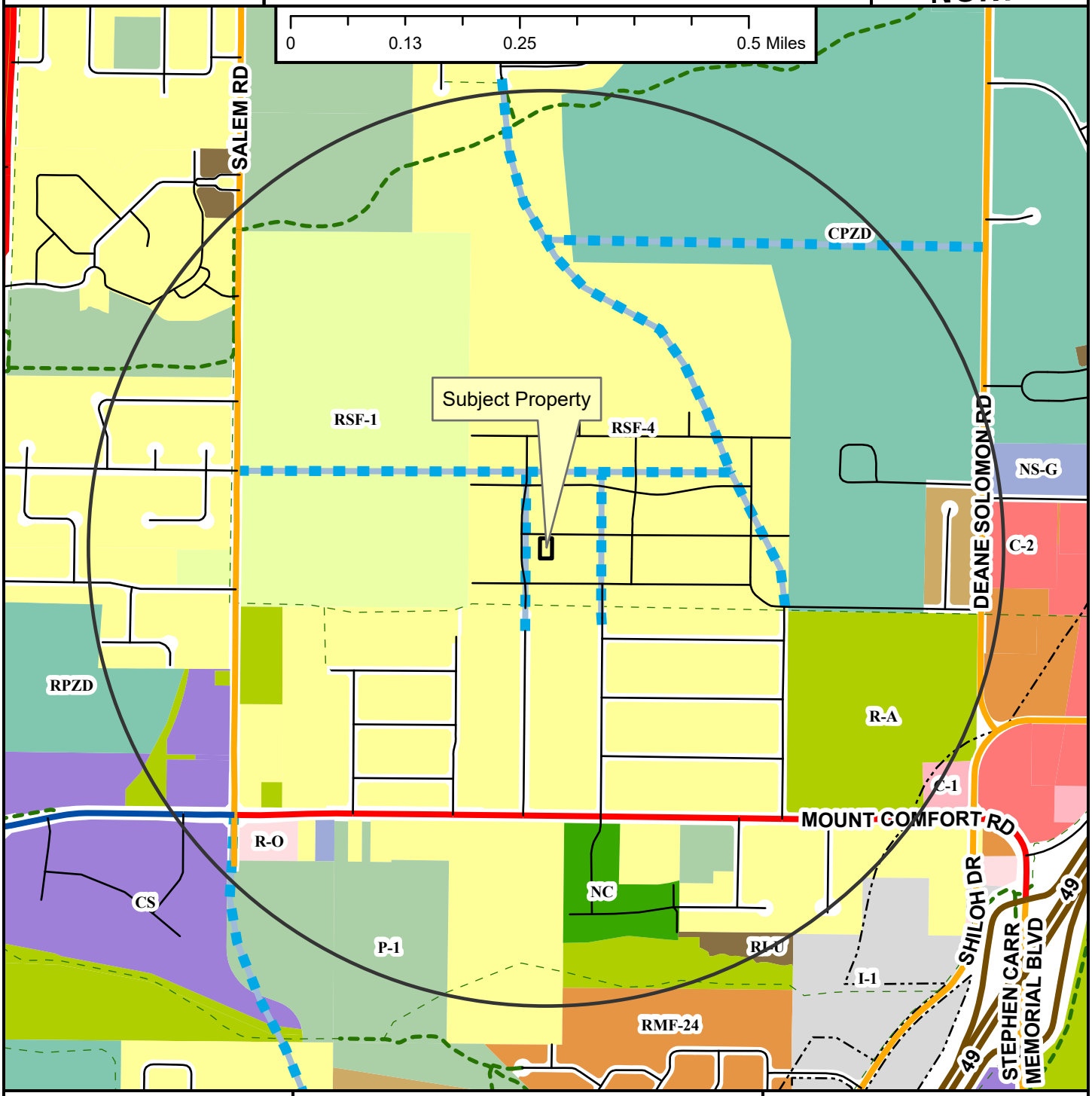

PATIO
OPT. 3' SLOPE CEILING - LA OR WH
W.I.C.
W.I.C.
DINING
LIVING ROOM
MSTR. BEDROOM
KITCHEN
M. BATH
LAUNDRY
HALL 1
HALL 2
BEDROOM 2
ENTRY
HALL 3
BATH
GARAGE
PORCH
BEDROOM 3
D
W
WH

CUP-2025-0012

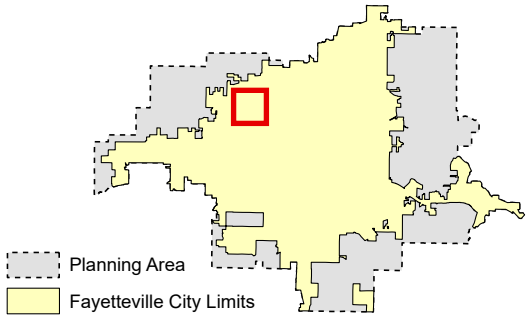
One Mile View

2981 W. OBSIDIAN ST

NORTH



- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Freeway/Expressway
- Unclassified
- Residential Link
- Planned Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
NS-G
RI-U
RI-12
NS-L
Residential-Agricultural
RSF-.5
RSF-1
RSF-2
RSF-4
RSF-7
RSF-8
RSF-18

RESIDENTIAL MULTI-FAMILY
RMF-6
RMF-12
RMF-18
RMF-24
RMF-40

INDUSTRIAL
I-1 Heavy Commercial and Light Industrial
I-2 General Industrial

EXTRACTION
E-1

COMMERCIAL
Residential-Office
C-1
C-2
C-3

FORM BASED DISTRICTS
Downtown Core
Urban Thoroughfare
Main Street Center
Downtown General
Community Services
Neighborhood Services
Neighborhood Conservation

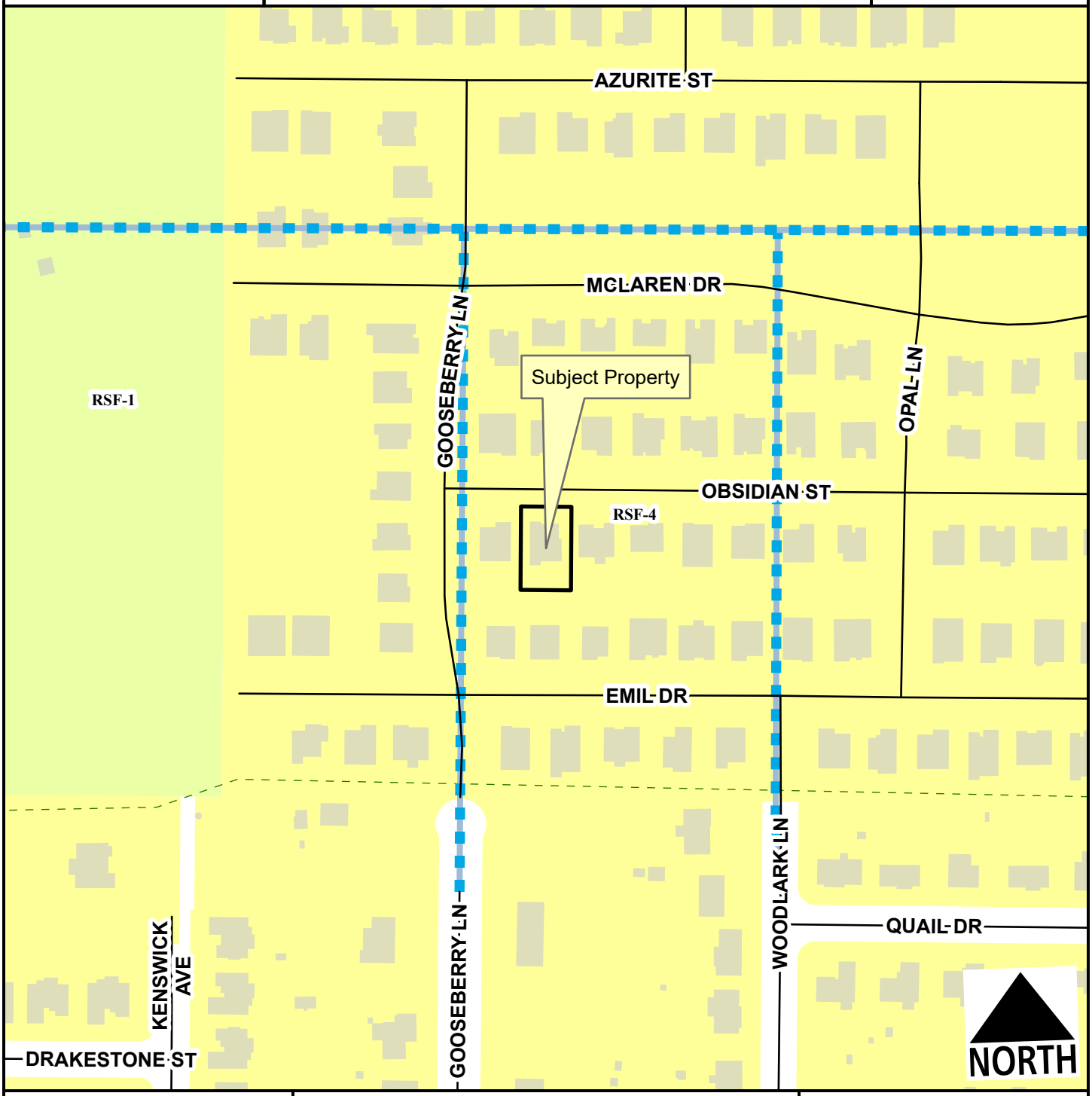
PLANNED ZONING DISTRICTS
Commercial, Industrial, Residential

INSTITUTIONAL
P-1

CUP-2025-0012

Close Up View

2981 W. OBSIDIAN ST



Residential Link
Planned Residential Link
Planning Area
Fayetteville City Limits
Trail (Proposed)

Feet
0 75 150 300 450 600
1:2,400

RSF-1
RSF-4

CUP-2025-0012

Current Land Use

2981 W. OBSIDIAN ST

NORTH



- Residential Link
- Planned Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1:3,600

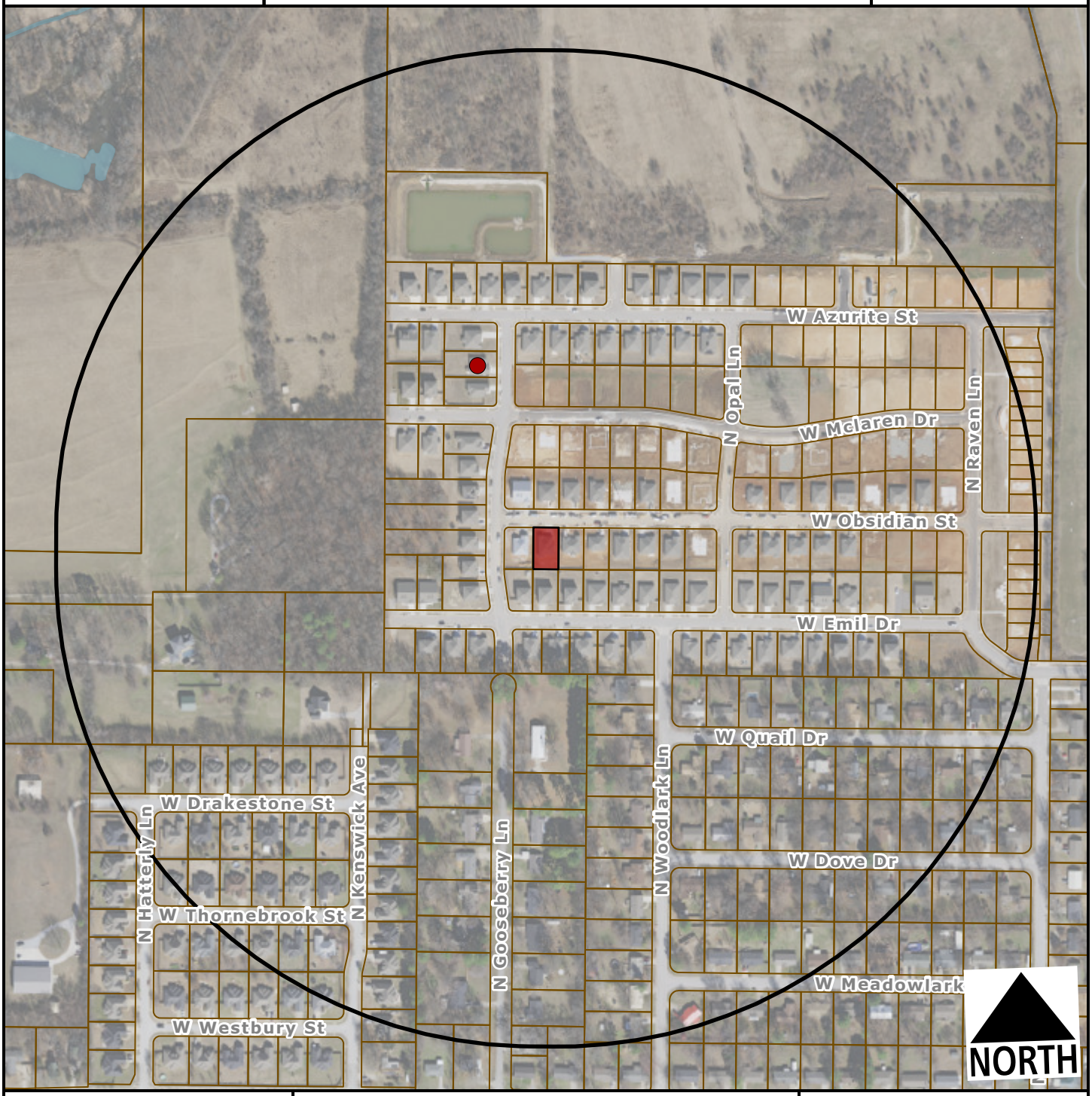
FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

CUP-2025-0012

STRs Within 1/4 Mile

2981 W. OBSIDIAN ST



Subject Property

Short Term Rental, Type 2

Feet

0 200 400 800 1,200

1:4,800

Within 1/4 Mile

Type 2 STRs: 1

Occupiable Residential Addresses (Estimated Housing Units): 272

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Donna Wonsower, Senior Planner

MEETING DATE: March 10, 2025

SUBJECT: **CUP-2025-0014: Conditional Use Permit (887 S. ONE MILE RD./MTMM VENTURES LLC, 557):** Submitted by MICHAEL & TRACI ELLISON for property located at 887 S. ONE MILE RD. The property is zoned NC, NEIGHBORHOOD CONSERVATION and contains approximately 0.10 acres. The request is to use the property as a short-term rental.

RECOMMENDATION:
Staff recommends denial of **CUP-2025-0014** based on the findings in this report.

RECOMMENDED MOTION:
*"I move to deny **CUP-2025-0014**."*

BACKGROUND:
The subject property is located south of Centennial Park in the Southern Woods cluster housing development. The property is zoned NC, Neighborhood Conservation; totals approximately 0.10 acres; and is developed with a 1,050-square-foot single-family home which was built in 2021. On April 20, 2021, City Council adopted an ordinance to regulate short-term rentals operating within its limits. On December 20, 2022, City Council amended the ordinance to enact new requirements for short-term rentals, and on July 6, 2023, City Council amended the Type 2 short-term rental density cap from two percent of all dwelling units to 475 units city wide. This report reflects those changes. Surrounding land uses and zoning are depicted in *Table 1.*

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential	NC, Neighborhood Conservation
South	Single-Family Residential	NC, Neighborhood Conservation
East	Single-Family Residential	NC, Neighborhood Conservation
West	Single-Family Residential	NC, Neighborhood Conservation

City Plan 2040 Future Land Use Designation: **Residential Neighborhood**

Proposal: The applicant requests conditional use permit approval to use the property as a Type 2 short-term rental, which are those not occupied by a permanent resident. Type 2 short-term rentals are subject to density limitations, including a city-wide cap of 475 units, and restrictions on the number of units that may be used as a short-term rental in multi-family dwelling complexes.

Public Comment: Staff has not received any public comment at this time.

RECOMMENDATION: Staff recommends denial of **CUP-2025-0014**. Should the Planning Commission choose to approve this item, staff recommends the following conditions:

Conditions of Approval:

1. **Planning Commission determination of compatibility.** *Staff finds the proposed short-term rental to be compatible based on the findings contained herein;*

2. Approval of the conditional use permit does not ensure approval of a business license application. The applicant must still be able to comply with all other applicable requirements in city code;

3. Per UDC §166.20, Expiration of Approved Plans and Permits, a business license must be obtained within one year of conditional use permit approval;

4. Per ordinance, the number of occupants is limited to a maximum of two people per bedroom, plus two, for the entire unit when the property is operated as a short-term rental;

5. Special events including, but not limited to, weddings, receptions, anniversaries, private parties, fundraisers, and business seminars are prohibited from occurring in the short-term rental;

6. No recreational vehicle, trailer, other vehicle, or structure not classified as a permanent residential dwelling may be used as a short-term rental;

7. All trash receptacles shall be screened from view of the right-of-way;

8. All outdoor lighting shall meet requirements as outlined in UDC Chapter 176, Outdoor Lighting;

9. Any signage shall meet the requirements as outlined in UDC Chapter 174, Signs; and

10. Per Business Regulations §120.02(A), the owners of only short-term rentals shall be required to designate and register their landlord's representative into the Landlord's Representative Registry.

PLANNING COMMISSION ACTION: Required YES			
Date: March 24, 2025	**❒ Tabled**	**❒ Approved**	**❒ Denied**
Motion:			
Second:			
Vote:			

FINDINGS OF THE STAFF

§163.02. AUTHORITY; CONDITIONS; PROCEDURES.

B. Authority; Conditions. The Planning Commission shall:

1. Hear and decide only such special exemptions as it is specifically authorized to pass on by the terms of this chapter;

2. Decide such questions as are involved in determining whether a conditional use should be granted; and,

3. Grant a conditional use with such conditions and safeguards as are appropriate under this chapter; or

4. Deny a conditional use when not in harmony with the purpose and intent of this chapter.

C. Procedures. A conditional use shall not be granted by the Planning Commission unless and until:

1. A written application for a conditional use is submitted indicating the section of this chapter under which the conditional use is sought and stating the grounds on which it is requested.

Finding: The applicant has submitted a written application requesting a conditional use permit for a Type 2 short-term rental in the NC zoning district.

2. The applicant shall pay a filing fee as required under Chapter 159 to cover the cost of expenses incurred in connection with processing such application.

Finding: The applicant has paid the required filing fee.

3. The Planning Commission shall make the following written findings before a conditional use shall be issued:

(a.) That it is empowered under the section of this chapter described in the application to grant the conditional use; and

Finding: The Planning Commission is empowered under Business Regulations §118.01(E)(2) to grant the requested conditional use permit.

(b.) That the granting of the conditional use will not adversely affect the public interest.

Finding: Staff finds that granting the requested conditional use may negatively affect the public interest. While there are business license requirements, including a required building safety inspection, staff has concerns regarding the concentration of nearby licensed Type 2 short-term rentals.

(c.) The Planning Commission shall certify:

(1.) Compliance with the specific rules governing individual conditional uses; and

Finding: **There are specific rules governing short-term rentals, as follows:**

§163.18. SHORT-TERM RENTALS.

A. **Residential Zoning Districts.** Type 2 short-term rentals may be permitted as a conditional use in the following residential zoning districts: R-A, RSF-.5, RSF-1, RSF-2, RSF-4, RSF-7, RSF-8, RSF-18, RI-12, RI-U, RMF-6, RMF-12, RMF-18, RMF-24, RMF-40, and NC. Short-term rentals may be permitted by right or by conditional use in planned zoning districts subject to the zoning regulations enacted by the City Council for each district. Short-term rentals in non-residential zoning districts, mixed use zoning districts, or other zoning districts not listed above are not required to apply for a conditional use permit.

Finding: **The request is to operate a Type 2 short-term rental in NC zoning. Since NC is a residential zoning district, a conditional use permit is required.**

B. **Occupancy.** Maximum of two (2) people per bedroom, plus two (2), for the entire unit when operated as a short-term rental.

Finding: **The house contains two bedrooms which would limit occupancy to a maximum of six guests per ordinance. Occupancy limitations are confirmed by the applicant during licensing.**

C. **Parking.** Parking is limited to the maximum number of vehicles as allowed by the underlying zoning district for the residential building on the property.

Finding: **Parking for single-family dwellings is required to be provided at a rate of two spaces per unit and up to four vehicles are permitted to be parked outdoors at any given time. The applicant indicated that there are two reserved parking space located on the south side of the house. On-street parking is also available nearby.**

D. Special events are not permitted in a short-term rental. Examples of special events include, but are not limited to, weddings, receptions, anniversaries, private parties, fundraisers and business seminars.

Finding: **The applicant's request letter suggests that the property will comply with the City's regulations for a short-term rental. As a condition of approval, staff recommends a prohibition on special events.**

E. Short-term rental units are allowed in any structure established as a permanent residential dwelling including an accessory dwelling unit. No recreational vehicle, trailer, other vehicle or structure not classified as a permanent residential dwelling may be used as a short-term rental.

Finding: **The application is for use of the property at 887 S. One Mile Rd. Staff recommends a condition confirming that no recreational vehicle, trailer, other vehicle or structure not classified as a permanent residential dwelling may be used as a short-term rental.**

F. **Exceptions.** Exceptions to the short-term rental standards, except proposals that would exceed the city-wide density maximum, may be granted by the Planning Commission as a conditional use permit.

Finding: **Type 2 short-term rentals are subject to a city-wide density cap at 475 units. As of March 19, 2025, the City had issued 464 Type 2 short-term rental business licenses and 11 remain in the queue for processing. An additional 43 are on the waitlist. Granting a conditional use permit for this location would give the applicant the zoning entitlement necessary to apply for a business license, but it would not guarantee approval of a business license.**

G. Short-term rentals must comply with all applicable codes under City Code §118.01 and successfully obtain a business license prior to operation.

Finding: **This short-term rental would be subject to all codes in Business Regulations §118.01 that apply to Type 2 short-term rentals in residential zoning districts. Applicable business licensing requirements will be reviewed by staff and confirmed by the applicant at the time of licensing.**

H. Short-term rentals in residential zoning districts may be subject to denial or additional conditions based upon the Planning Commission's findings on the following factors:

1. Adequate parking infrastructure;

2. Adequate adjoining or nearby streets for on-street parking;

3. Frequency or concentration of nearby licensed Type 2 short-term rentals; and

4. Prior zoning or code violations; and

5. Proximity to public or private K-12 schools when the proposed property is within 1,000 feet of the school boundary line.

Finding: **There appears to be adequate parking available to support the use of the property as a short-term rental based on the applicant's submittal. Two off-street parking spaces are available for guests with on-street parking available nearby. No prior zoning or code violations have been reported at the property, and it is not within 1,000 feet of a public or private K-12 school.**

City records indicate that 11 other units, or roughly 6.3% of estimated housing units, within a quarter-mile radius of the property have a business license to operate as a Type 2 short-term rental. The proposed short-term rental is located within an existing, large cluster housing development that already contains three licensed Type 1 short-term rentals, which are those occupied by a permanent resident, and four licensed Type 2 short-term rentals. This unit is part of a smaller, 12-unit cluster that contains one of the licensed Type 1 short-term rentals and two of the licensed Type 2 short-term rentals. A conditional use permit for another Type 2 short-term rental in this 12-unit cluster was denied at the March 10, 2025, Planning Commission meeting. With 2 of the 12 units in the cluster, or roughly 17% of units, currently licensed as Type 2 short-term rentals, approval of another would allow a quarter of all housing units in the cluster to be operated as Type 2

short-term rentals. Additionally, staff finds that the approval of this unit would create a series of five Type 2 short-term rentals that directly abut each other as shown in the attached exhibit.

§163.02. AUTHORITY; CONDITIONS; PROCEDURES. (continued)

(2.) That satisfactory provisions and arrangements have been made concerning the following, where applicable:

(a.) Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control and access in case of fire or catastrophe;

Finding: **The subject property is accessed through a private drive with access onto One Mile Road to the east and a private alley to the south. Staff finds that the proposal to use the property as a short-term rental would not adversely affect vehicular traffic flows when considering that the use of the property would be limited to a maximum of six guests, which would not be out of character with the use of the property for residential purposes.**

(b.) Off-street parking and loading areas where required, with particular attention to ingress and egress, economic, noise, glare, or odor effects of the special exception on adjoining properties and properties generally in the district;

Finding: **The applicant indicated that there are two reserved parking space located on the south side of the house. On-street parking is also available nearby.**

(c.) Refuse and service areas, with particular reference to ingress and egress, and off-street parking and loading;

Finding: **The applicant plans to utilize existing residential trash cart services with bins stored on the south side of the property behind the house when not placed at the curb for pick-up. Staff recommends a condition requiring that bins be screened from view of public streets when not placed at the curb.**

(d.) Utilities, with reference to locations, availability, and compatibility;

Finding: **Utilities are currently available to the property and its use as a short-term rental is not expected to impact the provision of utilities.**

(e.) Screening and buffering with reference to type, dimensions, and character;

Finding: **Staff recommends that residential trash carts be screened so that they are not visible from public right-of-way.**

(f.) Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, economic effect, and compatibility and harmony with properties in the district;

Finding: **Any proposed signage will be subject to Unified Development Code Chapter 174, Signs, and all regulations therein.**

(g.) Required yards and other open space;

Finding: **Based on the applicant's submittal, the house appears to be meeting relevant setbacks.**

(h.) General compatibility with adjacent properties and other property in the district; and

Finding: **Staff finds the applicant's request to be incompatible due to the high concentration of nearby licensed short-term rentals. While the size of this unit and the availability of parking suggest it may have a relatively low impact on the surrounding area, the addition of another short-term rental could have negative consequences for long-term residents nearby. Cluster housing developments, like this one, are designed to foster a sense of close-knit community and preserve a small-scale, cohesive neighborhood environment. Staff finds that allowing a quarter of the housing units in this cluster to function as full-time short-term rentals would adversely affect the character of the neighborhood and impact the development's ability to meet the intent of cluster housing, which is to promote lasting, community-oriented living.**

(i.) General compatibility with the goals and intent of the city's adopted land-use, transportation, and other strategic plans.

Finding: **Staff finds the proposed short-term rental to be inconsistent with the city's adopted plans since it does not align with any stated goals. While there are safeguards in place, like the city-wide density cap and restrictions on short-term rentals in multi-family dwellings, which are designed to minimize the impact of short-term rentals, approval of this request would allow for a disproportionate concentration of them in a single neighborhood. This concentration could place an undue burden on the area, potentially undermining the city's goal of creating attainable housing and impacting the ability of this overall development to meet the intent of the city's cluster housing ordinance.**

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:

- Business Regulations
  - §118.01 Applicability
- Unified Development Code
  - §161.29 Neighborhood Conservation
  - §163.18 Type 2 Short-Term Rentals in Residential Zoning Districts
- Applicant Exhibits
  - Request Letter
  - Site Plan
  - Building Floor Plans
- Staff Exhibit
- One Mile Map
- Close-Up Map
- Current Land Use Map
- STRs within ¼ Mile Map

118.01 Applicability

(E) *Short-Term Rentals.* A residential dwelling unit, portion of a dwelling unit, or bedroom within a residential dwelling unit, leased and/or rented to a guest(s), for a period of less than thirty consecutive (30) days.

(1) *Short-Term Rental, Type 1.* A short-term rental where the principal use of the property remains as a full-time residence. The occupants or owner rent their primary residence as a short-term rental. A copy of the Homestead Tax Credit or long-term lease agreement for the subject property is required to be classified as a Type 1 rental. The occupant or owner must occupy the residence for nine (9) months of the year. Accessory dwelling units (ADUs) as defined in Unified Development Code Chapter 151 shall be considered a Type 1 short-term rental.

(2) *Short-Term Rental, Type 2.* A short-term rental that is not occupied by a permanent resident. The owner lists this property full-time as a short-term rental and has no intention of having permanent residents living in the property. A conditional use permit is required for a Type 2 short-term rental in a residential zoning district prior to the city issuing a business license.

(3) *License Required.* No dwelling unit in the city shall be used as a short-term rental unless:

(a) The owner of the dwelling unit or operator of the short-term rental possess a valid and current business license for the dwelling unit, and fully complies with all legal requirements and duties imposed herein with respect to each and every short-term rental; and
(b) The owner has designated an agent, where said agent fully complies with all legal requirements and duties imposed herein with respect to every short-term rental. The owner may serve as their own agent.
(c) The owner of the dwelling unit or operator of the short-term rental provides proof of a valid and current homeowners insurance rider policy which fully covers each unit when operated as short-term rental unit.

(4) A separate business license shall be required for each dwelling unit used as a short-term rental.

(5) Any change in ownership requires a new or amended business license.

(6) If any required contact information changes for the associated business license, the person to whom the license was issued shall immediately notify the Development Services Department in writing.

(7) *License Application.* The application for a business license shall include at minimum, the following information from applicants:

(a) The property owner's information including legal name, mailing address, immediate contact phone number, and immediate contact E-mail address.
(b) Information for the dwelling unit subject to the application, inclusive of the physical street address assigned by the city.
(c) The type and total number of dwelling units located on the lot of record containing the dwelling unit subject to the application.
(d) If the owner is not their own agent, the owner designated agent's information including legal name, mailing address, immediate contact phone number and immediate contact E-mail address.
(e) Documentation of approval of a life safety and egress inspection by the City Building Safety Division for the dwelling unit subject to the application.
(f) Proof of application for remittance of hotel, motel and restaurant tax to the City of Fayetteville, and verification that all sales, use, and hotel, motel and restaurant taxes are current.
(g) Any additional data as deemed necessary or desirable for permit approval by the Development Services Director.

(8) *License Renewals.* Business licenses for short-term rentals shall be renewed in accordance with Chapter 118 of the Business Regulations (Business Registry and Licenses).

(9) *Legal Duties of License Holders.* An owner possessing a short-term rental license shall comply at all times with the following requirements:

(a) *Occupancy.* Short-term rentals shall be subject to, and may not exceed, the occupancy limits approved with the business license.
(b) *Advertisements.* A short-term rental shall not be advertised if it violates occupancy, density, safety, and any of the other provisions of the Fayetteville Code. No short-term rental unit shall be advertised prior to having obtained a business license and the business license number shall be included in the advertisement listing.
(c) *Information and Posting.* Business licensees shall provide to guests and post conspicuously in the common area of the short-term rental unit the city phone number to report a safety complaint.

(10) *Owner or Agent Accessibility.* The property owner shall ensure that they or a designated agent are available at all times during guest occupancy, including nights and weekends, in order to facilitate compliance with this section. For the purposes of these regulations, 'availability' means that the owner or agent is accessible

by telephone, and, able to be physically present at the short-term rental within three (3) hours of being contacted.

(11) *Guest Records.* The owner shall maintain summary guest registration records, which shall contain the actual dates of occupancy, total number of guests per party per stay, and the rate(s) charged, but shall not contain any personally identifiable information about guests. Such records shall be maintained for three (3) years and shall be provided to the City upon request.

(12) *Health and Safety.* The owner shall ensure that each dwelling unit governed by this section complies with the applicable provisions of the Unified Development Code Chapter 173, Building Regulations.

(13) *Criminal Activity.* The owner shall timely report any known or reasonably suspected criminal activity by a guest to the Fayetteville Police Department within twelve (12) hours maximum.

(14) *Taxes and Fees.* Except for those instances in which a hosting platform bears the responsibility for collecting and remitting taxes and fees applicable to short-term rentals, the property owner shall timely remit in full Fayetteville Hotel, Motel and Restaurant tax and other applicable local, state, and federal taxes and city fees owed in connection with any short-term rental. The failure of a hosting platform to collect and remit taxes and fees shall not relieve an owner of the obligation to pay taxes and fees owed pursuant to this section.

(15) *Authorization to Occupy, Use, and Operate.* Authorization to operate a short-term rental may be granted by the Development Services Director through the issuance of a City of Fayetteville Business Registry and License (Business License).

(16) *Density For Type 2 Short-Term Rentals.* A city-wide density cap of 475 dwelling units may be Type 2 rentals. A conditional use permit may not permit:

(a) More Type 2 short-term rentals than what is allowed by the city-wide density cap.
(b) More than 10% or a single unit whichever is greater; of total dwelling units as Type 2 rentals within a multi-family dwelling complex.
(c) Individual 2-, 3- and 4-family buildings that are owned by the same person or entity and are not a part of a multi-family complex shall have no more than one (1) Type 2 short-term rental unit per building complex.
(d) Where attached residential units are held separately through condominium association, horizontal property regime, fee simple, or similar ownership structure, no cap shall be applied to buildings with attached residential dwellings. Structures of attached residential dwellings where applicants seek more than 10% of total units for licensing as Type 2 rentals shall be evaluated by the Building Safety Director and/or Fire Marshal for adequate fire protection as defined by the adopted Arkansas Fire Prevention Code. Where inadequate fire protection is identified, improvements may be required prior to issuance of a business license.

(17) *Suspension and Revocation.* If the Development Services Director has reason to believe that any of the grounds specified in §118.03(A) of the Fayetteville Code exist, or that any rental unit was rented for less than one (1) full night, or to more than one (1) part of guests for the same period of time, or otherwise failed to comply with all terms and conditions of this section, the Development Services Director may suspend or revoke the short-term rental's business license pursuant to the procedures detailed in §118.03 and in §118.04 of the Fayetteville Code.

(18) Short-term rentals must comply with all applicable codes under Unified Development Code §163.18 and § 164.26 successfully obtain a business license prior to operation.

161.29 Neighborhood Conservation

(A) *Purpose.* The Neighborhood Conservation zone has the least activity and a lower density than the other zones. Although Neighborhood Conservation is the most purely residential zone, it can have some mix of uses, such as civic buildings. Neighborhood Conservation serves to promote and protect neighborhood character. For the purposes of Chapter 96: Noise Control, the Neighborhood Conservation district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 9	Two (2) family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 12a	Limited business*
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 28	Center for collecting recyclable materials
Unit 36	Wireless communication facilities
Unit 44	Cluster Housing Development

(C) *Density.* Ten (10) Units Per Acre.

(D) *Bulk and Area Regulations*.

(1) *Lot Width Minimum.*

All dwelling types	40 feet

(2) *Lot Area Minimum.* 4,000 square feet

(E) *Setback Regulations*.

Front	A build-to zone that is located between the front property line and a line 25 feet from the front property line.
Side	5 feet
Rear	5 feet
Rear, from center line of an alley	12 feet

(F) *Building Height Regulations*.

Building Height Maximum	3 stories

163.18 Type 2 Short-Term Rentals in Residential Zoning Districts

(A) *Residential Zoning Districts.* Type 2 short-term rentals may be permitted as a conditional use in the following residential zoning districts:

1) R-A
2) RSF-.5
3) RSF-1
4) RSF-2
5) RSF-4
6) RSF-7
7) RSF-8
8) RSF-18
9) RI-12
10) RI-U
11) RMF-6
12) RMF-12
13) RMF-18
14) RMF-24
15) RMF-40
16) NC

Short-term rentals may be permitted by right or by conditional use in planned zoning districts subject to the zoning regulations enacted by the City Council for each district.

Short-term rentals in non-residential zoning districts, mixed use zoning districts, or other zoning districts not listed above are not required to apply for a conditional use permit.

(B) *Occupancy.* Maximum of two (2) people per bedroom, plus two (2), for the entire unit when operated as a short-term rental.

(C) *Parking.* Parking is limited to the maximum number of vehicles as allowed by the underlying zoning district for the residential building on the property.

(D) Special events are not permitted in a short-term rental. Example of special events include, but are not limited to, weddings, receptions, anniversaries, private parties, fundraisers and business seminars.

(E) Short-term rental units are allowed in any structure established as a permanent residential dwelling including an accessory dwelling unit. No recreational vehicle, trailer, other vehicle or structure not classified as a permanent residential dwelling may be used as a short-term rental.

(F) *Exceptions.* Exceptions to the short-term rental standards, except proposals that would exceed the city-wide density maximum, may be granted by the Planning Commission as a conditional use permit.

(G) Short-term rentals must comply with all applicable codes under City Code §118.01 and successfully obtain a business license prior to operation.

(H) Short-term rentals in residential zoning districts may be subject to denial or additional conditions based upon the Planning Commission's findings on the following factors:

1) Adequate parking infrastructure;

2) Adequate adjoining or nearby streets for on-street parking;

3) Frequency or concentration of nearby licensed Type 2 short-term rentals; and

4) Prior zoning or code violations

Request Letter
CUP - Short Term Rental
887 S. One Mile Road

Hello,

I would like to submit this request letter for consideration for 887 S. One Mile Road to be zoned for Short Term rental property. The proposed use will remain in line with the adjacent properties in the close vicinity of said property. The home will have quiet hours, secure entries, and dedicated parking.

Square Feet: 1153 | Lot Size: 4,356

Parking Spaces: 2 Designated spaces

Hours of Operation: Quiet Hours 10PM –8AM

Max Occupancy: 6 Guests

Anticipated days of occupancy per month: 9-12

Number of Employees: 1

Outdoor Lighting: Yes, by each door

Trash Service: Every Tuesday. Receptacles stored by parking spaces

Noise: N/A

Screening or Buffering: N/A

Ingress and Egress: Driveway off S. One Mile Road

I appreciate your consideration and welcome any questions you may have

Thanks,

Mike Ellison

Owner, MTMM Ventures LLC

972-672-8926

887 S. One Mile Road – Site Plan

Requesting zoning for Short Term rental use

Parking Spaces: 2 Designated spaces (marked with yellow lines off One Mile Road. Additional parking available off S One Mile Road (marked yellow banner)

Hours of Operation: 8AM-10PM
(Quiet hours enforced after 10PM each night)

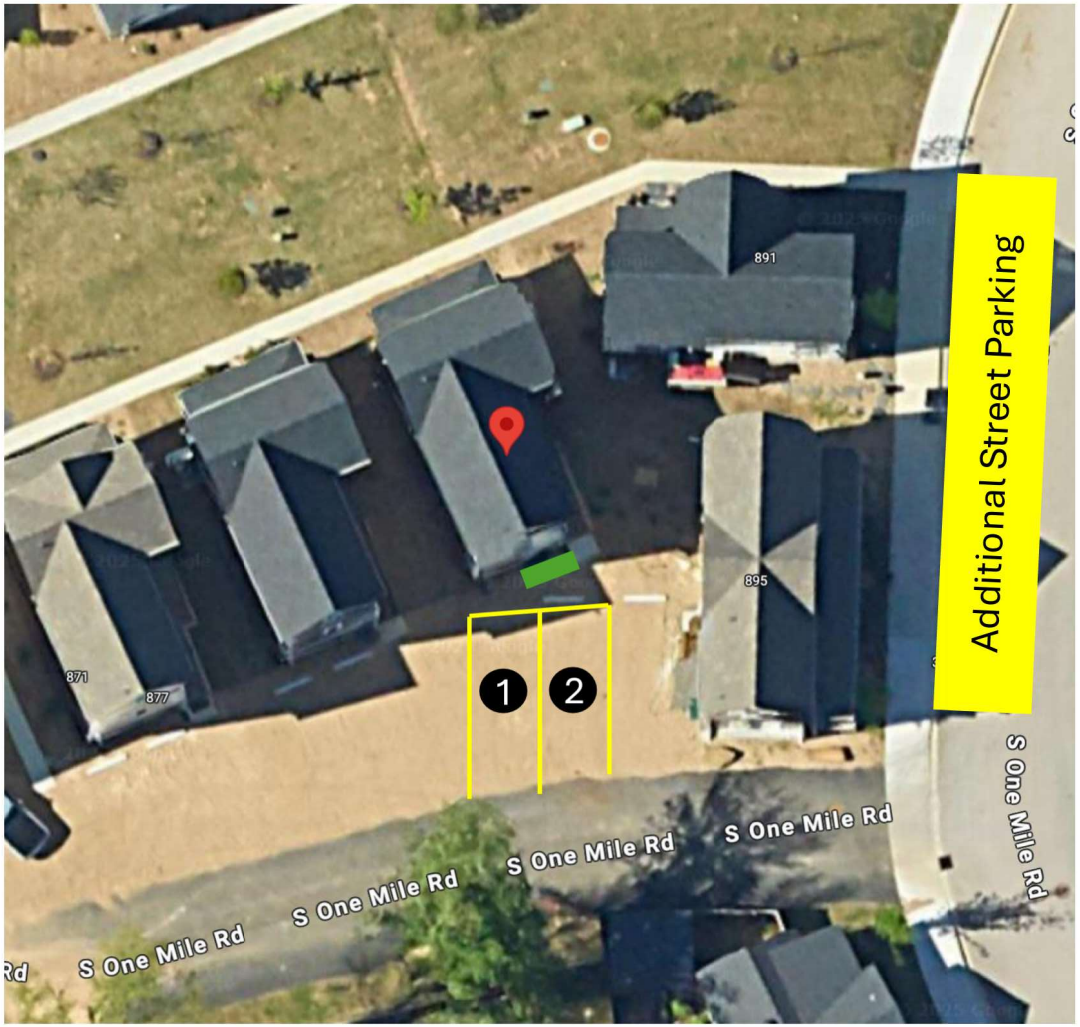
Max Occupancy: 6 Guests

Anticipated days of occupancy per month: 9-12

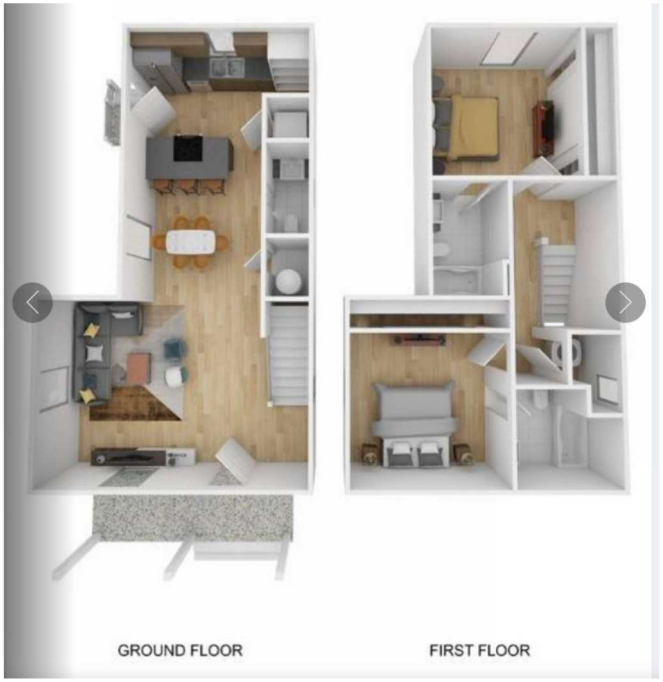
Number of Employees: 1

Outdoor Lighting: Yes, by each door

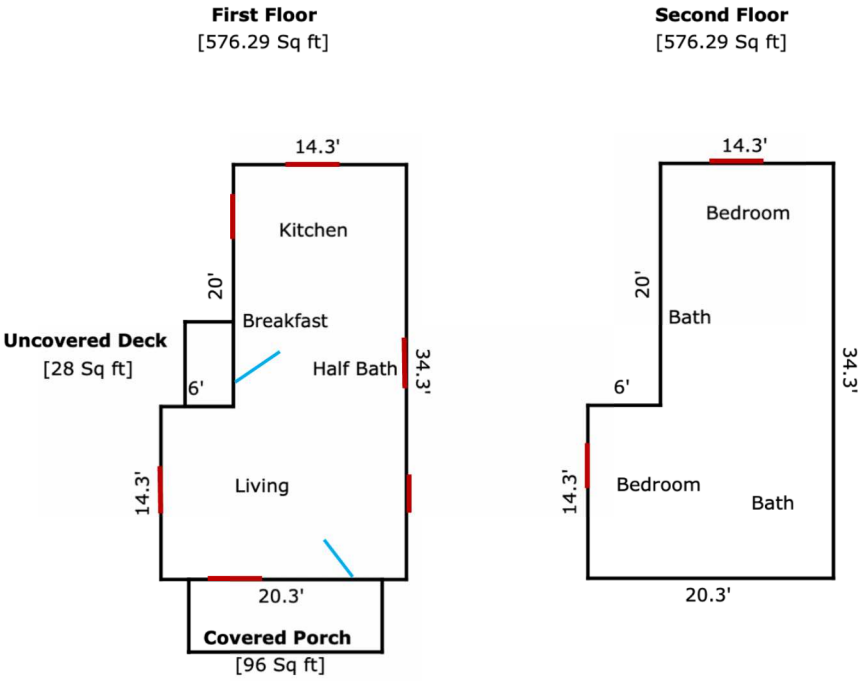
Trash Service: Every Tuesday. Receptacles stored by parking spaces (marked green box on image)



887 S. One Mile Road
Floor Plan



Representative Floor Plan
- Back Door not in correct posiition



TOTAL Sketch by a la mode

Area Calculations Summary

Living Area		Calculation Details
First Floor	576.29 Sq ft	14.3 × 20 = 286 20.3 × 14.3 = 290.29
Second Floor	576.29 Sq ft	14.3 × 20 = 286 14.3 × 20.3 = 290.29
Total Living Area (Rounded):	**1153 Sq ft**	

Mechanical Windows
Doors

887 S. One Mile Road Elevations

Front Elevation Door #1	Rear Elevation	Parking Spaces x 2
		
West Elevation Rear Parking	**East Elevation #1** Door #2	**East Elevation #2**
		

Type 2 Short-Term Rental Exhibit
Approved and Denied CUPs and Business Licenses



Legend:

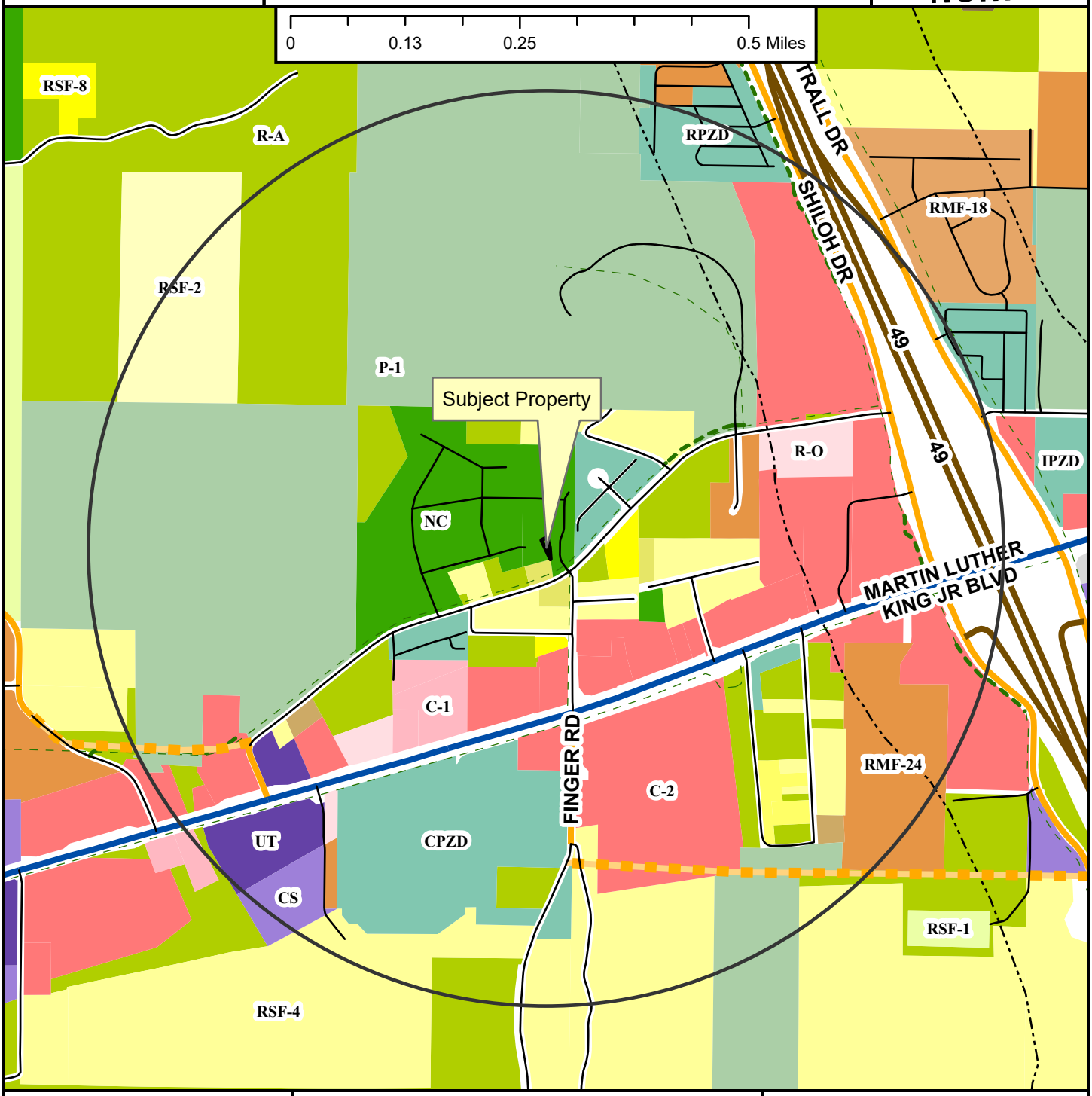
- Approved CUP
- In Review CUP
- Denied CUP
- Active Type 2 STR Business License

CUP-2025-0014

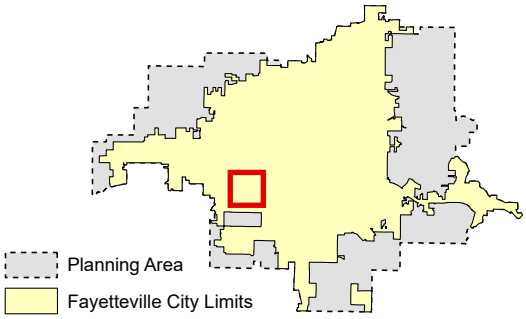
One Mile View

887 S. ONE MILE RD

NORTH



- Neighborhood Link
- Regional Link - High Activity
- Freeway/Expressway
- Unclassified
- Alley
- Residential Link
- Planned Neighborhood Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
NS-G, RI-U, RI-12, NS-L, Residential-Agricultural, RSF-.5, RSF-1, RSF-2, RSF-4, RSF-7, RSF-8, RSF-18

RESIDENTIAL MULTI-FAMILY
RMF-6, RMF-12, RMF-18, RMF-24, RMF-40

INDUSTRIAL
I-1 Heavy Commercial and Light Industrial, I-2 General Industrial

EXTRACTION
E-1

COMMERCIAL
Residential-Office, C-1, C-2, C-3

FORM BASED DISTRICTS
Downtown Core, Urban Thoroughfare, Main Street Center, Downtown General, Community Services, Neighborhood Services, Neighborhood Conservation

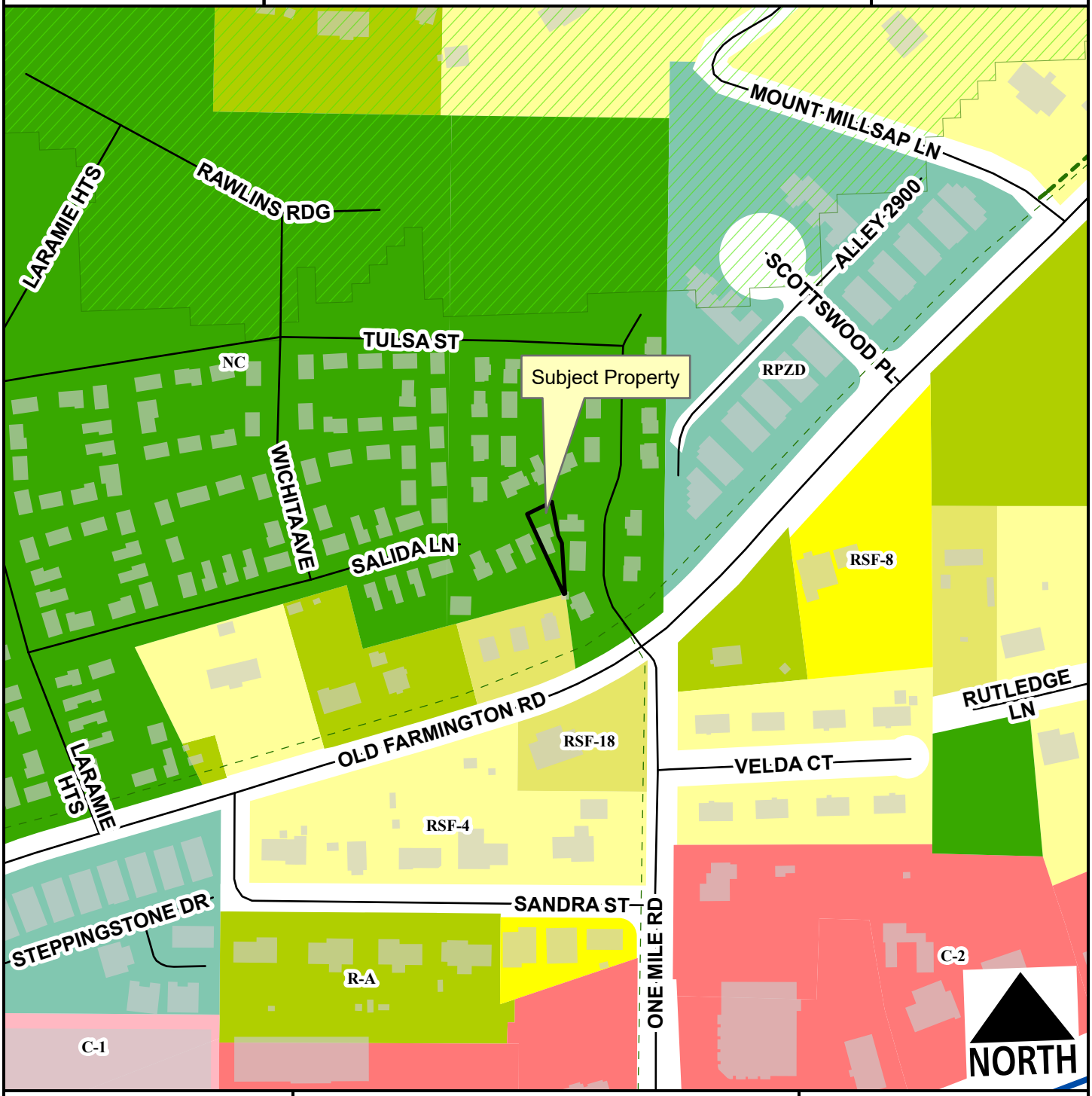
PLANNED ZONING DISTRICTS
Commercial, Industrial, Residential

INSTITUTIONAL
P-1

CUP-2025-0014

Close Up View

887 S. ONE MILE RD



- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Hillside-Hilltop Overlay District
- Planning Area
- Fayetteville City Limits
- Shared-Use Paved Trail
- Trail (Proposed)

Feet

0 75 150 300 450 600

1:2,400

- Residential-Agricultural
- RSF-4
- RSF-8
- RSF-18
- C-1
- C-2
- Neighborhood Conservation
- Commercial, Industrial, Residential

CUP-2025-0014

Current Land Use

887 S. ONE MILE RD

NORTH



- Neighborhood Link
- Regional Link - High Activity
- Unclassified
- Alley
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits
- Design Overlay District

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway

CUP-2025-0014

STRs Within 1/4 Mile

887 S. ONE MILE RD



Subject Property

Short Term Rental, Type 2

Feet

0 200 400 800 1,200

1:4,800

Within 1/4 Mile

Type 2 STRs: 11

Occupiable Residential Addresses (Estimated Housing Units): 174

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Wesley Frank, Planner

MEETING DATE: March 24, 2025

SUBJECT: **RZN-2025-0010: Rezoning (W. VAN ASCHE DR/RHOADS, 210):** Submitted by HALL ESTILL ATTORNEY AT LAW for property located on W. VAN ASCHE DR. The property is zoned C-2, THOROUGHFARE COMMERCIAL and contains approximately 17.23 acres. The request is to rezone the property to CS, COMMUNITY SERVICES.

RECOMMENDATION:
Staff recommends forwarding **RZN-2025-0010** to City Council with a recommendation of approval.

RECOMMENDED MOTION:
*"I move to forward **RZN-2025-0010** to the City Council with a recommendation of approval."*

BACKGROUND:
The subject property is in north west Fayetteville a 0.51 mile from the intersection of W. Van Asche Drive and N. Gregg Avenue. The property is zoned C-2, Thoroughfare Commercial and overall contains approximately 81 acres; however the property subject to this rezone is 17.23 acres. The subject area is undeveloped and is partially in the Sign Overlay District. Surrounding land uses and zoning are depicted below in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Undeveloped	C-2, Thoroughfare Commercial
South	Undeveloped	Highway
East	Undeveloped	R-A, Residential Agriculture
West	Undeveloped	C-3, Central Commercial

Request: The request is to rezone a portion of the property from C-2, Thoroughfare Commercial, to CS, Community Services.

Public Comment: Staff has not received any public comment at this time.

INFRASTRUCTURE AND ENVIRONMENTAL REVIEW

Streets: The subject property has frontage along W. Van Asche Drive which is classified as a Regional Link. W. Van Asche Drive is an improved street with asphalt paving,

curb and gutter, sidewalk, and trail. Any street improvements required in these areas would be determined at the time of development proposal. Any additional improvements or requirements for drainage will be determined at time of development.

Water: Public water is available to the subject property but will require an off-site water-main extension. There is an existing eight-inch water main along the south side of West Van Asche Drive to the west of the subject property. This line will need to be extended to the site for water service. It will also likely need to be extended to the east to where it can be looped back into the existing water system near North Roosevelt Avenue.

Sewer: Sanitary Sewer is available to the subject property. There is an existing forty-eight-inch sewer line across the southeast corner of the subject property. There are known wet weather sewer capacity issues identified in the City's 2021 Sewer Master Plan that appear in the system on the subject property.

Drainage: Any additional improvements or requirements for drainage will be determined at the time of development. No portion of the property lies within the Hillside/Hilltop Overlay District, nor within a Streamside Protection Zone.

The property does not lie in the FEMA floodplain.

There are hydric soils present on the property. Hydric soils are a known indicator of wetlands. However, for an area to be classified as wetlands, it may also need other characteristics such as hydrophytes (plants that grow in water), and shallow water during parts of the year. Hydric Soils can be found across many areas of Fayetteville, including valleys, floodplains, and open prairies. It's important to identify these natural resources during development, so when these soils are identified on a property, further environmental studies will be required at the time of development. Before permits will be issued for the property a statement/report from an environmental professional must be provided summarizing the existence of wetlands on the property. If this statement/report indicates that wetlands may be present on site, a USACE Determination of Jurisdictional Wetlands will be required.

Fire: Fire apparatus access and fire protection water supplies will be reviewed for compliance with the Arkansas Fire Prevention Code at the time of development. Station 4, located at 3385 N. Plainview Ave., protects this site. The property is located approximately 1.6 miles from the fire station with an anticipated drive time of approximately 4 minutes using existing streets. The anticipated response time would be approximately 6.2 minutes. Fire Department response time is calculated based on the drive time plus 1 minute for dispatch and 1.2 minutes for turn-out time. Within the City Limits, the Fayetteville Fire Department has a response time goal of 6 minutes for an engine and 8 minutes for a ladder truck.

Police: The Police Department did not comment on this request.

Tree Preservation:

The proposed zoning district, C-2, Thoroughfare Commercial, requires **15% minimum canopy preservation**. The current zoning district, CS, Community Services, requires **20% minimum canopy preservation**.

CITY PLAN 2040 FUTURE LAND USE PLAN: City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as Urban Center.

Urban Center Areas contain the most intense and dense development patterns within the City and allow for the tallest and greatest variety of buildings. Urban Center accommodates rowhouses, apartments, local and regional retail, hotels, clean technology industries and entertainment uses. These areas are typified by their location adjacent to major thoroughfares with high visibility. Although Urban Center Areas recognize the conventional big box and strip retail centers existing along major arterials, it is expected that vacant properties will be developed into traditional mixed-use centers, allowing people to live, work and shop in the same area. Additionally, infill of underperforming or undervalued existing big box and strip centers should be strongly encouraged since there is a greater return on investment for redevelopment of these areas that have existing public infrastructure such as streets, sidewalks, trails, water, sewer and parklands.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of **2-3** for this site with a weighted score of 3. The following elements of the matrix contribute to the score:

- Near Sewer Main (6-inch main on W. Van Asche Drive)
- Near Water Main (48-inch main on 71 Hwy)
- Near Paved Trail (Clabber Creek Trail)

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Land Use Compatibility:*** **On the balance of considerations, staff finds that the requested rezoning is compatible with surrounding land uses. The subject property is located just half a mile west of the N. Gregg Avenue and W. Van Asche Drive intersection. The subject zoning would allow for a mix of services – convenience goods and personal services – in the immediate area. This property is located on an arterial street that is occupied by both commercial and residential zoned districts, which can serve as a mix between the two. Staff finds that rezoning the corner to align with the surrounding zoning is unlikely to negatively impact surrounding properties. A consideration tout, Urban Thoroughfare, UT, could be considered as there are multiple nearby UT-zoned districts; this zoning type caters to concentrated commercial and mixed-use developments along major thoroughfares.**

C-2 zoned districts encourage commercial enterprises that cater to highway travelers, which would be used by the travelers on the Hwy 71. This zoning type allows for the by-right use on a wide-range of enterprises such as hotels, gasoline service stations, and even commercial recreation. A break in the zoning type with CS allows for more mixed-use options, specifically providing convenience goods and personal services for people and businesses along commercial corridors. CS could assist the commercial

businesses operating in local C-2 zoned properties by providing opportunities such as housing, neighborhood shopping goods, and lesser resource dependent services.

Land Use Plan Analysis: **Staff finds that a rezoning to CS would be consistent with the City's adopted land use plans. City Plan 2040's Future Land Use Map designates the property as Urban Center. Although, the property also has a low infill score of 2-3, it is located on the same overall property of a Tier 2, indicated how the city may intend to develop this area to provide a variety of services and goods. Staff finds that a rezoning to CS would allow for increased development that would be in character with surrounding properties and its proximity to a regional high activity link street. The proposed CS rezoning would allow increased mixed-use development within an area that is currently greenfield and undeveloped, which will compact, complete, and connect future development (Goal #3).**

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: **Staff finds that there is sufficient justification for rezoning a portion of the property from C-2 to CS. Staff finds that the proposed rezoning is compatible with surrounding properties and consistent with the City's future land use plans.**

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: **A rezoning from C-2 to CS could increase traffic in the area. The subject parcel fronts onto a regional link street, which is designed to handle the city's highest service volume street (17,600 vpd).**

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: **The proposed rezoning has the potential to slightly alter the population density since it would allow for more intense residential and/or commercial development. However, the property currently has access to public streets, water, and sewers, and any necessary improvements would be determined at the time of development. Fayetteville Public Schools did not comment on this request.**

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:

    a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;

    b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: **N/A**

RECOMMENDATION: Planning staff recommends forwarding RZN-2025-0010 to City Council with a recommendation of approval.

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: March 24, 2025	**❒ Tabled**	**❒ Forwarded**	**❒ Denied**
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:

- Unified Development Code
  - §161.23 - District C-2, Thoroughfare Commercial
  - §161.22 - Community Services
- Request Letter
- Site Map
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Future Land Use Map

161.23 District C-2, Thoroughfare Commercial

(A) *Purpose.* The Thoroughfare Commercial District is designed especially to encourage the functional grouping of these commercial enterprises catering primarily to highway travelers. The intent of this district is to allow administrative approval if the developer decides to use urban form, in compliance with the build-to zone and minimum buildable street frontage as specified herein.

(B) *Uses.*

(1) *Permitted Uses*.

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 5	Government Facilities
Unit 13	Eating places
Unit 14	Hotel, motel, and amusement facilities
Unit 16	Shopping goods
Unit 17	Transportation trades and services
Unit 18	Gasoline service stations and drive-in/drive-through restaurants
Unit 19	Commercial recreation, small sites
Unit 20	Commercial recreation, large sites
Unit 25	Offices, studios, and related services
Unit 33	Adult live entertainment club or bar
Unit 34	Liquor store
Unit 40	Sidewalk Cafes
Unit 44	Cluster Housing Development
Unit 45	Small scale production
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 21	Warehousing and wholesale
Unit 28	Center for collecting recyclable materials
Unit 29	Dance Halls
Unit 32	Sexually oriented business
Unit 35	Outdoor music establishments
Unit 36	Wireless communications facilities
Unit 38	Mini-storage units
Unit 42	Clean technologies
Unit 43	Animal boarding and training

(C) *Density.* None.

(D) *Bulk and Area Regulations.* None.

(E) *Setback Regulations.*

Front	15 feet
Front, if parking is allowed between the right-of-way and the building	50 feet
Side	None
Side, when contiguous to a residential district	15 feet
Rear	20 feet

Urban Form Setback Regulations:

Front	A build-to zone that is located between 10 feet and a line 25 feet from the front property line
Side and rear	None
Side or rear, when contiguous to a single-family residential district	15 feet

(F) *Building Height Regulations*.

Building Height Maximum	6 stories*

* If a building exceeds the height of two (2) stories, the portion of the building that exceeds two (2) stories shall have an additional setback from side boundary line of an adjacent residential district. The amount of additional setback for the portion of the building over two (2) stories shall be equal to the difference between the total height of that portion of the building, and two (2) stories.

(G) *Building Area.* On any lot, the area occupied by all buildings shall not exceed 60% of the total area of such lot. Accessory ground mounted solar energy systems shall not be considered buildings.

(H) Urban form minimum buildable street frontage: 50% of the lot width.

161.22 Community Services

(A) *Purpose.* The Community Services District is designed primarily to provide convenience goods and personal services for persons living in the surrounding residential areas and is intended to provide for adaptable mixed use centers located along commercial corridors that connect denser development nodes. There is a mixture of residential and commercial uses in a traditional urban form with buildings addressing the street. For the purposes of Chapter 96: Noise Control, the Community Services district is a commercial zone. The intent of this zoning district is to provide standards that enable development to be approved administratively.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 13	Eating places
Unit 15	Neighborhood Shopping goods
Unit 24	Home occupations
Unit 25	Offices, studios and related services
Unit 26	Multi-family dwellings
Unit 40	Sidewalk Cafes
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 45	Small scale production
Unit 46	Short-term rentals

Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 14	Hotel, motel and amusement services
Unit 16	Shopping goods
Unit 17	Transportation, trades and services
Unit 18	Gasoline service stations and drive-in/drive-through restaurants
Unit 19	Commercial recreation, small sites
Unit 28	Center for collecting recyclable materials
Unit 34	Liquor stores
Unit 35	Outdoor music establishments
Unit 36	Wireless communication facilities*
Unit 42	Clean technologies

(C) *Density.* None.

(D) *Bulk and Area Regulations*.

(1) *Lot Width Minimum.*

Dwelling	18 feet
All others	None

(2) *Lot Area Minimum.* None.

(E) *Setback regulations*.

Front:	A build-to zone that is located between 10 feet and a line 25 feet from the front property line.
Side and rear:	None
Side or rear, when contiguous to a single-family residential district:	15 feet

(F) *Building Height Regulations.*

Building Height Maximum	5 stories

(G) *Minimum Buildable Street Frontage.* 50% of the lot width.

HALL ESTILL
ATTORNEYS AT LAW

Robert K. Rhoads
75 N. East Ave., Suite 500
Fayetteville, AR 72701-5388
Direct Dial: (479) 973-5202
rrhoads@hallestill.com

February 12, 2025

VIA PORTAL DELIVERY

City of Fayetteville Planning Commission and Planning Department
125 West Mountain St.
Fayetteville, AR 72701

RE: Rezoning of part of Parcel No. 765-15783-000 at Van Asche Dr. & U.S. Highway 71 from Commercial – 2 to Community Services

To Whom it May Concern:

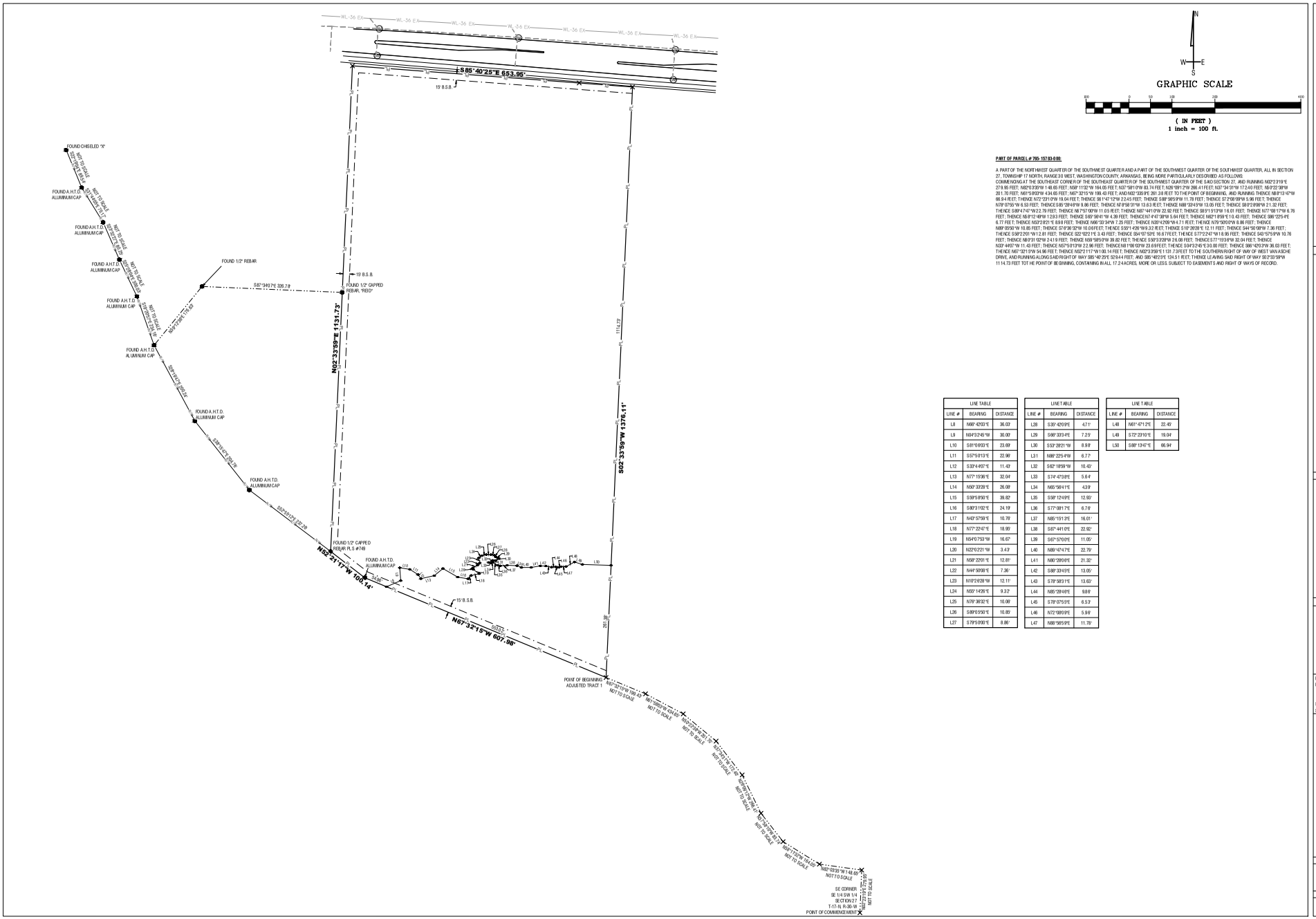
Please consider this letter as a Petition to request the rezoning of the above referenced parcel from its current designation of C2 to Community Services. The Community Services District is designated to provide goods and personal services for persons living in the surrounding residential areas and also allow for mixed use and multi family dwellings.

Further, Community Services is compatible with the surrounding areas and will fit into the future land use of Urban Center and City Neighborhood. Lastly, this rezoning will not unreasonably affect in any adverse way the surrounding land uses. Upon receipt of invoice, we shall pay the filing fee. Please direct all communications to the undersigned.

Sincerely,

Robert K. Rhoads

RKR/yn



PART OF PARCEL # 765- 15783-000:

A PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER AND A PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER, ALL IN SECTION 27, TOWNSHIP 17 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE SAID SECTION 27, AND RUNNING N02°2'319"E 27 6.95 FEET; N82°0'39"W 1 48.65 FEET; N58° 11'32"W 164.05 FEET; N37°58'1 0"W 83.74 FEET; N26°09'12"W 266.41 FEET; N37°34'31"W 172.40 FEET; N5 0°22'58"W 201.70 FEET; N81°5'852"W 434.65 FEET; N67° 32'15"W 199.43 FEET; AND N02°33'0.2"E 261.38 FEET TO THE POINT OF BEGINNING, AND RUNNING THENCE N8 9°13'47"W 66.94 FEET; THENCE N72°23'1.0"W 19.04 FEET; THENCE S81°47'12"W 22.45 FEET; THENCE S8 9°59'9"W 11. 78 FEET; THENCE S7 2°08'09"W 5.96 FEET; THENCE N78°07'5)"W 6.53 FEET; THENCE S85°28'49"W 9.86 FEET; THENCE N7 8°58'31"W 13.63 FEET; THENCE N88°33'49"W 13.05 FEET; THENCE S8 0°0'9"W 21.32 FEET; THENCE S.89°47'47"W22.78 FEET; THENCE N8 7°57'00"W 11.05 FEET; THENCE N87°44'1 0W 22.92 FEET; THENCE S8 9°1 3'0W 1 6.01 FEET; THENCE N77°08'17"W 6.76 FEET; THENCE N5 8°12'49"W 1 2.9 3 FEET; THENCE S.65°59'41"W 4.39 FEET; THENCEN7 4°47'36"W 5.64 FEET; THENCE N82°1 9'59"E 1 0.43 FEET; THENCE S86°225-9"E 6.77 FEET; THENCE N53°2'0'21 "E 8.9 8 FEET; THENCE N89°33'34"W 7.25 FEET; THENCE N28°4'209"W 4.7 1 EET; THENCE N79°50'0'W 9.86 FEET; THENCE N89°05'00"W 10.85 FEET; THENCE S7 0°36'32"W 10.66 FEET; THENCE S55°1 4'26"W 9.3 2 FEET; THENCE S 10°20'26"E 12.11 FEET; THENCE S44°50'0)W 7.36 FEET; THENCE S.59°2'20 1"W 1 2.81 FEET; THENCE S22°022"E 3.43 FEET; THENCE S54°01'32"E 16.67 FEET; THENCE S 7°2'2'47"W 1 6.96 FEET; THENCE S40°575)"W 10.76 FEET; THENCE N8 0°31'02"W 2 4.1 9 FEET; THENCE N59°585'0"W 39.82 FEET; THENCE S39°3'2)8"W 26.08 FEET; THENCE S 77°1'53'0"W 32.04 FEET; THENCE N3 3°4'07"W 11. 43 FEET; THENCE N5 7°5'012"W 22.96 FEET; THENCE N1 1°06'02"W 23.69 FEET; THENCE S9 9°3'2'45"E 3 6.00 FEET; THENCE S9 6°4'0'3"W 36.03 FEET; THENCE N6 7°32'1)"W 54.86 FEET; THENCE N3 5°2'1'1"W 1 00.14 FEET; THENCE N0 2°3'59"E 1 131. 7 3 FEET TO THE SOUTHERN RIGHT OF WAY OF WEST VAN ASCHE DRIVE, AND RUNNING ALONG SAID RIGHT OF WAY S85°40'25"E 529.4 4 FEET, AND S85°40'25"E 124.51 FEET; THENCE LEAVING SAID RIGHT OF WAY S0 2°33'59"W 11 14.73 FEET TOT HE POINT OF BEGINNING, CONTAINING IN ALL 17 2.4 ACRES, MORE OR LESS, SUBJECT TO EASEMENTS AND RIGHT OF WAYS OF RECORD.

LINE TABLE		
LINE #	BEARING	DISTANCE
L8	N66° 42'03"E	36.03'
L9	N04°3'2)45"W	30.00'
L10	S81°0'603"E	23.69'
L11	S57°5'013"E	22.96'
L12	S33°4'407"E	11.43'
L13	N77° 15'36"E	32.04'
L14	N59°33'28"E	26.08'
L15	S59°5'850"E	39.82'
L16	S80°3'102"E	24.19'
L17	N43°57'59"E	10.76'
L18	N77°22'47"E	18.99'
L19	N54°0'753"W	16.67'
L20	N22°0'221"W	3.43'
L21	N58°2201"E	12.81'
L22	N44°5008"E	7.36'
L23	N10°2'028"W	12.11'
L24	N55° 1428"E	9.32'
L25	N79° 3632"E	10.09'
L26	S89°0'550"E	10.89'
L27	S79°5'000"E	8.86'

LINE TABLE		
LINE #	BEARING	DISTANCE
L28	S35°4'209"E	4.71'
L29	S66°3'33-4"E	7.23'
L30	S53°2'0'21"W	8.98'
L31	N89°225-4"W	6.77'
L32	S62°1'859"W	10.43'
L33	S74°4'73-8"E	5.64'
L34	N65°564'1"E	4.39'
L35	S58°12'49"E	12.93'
L36	S77°09'1.7"E	6.76'
L37	N85°15'1.3"E	16.01'
L38	S.87°-44'1.0"E	22.92'
L39	S.67°-57'0.0"E	11.05'
L40	N89°47'47"E	22.79'
L41	N80°3'90.9"E	21.32'
L42	S.89°33'4.5"E	13.05'
L43	S.78°.59'3.1"E	13.63'
L44	N85°3'9.4"E	9.8 8
L45	S.78°.07'5.5"E	6 5.3
L46	N72°-09'0.9"E	5.9 9
L47	N88°595'9.9"E	11. 78'

LINE TABLE		
LINE #	BEARING	DISTANCE
L48	N61°-47'1.2"E	22.45'
L49	S72°-23'10"E	19.04'
L50	S88° 13'47"E	66.94'

Planning Commission
March 24, 2025

RZN-2025-0010 (WG LAND COMPANY LTD PARTNERSHIP)

Page 11 of 15

LEGEND

PROJECT DETAILS

PROJECT TITLE:
THOMPSON THRIFT
19 ACRE EXHIBIT

PROJECT LOCATION:
FAYETTEVILLE, AR

REVISIONS

DATE: 12/3/2024
DRAWN BY: JH

SHEET SIZE: 22" x 34"
SCALE: 1" = 200'

SHEET TITLE

19 ACRE EXHIBIT

SHEET NUMBER

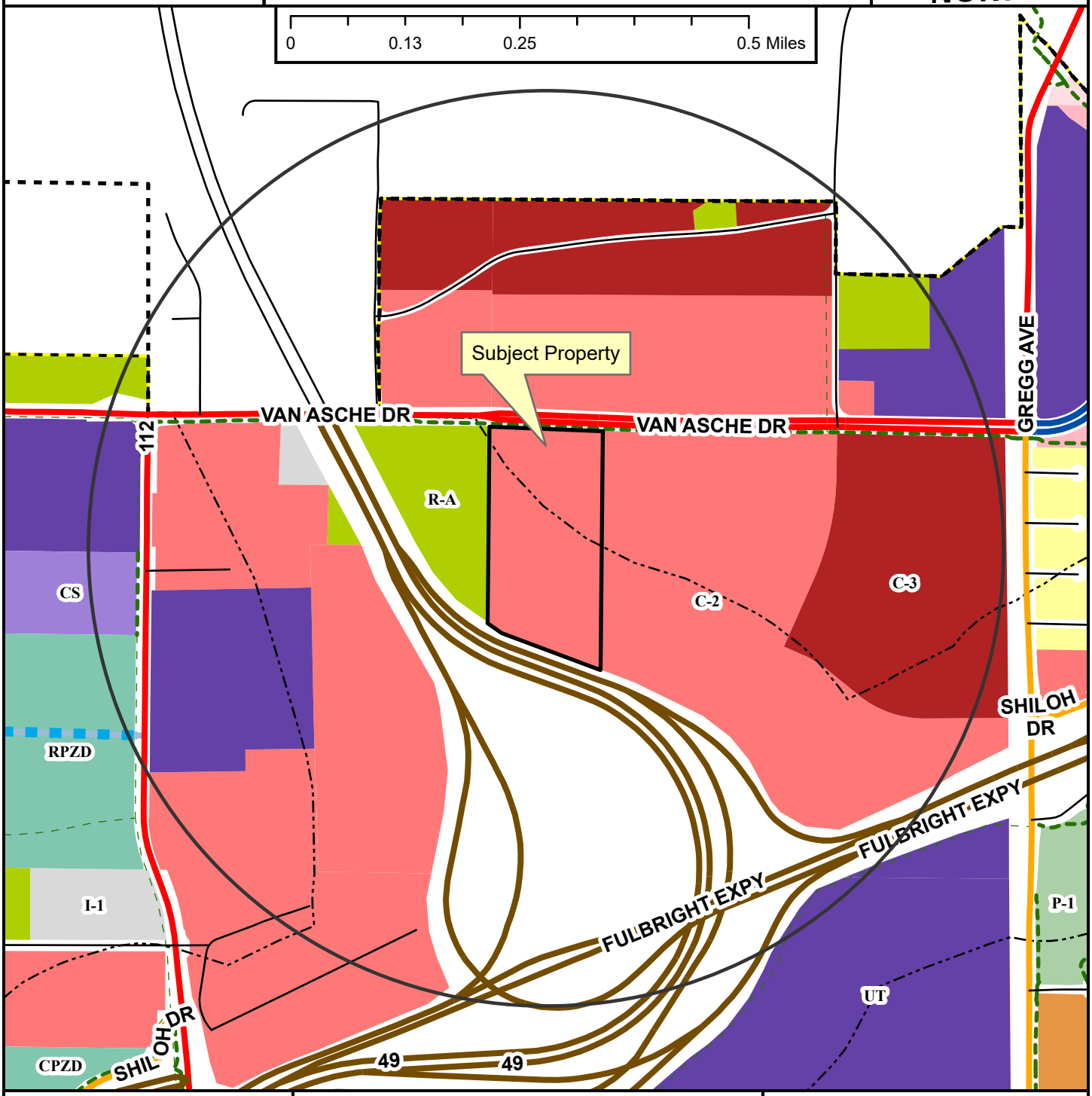
2 OF 2

RZN-2025-0010

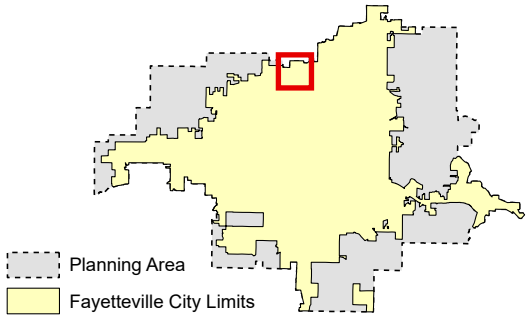
One Mile View

W. VAN ASCHE DR

NORTH



- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Freeway/Expressway
- Unclassified
- Residential Link
- Planned Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
- NS-G
- RI-U
- RI-12
- NS-L
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

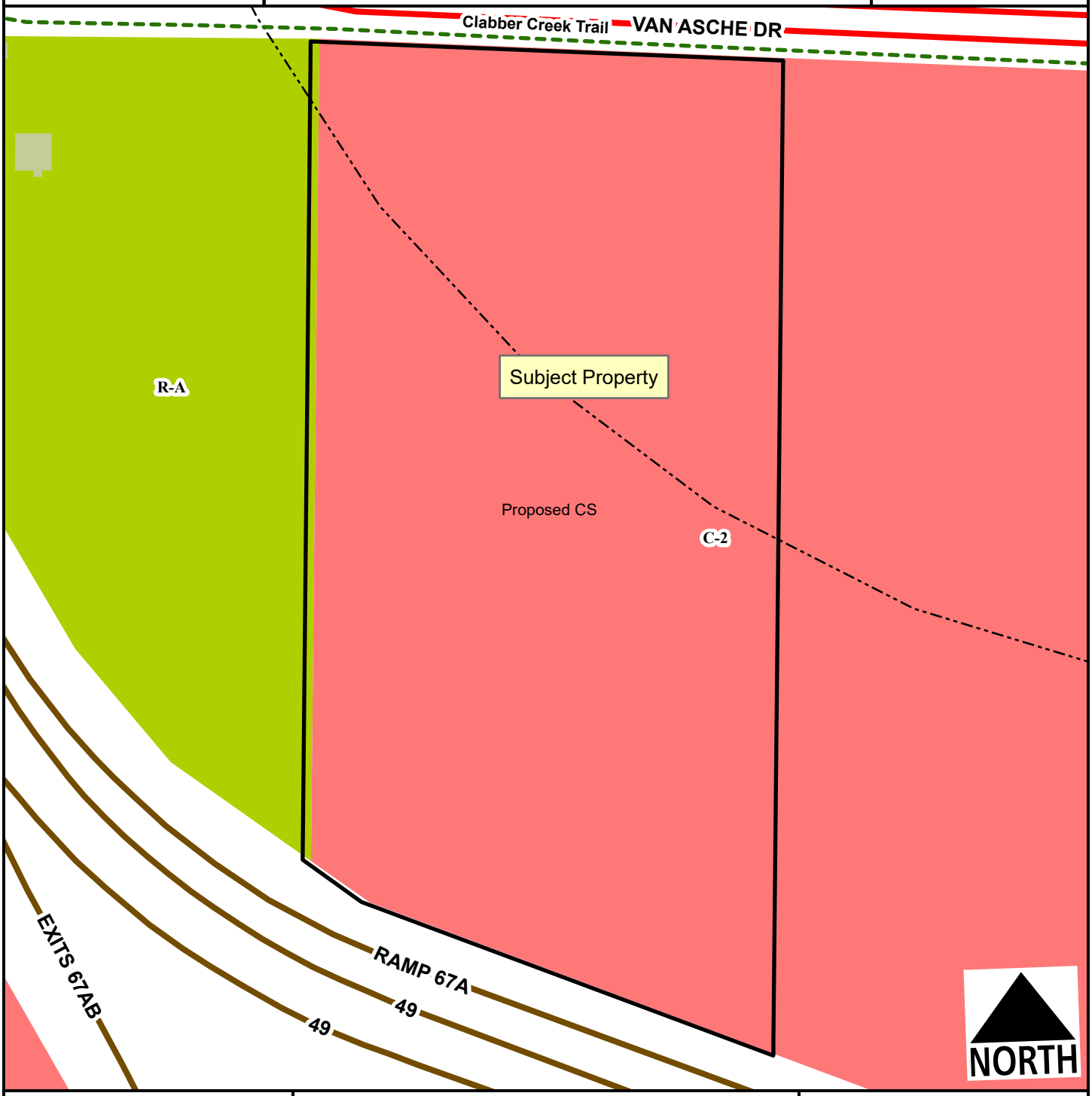
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

RZN-2025-0010

Close Up View

W. VAN ASCHE DR



- Regional Link
- Freeway/Expressway
- Design Overlay District
- Planning Area
- Fayetteville City Limits

Feet

0 75 150 300 450 600

1:2,400

Zone	Current	Proposed
C-2	18.6	0.0
CS	0.0	19.0
R-A	0.3	0.0
Total	**19.0 ac**	

RZN-2025-0010

Current Land Use

W. VAN ASCHE DR

NORTH



- Regional Link
- Freeway/Expressway
- Residential Link
- Planning Area
- Fayetteville City Limits
- Design Overlay District

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

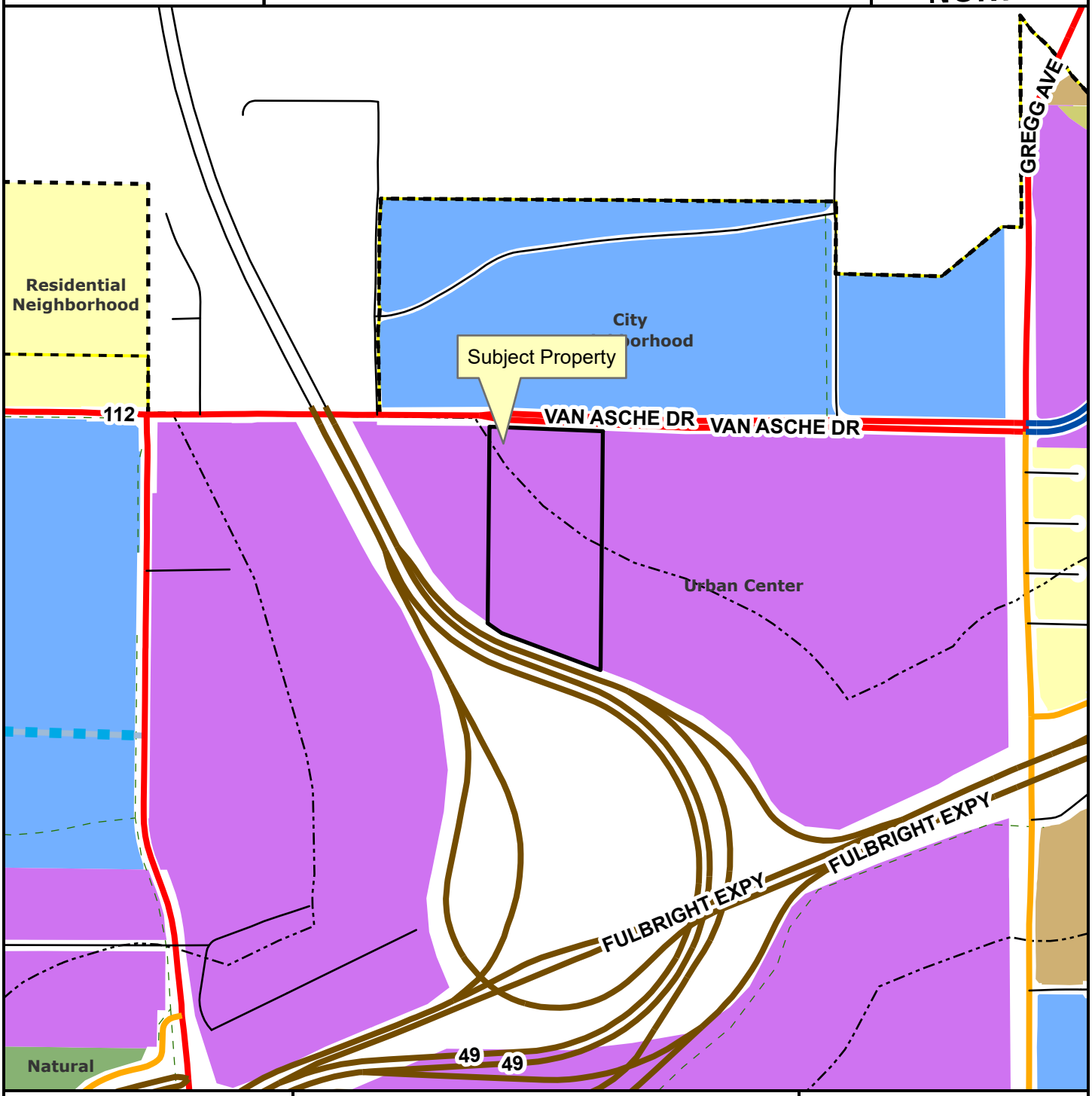
- 100-Year Floodplain
- Floodway

RZN-2025-0010

Future Land Use

W. VAN ASCHE DR

NORTH



Regional Link
Neighborhood Link
Regional Link - High Activity
Freeway/Expressway
Unclassified
Residential Link
Planned Residential Link
Planning Area
Fayetteville City Limits
Trail (Proposed)
Design Overlay District

Feet

0 305 610 1,220 1,830 2,440

1:10,000

City Neighborhood
Civic Institutional
Civic and Private Open Space
Industrial
Natural
Non-Municipal Government
Residential Neighborhood
Rural Residential
Urban Center

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Donna Wonsower, Planner

MEETING DATE: March 24, 2025

SUBJECT: **RZN-2025-0006: Rezoning (91 S. DUNCAN AVE./ECOLOGICAL DESIGN GROUP, 522):** Submitted by MODUS STUDIO for property located at 91 S. DUNCAN AVE. The property is zoned RMF-40, RESIDENTIAL MULTIFAMILY, 40 UNITS PER ACRE and contains approximately 0.23 acres. The request is to rezone the property to MSC, MAIN STREET CENTER.

RECOMMENDATION:
Staff recommends **RZN-2025-0006** be forwarded to the City Council with a recommendation for approval.

RECOMMENDED MOTION:
*"I move to forward **RZN-2025-0006** to the City Council with a recommendation of approval."*

BACKGROUND:
The subject area is in central Fayetteville directly east of Harmon Field and 1,000 feet northeast of the Fayetteville High School building. The parcel has been developed with a two-family dwelling constructed in 1926 per the Washington County Assessor. Several parcels to both the north and south were rezoned to MSC, Main Street Center in 2024 (RZN-2024-0028). The parcel does not fall within any overlay districts or Master Plan areas. Surrounding land uses and zoning is depicted in *Table 1.*

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Two-Family Dwelling	MSC, Main Street Center
South	Three-Family Dwelling	MSC, Main Street Center
East	Mixed-Density Residential	MSC, Main Street Center
West	Harmon Field	P-1, Institutional

Request: The request is to rezone the property from RMF-40, Residential Multifamily, 40 Units per Acre to MSC, Main Street Center.

Public Comment: Staff has received one public comment opposed to the request, citing inappropriate behavior by the developers and required public notifications. Staff has also received two inquiries regarding the proposed development.

INFRASTRUCTURE AND ENVIRONMENTAL REVIEW

Streets: The subject area has frontage along S. Duncan Ave., a partially improved residential link street with asphalt paving and curb and gutter. Any street or drainage improvements required in these areas would be determined at the time of development proposal.

Water: Public water is available to the subject area. There is an existing 6-inch water main along the west side of S. Duncan Ave. As applicable, staff will recommend future projects in this area to upgrade this main to a twelve-inch water line to establish the ½-mile twelve-inch water line grid recommended in the 2017 Water Master Plan.

Sewer: Sanitary sewer is available to the subject area. An existing 8-inch sewer main is present along S. Duncan Ave.

This area is rapidly changing with multiple dense residential developments that have been approved. The adjacent Verve housing project is expected to substantially utilize the available capacity downstream of the subject property. As a result, staff has requested the applicant consult with RJN on the front-end of any potential projects in order to allow RJN to update the city-wide sewer capacity model with any proposed developments and determine if off-site sewer capacity issues are created.

Fire: Fire apparatus access and fire protection water supplies will be reviewed for compliance with the Arkansas Fire Prevention Code at the time of development. Station 1, located at 303 W. Center St., protects this site. The property is located approximately 0.6 miles from the fire station with an anticipated drive time of approximately 3 minutes using existing streets. The anticipated response time would be approximately 5.2 minutes. Fire Department response time is calculated based on the drive time plus 1 minute for dispatch and 1.2 minutes for turn-out time. Within the City Limits, the Fayetteville Fire Department has a response time goal of 6 minutes for an engine and 8 minutes for a ladder truck.

Police: The Police Department expressed no concerns with this request.

Drainage: No portion of the property is within a FEMA floodplain, the Hillside-Hilltop Overlay District or includes a protected stream. Additionally, no hydric soils are present.

Tree Preservation:

The proposed zoning district of MSC, Main Street Center requires **10% minimum canopy preservation.** The current zoning district of RMF-40, Residential Multifamily, 40 Units per Acre requires **20% minimum canopy preservation**.

CITY PLAN 2040 FUTURE LAND USE PLAN: City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as **City Neighborhood.**

City Neighborhoods are more densely developed than residential neighborhood areas and provide a mix of non-residential and residential uses. This designation supports the widest spectrum of uses and encourages density in all housing types, from single family to multi-family.

Non-residential and commercial uses are primarily located at street intersections and along major corridors. Ideally, commercial uses would have a residential component and vary in size, variety and intensity. The street network should have a high number of intersections creating a system of small blocks with a high level of connectivity between neighborhoods. Building setbacks and landscaping are urban in form with street trees typically being located within the sidewalk zone.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a ranging score of **11-12** for this site, with a weighted score of **17.** The following elements of the matrix contribute to the score:

- 4 Minute Fire Response (Station #1, 303 W. Center St.)
- Near Sewer Main (8" Sewer Main, S. Duncan Ave.)
- Near Water Main (6" Water Main, S. Duncan Ave.)
- Near Grocery Store (Walmart Neighborhood Market)
- Near Public School (Fayetteville High School)
- Near U of A Campus
- Near City Park (Lower Ramble)
- Near Paved Trail (Oakridge Trail, Razorback Greenway)
- Near ORT Bus Stop (Hill & Treadwell
- Near Razorback Transit Bus Stop (S. Hill Ave)
- Appropriate Future Land Use
- Sufficient Intersection Density

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Land Use Compatibility:*** **On the balance of considerations, staff finds the request to be compatible with the surrounding context. The greater neighborhood is undergoing rapid changes. While the surroundings generally remain mixed-density residential, the areas closest to campus have seen recent (or current) redevelopment toward larger, taller multifamily structures. As this parcel is located less than 400 feet from the University of Arkansas' main campus, staff finds it is within this area of rapid change and high intensity uses.**

Harmon Field, a major sports venue for Fayetteville Schools, is located directly west of the parcel. The school recently completed a parking lot expansion with a new driveway access onto S. Duncan Ave. approximately 400 feet to the south. The Cardinal Apartments to the north and the Atmosphere Apartments to the northeast, both less than 400 feet from the subject area and both constructed within the last 11 years, are each 5 stories and include a parking garage. A full city block adjacent to the property to the east received development approval for a large mixed-use student housing complex called "The Verve" in early 2025. Other structures in direct proximity to the proposed rezoning area include a two- and three-family dwelling to the north and south, and a full city block along this side of Duncan was rezoned to Main Street Center in mid-2024.

While rezoning from RMF-40 to MSC will remove the current density limitation of 40 units per acre, staff finds that the request is not likely to create development that is incompatible with the surroundings given that the other city requirements such as parking lot design standards and ratios, tree preservation, and drainage. The existing RMF-40 district would permit a maximum of 9 dwelling units on this parcel with a maximum building height of 5 stories, while the proposed MSC district has no density limitations with a maximum building height of 7 stories when located greater than 15 feet from the right-of-way. While a Bill of Assurance was not provided with this rezoning, staff finds incompatible uses are unlikely to be an issue given the small size of this property and the Bill of Assurance which is in place for the parcels to both north and south which limits Use Unit 17: Transportation Trades and Services, Use Unit 34: Liquor Stores, and Use Unit 45: Small Scale Production.

Staff finds that, while the existing building is 99 years old, it is not listed in either the Federal or Arkansas Register of Historic Places, nor located within a city historic district. As such, the city has limited ability to preserve this structure regardless of whether a rezoning is ultimately approved. Staff also finds that rezoning to a mixed-use district would create the possibility of compatible development and that additional commercial uses could also serve the high density of existing residents within the immediate proximity as well as students and faculty of the adjacent high school and University campus.

Land Use Plan Analysis: **On the balance of considerations, staff finds that the request is consistent with adopted land use policies, the Future Land Use Map designation, and goals of City Plan 2040. Given the walkable location of the request and potential for mixed-use development, staff finds the request to be consistent with the following City Plan 2040 Goals: Goal 1: We will make appropriate infill and revitalization our highest priority; Goal 2: We will discourage suburban sprawl; Goal 3: We will make compact, complete, and connected development the standard; Goal 4: We will grow a livable transportation network.**

Staff finds the rezoning both positively and negatively contributes to Goal 6: We will create opportunities for affordable housing. The Fayetteville Housing Assessment completed by City staff in October 2023 discusses the preservation of affordable housing and notes that "new supply should be carefully balanced with preserving existing affordable housing – housing that can be in prime areas for redevelopment due to growing land values compared to the declining value of aging structures." While staff acknowledges that any redevelopment of the subject area and associated demolitions could remove naturally occurring affordable housing units within the subject area, staff also acknowledges that the property owners are legally able to redevelop the subject area with greater density by right under the existing Residential Multifamily, 40 Units per Acre (RMF-40) zoning district and that any redevelopment which includes only uses permitted by right is not subject to discretionary approval by either the Planning Commission or City Council provided that all applicable city ordinances and

development standards are met. Further, cities in Arkansas are prohibited from enacting rent control ordinances per Arkansas Statute.

The area is designated as a City Neighborhood Area, which recommends that commercial uses would have a residential component and vary in size, variety and intensity. The subject area is directly east of the Fayetteville High School campus and approximately 400 feet southeast of the University of Arkansas campus, which is designated as a special district by the 2040 growth map and described as "portions of the city that are historically or currently intended for more intensive commerce." The closest Tier Centers are located just over half a mile east at the historic downtown square (Tier 1) and approximately half a mile southeast at the intersection of W. Martin Luther King Jr. Blvd. and S. Nelson Hackett Blvd (Tier 3).

The infill score for this parcel is very high, with a weighted score of 17, indicating the property could likely support a wide range of uses and additional density, particularly given the close proximity of both the Fayetteville High School and University of Arkansas campus. Staff also finds that allowing additional residential in close proximity to major traffic drivers and within close proximity to both ORT and Razorback transit stops could allow for residents to use alternative transportation options such as walking, biking, or utilizing transit to these institutions, helping to mitigate or reduce potential traffic impacts. Given that denying the rezoning request would not necessarily prevent redevelopment of the property, staff finds that approval of the rezoning to MSC may lead to results that are more compatible with city goals than could be met under the existing zoning by allowing a greater number of additional residential units to be constructed while providing potential for a mix of commercial and residential uses.

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: **On the balance, staff finds the proposed zoning is justified and necessary at this time. While any redevelopment of these parcels could negatively impact existing affordable housing stock, staff notes that the property owners could legally redevelop the parcels with new multifamily dwellings by right under the existing zoning district. The proposed zoning of MSC could permit a mixed-use development with higher density allowances in an area with a weighted infill score of 17 where only residential uses are currently permitted by right under RMF-40.**

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: **A rezoning from RMF-40 to MSC has the potential to increase traffic at this location when considering that MSC would allow for more dense development than the existing zoning which has a stated density limitation. However, staff finds this impact is likely to be minimal due to the small size of the property and proximity to transit, services, the University of Arkansas, and the Fayetteville High School campus. Any necessary street improvements and potential traffic impacts would be determined at the time**

of development.

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: **The proposed rezoning has the potential to alter the population density since it would allow for increased residential development. However, the property is in close proximity to public streets and existing water and sewer mains. Any necessary upgrades or improvements to existing infrastructure would be determined at the time of development. Fayetteville Public Schools did not comment on this request.**

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:

    a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;

    b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: **N/A**

RECOMMENDATION: Planning staff recommends forwarding RZN-2025-0006 to City Council with a recommendation of approval.

PLANNING COMMISSION ACTION: **Required** **YES**

Date: March 24, 2025 ❒ **Tabled** ❒ **Forwarded** ❒ **Denied**

Motion:

Second:

Vote:

BUDGET/STAFF IMPACT:
None

Attachments:

- Unified Development Code:
    - §161.17 District RMF-40, Residential Multi-Family - Forty (40) Units Per Acre
    - §161.27 Main Street/Center
- Applicant Request Letter
- Staff Exhibits
    - Fayetteville Housing Assessment Excerpts
    - Traffic Accidents Exhibits
    - Long-Range Planning Memo
- Public Comments
- One Mile Map
- Close-up Map
- Current Land Use Map
- Future Land Use Map

161.17 District RMF-40, Residential Multi-Family - Forty (40) Units Per Acre

(A) *Purpose.* The RMF-40 Multi-family Residential District is designated to protect existing high density multi-family development and to encourage additional development of this type where it is desirable.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two (2) family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 26	Multi-family dwellings
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by CUP
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 11	Manufactured home park
Unit 12a	Limited business
Unit 24	Home occupation
Unit 25	Professional offices
Unit 36	Wireless communications facilities

(C) *Density.*

Units per acre	Forty (40) or less

(D) *Bulk and Area Regulations.*

(1) *Lot Width Minimum.*

Manufactured home park	100 feet
Lot within a Manufactured home park	50 feet
Single-family	30 feet
Two (2) family	30 feet
Three (3) family or more	70 feet
Professional offices	100 feet

(2) *Lot Area Minimum.*

Manufactured home park	3 acres
Lot within a mobile home park	4,200 square feet
Townhouses: Individual lot	2,000 square feet
Single-family	2,500 square feet
Two (2) family	3,000 square feet
Three (3) family or more	7,000 square feet
Fraternity or Sorority	1 acre

(3) *Land Area Per Dwelling Unit*.

Manufactured Home	3,000 square feet
Fraternity of Sorority	500 square feet per resident

(E) *Setback Requirements.*

Front	Side Other Uses	Side Single & Two (2) Family	Rear Other Uses	Rear Single Family
A build-to zone that is located between the front property line and a line 25 feet from the front property line.	8 feet	5 feet	20 feet	5 feet

(F) *Building Height Regulations.*

Building Height Maximum	2 stories/3 stories/5 stories*

* A building or a portion of a building that is located between 0 and 10 feet from the front property line or any master street plan right-of-way line shall have a maximum height of two (2) stories, between 10—20 feet from the master street plan right-of-way a maximum height of three (3) stories and buildings or portions of the building set back greater than 20 feet from the master street plan right-of-way shall have a maximum height of 5 stories.

If a building exceeds the height of two (2) stories, the portion of the building that exceeds two (2) stories shall have an additional setback from any side boundary line of an adjacent single family district. The amount of additional setback for the portion of the building over two (2) stories shall be equal to the difference between the total height of that portion of the building, and two (2) stories.

(G) *Building Area.* The area occupied by all buildings shall not exceed 50% of the total lot area. Accessory ground mounted solar energy systems shall not be considered buildings.

(H) Minimum Buildable Street Frontage. 50% of the lot width.

(Code 1965, App. A., Art. 5(IV); Ord. No. 2320, 4-5-77; Ord. No. 2700, 2-2-81; Ord. No. 1747, 6-29-70; Code 1991, §160.034; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4178, 8-31-99; Ord. No. 5028, 6-19-07; Ord. No. 5224, 3-3-09; Ord. No. 5262, 8-4-09; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5800 , §1(Exh. A), 10-6-15; Ord. No. 5921 , §1, 11-1-16; Ord. No. 5945 , §§5, 8, 9, 1-17-17; Ord. No. 6015 , §1(Exh. A), 11-21-17; Ord. No. 6245 , §2, 10-15-19; Ord. No. 6427 , §§1(Exh. C), 2, 4-20-21; Ord. No. 6658 , §7(Exh. F), 5-2-23)

Editor's note(s)—Ord. No. 6710 , §1, adopted November 21, 2023, determines that Ordinance 6427 (Sunset Clause) and Ord. No. 6625 (extending Sunset Clause) be amended so that Ordinance 6427 and all amendments to Code Sections ordained or enacted by Ordinance 6427 shall automatically sunset, be repealed and become void on December 31, 2024, unless prior to that date the City Council amends this ordinance to repeal or further amend this sunset, repeal and termination section.

161.27 Main Street/Center

(A) *Purpose.* A greater range of uses is expected and encouraged in the Main Street/Center. The Center is more spatially compact and is more likely to have some attached buildings than Downtown General or Neighborhood Conservation. Multi-story buildings in the Center are well-suited to accommodate a mix of uses, such as apartments or offices above shops. Lofts, live/work units, and buildings designed for changing uses over time are appropriate for the Main Street/Center. The Center is within walking distance of the surrounding, primarily residential areas. For the purposes of Chapter 96: Noise Control, the Main Street/Center district is a commercial zone.

(B) *Uses.*

(1) *Permitted uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 13	Eating places
Unit 14	Hotel, motel, and amusement facilities
Unit 16	Shopping goods
Unit 17	Transportation trades and services
Unit 19	Commercial recreation, small sites
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 26	Multi-family dwellings
Unit 34	Liquor stores
Unit 40	Sidewalk Cafes
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 45	Small scale production
Unit 46	Short-term rentals

Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 18	Gasoline service stations and drive-in/drive-through restaurants
Unit 28	Center for collecting recyclable materials
Unit 29	Dance halls
Unit 35	Outdoor music establishments
Unit 36	Wireless communication facilities
Unit 42	Clean technologies

(C) *Density.* None.

(D) *Bulk and Area Regulations*.

(1) *Lot Width Minimum.*

Dwelling (all unit types)	18 feet

(2) *Lot Area Minimum.* None.

(E) *Setback Regulations*.

Front	A build-to zone that is located between the front property line and a line 25 feet from the front property line.
Side	None
Rear	5 feet
Rear, from center line of an alley	12 feet

(F) *Minimum Buildable Street Frontage.* 75% of lot width.

(G) *Building Height Regulations.*

Building Height Maximum	5 stories/7 stories*

* A building or a portion of a building that is located between 0 and 15 feet from the front property line or any master street plan right-of-way line shall have a maximum height of five (5) stories. A building or a portion of a building that is located greater than 15 feet from the master street plan right-of-way line shall have a maximum height of seven (7) stories.

(Ord. No. 5028, 6-19-07; Ord. No. 5029, 6-19-07; Ord. No. 5042, 8-07-07; Ord. No. 5195, 11-6-08; Ord. No. 5312, 4-20-10; Ord. No. 5339, 8-3-10; Ord. No. 5462, 12-6-11; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5735, 1-20-15; Ord. No. 5800 , §1(Exh. A), 10-6-15; Ord. No. 5921 , §1, 11-1-16; Ord. No. 5945 , §§5, 7—9, 1-17-17; Ord. No. 6015 , §1(Exh. A), 11-21-17; Ord. No. 6223 , §1, 9-3-19; Ord. No. 6427 , §§1(Exh. C), 2, 4-20-21)

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E | D | G

ECOLOGICAL DESIGN GROUP
216 West Birch Street
Rogers, AR 72756

March 5, 2025

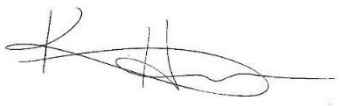
City of Fayetteville
Planning Commission
125 W. Mountain Street
Fayetteville, AR 72701
479.535.8233

EDG #: 25-014
PROJECT NAME: Duncan Ave Student Housing, Fayetteville, AR 72701
DEVELOPER: City of Fayetteville

Rezoning Narrative

91 S Duncan is a single parcel (765-04811-000) currently zoned RMF-40 and is being submitted for rezoning to Main Street Center (MSC). The property is bordered on the north, south, and east sides by properties zoned Main Street Center (MSC) and the Fayetteville High School zoned P-1. Given that this rezoning request is the same as the adjacent zonings, this rezoning request will not adversely affect or conflict with surrounding land uses. This parcel is intended to be combined with those surrounding it to create one large lot to support a student housing development. We ask that the Planning Commission grant this rezoning to bring much needed multifamily housing to Fayetteville.

Sincerely,



Katelynn Hopkins, EIT
Ecological Design Group | 479.441.0231 | khopkins@ecologicaldg.com

CITY OF FAYETTEVILLE ARKANSAS

STAFF MEMO

TO: Donna Wonsower, Planner

FROM: Kylee Cole, Long Range & Preservation Planner

MEETING DATE: March 24, 2025

SUBJECT: **Long Range Planning Comments Regarding Historic Structures for RZN-2025-0006**

The proposed rezoning of the property at 91 S. Duncan has the potential to adversely impact a historic property via the future demolition of an identified historic structure, which is approximately 100 years old. Rezonings often precede projects that involve substantial demolition and redevelopment of sites. Although the City does not have a demolition review ordinance in place currently, it is important to review and acknowledge the proposal's impact on historic properties as part of the City Plan 2040 objectives that may be considered with the zoning request:

- 3.1.6 – Encourage historic preservation and adaptive reuse of buildings (p.24)
- 3.1.7 – Encourage protection of community character in established neighborhoods (p.25)

The City's Heritage & Historic Preservation Plan adopted in July 2023 was initiated by City Plan 2040 and has three action items which support a closer look at the proposed rezoning:

Heritage and Historic Preservation Master Plan Relevant Goals and Action Items

1.9	Plan Review	Include historic preservation staff in review of proposed major projects and zoning changes to determine impacts to historic resources.
1.10	Demolition Ordinance	Pass an ordinance to allow for the review of proposed demolitions for resources forty-five years or older. Staff to evaluate each property for significance. Work with property owner to discourage demolition. Reviews should be taken up by HDC as needed.
4.9	Community Engagement: Transparency	Publish information about historic preservation reviews and demolitions of historic properties to increase transparency.

Recommendation (Advisory Only):
Property owner should consult with Long Range & Preservation Planner prior to demolition or alteration of historic structures so that staff can capture photo documentation. Staff is recommending documentation of properties prior to demolition only and is not making a recommendation on the proposed rezoning.

Documentation to create an archive of historic resources is an effective way to mitigate against the loss of historic structures when regulatory tools are not available.

Documentation of Identified Historic Structures:
Long Range Planning staff have submitted a grant funding request to the Arkansas Historic Preservation Program to support a survey of historic structures within the Fayetteville city limits. Current survey information is incomplete and may include inaccurate estimated construction dates for historic structures. Some historic homes, for example, are older than they initially appear due to exterior changes that mask original design features and building forms. Maps and other public records can serve as resources to improve accuracy in identifying historic structures, particularly those over a century in age.

List of Impacted Historic Properties:

Address	Photo	Description
91 S. Duncan		Vernacular home with Craftsman details. The Washington County Assessor's office lists the building as constructed ca. 1926, and it is visible in an aerial photo from 1926. The home is at least 99 years old, but likely older and originally built in a simpler form with Craftsman details added in the 1920s when they became popular.

Policy Options for the Future

This assessment does not propose that the solution to housing affordability is to rezone the entirety of Fayetteville to RMF–24 zoning. Similarly, zoning is not the only solution to high and growing housing costs. Policy choices can, however, focus on adding housing density in strategic places to take advantage of existing infrastructure in high intensity areas that don't currently allow for housing. When combined with existing services, infrastructure, and amenities, these housing units can provide a number of benefits, including reducing vehicle trips. Fayetteville's City Plan 2040, the comprehensive plan adopted in 2020, includes several options for additional housing density in core areas that are already high intensity and offer close access to services.

Staff in the City of Fayetteville's Long Range Planning and Sustainability divisions worked with University of Arkansas graduate students in the Master of Public Administration program in the spring semester of 2023 to analyze three scenarios for single–family housing. The students produced a report at the end of the semester that aimed to identify the most effective zoning policy to increase single family residential density in Fayetteville. The three scenarios explored were a baseline analysis of maintaining the zoning status quo; rezoning all residential single–family zones to the RSF–8 zoning district; and allowing duplex, triplex, and fourplex construction by right in all current single–family zoning districts. Based on their analysis, the students recommended the third option, writing, "Increased housing diversity has the greatest net social benefit for Fayetteville. In addition to having the greatest potential for increased housing supply, this policy is the most efficient and equitable. Overall, creating the option for multifamily unit construction by right provides the strongest policy for Fayetteville's future growth." Although the report focused on single–family zoning, the lessons learned and the main point — that creating the option for multi–unit housing by right is the strongest policy for Fayetteville's future growth — align with the planning work and master plan documents/corridor planning that Fayetteville has been engaged in for the last several years.

Prior to the onset of the COVID–19 pandemic the City of Fayetteville was engaged in writing and implementing two key plans that set a priority for both housing and a high–quality urban environment. City Plan 2040 was adopted only months prior to the pandemic–related closure of city offices and the quick adjustment to online meetings and engagement. Several plan implementation steps were paused for about two years while community health and safety were prioritized, and the city is now moving forward again to engage with the community to address the challenges that arose just prior to and during the pandemic that are the impetus to bring the implementation actions from these adopted plans back into the spotlight.

Long Range Plan Implementation

Fayetteville's City Plan 2040 was written to support the city's six goals:

1. **We Will Make Appropriate Infill and Revitalization Our Highest Priority.**
2. **We Will Discourage Suburban Sprawl.**
3. **We Will Make Compact, Complete, and Connected Development the Standard.**
4. **We Will Grow A Livable Transportation Network.**
5. **We Will Assemble An Enduring Green Network.**
6. **We Will Create Opportunities for Attainable Housing.**

All six goals have short–term, long–term, and ongoing "benchmarks," or action items to implement the adopted plan. Page 47 of the plan lists the short–term benchmarks, or action items meant to be accomplished between 2019 and 2025. Although plan implementation has been somewhat delayed by the COVID–19 pandemic, 8 of the 25 short–term benchmarks are not yet underway but are directly related to the city's role in responding to population growth and increasing housing supply, and that the Fayetteville City Council could consider prioritizing (City Plan 2040 associated goals and current status listed in parentheses):

- Develop internal processes to align funding, development and planning of city infrastructure with the goals of City Plan 2040. (Goal 1 & 2; ongoing with streamlined permitting and new software)

- Identify existing properties that are vacant or prime for redevelopment and initiate form–based rezoning discussions with property owners. (Goal 1, 2, & 3; ready to begin with 71B rezoning)
- Evaluate development thresholds based on quantitative metrics such as building form, not building type, and the encouragement of missing middle housing. (Goal 1, 2, 3, and 6; ongoing)
- Evaluate conditional use permit vs. use–by–right for appropriate infill. (Goal 1; ongoing)
- Identify gaps in affordability throughout the city and set numerical targets for housing that is affordable to a variety of households, including workforce, supportive, low income, families with children, and senior housing. (Goal 1, 3, 4, & 6; initiated with this analysis)
- Promote long–term affordability by targeting the use of public funds for the lowest income households, including those who are homeless, at risk of homelessness, or who have other special needs. (Goal 6; ongoing with federal HOME and American Rescue Plan Act funds)
- Examine potential regulatory barriers and policies that impede the provision of household affordability, including: infrastructure costs, the costs and benefits of development ordinances on housing development, and how the City's fees and requirements impact the cost of living for households in Fayetteville. (Goal 1 & 6; development fee study underway)
- Identify opportunities for the creation of affordable housing on publicly–owned land and develop partnerships with developers to provide flexible, affordable work space and housing. (Goal 6; initial discussions and review of potential projects underway)

Long–term benchmarks (more than five years from plan adoption) that are directly related to housing but not yet underway are:

- Evaluate the development and implementation of a tiered impact fee system. (Goals 1 & 2; not yet begun)
- Evaluate existing street design speed, operating speed and posted speed limits, to ensure that each is appropriate based on the roadway design and context of the surrounding environment. (Goal 4; ongoing with speed limit review and traffic calming procedures in residential neighborhoods)
- Create a complete neighborhood or street corridor plan every other year utilizing a charrette process and analyze water and sewer capacity to identify opportunities or limitations for development. (Goal 1, 4, & 6; not yet begun)

Ongoing benchmarks should also be highlighted here given the pause in plan implementation, as some may need to be prioritized for action:

- Support rezoning proposals that result in increased density around logical future transit stops, rail corridors and major transportation corridors. Recommendations should generally align with the Growth Concept Map. (Goal 4)
- Support development and redevelopment opportunities along the existing rail line. (Goal 4)
- Support and implement the goals, strategies and actions of the transformational 71B Corridor plan. (Goal 1, 2, & 4)
- Implement and utilize the Growth Concept Map to strategically incentivize the development of Tier–1, Tier–2, and Tier–3 commercial and mixed–use nodes along major corridors and as neighborhood centers. (Goal 1, 2, 3, 4, 5, & 6)
- Support the creation of a "real–time" database of available affordable housing units, services, resources, and incentives to strengthen the process of connecting qualified buyers and renters with affordable housing to comprehensively lower monthly household expenses. (Goal 6)
- Promote long–term affordability by developing new goals, targets, and strategies to promote the distribution of affordable housing in all parts of the city, including incentives for affordable housing in new developments and for the preservation of existing rental units. (Goal 6)

The remaining benchmarks do not have to be approached separately, but could instead be pulled together in a complete approach to developing housing solutions, particularly in areas of the city that have been identified as best able to support dense housing along major corridors and in places that support a mix of

housing and commercial development, such as Fayetteville's downtown area. As an example of the potential for a cohesive approach to plan implementation, three of the items listed in the ongoing benchmarks are closely tied together and could be approached as a single project. Supporting zoning proposals around major transportation corridors, supporting and implementing the goals, strategies and actions of the 71B Corridor Plan, and implementing and utilizing the Growth Concept Map on pages 13–16 of the plan document could all come together with a city–initiated project to rezone property along the 71B corridor (College Avenue, Nelson Hackett Boulevard, and South School Avenue) to allow for housing on properties that have extensive existing infrastructure, are located along a major transportation corridor that is already scheduled for additional investment to support development and alternative transportation, and that have limited proximity to existing residential neighborhoods. Additionally, there are multiple tier centers along this route that could be incorporated as part of the implementation of the growth concept map, furthering plan implementation in the same project.

Preserve Existing Affordable Housing

Table 3 on page 20 of this assessment showed current average monthly rents for new apartments, with average rent for a two bedroom apartment just over $1,400 per month. Table 4 on the same page showed that affordable housing costs for the median household income in Fayetteville should not exceed $1,325 per month, which includes utilities and insurance costs. Current rents for newly constructed housing units are above affordable costs for at least half of Fayetteville households, and building new housing units does not provide a successful solution if the new units are at the cost of losing existing affordable housing.

In 2019 the City of San Antonio, Texas, engaged the firm PlaceEconomics to assess the risks to older and existing affordable housing stock as the city experienced rapid population growth and redevelopment. The results of this assessment, published as the report *Opportunity at Risk*,[13] were a caution against the assumption that newly constructed housing is the best way to achieve affordable housing goals. Some of the context of the 2019 report presented in the Executive Summary would be familiar to Fayetteville today:

- One in three San Antonio households is spending more than 30 percent of their income on housing and nearly half of all renters meet this "cost burdened" threshold.
- Over the last decade, while median household income increased 1.9% per year, housing prices increased at 4.7% per year.
- While San Antonio is experiencing greater than national average growth in jobs and housing, most of the new homes are large and expensive, and much of the job growth is in lower wage jobs.
- The existing pre–1960 housing stock is providing largely unsubsidized and unprotected affordable housing.
- Single family, renter–occupied structures in fair and poor condition are the most at–risk of demolition.

The main takeaway of the report is clear and succinct: "A city cannot build itself out of a housing crisis — the retention of existing housing stock is critical." Additionally, the report claimed three demonstrable premises:

1. One cannot build new and rent or sell cheap without subsidy.
2. Almost by definition when a unit of older housing is razed, a unit of affordable housing is lost forever.
3. Existing affordable housing programs — as useful and successful as they may be — must be realigned to address older housing stock.

The conclusion provided a caution to other rapidly growing cities facing housing affordability challenges:

[13] Report available at sanantonio.gov/Portals/0/Files/HistoricPreservation/CurrentProjects/AffordableHousing/OpportunityAtRisk–Report.pdf

"Until the City of San Antonio can put new programs and policies into place, to reach the goal that the "average San Antonio family can afford to buy a home," the data illustrates that San Antonio is systematically razing housing that is affordable and building housing that is not." As Fayetteville looks to add housing units to supply, it is worth noting that new supply should be carefully balanced with preserving existing affordable housing — housing that can be in areas prime for redevelopment due to growing land values compared to declining value of aging structures.

Programs that provide assistance to low income households to help residents stay in their homes are a key part of preserving existing affordable housing. The City of Fayetteville's Community Resources Department completed home repair and rehabilitation projects for eighteen housing units and thirty–two residents in 2022 with funding from federal Community Development Block Grants (CDBG). The CDBG Program supports community development activities to build stronger and more resilient communities. To support community development, activities are identified through an ongoing process. Activities may address needs such as infrastructure, economic development projects, public facilities installation, community centers, housing rehabilitation, public services, clearance/acquisition, microenterprise assistance, code enforcement, homeowner assistance, etc.[14] The 2022 housing program projects in Fayetteville included roof repair, replacement and installation of heating and cooling equipment, repairs of holes in floors, new plumbing fixtures, new flooring, new windows, and plumbing repairs.

As of this assessment in 2023, the Community Resources Department has supported thirteen projects and eighteen residents with repair work that has included drywall repair, new roofs, new windows, new plumbing fixtures, basement remediation, and new plumbing fixtures. Total project costs for 2023 currently total $118,365 with an average project cost of $9,105. Participation in the CDBG program and accessing federal home repair funds will continue to be an important tool for preserving affordable housing for residents and keeping families in their homes.

[14] hudexchange.info/programs/cdbg/

STAFF EXHIBIT: ENERGY ACTION PLAN EXCERPTS
STAFF EXHIBIT: TRAFFIC ACCIDENTS



CITY OF FAYETTEVILLE ARKANSAS

STAFF MEMO

TO: Donna Wonsower, Planner

FROM: Kylee Cole, Long Range & Preservation Planner

MEETING DATE: March 24, 2025

SUBJECT: **Long Range Planning Comments Regarding Historic Structures for RZN-2025-0006**

The proposed rezoning of the property at 91 S. Duncan has the potential to adversely impact a historic property via the future demolition of an identified historic structure, which is approximately 100 years old. Rezonings often precede projects that involve substantial demolition and redevelopment of sites. Although the City does not have a demolition review ordinance in place currently, it is important to review and acknowledge the proposal's impact on historic properties as part of the City Plan 2040 objectives that may be considered with the zoning request:

- 3.1.6 – Encourage historic preservation and adaptive reuse of buildings (p.24)
- 3.1.7 – Encourage protection of community character in established neighborhoods (p.25)

The City's Heritage & Historic Preservation Plan adopted in July 2023 was initiated by City Plan 2040 and has three action items which support a closer look at the proposed rezoning:

Heritage and Historic Preservation Master Plan Relevant Goals and Action Items

1.9	Plan Review	Include historic preservation staff in review of proposed major projects and zoning changes to determine impacts to historic resources.
1.10	Demolition Ordinance	Pass an ordinance to allow for the review of proposed demolitions for resources forty-five years or older. Staff to evaluate each property for significance. Work with property owner to discourage demolition. Reviews should be taken up by HDC as needed.
4.9	Community Engagement: Transparency	Publish information about historic preservation reviews and demolitions of historic properties to increase transparency.

Recommendation (Advisory Only):
Property owner should consult with Long Range & Preservation Planner prior to demolition or alteration of historic structures so that staff can capture photo documentation. Staff is recommending documentation of properties prior to demolition only and is not making a recommendation on the proposed rezoning.

Documentation to create an archive of historic resources is an effective way to mitigate against the loss of historic structures when regulatory tools are not available.

Documentation of Identified Historic Structures:
Long Range Planning staff have submitted a grant funding request to the Arkansas Historic Preservation Program to support a survey of historic structures within the Fayetteville city limits. Current survey information is incomplete and may include inaccurate estimated construction dates for historic structures. Some historic homes, for example, are older than they initially appear due to exterior changes that mask original design features and building forms. Maps and other public records can serve as resources to improve accuracy in identifying historic structures, particularly those over a century in age.

List of Impacted Historic Properties:

Address	Photo	Description
91 S. Duncan		Vernacular home with Craftsman details. The Washington County Assessor's office lists the building as constructed ca. 1926, and it is visible in an aerial photo from 1926. The home is at least 99 years old, but likely older and originally built in a simpler form with Craftsman details added in the 1920s when they became popular.

Wonsower, Donna

From: Planning Shared
Sent: Tuesday, February 25, 2025 11:15 AM
To: Wonsower, Donna
Subject: FW: RZN-2025-0006

Mirinda Hopkins
Development Coordinator
Planning Division
City of Fayetteville
479-575-8267

CITY OF FAYETTEVILLE ARKANSAS

From: Kathryn Cook <kat.a.cook3@gmail.com>
Sent: Monday, February 24, 2025 5:44 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Cc: Moore, Sarah <sarah.moore@fayetteville-ar.gov>; Turk, Teresa <teresa.turk@fayetteville-ar.gov>
Subject: Re: RZN-2025-0006

CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I'm sorry, I made a mistake. I was reading the Tech Plat agenda and not the Planning agenda. You can disregard my previous email. Again, my apologies.

Kathryn Cook

On Mon, Feb 24, 2025, 12:55 PM Kathryn Cook <kat.a.cook3@gmail.com> wrote:

> Good afternoon,
>
> There were never any mailers sent about this housing rezone. It's not even listed in the citizen portal that they were sent and according to the new ordinance, neighbors are supposed to be informed. There was never a sign posted either - both of these can be seen on the portal. In fact, our neighborhood hasn't received mail since the snow.
>
> I'm also curious how the owners said they'd absolutely never sell because this house has been in the family for generations and they even just re-roofed.
>
> I would like to be *very* clear. Smith and Driver have a habit of continuing to show up to people's houses until they get what they want. Last time when they had the neighbors sign the paper for rezone, they

illegally showed up at their houses the night before telling them they had to sign. I say illegally because they were told multiple times to go through lawyers. They have continued to harass and lie to people in this neighborhood. They continue to put pressure and lie to my elderly neighbor, even forcing him to break a contract with another neighbor (that would get him sued if the neighbor wanted).

You also need to be checking the actual owners of these properties that you let these developers rezone and send in building permits for because these guys still do not technically own half the houses they are claiming they do for this redevelopment. They're going behind people's backs and getting the city on their side and using that as fodder to force these neighbors to sign and sell.

I'm so tired of repeatedly telling you all this about Mike Driver and Seth but yet it continues.

But again, they have not completed the mailings and people still inhabit every piece of housing in this area. If the ordinance hasn't been followed to inform the public, how is this even possibly on the agenda?

I also hope my email is taken with actual seriousness and doesn't come with jokes or abide remarks from the Planning Commission about affordable housing and their little quips that trash on the citizens who just care. I still have a bad taste in my mouth from here and it's extremely heartbreaking to know that's how our planning, and especially head of planning commission like to act and treat citizens. I would actually like to be able to show up to another meeting in public at some point.

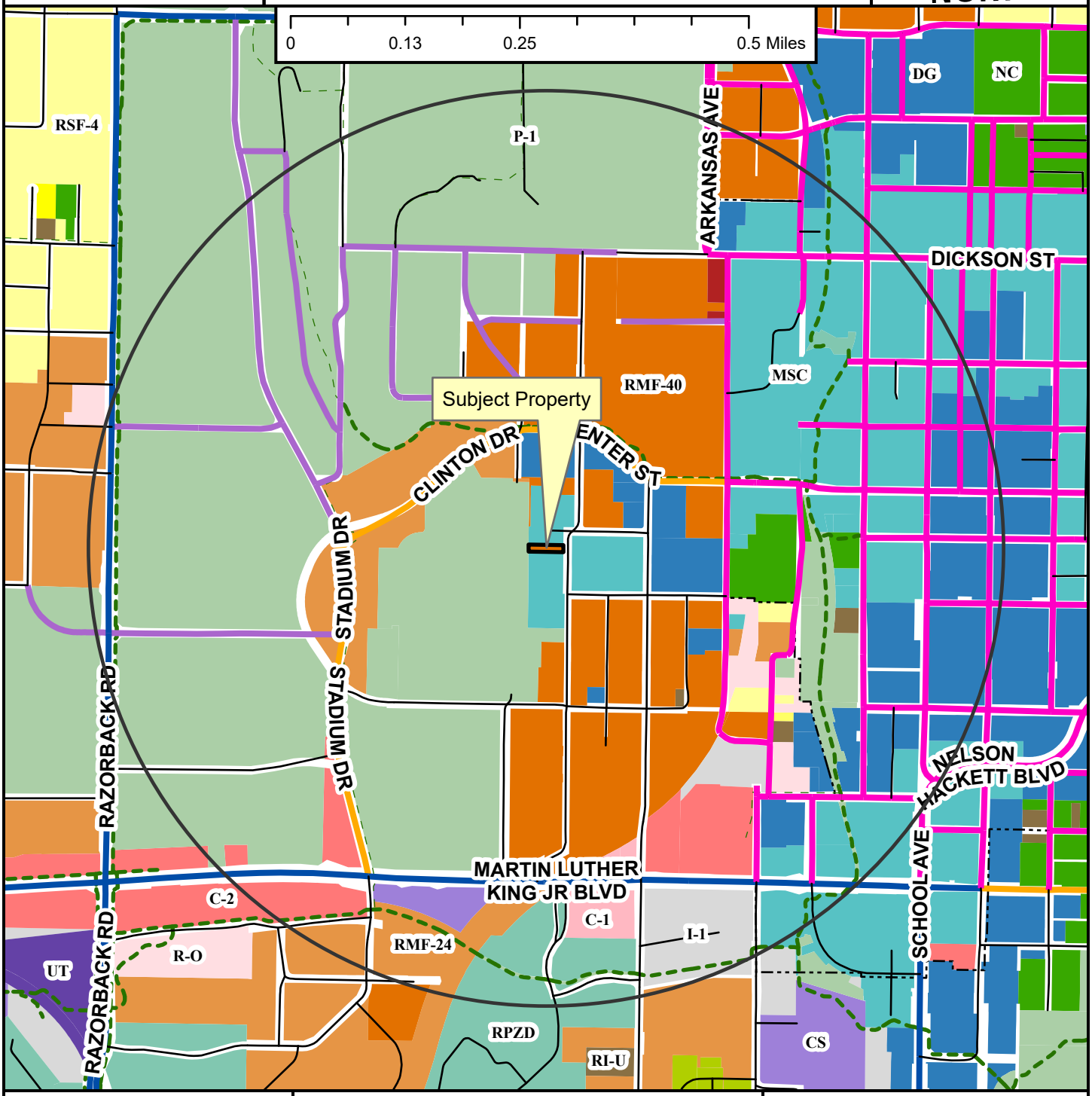
Thank you,
Kathryn Cook

RZN-2025-0006

One Mile View

91 S. DUNCAN AVE

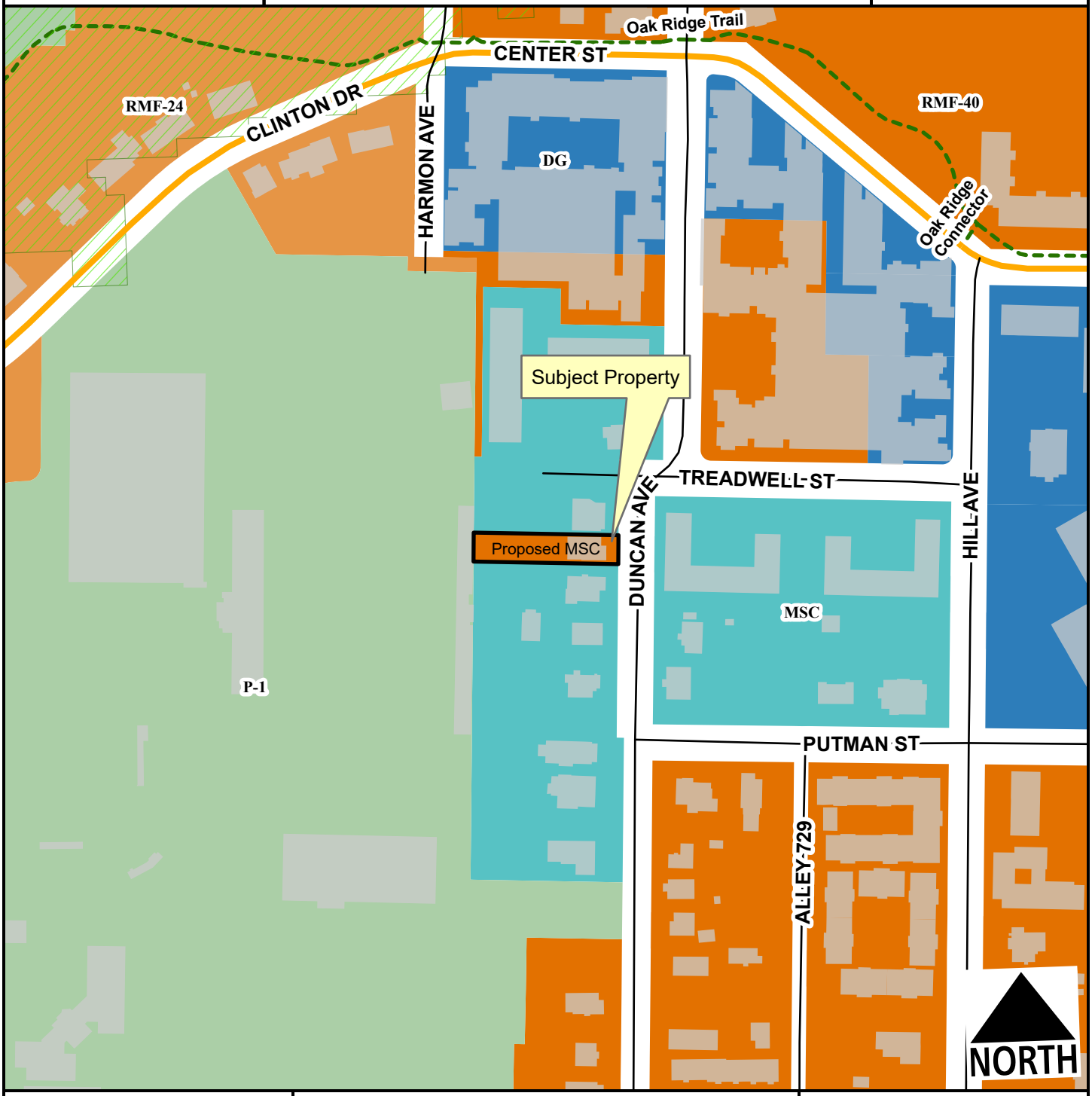
NORTH



RZN-2025-0006

Close Up View

91 S. DUNCAN AVE



Neighborhood Link
Alley
Residential Link
Hillside-Hilltop Overlay District
Planning Area
Fayetteville City Limits

Feet
0 75 150 300 450 600
1:2,400

Zone	Current	Proposed
MSC	0.0	0.2
RMF-40	0.2	0.0

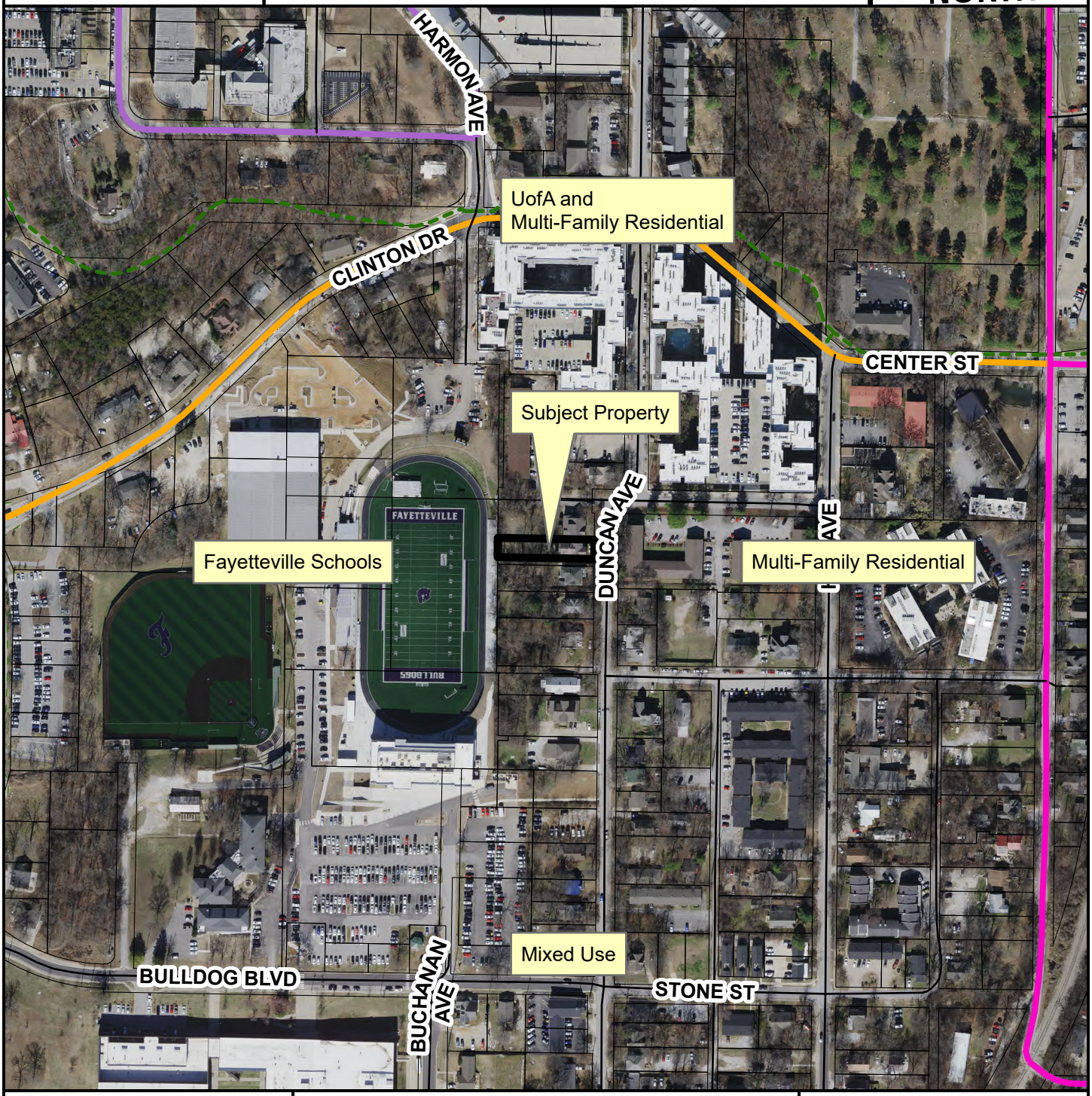
Total 0.2 ac

RZN-2025-0006

Current Land Use

91 S. DUNCAN AVE

NORTH



- Neighborhood Link
- Institutional Master Plan
- Urban Center
- Unclassified
- Alley
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits
- Design Overlay District

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

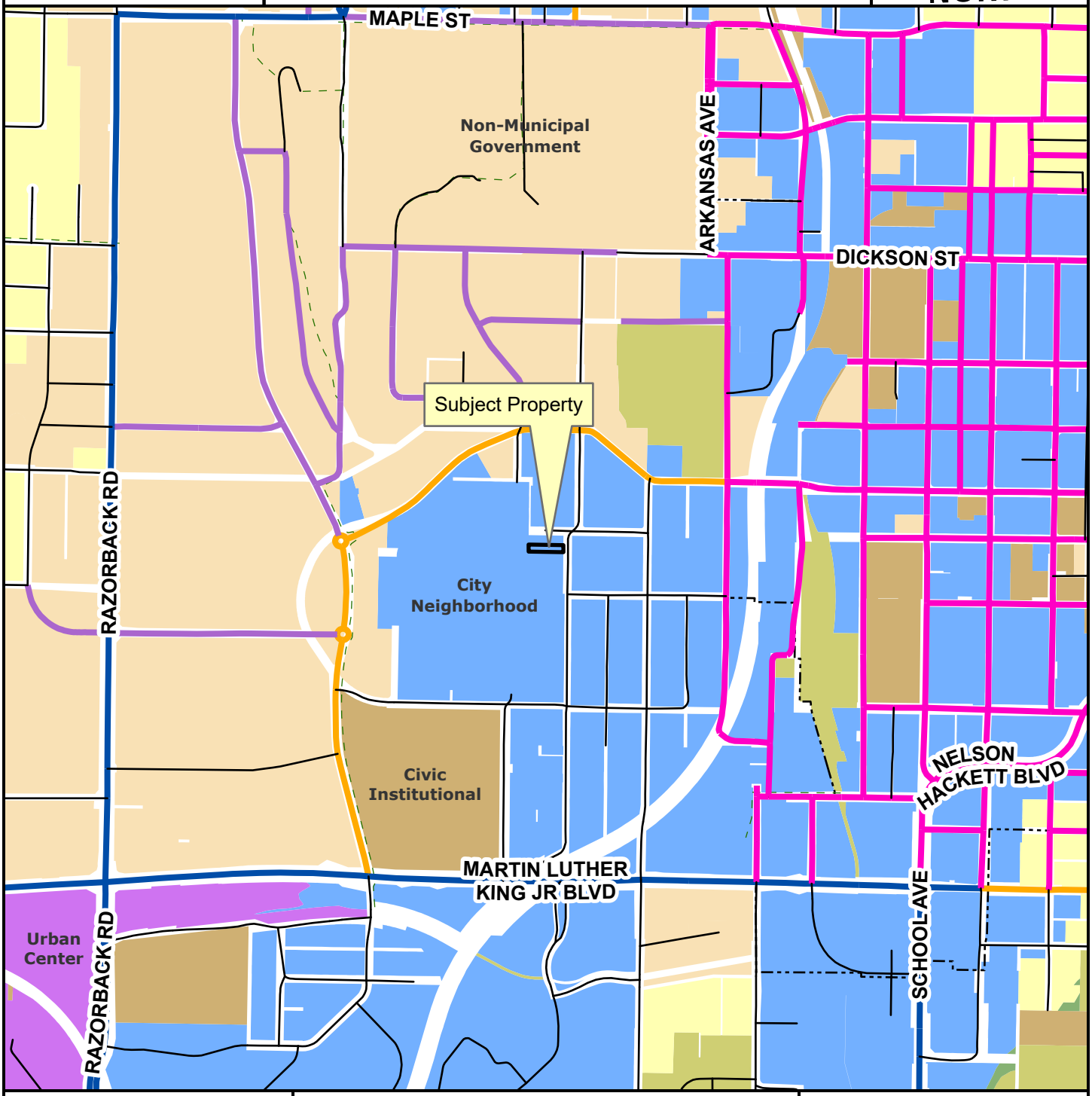
- 100-Year Floodplain
- Floodway

RZN-2025-0006

Future Land Use

91 S. DUNCAN AVE

NORTH



- Neighborhood Link
- Institutional Master Plan
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Design Overlay District

Feet

0 305 610 1,220 1,830 2,440

1:10,000

- City Neighborhood
- Civic Institutional
- Civic and Private Open Space
- Industrial
- Natural
- Non-Municipal Government
- Residential Neighborhood
- Rural Residential
- Urban Center

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Gretchen Harrison, Senior Planner

MEETING DATE: March 24, 2025

SUBJECT: **RZN-2025-0007: Rezoning (588 S. WILLOW AVE/BWB WILLOW LLC, 524):** Submitted by BUILDER'S LAND CAPITAL for property located at 588 S. WILLOW AVE. The property is zoned DG, DOWNTOWN GENERAL and contains approximately 0.22 acres. The request is to rezone the property to UN, URBAN NEIGHBORHOOD.

RECOMMENDATION:
Staff recommends forwarding **RZN-2025-0007** to the City Council with a recommendation of approval.

RECOMMENDED MOTION:
*"I move to forward **RZN-2025-0007** to the City Council with a recommendation of approval."*

BACKGROUND:
The subject property is in south Fayetteville on the east side of Willow Avenue about 100 feet north of the street's intersection with Martin Luther King Jr. Boulevard. The property contains one parcel totaling 0.22 acres which is zoned DG, Downtown General, with a Bill of Assurance limiting building heights to a maximum of three stories. Building permits to construct two duplexes on the property were issued in October of 2024. Surrounding land uses and zoning are depicted below in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential	RI-U, Residential Intermediate-Urban
South	Single- and Two-Family Residential	DG, Downtown General
East	Single-Family Residential	DG, Downtown General
West	Undeveloped, Single-Family Residential	DG, Downtown General, NC, Neighborhood Conservation

Request: The request is to rezone the subject property from DG, Downtown General to UN, Urban Neighborhood.

Public Comment: To date, staff has not received any public comment on this item.

INFRASTRUCTURE AND ENVIRONMENTAL REVIEW:

Streets: This property has frontage along Willow Avenue, a partially improved Residential Link Street with asphalt paving and curb and gutter. Any street improvements required in this area would be determined at the time of development proposal.

Water: Public water is available to the subject property. There is an existing six-inch water main present along the west side of Willow Avenue.

Sewer: Sanitary sewer is available to the subject property. There is an existing six-inch sanitary sewer main present along Willow Avenue.

Drainage: No portion of the subject property lies within the Hillside/Hilltop Overlay District or a FEMA-designated floodplain and no protected streams are present on site. However, hydric soils appear to be present on the west side of the property. Hydric soils are a known indicator of wetlands. However, for an area to be classified as wetlands, it may also need other characteristics such as hydrophytes (plants that grow in water), and shallow water during parts of the year. Hydric soils can be found across many areas of Fayetteville, including valleys, floodplains, and open prairies. It's important to identify these natural resources during development, so when these soils are identified on a property, further environmental studies will be required at the time of development. Before permits are issued for the property, a statement/report from an environmental professional must be provided summarizing the existence of wetlands on the property. If this statement/report indicates that wetlands may be present on site, a USACE Determination of Jurisdictional Wetlands will be required. Any improvements or requirements for drainage will be determined at the time of development submittal.

Fire: Station 1, located at 303 W. Center St., protects this site. The property is located approximately 0.9 miles from the fire station with an anticipated drive time of approximately three minutes using existing streets. The anticipated response time would be approximately 5.2 minutes. Fire Department response time is calculated based on the drive time plus one minute for dispatch and 1.2 minutes for turn-out time. Within the city limits, the Fayetteville Fire Department has a response time goal of six minutes for an engine and eight minutes for a ladder truck. Fire apparatus access and fire protection water supplies will be reviewed for compliance with the Arkansas Fire Prevention Code at the time of development.

Police: The Police Department did not comment on this request.

Tree Preservation:

The proposed zoning district, UN, Urban Neighborhood, requires **15% minimum canopy preservation**. The current zoning district, DG, Downtown General, requires **10% minimum canopy preservation**.

CITY PLAN 2040 FUTURE LAND USE PLAN: City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as **Residential Neighborhood Area** within the **Walker Park Neighborhood Master Plan** area.

Residential Neighborhood areas are primarily residential in nature and support a wide variety of housing types of appropriate scale and context. Residential Neighborhood encourages highly

connected, compact blocks with gridded street patterns and reduced building setbacks. It also encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhoods. This designation recognizes the existing conventional subdivision developments that may have large blocks with conventional setbacks and development patterns that respond to features of the natural environment.

The **Walker Park Neighborhood Master Plan** was the city's first neighborhood plan which was completed in 2008 after City Plan 2025 was adopted. Four guiding principles were identified in the plan which include maintaining a balance of uses and housing, emphasizing connectivity and walkability, creating a core of the neighborhood at Jefferson Square, and preserving accessible greenspace throughout the neighborhood.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of **7** for this site with a weighted score of **8**. The following elements of the matrix contribute to the score:

- Adequate Fire Response (Station 1, 303 W. Center St.)
- Near Water Main (6-inch main, Willow Avenue)
- Near Sewer Main (6-inch main, Willow Avenue)
- Near City Park (Jefferson Park, Walker Park)
- Near Paved Trail (E. MLK Jr. Blvd. and Razorback Greenway)
- Near ORT Bus Stop (Route 20)
- Within Master Plan Area (Walker Park Neighborhood Master Plan)

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Land Use Compatibility:*** **Staff finds the proposed zoning of UN, Urban Neighborhood to be compatible with the surrounding area. Land uses nearby are mainly residential though they vary in form and design. When compared to the property's current zoning designation of DG, Downtown General, UN would further limit some nonresidential uses. The UN zoning district allows more limited commercial uses, specifically those described in Use Unit 12a: Limited Business by right, where DG zoning allows Use Unit 15: Neighborhood Shopping Goods, which permits larger buildings. Also, while government facilities and small-scale production are allowed by right under DG zoning, they would become conditional uses under UN zoning. The minimum lot width for residential properties would decrease from 18 feet to 12 feet with the proposed rezoning, but all other zoning regulations, including setbacks, density, building height, and minimum buildable street frontage, would remain unchanged.**

Land Use Plan Analysis: **Staff finds that the proposed zoning to be consistent with the property's Future Land Use Map designation as Residential Neighborhood Area. The UN zoning district would allow for a mix of land uses in an urban setting, which staff believes is compatible with the surrounding area. The property has a moderate infill score of 7, indicating it is a suitable location for infill development. In terms of City Plan 2040, staff finds that the requested rezoning could help support Goals 1 and 3 by promoting appropriate infill in an area that is highly walkable and near transit**

routes. Regarding the Walker Park Neighborhood Plan, a rezoning to UN could support the principle of balancing different land uses and housing types. According to the plan, this balance helps make the community more sustainable by reducing vehicle trips. Additionally, smaller lot sizes encourage a more sustainable development pattern compared to conventional subdivisions. The variety of housing types allowed in the UN zoning would also enable residents to stay in the Walker Park neighborhood as their housing needs change.

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: **Staff finds that the property's current DG zoning and the proposed UN zoning are very similar. The applicant has explained that the rezoning is being requested since UN zoning would allow for smaller lot widths.**

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: **Staff finds that rezoning the property to UN is not likely to create or appreciable increase traffic danger and congestion since many of the zoning regulations tied to that district are similar to those associated with DG zoning. Any street improvements required in this area would be determined at the time of development proposal.**

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: **Rezoning the property from DG to UN is not affect the population density, since both zoning districts have the same residential land use and density allowances. Fayetteville Public Schools did not comment on this request.**

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:

    a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;

    b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: **N/A**

RECOMMENDATION: Planning staff recommends forwarding RZN-2025-0007 to the City Council with a recommendation of approval.

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: March 24, 2025	**❒ Tabled**	**❒ Forwarded**	**❒ Denied**
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:

- Unified Development Code
  - §161.28 Downtown General
  - §161.37 Urban Neighborhood
- Request Letter
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Future Land Use Map

161.28 Downtown General

(A) *Purpose.* Downtown General is a flexible zone, and it is not limited to the concentrated mix of uses found in the Downtown Core or Main Street/Center. Downtown General includes properties in the neighborhood that are not categorized as identifiable centers, yet are more intense in use than Neighborhood Conservation. There is a mixture of single-family homes, rowhouses, apartments, and live/work units. Activities include a flexible and dynamic range of uses, from public open spaces to less intense residential development and businesses. For the purposes of Chapter 96: Noise Control, the Downtown General district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 13	Eating places
Unit 15	Neighborhood shopping goods
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 26	Multi-family dwellings
Unit 40	Sidewalk Cafes
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 45	Small scale production
Unit 46	Short-term rentals

Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 14	Hotel, motel and amusement services
Unit 16	Shopping goods
Unit 17	Transportation trades and services
Unit 19	Commercial recreation, small sites
Unit 28	Center for collecting recyclable materials
Unit 36	Wireless communication facilities

(C) *Density.* None.

(D) *Bulk and Area Regulations*.

(1) *Lot Width Minimum.*

Dwelling (all unit types)	18 feet

(2) *Lot Area Minimum.* None.

(E) *Setback Regulations*.

Front	A build-to zone that is located between the front property line and a line 25 feet from the front property line.
Side	None
Rear	5 feet
Rear, from center line of an alley	12 feet

(F) *Minimum Buildable Street Frontage.* 50% of lot width.

(G) *Building Height Regulations.*

Building Height Maximum	5 stories

(Ord. No. 5028, 6-19-07; Ord. No. 5029, 6-19-07; Ord. No. 5312, 4-20-10; Ord. No. 5462, 12-6-11; Ord. No. 5592, 6-18-13; Ord. No. 5664, 2-18-14; Ord. No. 5735, 1-20-15; Ord. No. 5800, §1(Exh. A), 10-6-15; Ord. No. 5921, §1, 11-1-16; Ord. No. 5945, §§5, 7—9, 1-17-17; Ord. No. 6015, §1(Exh. A), 11-21-17; Ord. No. 6223, §1, 9-3-19; Ord. No. 6427, §§1(Exh. C), 2, 4-20-21)

161.37 Urban Neighborhood

(A) *Purpose.* The Urban Neighborhood District is designed to serve as a mixed use area of medium intensity and provide a transition into residential neighborhoods from more intense, mixed-use districts. Urban Neighborhood promotes a walkable, pedestrian-oriented neighborhood development form with a variety of housing options and complementary neighborhood businesses that are compatible in scale and use with surrounding land uses. For the purpose of Chapter 96: Noise Control the Urban Neighborhood district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 12b	General business
Unit 13	Eating places
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 26	Multi-family dwellings
Unit 40	Sidewalk cafes
Unit 41	Accessory dwelling units
Unit 44	Cluster housing development
Unit 46	Short-term rentals

Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 5	Government facilities
Unit 14	Hotel, motel and amusement services
Unit 15	Neighborhood shopping goods
Unit 36	Wireless communication facilities
Unit 45	Small scale production

(C) *Density.* None.

(D) *Bulk and Area Regulations*.

(1) *Lot Width Minimum.*

All dwellings	12 feet
All other uses	None

(2) *Lot Area Minimum.* None.

(E) *Setback regulations.*

Front	A build-to zone that is located between the front property line and a line 25 feet from the front property line.
Side	None
Rear	5 feet
Rear, from center line of an alley	12 feet

(F) *Building Height Regulations.*

Building Height Maximum	3 stories

(G) *Minimum Buildable Street Frontage.* 50% of the lot width.

City of Fayetteville

113 W. Mountain St.

Fayetteville, AR 72701

RE: 588 / 576 S. Willow Ave Rezone to Urban Neighborhood

I am seeking a rezone of the property known as 588 & 576 S. Willow Ave from DG (Downtown General) to UN (Urban Neighborhood). The property is currently under construction with two duplexes. The purpose of this rezone is not to add any additional density, height, or increased parking. The sole intent of this request is to provide flexibility in lot widths. As it currently sits, DG allows for 18-foot lot width minimums with UN providing 12-foot minimums.

Initially, I sought DG to provide an avenue to add 9 units to the property with associated parking. After fleshing out development plans, it seemed more reasonable to place 4 units on the site to provide an appropriate, unobtrusive level of attainable housing.

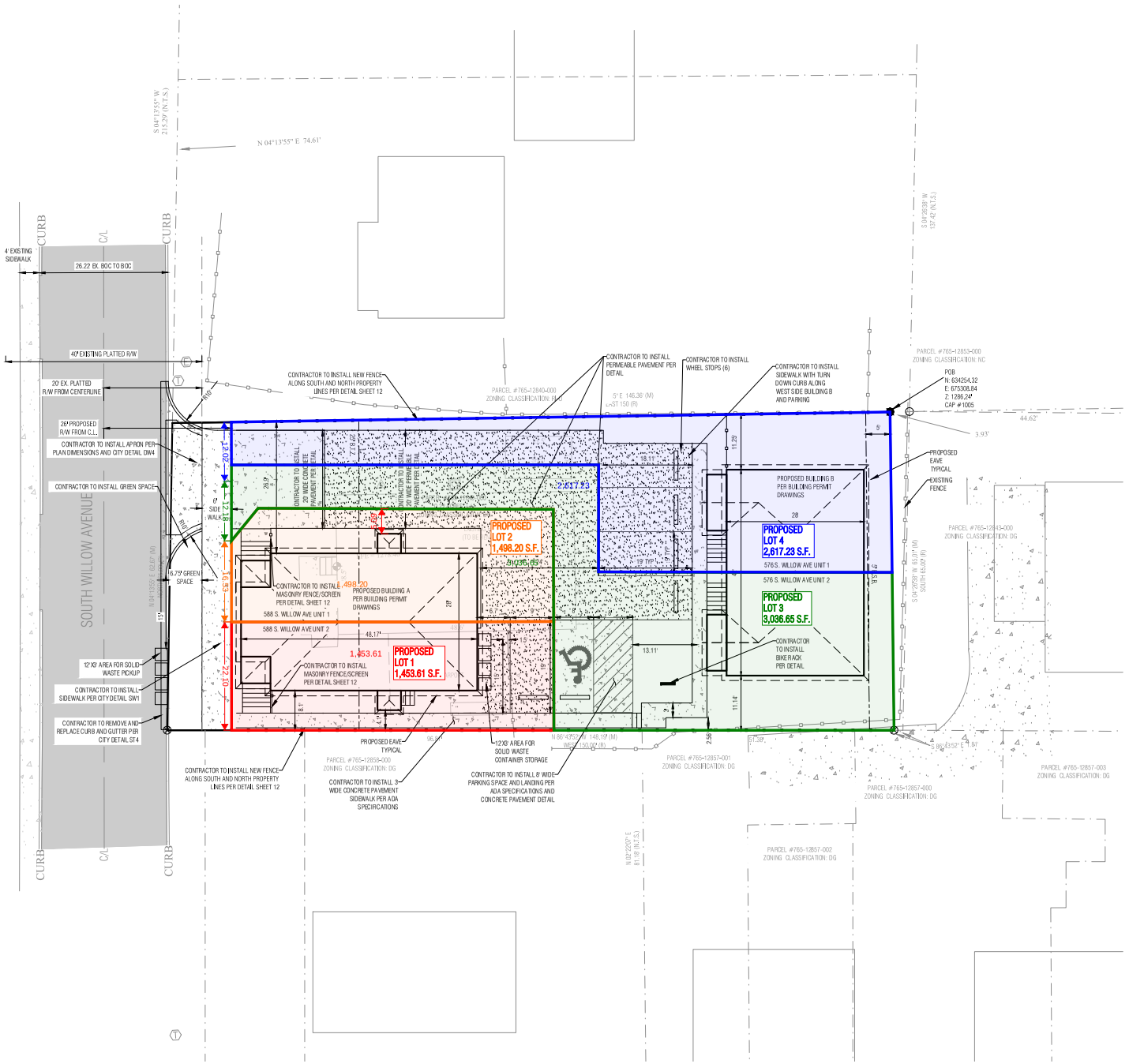
However, because of the 18-foot minimum, I could not easily provide fee-simple ownership to potential buyers for the back property and would instead have to create a 2-unit Horizontal Property Regime if individual buyers wanted to live in 588 units. As one could imagine, a 2-unit HPR would be cumbersome for individuals to manage. As such, I'm seeking the opportunity to sell the units fee-simple through separate lots.

The buildings currently under construction were approved under the previous zoning designation which also included a 3-story max as provided through a Bill of Assurance.

I have attached a concept plan for the lot split for your consideration.

Respectfully,

Andrew Brink
BWB Willow, LLC



PROPERTY LOCATION / ADDRESS:

WASHINGTON COUNTY PARCEL # 765-12845-000
524 S. WILLOW AVE.
FAYETTEVILLE, AR 72701
CITY PLAT PAGE 524

DEVELOPER INFORMATION:

BWB WILLOW LLC
MR. ANDREW BRINK
23-44 N. MARKS MILL LANE
FAYETTEVILLE, AR 72703

REPRESENTATIVE INFORMATION:

MR. BRIAN TEAGUE
COMMUNITYBY DESIGN LLC
100 W CENTER STREET, SUITE 300
FAYETTEVILLE, ARKANSAS 72701
PHONE: 479.790.6775

FLOOD CERTIFICATION:

THIS PROPERTY IS NOT LOCATED WITHIN ANY PRESENTLY ESTABLISHED 100-YEAR FLOOD PLAIN, ACCORDING TO CITY OF FAYETTEVILLE GIS MAPS PANEL # 05143C0021 TO EFFECTIVE 1/25/2024

ON-SITE SOIL TYPES

THE SOIL ON-SITE, PER WEBSOILSURVEY.NRCS.USDA.GOV, WAS DETERMINED TO BE ENDERS GRAVELLY LOAM, 3 TO 8 PERCENT SLOPES, AND JOHNSBURG SILT LOAM, 0 TO 2 PERCENT SLOPES. BOTH ARE 'D' RATED SOILS PER HYDROLOGICAL CLASSIFICATIONS.

ZONING AND SETBACKS

THIS PROPERTY IS ZONED: DOWNTOWN GENERAL (DG)

SETBACKS
FRONT: 0'-25' BUILD TO ZONE
SIDE: 0'
REAR: 5' OR 12' FROM CENTERLINE OF AN ALLEY

MINIMUM BUILT STREET FRONTAGE REQUIRED = 50 PERCENT OF LOT FRONTAGE
MINIMUM BUILT STREET FRONTAGE PROVIDED = 50 PERCENT OF LOT FRONTAGE

FAYETTEVILLE ARKANSAS - MASTER STREET PLAN DESIGNATION
S. WILLOW AVENUE RESIDENTIAL LINK

BOUNDARY DESCRIPTION

A PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO-WIT: COMMENCING AT THE SOUTHEAST CORNER OF SAID FORTY ACRE TRACT AND RUNNING THENCE N87°22'24"W 264.83', THENCE N02°29'59"E 468.63', THENCE N73°15'W 276.40' TO AN EXISTING REBAR ON THE WEST LINE OF LOT 2 PER PLAT OF SURVEY FILED IN BOOK 2021 AT PAGE 209.90 MARKING THE TRUE POINT OF BEGINNING AND RUNNING THENCE ALONG SAID WEST LINE S02°34'16"W 64.94', THENCE LEAVING SAID WEST LINE N86°43'52"W 148.19', THENCE N04°13'55"E 62.67', THENCE S87°31'51"E 146.36' TO THE POINT OF BEGINNING, CONTAINING 0.22 ACRES, MORE OR LESS. SUBJECT TO THAT PORTION IN SOUTH WILLOW AVENUE MASTER STREET PLAN RIGHT-OF-WAY ON THE WEST SIDE OF HEREIN DESCRIBED TRACT AND ALSO SUBJECT TO ALL OTHER EASEMENTS AND RIGHTS-OF-WAY OF RECORD.

ADJACENT PROPERTY OWNERS

765-12858-000
VAZQUEZ, MARTIN
3026 MARTIN LUTHER KING JR BLVD
FAYETTEVILLE, AR 72701

765-12857-001
DILLOW, CARLISSA
308 E MARTIN LUTHER KING JR BLVD
FAYETTEVILLE, AR 72701

765-12857-002
JESC PROPERTIES LLC
3101 WOODSGATE DR
LITTLE ROCK, AR 72211

765-12857-000
BELUE, WELDON & TERESA
9307 FAIRLEIGH CRST
FORT SMITH, AR 72916

765-12843-000
S&L DEVELOPMENT LLC
441 2 S. 8TH PL
BENTONVILLE, AR 72713

765-12853-000
EBBRECHT FAMILY TRUST
BOGUE EBBRECHT
4702 N COPPER CREEK DR
FAYETTEVILLE, AR 72764

765-12840-000
COLLINS, ADAMS L.
COLLINS, JEFFREY A. & LEDFORD-COLLINS, SHARON
514 S WILLOW AVE
FAYETTEVILLE, AR 72701

765-12857-003
ADAM, GEORGINA
311 E MARTIN LUTHER KING JR BLVD
FAYETTEVILLE, AR 72701

LAND USE SUMMARY TABLE

	Use	Number of Bedrooms	Gross Floor Area (square feet)	Number of Dwelling Units	Site Area (acres)
Building A	Duplex	4	2,531	2	-
Building B	Duplex	4	253	2	-
Totals	-	8	2,784	4	0.20
				Dwelling Units Per Acre =	20.00

IMPERVIOUS SURFACE SUMMARY

	Existing Impervious Surface (square feet)	Existing Impervious Surface (acres)	Proposed Impervious Surface (square feet)	Proposed Impervious Surface (acres)	Impervious Surface Increase (square feet)
On-site	2,540	0.06	4,383	0.10	1843
S Willow R/W	0	0.00	587	0.01	587
Totals	2,540	0	4,970	0	2,430

PARKING SUMMARY

	Number of Dwelling Units	Number of Bedrooms	Parking Requirement	Parking Required / Provided
Building A	2	4	172.05 Table 3 - 2 per dwelling	4
Building B	2	4	172.05 Table 3 - 2 per dwelling	4
Total vehicular parking required				8
Reduction for transit stop within 1/4 mile (172.05(A)(2)(a)(ii))				1
Reduction for bike rack substitution (1:72.05(A)(2)(a)(iii))				1
Total vehicular parking required after reductions				6
Total on-street vehicular parking provided				0
Total off-street vehicular parking provided				6
Total vehicular parking provided				6
Bike racks provided				1

community by design

Planning Commission
March 24, 2025

RZN-2025-0007 (BWB WILLOW LLC)

REVISION / NOTES

Date
Date
Date
Date
Date
Date

524 S. WILLOW AVE. LOT SPLIT CONCEPT OVERLAY

FAYETTEVILLE, WASHINGTON COUNTY, ARKANSAS
CITY PLAT PAGE 524

ISSUED FOR CONSTRUCTION

ENGINEER: BT
DRAWN BY: TK
DATE: 02/03/2025

NORTH

SCALE: 1" = 10' (22"X34")

0 10 20
SCALE IN FEET

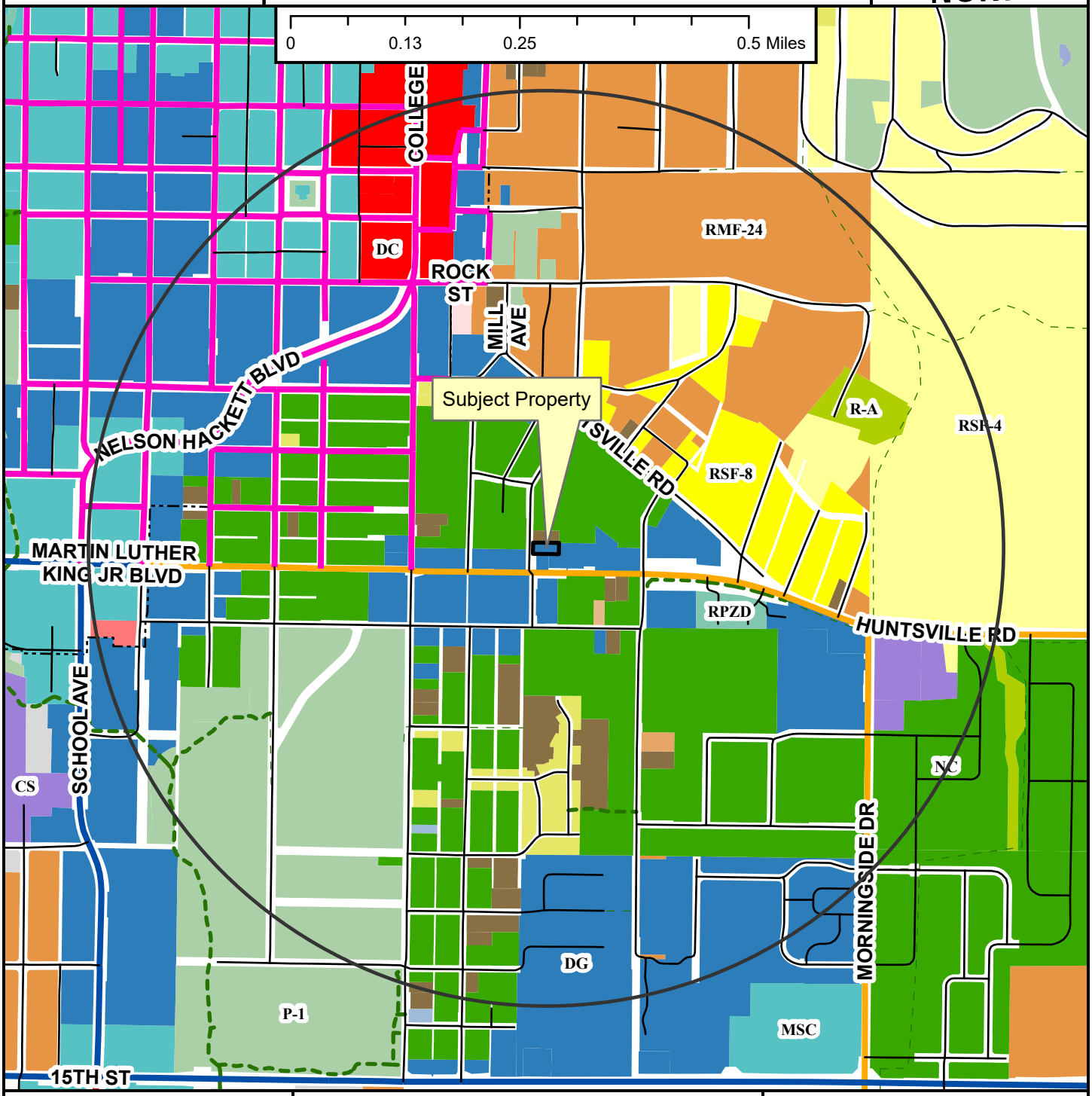
SHEET 1

RZN-2025-0007

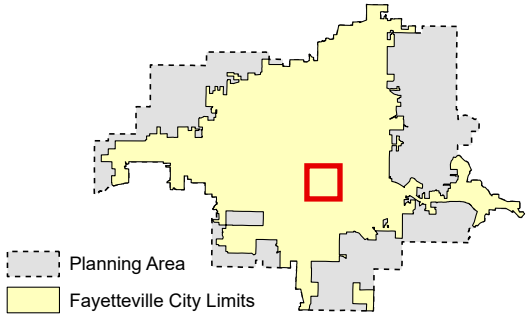
One Mile View

588 S. WILLOW AVE

NORTH



- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
- NS-G
- RI-U
- RI-12
- NS-L
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

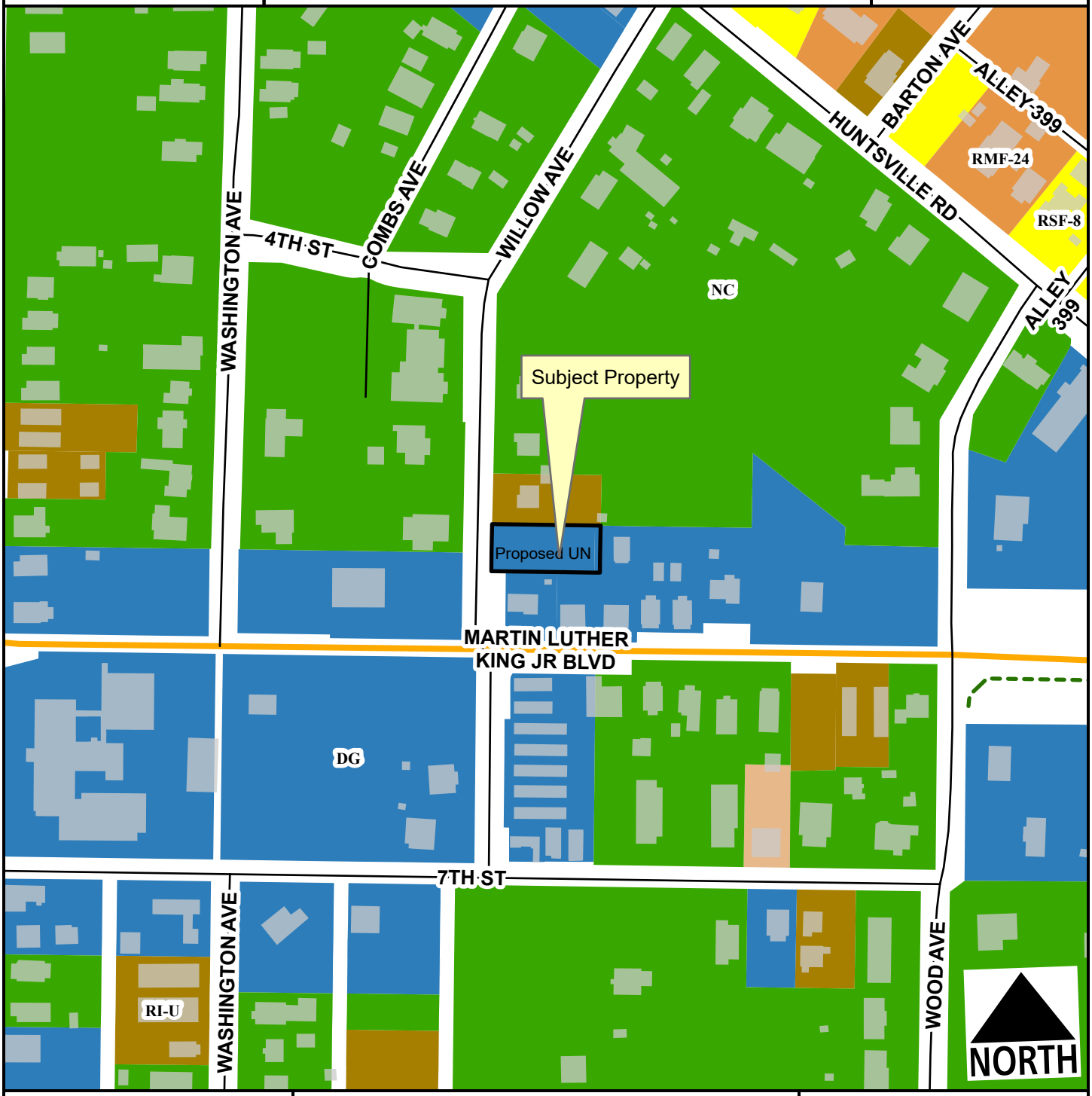
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

RZN-2025-0007

Close Up View

588 S. WILLOW AVE



- Neighborhood Link
- Unclassified
- Alley
- Residential Link
- Hillside-Hilltop Overlay District
- Planning Area
- Fayetteville City Limits

Feet

0 75 150 300 450 600

1:2,400

Zone	Current	Proposed
DG	0.2	0.0
UN	0.0	0.2

Total 0.2 ac

RZN-2025-0007

Current Land Use

588 S. WILLOW AVE

NORTH



- Neighborhood Link
- Urban Center
- Unclassified
- Alley
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits
- Design Overlay District

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

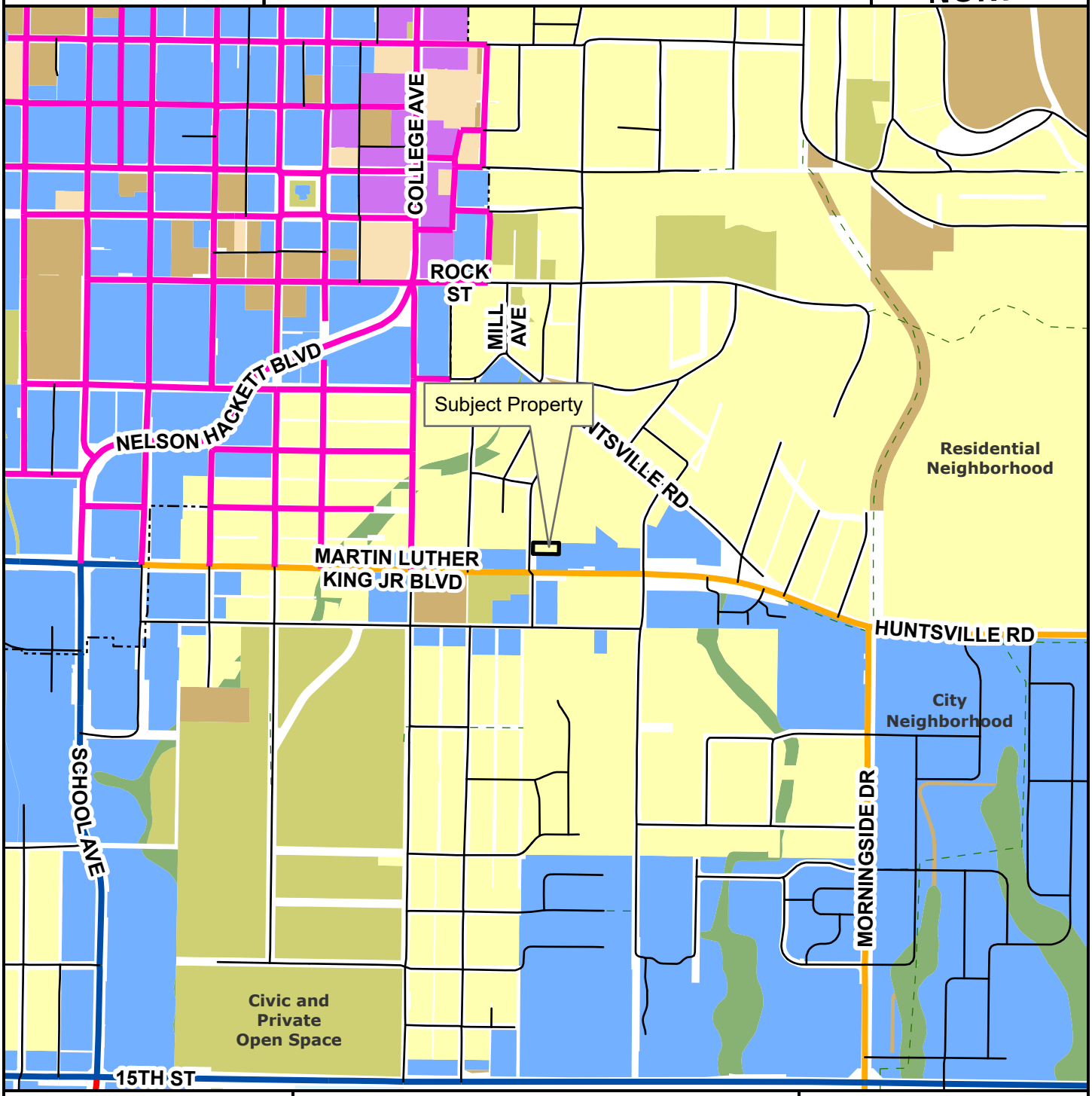
- 100-Year Floodplain
- Floodway

RZN-2025-0007

Future Land Use

588 S. WILLOW AVE

NORTH



- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Design Overlay District

Feet

0 305 610 1,220 1,830 2,440

1:10,000

- City Neighborhood
- Civic Institutional
- Civic and Private Open Space
- Industrial
- Natural
- Non-Municipal Government
- Residential Neighborhood
- Rural Residential
- Urban Center

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Donna Wonsower, Planner

MEETING DATE: March 24, 2025

SUBJECT: **RZN-2025-0008: Rezone (352 E. 7TH ST./BRICENO, 524):** Submitted by NESTOR BRICENO for property located at 352 E. 7TH ST. The property is zoned NC, NEIGHBORHOOD CONSERVATION and contains approximately 0.23 acres. The request is to rezone the property to RI-U, RESIDENTIAL INTERMEDIATE-URBAN.

RECOMMENDATION:
Staff recommends forwarding **RZN-2025-0008** to the City Council with a recommendation of approval, based on the findings herein.

RECOMMENDED MOTION:
*"I move to forward **RZN-2025-0008** to the City Council with a recommendation for approval."*

BACKGROUND:
The subject property is located on the north side of E. 7th St. roughly 900 feet east of Walker Park's northeast corner. The property contains one parcel totaling 0.23 acres which is currently undeveloped. The property lies within the Walker Park Neighborhood Master Plan area, and received its current zoning designation of NC, Neighborhood Conservation as a result of that plan in 2008. Surrounding land uses and zoning are listed in *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Single-Family Residential	NC, Neighborhood Conservation
South	Single-Family Residential	NC, Neighborhood Conservation
East	Single-Family Residential	NC, Neighborhood Conservation
West	Single-Family Residential	DG, Downtown General

Request: The request is to rezone the subject property from NC, Neighborhood Conservation, to RI-U, Residential Intermediate-Urban. The applicant has stated that they are pursuing this rezoning in order to construct three single-family homes on the property.

Public Comment: Staff has one inquiry regarding the proposed rezoning, with some general concerns expressed regarding current maintenance on the property and the feasibility of developing the parcel with multiple structures.

INFRASTRUCTURE:

Streets: The subject property has frontage along E. 7th St., an improved Residential Link with asphalt paving, curb, gutter, and sidewalk. Any street or drainage improvements required in this area will be determined at the time of development proposal.

Water: Public water is available to the subject property. An existing one-and-a-half-inch water main and a sixteen-inch water main is present along E. 7th St.

Sewer: Sanitary sewer is available to the subject property. An existing six-inch sewer main is present along E. 7th St. There are known wet weather sewer capacity issues identified in the City's 2021 Sewer Master Plan that appear in the system approximately 3,400 linear feet downstream of this property.

Drainage: No portion of the subject property lies within the Hillside-Hilltop Overlay District or a FEMA floodplain. Additionally, no protected streams or hydric soils are present on the subject property. Any improvements or requirements for drainage will be determined at time of development.

Fire: Station 1, located at 303 W. Center Street, protects this site. The property is located approximately 1.0 mile from the fire station with an anticipated drive time of approximately four minutes using existing streets. The anticipated response time would be approximately 6.2 minutes. Fire Department response time is calculated based on the drive time plus one minute for dispatch and 1.2 minutes for turn-out time. Within the city limits, the Fayetteville Fire Department has a response time goal of six minutes for an engine and eight minutes for a ladder truck.

Police: The Police Department did not comment on this request.

Tree Preservation:

The proposed zoning district of RI-U, Residential Intermediate-Urban, requires **15% minimum canopy preservation**. The current zoning district of NC, Neighborhood Conservation, requires **20% minimum canopy preservation.**

CITY PLAN 2040 FUTURE LAND USE PLAN: City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as **Residential Neighborhood** area. The property is also located within the **Walker Park Neighborhood Master Plan** area.

Residential Neighborhood areas are primarily residential in nature and support a wide variety of housing types of appropriate scale and context. Residential Neighborhood encourages highly connected, compact blocks with gridded street patterns and reduced building setbacks. It also encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhoods. This designation recognizes the existing conventional subdivision developments that may have large blocks with conventional setbacks and development patterns that respond to features of the natural environment.

The **Walker Park Neighborhood Master Plan** was the city's first neighborhood plan which was completed in 2008 after City Plan 2025 was adopted. Four guiding principles were identified in the plan which include maintaining a balance of uses and housing, emphasizing connectivity and

walkability, creating a core of the neighborhood at Jefferson Square, and preserving accessible greenspace throughout the neighborhood.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score of **7** for this site with a weighted score of **8**. The following elements of the matrix contribute to the score:

- 4 Minute Fire Response (Station #1, 303 W. Center St.)
- Near Sewer Main (6-inch main, E. 7th St.)
- Near Water Main (1.5 & 16-inch main, E. 7th St.)
- Near City Park (Walker Park, Jefferson Park)
- Near Paved Trail (S. Willow Ave., Marked Shared Roadway.)
- Near ORT Bus Stop (MLK Blvd/Willow Ave)
- Within Walker Park Master Plan Area

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Land Use Compatibility:*** **Staff finds the proposed zoning of RI-U, Residential Intermediate-Urban to be compatible with the surrounding area. Land uses in the immediate vicinity are primarily residential in nature, varying in both form, lot width, and density. Nonresidential uses are also present nearby and include churches, community centers, and public parks. The uses permitted by right in RI-U, which include one- to four-family dwellings, are directly compatible with the existing land uses in this area. Uses allowed conditionally in RI-U, including cultural and recreational facilities, limited businesses, and multi-family dwellings, may also be suitable at this site, though any land uses allowed conditionally would be subject to further review to determine full compatibility. When compared to the site's current zoning designation of NC, Neighborhood Conservation, RI-U would allow for a slight increase in residential density, which would complement surrounding residential areas and encourage housing types that could accommodate the demand for walkable urban living.**

Land Use Plan Analysis: **The proposed zoning is consistent with the property's City Plan 2040 Future Land Use Map designation as a Residential Neighborhood Area. The RI-U zoning district would allow for a mixture of residential densities that are urban in form. If the property were to be redeveloped or subdivided, staff finds that RI-U would encourage an environment that is more appealing to pedestrians and would reduce the visual impact of parking areas. The property has a moderate weighted infill score of 8 which indicates that the site is prepared to accommodate increased housing density, and the property does not lie within any environmentally sensitive areas. Rezoning could support Goals #1 and #6 of City Plan 2040 by making appropriate infill a priority and creating an opportunity to develop a greater variety of housing. With regard to the Walker Park Neighborhood Master Plan, a rezoning to RI-U would support the guiding principle of balancing uses and housing. Per the plan, ensuring a balance of uses and housing contributes to the overall sustainability of the**

community by reducing the number of vehicle trips needed, and smaller lot sizes exemplify a more sustainable pattern of development than conventional subdivisions. Also, the variety in housing types permitted in RI-U would enable residents to remain in the Walker Park neighborhood as their housing needs change.

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: **Staff finds that the proposed rezoning from NC to RI-U is justified. Rezoning to RI-U would allow for housing densities that are comparable to the existing development pattern in the area and consistent with the City's planning objectives and policies.**

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: **Rezoning the property to RI-U has the potential to increase traffic along E. 7th ST. and other adjacent roadways. However, the size of the property will naturally limit the scale of any future development, and thus reduce any possible impacts on traffic danger or congestion.**

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: **Rezoning the property from NC to RI-U has the potential to increase population density, though it is not likely to undesirably increase the load on public services. The property has access to existing water and sanitary sewer infrastructure and is close to other public services. Fayetteville Public Schools did not comment on this request.**

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:

    a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;

    b. There are extenuating circumstances which justify the rezoning even though there are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: N/A

RECOMMENDATION: Planning staff recommends forwarding RZN-2025-0008 to the City Council with a recommendation of approval.

PLANNING COMMISSION ACTION:	**Required**	**YES**		
Date: March 24, 2025	**❒ Tabled**	**❒ Forwarded**		**❒ Denied**
Motion:				
Second:				
Vote:				

BUDGET/STAFF IMPACT:
None

ATTACHMENTS:

- Unified Development Code:
  - §161.29 – Neighborhood Conservation
  - §161.12 – Residential Intermediate – Urban
- Request Letter
- Walker Park Neighborhood Illustrative Plan
- One Mile Map
- Close-Up Map
- Current Land Use Map
- Future Land Use Map

161.29 Neighborhood Conservation

(A) *Purpose.* The Neighborhood Conservation zone has the least activity and a lower density than the other zones. Although Neighborhood Conservation is the most purely residential zone, it can have some mix of uses, such as civic buildings. Neighborhood Conservation serves to promote and protect neighborhood character. For the purposes of Chapter 96: Noise Control, the Neighborhood Conservation district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 41	Accessory dwellings
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 9	Two (2) family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 12a	Limited business*
Unit 24	Home occupations
Unit 25	Offices, studios, and related services
Unit 28	Center for collecting recyclable materials
Unit 36	Wireless communication facilities
Unit 44	Cluster Housing Development

(C) *Density.* Ten (10) Units Per Acre.

(D) *Bulk and Area Regulations*.

(1) *Lot Width Minimum.*

All dwelling types	40 feet

(2) *Lot Area Minimum.* 4,000 square feet

(E) *Setback Regulations*.

Front	A build-to zone that is located between the front property line and a line 25 feet from the front property line.
Side	5 feet
Rear	5 feet
Rear, from center line of an alley	12 feet

(F) *Building Height Regulations*.

Building Height Maximum	3 stories

161.12 District RI-U, Residential Intermediate - Urban

(A) *Purpose.* The RI-U Residential District is designed to permit and encourage the development of detached and attached dwellings in suitable environments, to provide a range of housing types compatible in scale with single-family homes and to encourage a diversity of housing types to meet demand for walkable urban living.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two (2) family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 41	Accessory dwellings
Unit 44	Cluster housing development
Unit 46	Short-term rentals

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 12a	Limited business
Unit 24	Home occupations
Unit 26	Multi-family dwellings
Unit 36	Wireless communications facilities

(C) *Density.* None.

(D) *Bulk and Area Regulations.*

	Dwelling (all types)
Lot width minimum	18 feet
Lot area minimum	None

(E) *Setback Requirements.*

Front	Side Other Uses	Side Single & Two (2) Family	Rear Other Uses	Rear, from centerline of an alley
A build-to zone that is located between the front property, line and a line 25 feet from the front property line.	None	5 feet	5 feet	12 feet

(F) *Building Height Regulations.*

Building height maximum	2 stories/3 stories*

* A building or a portion of a building that is located between 0 and 10 feet from the front property line or any master street plan right-of-way line shall have a maximum height of two (2) stories. Buildings or portions of the building set back greater than 10 feet from the master street plan right-of-way shall have a maximum height of three (3) stories.

(G) *Building Area.* The area occupied by all buildings shall not exceed 60% of the total lot area. Accessory ground mounted solar energy systems shall not be considered buildings.

(H) *Minimum Buildable Street Frontage.* 50% of the lot width.

Request Letter for rezoning parcel number 765-07673-000 from NC to RI-U

To whom it may concern,

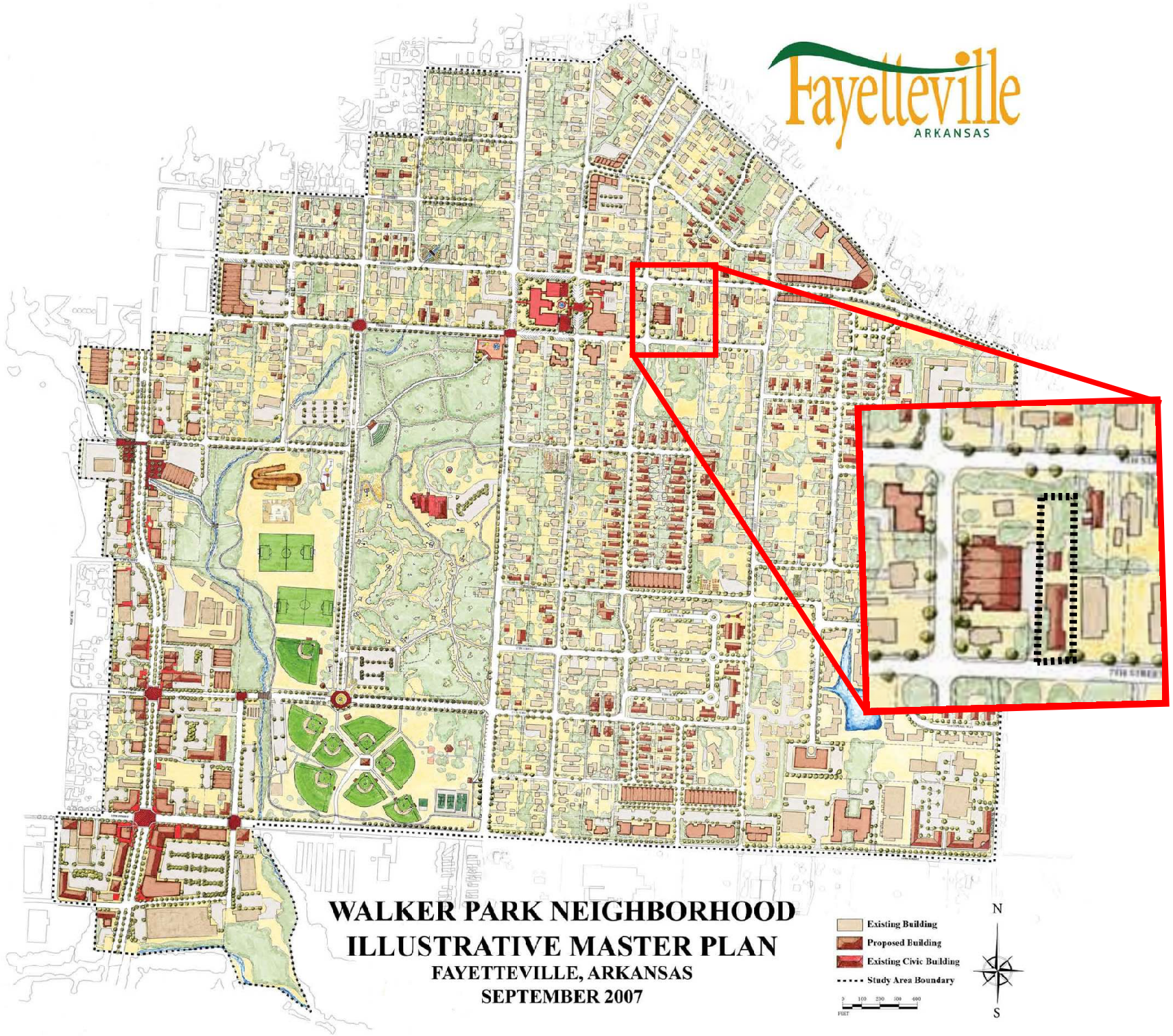
I am requesting a rezone of parcel 765-07673-000 from NC to RI-U. I intend to place three single family homes on the property and the current zoning does not allow this type of development. The Property is primed for rezoning and fits the character of the neighborhood. All six properties that boarder my west boundary are zoned DG and and to the north is also zoned DG. There are 5 properties on the same block as the property in question with RI-U zoning and one across the street to the east with this zoning. This would imply that the zoning is already compatible with RI-U because of existing need for housing, available transportation and proximity to walking services.

. IN short the rezoning fits the city's future land use plan designation of residential neighborhood

Again I respectfully request a change from the current NC zoning to RU-I.

Best,

Nestor Briceno

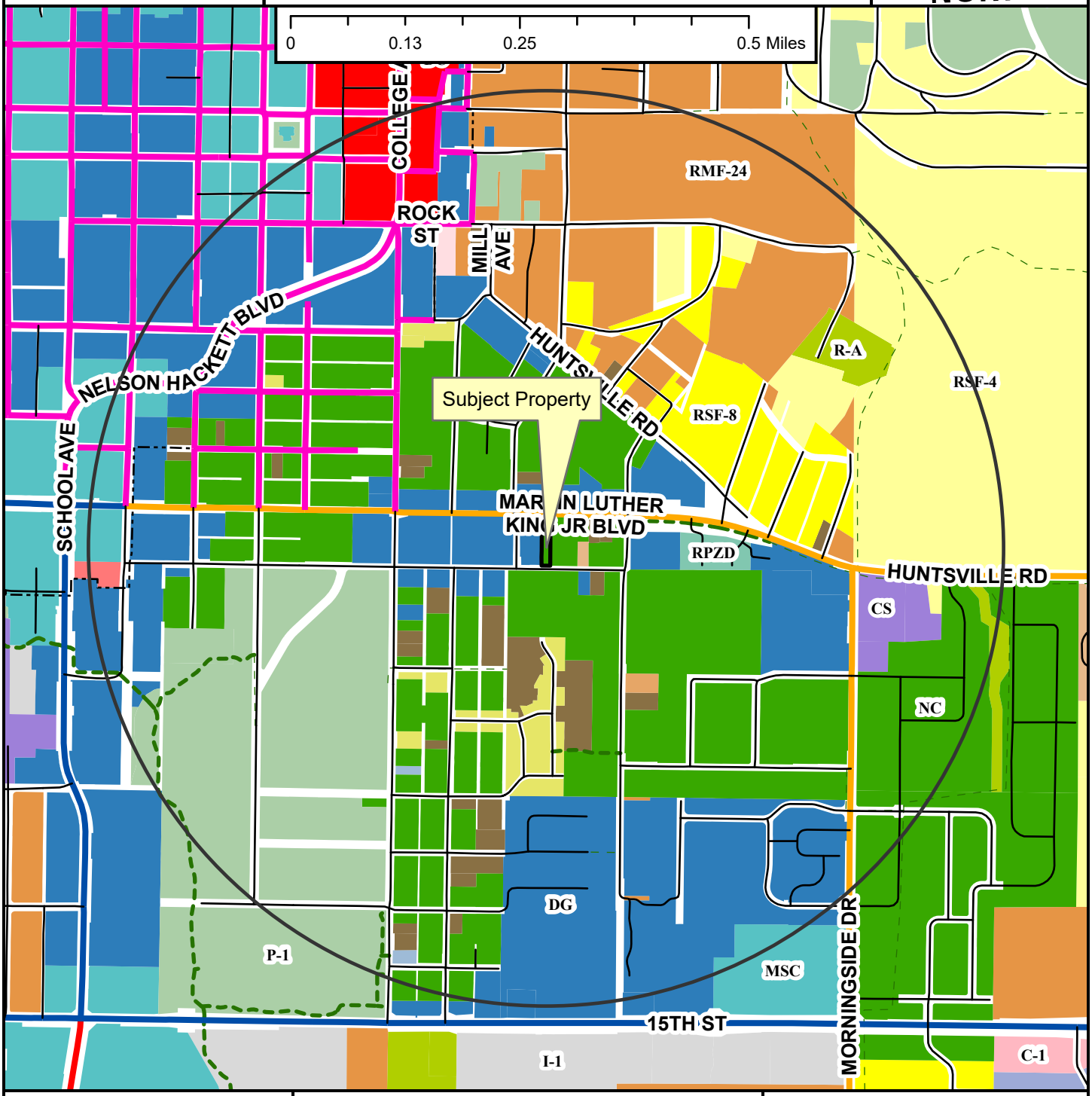

Fayetteville
ARKANSAS
WALKER PARK NEIGHBORHOOD
ILLUSTRATIVE MASTER PLAN
FAYETTEVILLE, ARKANSAS
SEPTEMBER 2007
Existing Building
Proposed Building
Existing Civic Building
Study Area Boundary
N
S

RZN-2025-0008

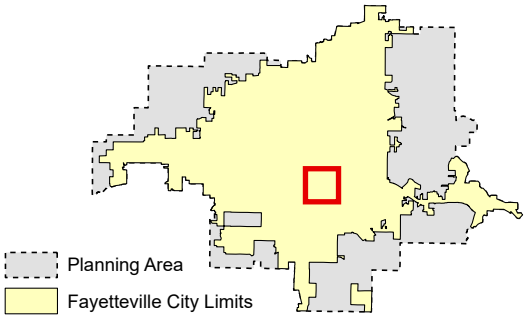
One Mile View

352 E. 7TH ST

NORTH



- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
- NS-G
- RI-U
- RI-12
- NS-L
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

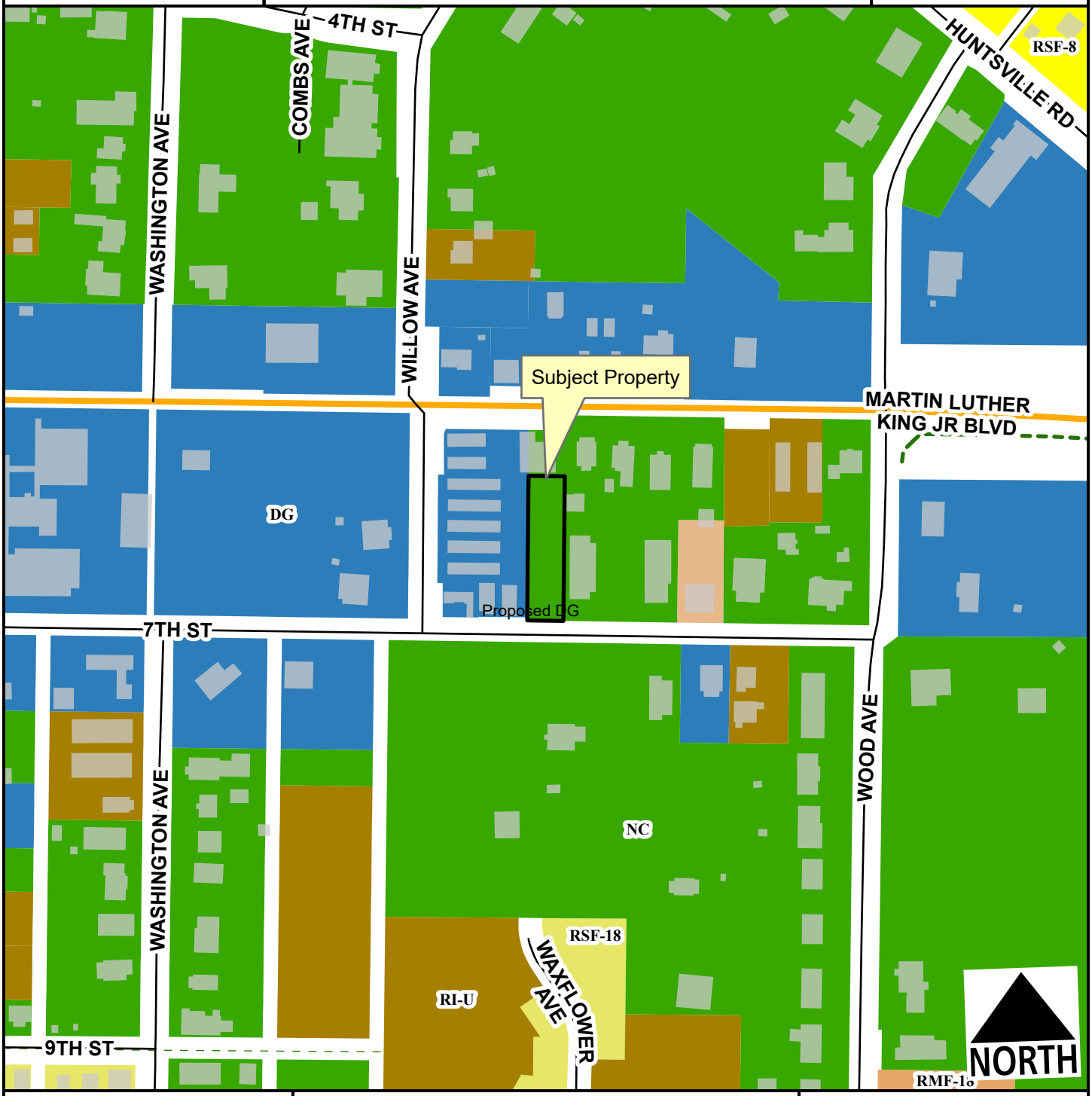
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

RZN-2025-0008

Close Up View

352 E. 7TH ST



- Neighborhood Link
- Unclassified
- Alley
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits

Feet

0 75 150 300 450 600

1:2,400

Zone	Current	Proposed
DG	0.0	0.2
NC	0.2	0.0

Total 0.2 ac

RZN-2025-0008

Current Land Use

352 E. 7TH ST

NORTH



Neighborhood Link
Urban Center
Unclassified
Alley
Residential Link
Trail (Proposed)
Planning Area
Fayetteville City Limits

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

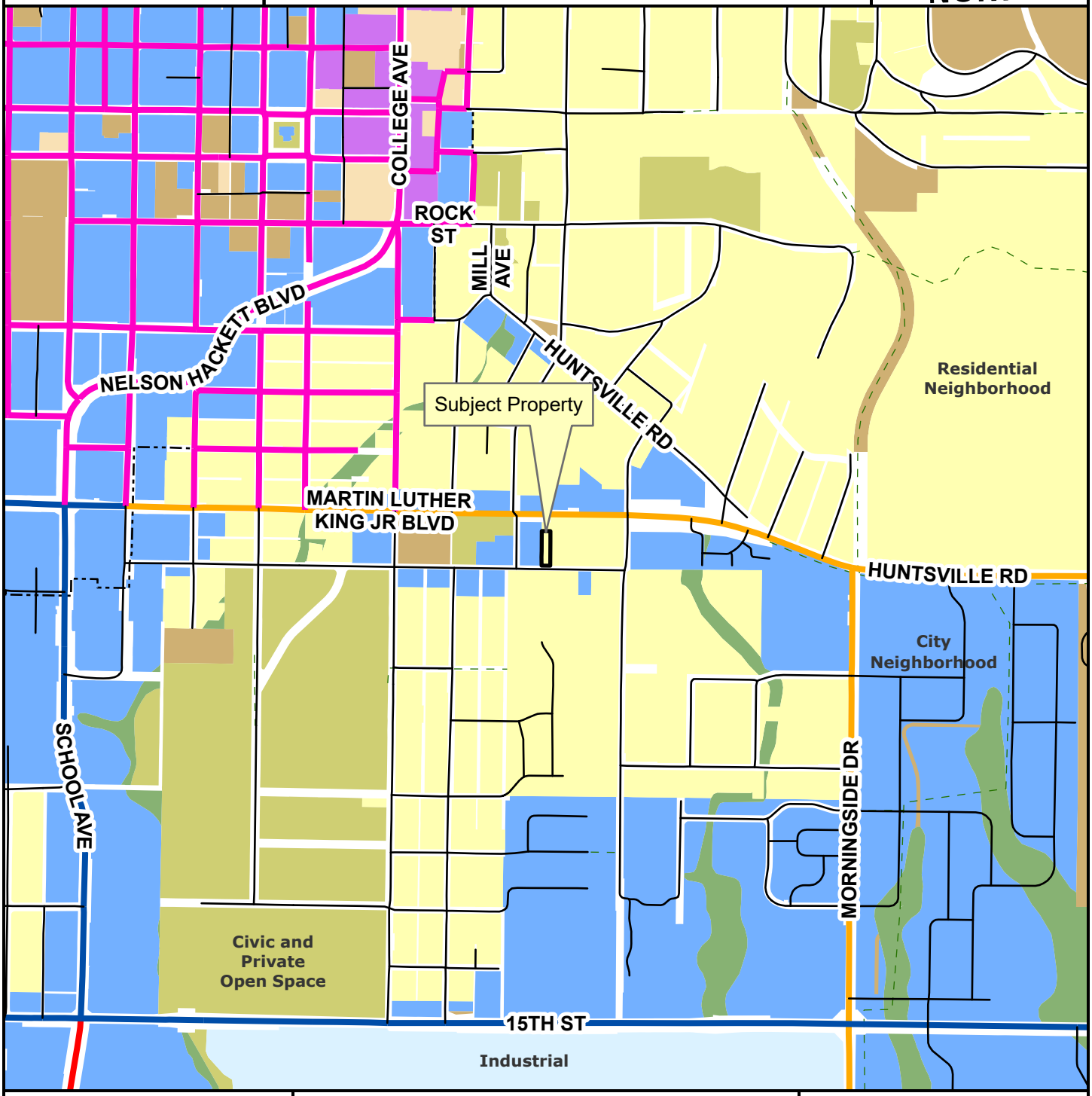
100-Year Floodplain
Floodway

RZN-2025-0008

Future Land Use

352 E. 7TH ST

NORTH



- Regional Link
- Neighborhood Link
- Regional Link - High Activity
- Urban Center
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Design Overlay District

Feet

0 305 610 1,220 1,830 2,440

1:10,000

- City Neighborhood
- Civic Institutional
- Civic and Private Open Space
- Industrial
- Natural
- Non-Municipal Government
- Residential Neighborhood
- Rural Residential
- Urban Center

CITY OF FAYETTEVILLE ARKANSAS

PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

FROM: Jessie Masters, Development Review Manager

MEETING DATE: March 24, 2025

SUBJECT: **RZN-2025-0009: Rezoning (S. RAZORBACK RD & S. ASHWOOD AVE/CUNNINGS ARKANSAS, 638):** Submitted by WATKINS, BOYER, GRAY & CURRY for property located at S. RAZORBACK RD & S. ASHWOOD AVE. The property is zoned NS-L, NEIGHBORHOOD SERVICES - LIMITED and contains approximately 5.9 acres. The request is to rezone the property to R-A, RESIDENTIAL-AGRICULTURAL, and CS, COMMUNITY SERVICES.

RECOMMENDATION:
Staff recommends forwarding **RZN-2025-0009** to the City Council with a recommendation of approval, based on the findings herein.

RECOMMENDED MOTION:
"I move to forward **RZN-2025-0009** to the City Council with a recommendation of approval."

BACKGROUND:
The subject property is located just north of the Fulbright Expressway at the southwest corner of Razorback Road and Cato Springs Road. The property received its current zoning designation of NS-L, Neighborhood Services-Limited, through a staff-initiated rezoning associated with the implementation of the Fayette Junction Master Plan in 2011 (RZN 11-3892). A previous rezoning request at this property was denied in 2022 by City Council (RZN-2022-000001), with the Council citing development difficulties due to the terrain of the property. The property is currently undeveloped and lies within the Hillside-Hilltop Overlay District. Most land to the west lies within a conservation easement. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Natural Area	RMF-24, Residential Multi-family - 24 Units per Acre
South	Natural Area	CS, Community Services
East	Professional Offices	I-1, Heavy Commercial and Light Industrial; CS, Community Services
West	Natural Area	P-1, Institutional

Request: The request is to rezone the subject property from NS-L, Neighborhood Services-Limited, to CS, Community Services, and R-A, Residential-Agricultural. No development plans have been shared with this application, but the applicant originally requested to rezone the entire property to RMF-24, indicating an intent to develop multi-family residential.

Public Comment: Staff has not received any public comment regarding this request.

INFRASTRUCTURE:

Streets: The subject area has frontage along S. Razorback Road. Razorback Road is a fully improved Regional Link street with asphalt paving, sidewalk, and curb and gutter. Any street improvements required in these areas will be determined at the time of development proposal.

Water: Public water is available to the subject area. An existing eight-inch main is present along the east side of Razorback Road.

Sewer: Sanitary sewer is available to the subject property. There is an existing eight-inch sewer main on the east side of South Razorback Road at the northeast corner of the property. Due to the location of the existing sewer within the intersection of S. Razorback Road and W. Cato Springs Road a sewer main extension may be required to extend the sewer across South Razorback Road onto the subject property.

There are known wet weather sewer capacity issues identified in the City's 2021 Sewer Master Plan that appear in the system approximately 2,400 linear feet downstream of this property.

Drainage: No portion of the property lies within a FEMA designated floodplain and no protected streams or hydric soils are present. The entire property lies within the Hillside-Hilltop Overlay District, which will place additional restrictions on any future development. Engineered footing designs will be required at the time of building permit submittal, as well as grading, erosion control, and abbreviated tree preservation plans. Any additional improvements or requirements for drainage will be determined at the time of development.

Fire: Station 9, located at 2250 S. School Avenue, protects this site. The property is located approximately 1.1 miles from the fire station with an anticipated drive time Of approximately 2 minutes using existing streets. The anticipated response time would be approximately 4.2 minutes. The Fire Department response time is calculated based on the drive time plus 1 minute for dispatch and 1.2 minutes for turn-out time. Within the City Limits, the Fayetteville Fire Department has a response time goal of 6 minutes for an engine and 8 minutes for a ladder truck.

Police: The Police Department did not express any concerns with this request.

Tree Preservation:

The proposed zoning districts of CS, Community Services, and R-A, Residential-Agricultural require **20% and 25% minimum canopy preservation** respectively. The current zoning district of NS-L, Neighborhood Services-Limited, requires **20% minimum canopy preservation.**

CITY PLAN 2040 FUTURE LAND USE PLAN: City Plan 2040 Future Land Use Plan designates the property within the proposed rezone as a **Residential Neighborhood Area.** The property is also within the **Fayette Junction Master Plan** area.

Residential Neighborhood Areas are primarily residential in nature and support a wide variety of housing types of appropriate scale and context. Residential Neighborhood encourages highly connected, compact blocks with gridded street patterns and reduced building setbacks. It also encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhoods. This designation recognizes the existing conventional subdivision developments that may have large blocks with conventional setbacks and development patterns that respond to features of the natural environment.

The **Fayette Junction Master Plan** is the City's second complete neighborhood plan, adopted in the Spring of 2009, as part of City Plan 2025. The plan aims to integrate the built and natural environment to support a clean tech cluster, a multi-modal transit hub, and support the protection of, and expansion to, the neighborhoods within the Fayette Junction area.

CITY PLAN 2040 INFILL MATRIX: City Plan 2040's Infill Matrix indicates a score range between **4 and 6** for this site, with a weighted score of **6** at the highest level. The following elements of the matrix contribute to this score:

- Adequate Fire Response (Station #9, 990 S. Hollywood Ave.)
- Near Sewer Main (8-inch main W. Cato Springs Rd.)
- Near Water Main (8-inch main S. Razorback Rd.)
- Near City Park (Town Branch Trail Corridor)
- Near Paved Trail (Cato Springs Trail, Town Branch Trail)
- Within Master Plan Area (Fayette Junction Neighborhood Plan)

FINDINGS OF THE STAFF

1. A determination of the degree to which the proposed zoning is consistent with land use planning objectives, principles, and policies and with land use and zoning plans.

Finding: ***Land Use Compatibility:*** **Staff finds the proposed zoning to be partially compatible with the existing nearby land uses. The CS zoning district is intended to encourage mixed-use development that is urban in form. The property was rezoned to NS-L in 2011 with staff noting that the property would be difficult if not impossible to develop with multi-family dwellings given the physical limitations of the property and the parking and land area per dwelling requirements associated with that use. However, other properties in the area have been rezoned to districts that allow multi-family dwellings by-right, including CS. Given the emerging development pattern in the area, staff finds that a rezoning to CS would be largely compatible with surrounding land uses and zoning. The form-based nature of the zoning district and the regulations tied to the Hillside-Hilltop Overlay District along with the topographical challenges of the site will naturally limit the impact of any future development on the property. The parcel zoned R-A, which would be used as tree preservation area, would complement the existing natural area to the west.**

Land Use Plan Analysis: **The proposed zoning is consistent with the Future Land Use Map designation of this property as a Residential Neighborhood Area. The property was previously identified as a Natural Area in City Plan 2025, so the updated designation reflects a desire for residential**

development on this site. Rezoning one parcel to CS would allow for a greater variety of residential and commercial uses and densities that are pedestrian oriented and will be naturally limited by the physical constraints of the site. Staff finds that rezoning to CS could support Goal 6 of City Plan 2040 by creating an opportunity to develop more housing.

Conversely, one of the goals identified in the Fayette Junction Master Plan is to integrate the built and natural environment. One component of that goal is to preserve the hillside gateway near the intersection of Razorback Road and the Fulbright Expressway. As noted in the plan, the hillside reflects the natural beauty of the Ozarks, and preservation of it would symbolize the City's commitment to sustainability and the attention to the balance between preservation and development. Since the hillside that the subject property is located on is largely protected by a conservation easement, staff finds that the rezoning request would still be consistent with this goal.

2. A determination of whether the proposed zoning is justified and/or needed at the time the rezoning is proposed.

Finding: **Staff believes that there is sufficient justification for rezoning the property to a mix of CS and R-A. Rezoning a parcel to CS would allow for an extension of the current residential development pattern in the area to the north, and rezoning the other parcel to R-A would allow for continued protection of the natural environment.**

3. A determination as to whether the proposed zoning would create or appreciably increase traffic danger and congestion.

Finding: **A rezoning to CS will likely lead to increased traffic along Razorback Road which is classified as a Regional Link street. However, given the physical constraints of the site, any impact is likely to be limited. Since no development proposal was submitted with this request, staff will identify and mitigate any traffic concerns at the time of development review.**

4. A determination as to whether the proposed zoning would alter the population density and thereby undesirably increase the load on public services including schools, water, and sewer facilities.

Finding: **Staff finds that the proposal would likely result in an increased demand for public services. With immediate access to water and sanitary sewer nearby, staff does not anticipate a need for lengthy main extensions that may pose a heightened maintenance issue in the future.**

5. If there are reasons why the proposed zoning should not be approved in view of considerations under b (1) through (4) above, a determination as to whether the proposed zoning is justified and/or necessitated by peculiar circumstances such as:

    a. It would be impractical to use the land for any of the uses permitted under its existing zoning classifications;

    b. There are extenuating circumstances which justify the rezoning even though there

are reasons under b (1) through (4) above why the proposed zoning is not desirable.

Finding: N/A

RECOMMENDATION: Planning staff recommends forwarding RZN-2025-0009 to the City Council with a recommendation of approval.

PLANNING COMMISSION ACTION:	**Required**	**YES**	
Date: March 24, 2025	**❒ Tabled**	**❒ Forwarded**	**❒ Denied**
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:
None

Attachments:

- Unified Development Code:
  - §161.03 – R-A, Residential-Agricultural
  - §161.18 – Neighborhood Services - Limited
  - §161.22 – Community Services
- Request Letter
- Fayette Junction Illustrated Master Plan
- One Mile Map
- Close-up Map
- Current Land Use Map
- Future Land Use Map

161.03 District R-A, Residential-Agricultural

(A) *Purposes.* The regulations of the agricultural district are designed to protect agricultural land until an orderly transition to urban development has been accomplished; prevent wasteful scattering of development in rural areas; obtain economy of public funds in the providing of public improvements and services of orderly growth; conserve the tax base; provide opportunity for affordable housing, increase scenic attractiveness; and conserve open space.

(B) *Uses*.

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 3	Public protection and utility facilities
Unit 6	Agriculture
Unit 7	Animal husbandry
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 37	Manufactured homes
Unit 41	Accessory dwellings
Unit 43	Animal boarding and training
Unit 46	Short-term rentals

(2) *Conditional Uses*.

Unit 2	City-wide uses by conditional use permit
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 20	Commercial recreation, large sites
Unit 24	Home occupations
Unit 35	Outdoor Music Establishments
Unit 36	Wireless communications facilities
Unit 42	Clean technologies

(C) *Density.*

Units per acre	One-half (½)

(D) *Bulk and Area Regulations.*

Lot width minimum	200 feet
Lot Area Minimum:	
Residential:	2 acres
Nonresidential:	2 acres
Lot area per dwelling unit	2 acres

(E) *Setback Requirements.*

Front	Side	Rear
35 feet	20 feet	35 feet

(F) *Height Requirements.* There shall be no maximum height limits in the R-A District, provided, however, if a building exceeds the height of one (1) story, the portion of the building over one (1) story shall have an additional setback from any boundary line of an adjacent residential district. The amount of additional setback for the portion of the building over one (1) story shall be equal to the difference between the total height of that portion of the building and one (1) story.

(G) *Building area.* None.

161.18 NS-L, Neighborhood Services - Limited

(A) *Purpose.* The NS-L Neighborhood Services - Limited district is designed to serve as a mixed-use area of low intensity. Neighborhood Services promotes a walkable, pedestrian-oriented neighborhood development form with sustainable and complementary neighborhood businesses that are compatible in scale, aesthetics, and use with surrounding land uses. For the purpose of Chapter 96: Noise Control, the Neighborhood Services district is a residential zone.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 8	Single-family dwellings
Unit 9	Two (2) family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 12a	Limited Business
Unit 24	Home occupations
Unit 40	Sidewalk cafes
Unit 41	Accessory dwelling units
Unit 44	Cluster housing development
Unit 46	Short-term rentals

Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use
Unit 3	Public protection and utility facilities
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 13	Eating places
Unit 15	Neighborhood shopping goods
Unit 19	Commercial recreation, small sites
Unit 25	Offices, studios and related services
Unit 26	Multi-family dwellings
Unit 36	Wireless communication facilities*
Unit 45	Small scale production

(C) *Density.*

Units per acre	Ten (10) or less

(D) *Bulk and Area.*

(1) *Lot Width Minimum.*

Single-family	35 feet
Two (2)family	35 feet
Three or more	35 feet
All other uses	None

(2) *Lot Area Minimum.*

Single-family	4,000 square feet
Two (2) family or more	3,000 square feet of lot area per dwelling unit
All other permitted and conditional uses	None

(E) *Setback Regulations.*

Front:	A build-to zone that is located between 10 and 25 feet from the front property line.
Side	5 feet
Rear	15 feet

(F) *Building Height Regulations.*

Building Height Maximum	3 stories

(G) *Building area.* On any lot, the area occupied by all buildings shall not exceed 60% of the total area of the lot. Accessory ground mounted solar energy systems shall not be considered buildings.

161.22 Community Services

(A) *Purpose.* The Community Services District is designed primarily to provide convenience goods and personal services for persons living in the surrounding residential areas and is intended to provide for adaptable mixed-use centers located along commercial corridors that connect denser development nodes. There is a mixture of residential and commercial uses in a traditional urban form with buildings addressing the street. For the purposes of Chapter 96: Noise Control, the Community Services district is a commercial zone. The intent of this zoning district is to provide standards that enable development to be approved administratively.

(B) *Uses.*

(1) *Permitted Uses.*

Unit 1	City-wide uses by right
Unit 4	Cultural and recreational facilities
Unit 5	Government facilities
Unit 8	Single-family dwellings
Unit 9	Two-family dwellings
Unit 10	Three (3) and four (4) family dwellings
Unit 13	Eating places
Unit 15	Neighborhood Shopping goods
Unit 18	Gasoline service stations and drive-in/drive through restaurants
Unit 24	Home occupations
Unit 25	Offices, studios and related services
Unit 26	Multi-family dwellings
Unit 40	Sidewalk Cafes
Unit 41	Accessory dwellings
Unit 44	Cluster Housing Development
Unit 45	Small scale production
Unit 46	Short-term rentals

Note: Any combination of above uses is permitted upon any lot within this zone. Conditional uses shall need approval when combined with pre-approved uses.

(2) *Conditional Uses.*

Unit 2	City-wide uses by conditional use permit
Unit 3	Public protection and utility facilities
Unit 14	Hotel, motel and amusement services
Unit 16	Shopping goods
Unit 17	Transportation, trades and services
Unit 18	Gasoline service stations and drive-in/drive-through restaurants
Unit 19	Commercial recreation, small sites
Unit 28	Center for collecting recyclable materials

Unit 34	Liquor stores
Unit 35	Outdoor music establishments
Unit 36	Wireless communication facilities*
Unit 42	Clean technologies

(C) *Density.* None.

(D) *Bulk and Area Regulations*.

(1) *Lot Width Minimum.*

Dwelling	18 feet
All others	None

(2) *Lot Area Minimum.* None.

(E) *Setback regulations*.

Front:	A build-to zone that is located between 10 feet and a line 25 feet from the front property line.
Side and rear:	None
Side or rear, when contiguous to a single-family residential district:	15 feet

(F) *Building Height Regulations.*

Building Height Maximum	5 stories

(G) *Minimum Buildable Street Frontage.*50% of the lot width.

WATKINS, BOYER, GRAY & CURRY, PLLC
ATTORNEYS AT LAW

WILLIAM P. WATKINS, III, P.A.
RONALD L. BOYER (OF COUNSEL)
JENNIFER E. GRAY, P.A.*
ANDREW T. CURRY, P.A.
WILLIAM A. KELLSTROM
* ALSO LICENSED IN MISSOURI

WRITER'S DIRECT E-MAIL
wkellstrom@watkinslawoffice.com

DELYNN HALE, SECRETARY
AMY BENSON, PARALEGAL
WHITNEY DUCKER, OFFICE MANAGER

March 3, 2025

City of Fayetteville
Planning Department
125 W. Mountain Street
Fayetteville, AR 72701

RE: Rezoning Parcel Nos. 765-15399-000 & 765-03019-000 from NS-L— Neighborhood Services, Limited, to Mix of CS–Community Services and R-A–Residential Agricultural

Dear Planning Staff:

My name is Will Kellstrom, and I have been retained to obtain a rezoning of the aforementioned properties. The applicant is requesting that the property, Parcel Nos.765-15399-000 and 765-03019-000 (hereinafter "the Property"), be rezoned from NS-L— Neighborhood Services, Limited, to a mixture of CS, Community Services, and R-A, Residential Agricultural.

The proposed rezoning will not unreasonably adversely conflict or affect the surrounding land uses. Currently, the Property is bordered by RMF-24 to the North, I-1 to the East, P-1 to the West, and CS to the South and East. RMF-24 is a moderate to high density residential zoning and CS is a moderate to high density form-based mixed use zoning with no residential density cap. P-1 and I-1 are for institutional uses and industrial uses, respectively. Accordingly, the subject property does not abut any single family or other zones which it may adversely conflict with. Furthermore, the property is located on Razorback Road, which is a major arterial roadway, and is nearby to Interstate 49. Accordingly, a rezone to CS would not adversely affect any adjacent land uses.

After further discussions with staff, the decision was made to amend the original request of RMF-24 to a mix of CS and R-A, as indicated above. The change to CS was made due to staff's desire to see the Property zoned to a form-based code that allowed for a mix of uses. The decision to preserve a portion of the Property with an R-A zoning was to create more compatibility with the preserved City-owned land to the West.

1106 WEST POPLAR STREET
ROGERS, AR 72756
PH: 479-636-2168
FX: 479-636-6098
WWW.WATKINSLAWOFFICE.COM

REAL ESTATE, CONSTRUCTION & LIEN LAW, LAND USE & PLANNING
CORPORATE & COMMERCIAL LAW, BANKING, BANKRUPTCY
CRIMINAL LAW, FAMILY LAW, GUARDIANSHIPS, LANDLORD-TENANT
ESTATE PLANNING, ELDER LAW, PROBATE, TRUST LITIGATION
CIVIL LITIGATION, COMMERCIAL & CONSUMER DEBT COLLECTION

Thank you for considering this request for rezoning. If you have any questions, please contact me at 479-636-2168 or at wkellstrom@watkinslawoffice.com.

Sincerely,

WATKINS, BOYER,
GRAY & CURRY, PLLC

/s/ *Will A. Kellstrom*

Will A. Kellstrom

WK:
pc:

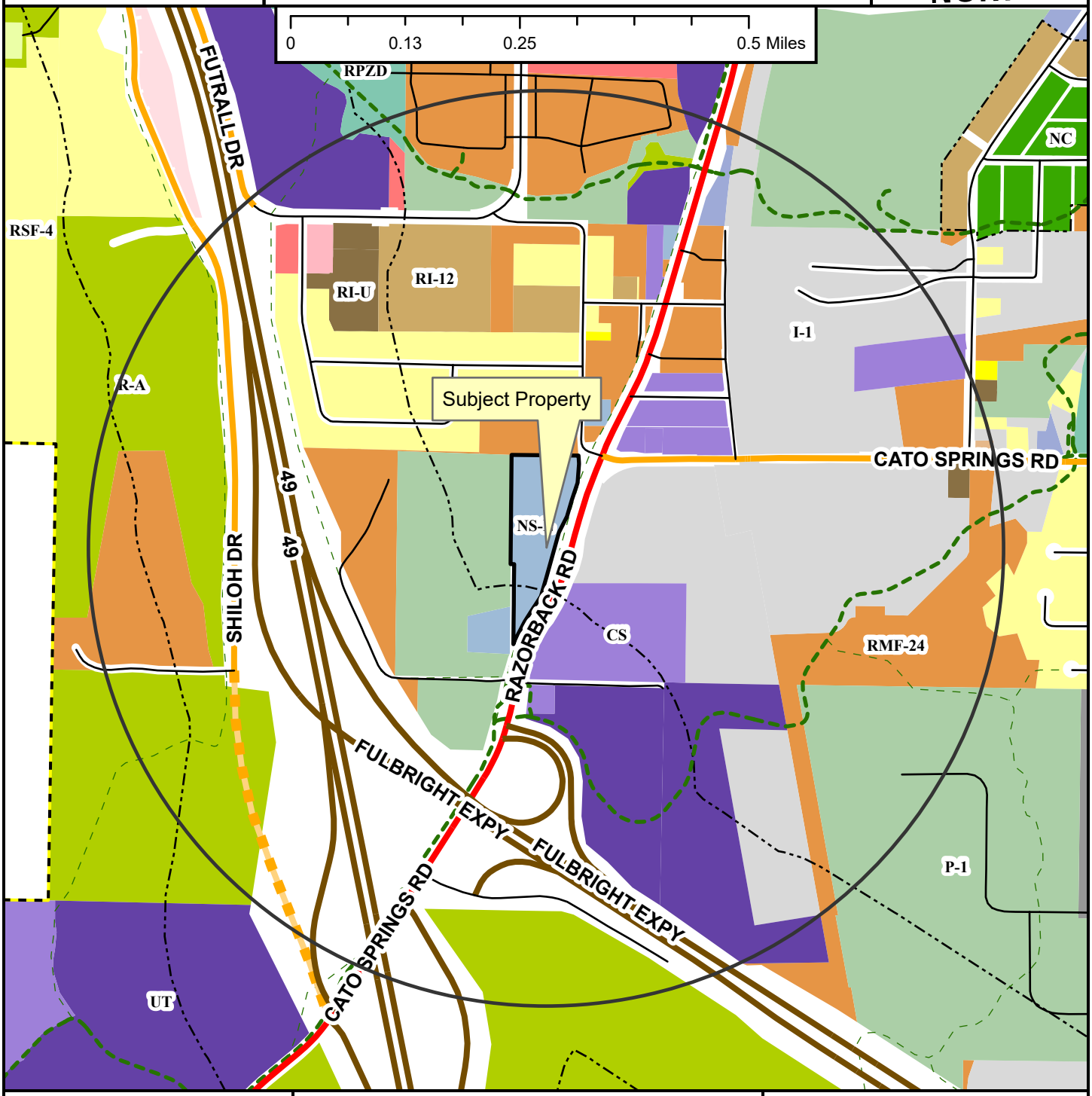

N
Proposed Parking Structure
Existing Building
Proposed Building
Existing Civic Building
Study Area Boundary
ARTP Master Plan Roads
FAYETTE JUNCTION
ILLUSTRATIVE MASTER PLAN
FAYETTEVILLE, ARKANSAS
SEPTEMBER 2008
ADOPTED BY RESOLUTION NO. 95-09
APRIL 21, 2009
Subject Property

RZN-2025-0009

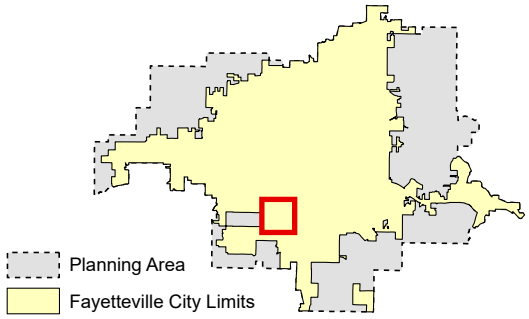
One Mile View

S. RAZORBACK RD & S. ASHWOOD AVE

NORTH



- Regional Link
- Neighborhood Link
- Freeway/Expressway
- Unclassified
- Residential Link
- Planned Neighborhood Link
- Shared-Use Paved Trail
- Trail (Proposed)
- Design Overlay District
- Fayetteville City Limits
- Planning Area



Zoning

RESIDENTIAL SINGLE-FAMILY
- NS-G
- RI-U
- RI-12
- NS-L
- Residential-Agricultural
- RSF-.5
- RSF-1
- RSF-2
- RSF-4
- RSF-7
- RSF-8
- RSF-18

RESIDENTIAL MULTI-FAMILY
- RMF-6
- RMF-12
- RMF-18
- RMF-24
- RMF-40

INDUSTRIAL
- I-1 Heavy Commercial and Light Industrial
- I-2 General Industrial

EXTRACTION
- E-1

COMMERCIAL
- Residential-Office
- C-1
- C-2
- C-3

FORM BASED DISTRICTS
- Downtown Core
- Urban Thoroughfare
- Main Street Center
- Downtown General
- Community Services
- Neighborhood Services
- Neighborhood Conservation

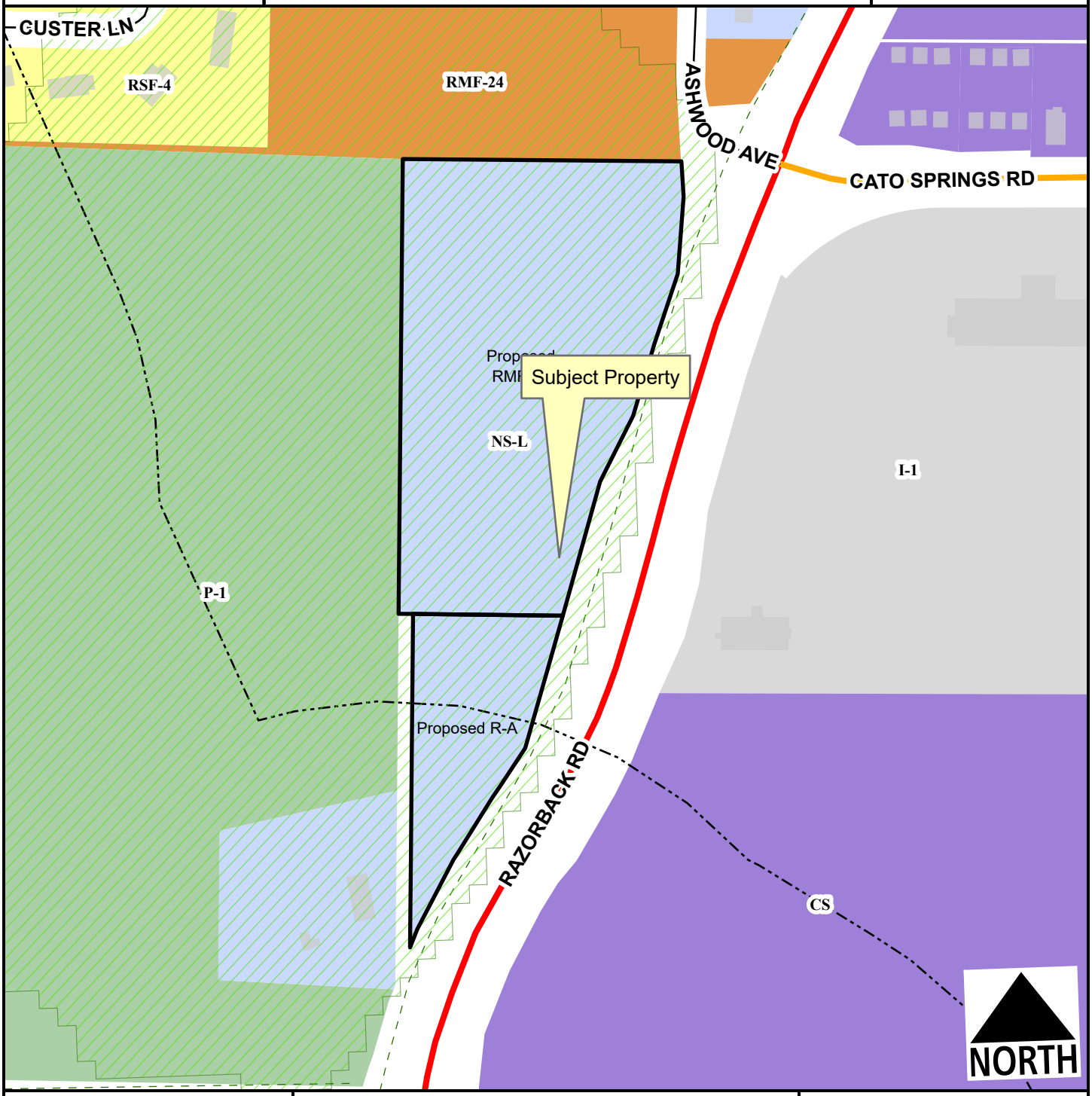
PLANNED ZONING DISTRICTS
- Commercial, Industrial, Residential

INSTITUTIONAL
- P-1

RZN-2025-0009

Close Up View

S. RAZORBACK RD & S. ASHWOOD AVE



- Regional Link
- Neighborhood Link
- Residential Link
- Hillside-Hilltop Overlay District
- Trail (Proposed)
- Design Overlay District
- Planning Area
- Fayetteville City Limits

Feet

0 75 150 300 450 600

1:2,400

Zone	Current	Proposed
NS-L	5.9	0.0
R-A	0.0	1.2
CS	0.0	4.7

Total 5.9 ac

RZN-2025-0009

Current Land Use

S. RAZORBACK RD & S. ASHWOOD AVE

NORTH



- Regional Link
- Neighborhood Link
- Freeway/Expressway
- Unclassified
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits
- Design Overlay District

Feet

0 112.5 225 450 675 900

1:3,600

FEMA Flood Hazard Data

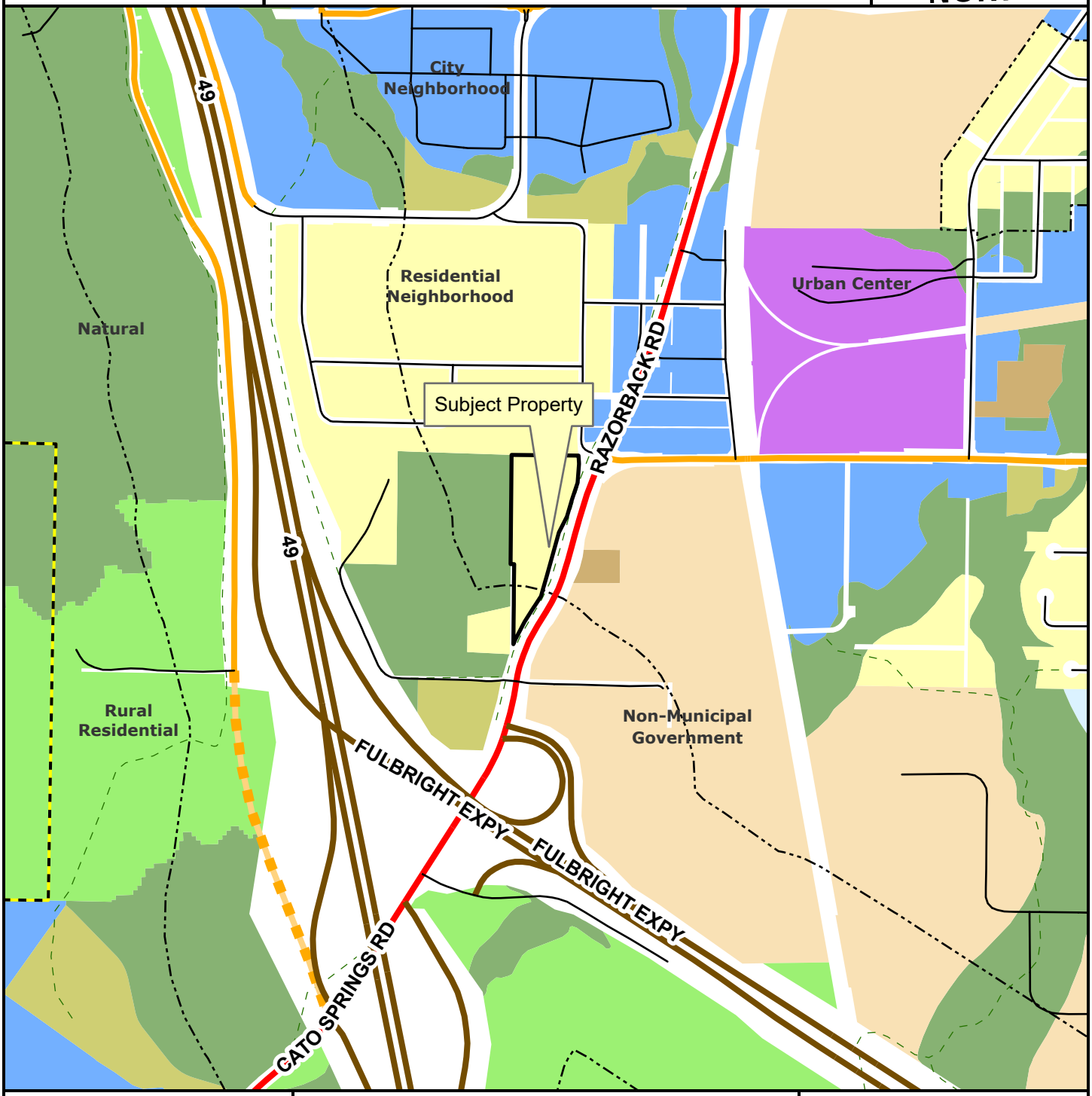
- 100-Year Floodplain
- Floodway

RZN-2025-0009

Future Land Use

S. RAZORBACK RD & S. ASHWOOD AVE

NORTH



- Regional Link
- Neighborhood Link
- Freeway/Expressway
- Unclassified
- Residential Link
- Planned Neighborhood Link
- Planning Area
- Fayetteville City Limits
- Trail (Proposed)
- Design Overlay District

Feet

0 305 610 1,220 1,830 2,440

1:10,000

- City Neighborhood
- Civic Institutional
- Civic and Private Open Space
- Industrial
- Natural
- Non-Municipal Government
- Residential Neighborhood
- Rural Residential
- Urban Center