

City of Fayetteville, Arkansas

113 West Mountain Street

Fayetteville, AR 72701

(479) 575-8267



Planning Commission Tentative Agenda

Thursday, April 10, 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 24, 2025 Planning Commission.
- Mirinda Hopkins, Development Coordinator

2. ADM-2025-0019: Administrative Item (PLANNING COMMISSION RULES OF ORDER AND PROCEDURE):

Submitted by City Staff. The request is to amend the Planning Commission Rules of Order and Procedure to remove reference to Subdivision Committee.
- Jessica Masters, Development Review Manager

3. ADM-2025-0021: Administrative Item (3333 W. DINSMORE TRL/GARDEN DAY GETAWAY, 518):

Submitted by DALE NEWBERRY for property located at 3333 W. DINSMORE TRL. The property is zoned R-A, RESIDENTIAL-AGRICULTURAL and contains approximately 2.97 acres. The request is to extend a conditional use permit.
- Gretchen Harrison, Senior Planner

4. VAR-2025-0011: Planning Commission Variance (EAST OF 3447 N. HWY 112/FELLOWSHIP CHURCH, 208 & 209):

Submitted by ENGINEERING SERVICES INC for property located EAST OF 3447 N. HWY 112. The property is zoned CS, COMMUNITY SERVICES and contains approximately 1.16 acres. The request is for a variance to parking lot standards. - Gretchen Harrison, Senior Planner

5. CCP-2025-0004: Concurrent Plat (4515 W. MOUNT COMFORT RD/MCDONALD BUILDING GROUP, 360):

Submitted by ENGINEERING SERVICES INC for property located at 4515 W. MOUNT COMFORT RD. The property is in the FAYETTEVILLE PLANNING AREA and contains approximately 3.09 acres. The request is to divide the property into three lots with 1.00, 1.03 and 1.00 acres. - Wesley Frank, Planner

6. CCP-2025-0006: Concurrent Plat (2120 S. MALLY WAGNON RD/HARRIS LAND & CATTLE RANCH LLC, 650):

Submitted by ALAN REID & ASSOCIATES for property located at 2120 S. MALLY WAGNON RD. The property is in the FAYETTEVILLE PLANNING AREA and contains approximately 9.91 acres. The request is to divide the property into

three lots with 1.32, 2.02 and 6.57 acres. - Wesley Frank, Planner

7. CCP-2025-0007: Concurrent Plat (1324 N. VANDEVENTER AVE/HODNE, 406):

Submitted by JORGENSEN & ASSOCIATES for property located at 1324 N. VANDEVENTER AVE. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 1.12 acres. The request is to divide the property into two lots with 0.69 and 0.43 acres.
- Gretchen Harrison, Senior Planner

Unfinished Business

8. 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 AND MARCH 24, 2025 PLANNING COMMISSION MEETINGS. - Donna Wonsower, Planner

9. 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, MARCH 10, 2025, AND MARCH 24, 2025 PLANNING COMMISSION MEETINGS. - Gretchen Harrison, Senior Planner

New Business

10. ADM-2025-0020: Administrative Item (3352 N. HWY 112/ARONSON, 209):

Submitted by OLSSON ENGINEERS for property located at 3352 N. HWY 112. The property is zoned UT, URBAN THOROUGHFARE and C-2, THOROUGHFARE COMMERCIAL and contains approximately 35.20 acres. The request is to amend the streamside protection zone. - Alan Pugh, Staff Engineer

11. VAR-2025-0017: Planning Commission Variance (4398 E. BLACK CANYON ST/BLACK MAPLE LLC, 608):

Submitted by SHAWN CORTER for property located at 4398 E. BLACK

CANYON ST. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 7.60 acres. The request is for a variance to the Flood Damage Prevention Code. - Alan Pugh, Staff Engineer

12. VAR-2025-0019: Planning Commission Variance (SOUTHWEST OF W. MARTIN LUTHER KING JR BLVD & S. HANSHEW RD/ADDISON PARK, 595):

Submitted by ENGINEERING SERVICES INC for property located SOUTHWEST OF W. MARTIN LUTHER KING JR BLVD & S. HANSHEW RD. The property is zoned UT, URBAN THOROUGHFARE, CS, COMMUNITY SERVICES, and R-A, RESIDENTIAL-AGRICULTURAL and contains approximately 25.36 acres. The request is for a variance to double frontage and access management requirements. - Gretchen Harrison, Senior Planner

13. VAR-2025-0020: Planning Commission Variance (2286 W. PINEHILLS DR/THE PINES AT SPRINGWOOD, 286):

Submitted by BRIAN BUCKLEY for the property located at 2286 W. PINEHILLS DR. The property is zoned RI-U, RESIDENTIAL INTERMEDIATE-URBAN and contains approximately 10.79 acres. The request is for a variance to development process. - Jessica Masters, Development Review Manager

14. VAR-2025-0022: Planning Commission Variance (N. OLD MISSOURI RD & E. ROLLING HILLS DR/STAGE STATION, 253 & 254):

Submitted by JORGENSEN & ASSOCIATES for property located at N. OLD MISSOURI RD & E. ROLLING HILLS DR. The property is zoned NC, NEIGHBORHOOD CONSERVATION and NS-G, NEIGHBORHOOD SERVICES-GENERAL and contains approximately 21.63 acres. The request is for a variance to the permitted number of model homes within a subdivision. - Jessica Masters, Development Review Manager

15. VAR-2025-0023: Planning Commission Variance (1435 N. STARR DR/SHERIN, 412):

Submitted by JULIETTE SHERIN for property located at 1435 N. STARR DR. The property is zoned R-A, RESIDENTIAL-AGRICULTURAL and contains approximately 4.02 acres. The request is to create a lot without access to city water.

THIS ITEM HAS BEEN WITHDRAWN BY STAFF FOR LACK OF PUBLIC NOTIFICATION. - Donna Wonsower, Planner

16. VAC-2025-0009: Vacation (235 W. 7TH ST/ANDERSON, 562):

Submitted by BLEW & ASSOCIATES for property located at 235 W. 7TH ST. The property is zoned DG, DOWNTOWN GENERAL and contains approximately 0.43 acres. The request is to vacate 0.05 acres of right-of-way.

- Gretchen Harrison, Senior Planner

Items Administratively Approved by Staff

17. LSP-2024-0043: Lot Split (WEST OF W. PRIMEARK HORIZON DR/ROUSE, 201):

Submitted by JORGENSEN & ASSOCIATES for property located WEST OF W. PRIMEARK HORIZON DR. The property is in the FAYETTEVILLE PLANNING AREA and contains approximately 7.94 acres. The request is to split a parcel into two lots containing 3.58 and 4.36 acres. - Donna Wonsower, Planner

18. LSP-2025-0005: Lot Split (2514 W. VALLEY DR/RED BRIDGE DEVELOPMENT LTD, 402):

Submitted by JORGENSEN & ASSOCIATES for property located at 2514 W. VALLEY DR. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.64 acres. The request is to split a parcel into two lots containing 0.31 and 0.31 acres. - Donna Wonsower, Planner

19. LSP-2025-0010: Lot Split (2015 E. HUNTSVILLE RD/FULCHER, 565):

Submitted by SWOPE CONSULTING LLC for property located at 2015 E. HUNTSVILLE RD. The property is zoned CS, COMMUNITY SERVICES and contains approximately 0.48 acres. The request is to split a parcel into three lots containing 0.10, 0.20 and 0.18 acres. - Wesley Frank, Planner

20. SIP-2024-0008: Site Improvement Plan (SOUTHWEST OF W. NORTH ST & N. STORER AVE/JORDAN GROUP LLC, 444):

Submitted by BATES & ASSOCIATES for property located SOUTHWEST OF W. NORTH ST & N. STORER AVE. The property is zoned R-O, RESIDENTIAL-OFFICE and RMF-40, RESIDENTIAL MULTI-FAMILY, 40 UNITS PER ACRE and contains approximately 0.72 acres. The request is for 10 residential townhome units. - Donna Wonsower, Planner

21. FPL-2025-0002: Final Plat (2610 E. LIVINGSTON LN/THE LIVINGSTON, 254):

Submitted by JORGENSEN & ASSOCIATES for property located at 2610 E. LIVINGSTON LN. The property is zoned NC, NEIGHBORHOOD CONSERVATION and contains approximately 7.85 acres. The request is for the final plat of 55 residential lots. - Donna Wonsower, Planner

Agenda Session Items

Announcements

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, 03/24/2025					
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 (03/10/2025)	2) VAR-2025-0005 (CHICK-FIL-A & SONIC)	3) VAR-2025-0014 (ARKHOLA LLC)	5) PPL-2025-0002 (MISSION HEIGHTS)	6) CCP-2025-0003 (RIVERSIDE VILLAGE PH 2.3)	7) LSD-2025-0001 (WALKER PARK)
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	1	1
Payne	0						
Castin	1	1	1	1	1	1	1
Gulley	1	1	1	1	1	1	1
Agenda		Consent	Consent	Consent	Consent	Consent	Consent
Action		Approve	Approve	Approve	Approve	Approve	Approve
Motion By		Werner	Werner	Werner	Werner	Werner	Werner
Motion 2nd		Cabe	Cabe	Cabe	Cabe	Cabe	Cabe
Vote		8-0-0	8-0-0	8-0-0	8-0-0	8-0-0	8-0-0
Time		5:31 PM	5:31 PM	5:31 PM	5:31 PM	5:31 PM	5:31 PM
Motion Detail							
Public Comment		0	0	0	0	0	0

(pg. 2) Planning Commission				Monday, 03/24/2025				
	4) VAR-2025-0015 (SIEMEK & BATES)	LSD-2024-0027 (OAK BAILEY CLUSTER DEVELOPMENT)		8) VAC-2025-0005 (KERR INVESTMENT COMPANY)	9) LSD-2024-0038 (TRINITAS VENTURES)	10) PZD-2025-0001 (HASKELL COMMONS)		11) CUP-2025-0009 (ST JAMES MISSIONARY BAPTIST CHURCH)
Cabe	1	1	1	1	0	Recuse	Recuse	1
Werner	1	1	1	1	1	1	0	1
Garlock	1	1	1	1	1	0	0	1
Madden	1	1	1	1	1	0	0	1
McGetrick	1	1	1	1	1	1	0	1
Brink	1	1	1	1	1	1	0	1
Payne								
Castin	1	1	1	1	1	1	0	1
Gulley	1	1	1	1	1	0	0	1
Agenda	Consent/ <u>New</u>	Old		Old	Old	Old		New
Action	Approve	Reconsider	Approve	Table	Table	Reconsider	Forward	Approve
Motion By	Werner	Werner	Werner	Castin	Garlock	Garlock	Gulley	Garlock
Motion 2nd	Cabe	Cabe	Garlock	Gulley	Werner	Gulley	Werner	Werner
Vote	8-0-0	8-0-0	8-0-0	8-0-0	7-1-0	4-3-1	0-7-1	8-0-0
Time	5:35 PM	5:39 PM		5:41 PM	5:45 PM	6:46 PM		6:57 PM
Motion Detail	With the change of square footage from 1,250 to 1,450.	Motion to reconsider condition requiring off-site sidewalk.	Motion to amend condition to require completion of off-site sidewalk at the time of building permit final inspection.	Until the April 14, 2025 Planning Commission meeting.	Indefinitely	Passed	With a recommendation of approval and with all conditions as recommended by staff.	With a modification of 13,500 square feet.
Public Comment	0	0		0	0	5		0

(pg. 3) Planning Commission				Monday, 03/24/2025		
	12) ADM-2025-0012 (D FAMILY INVESTMENTS)	13) VAR-2025-0012 (THOMPSON)	14) VAR-2025-0013 (ROUSE)	15) VAR-2025-0016 (KESSLER CREEK LLC)	16) LSD-2025-0002 (CJC DEVELOPMENT)	17) VAC-2025-0007 (AWBG LLC)
Cabe	1	1	1	0	1	1
Werner	1	1	1	0	1	0
Garlock	1	1	1	0	1	0
Madden	1	1	1	0	1	1
McGetrick	1	1	1	0	1	1
Brink	1	1	1	1	1	1
Payne						
Castin	1	1	1	1	1	1
Gulley	1	1	1	0	1	0
Agenda	New	New	New	New	New	New
Action	Approve	Approve	Approve	Forward	Approve	Table
Motion By	Castin	Garlock	Werner	Werner	Werner	Garlock
Motion 2nd	Cabe	Cabe	Garlock	Garlock	Gulley	Castin
Vote	8-0-0	8-0-0	8-0-0	2-6-0	8-0-0	5-3-0
Time	7:01 PM	7:08 PM	7:15 PM	7:30 PM	7:47 PM	8:12 PM
Motion Detail	With all conditions as recommended by staff.	With all conditions as recommended by staff.	With all conditions as recommended by staff.	With a recommendation of approval and with all conditions as recommended by staff.	With all conditions as revommended by staff.	Until the April 28, 2025 Planning Commission meeting.
Public Comment	0	0	0	0	4	2

(pg. 4) Planning Commission				Monday, 03/24/2025		
	18) CUP-2025-0013 (HOLT SUBDIVISION)	19) CUP-2025-0012 (RAINER)	20) CUP-2025-0014 (ELLISON)	21) RZN-2025-0010 (WG LAND COMPANY LTD PARTNERSHIP)	22) RZN-2025-0006 (SMITH)	23) RZN-2025-0007 (BWB WILLOW LLC)
Cabe	1	1	0	1	1	1
Werner	1	1	0	1	1	1
Garlock	1	1	0	1	1	1
Madden	1	1	0	1	1	1
McGetrick	Recuse		0	1	1	1
Brink	1	1	0	1	1	Recuse
Payne						
Castin	1	1	0	1	1	1
Gulley	1	1	0	1	1	1
Agenda	New	New	New	New	New	New
Action	Approve	Approve	Approve	Forward	Forward	Forward
Motion By	Werner	Garlock	Gulley	Werner	Werner	Werner
Motion 2nd	Garlock	Cabe	Werner	McGetrick	Cabe	Madden
Vote	7-0-1	7-0-0	0-8-0	8-0-0	8-0-0	7-0-1
Time	8:16 PM	8:25 PM	8:25 PM	8:34 PM	8:40 PM	8:47 PM
Motion Detail	With all conditions as recommended by staff.	With all conditions as recommended by staff.	With all conditions as recommended by staff.	With a recommendation of approval.	With a recommendation of approval.	With a recommendation of approval.
Public Comment	0	0	0	0	0	0

(pg. 5) Planning Commission			Monday, 03/24/2025			
	24) RZN-2025-0008 (BRICENO & YOUNGBLOOD)	25) RZN-2025-0009 (CUNNINGS ARKANSAS)				
Cabe	1	1				
Werner	1	1				
Garlock	1	0				
Madden	1	1				
McGetrick	1	1				
Brink	1	1				
Payne						
Castin	1	1				
Gulley	1	1				
Agenda	New	New				
Action	Forward	Forward				
Motion By	Werner	Castin				
Motion 2nd	Cabe	Cabe				
Vote	8-0-0	7-1-0				
Time	8:54 PM	9:00 PM				
Motion Detail	With a recommendation of approval.	With a recommendation of approval.				
Public Comment	1	0				



TO: Fayetteville Planning Commission

FROM: Jessie Masters, Development Review Manager

MEETING DATE: April 14, 2025

SUBJECT: **ADM-2025-0019: Administrative Item (PLANNING COMMISSION RULES OF ORDER AND PROCEDURE):** Submitted by City Staff. The request is to amend the Planning Commission Rules of Order and Procedure to remove reference to Subdivision Committee.

MOTION FOR APPROVAL:

"I move to approve **ADM-2025-0019.**"

BACKGROUND:

On January 21, 2025, the City Council approved a series of ordinance changes to remove reference to and eliminate the need for the Fayetteville Planning Commission Subdivision Committee. The ordinance (Ord. 6833) modified several portions of code, including §33.111, §33.270, §157.02, §166.01, §166.02, §166.04, and §167.04. The item originated in the Long-Range Planning Committee in the fall of 2024 and was recommended for approval by the Planning Commission on December 9, 2024.

The ordinance became effective in February 2025, and the final Subdivision Committee meeting took place on February 13, 2025. The Planning Commission by-laws currently establish a list of rules of order and procedure for the Subdivision Committee which are no longer relevant; this by-laws amendment will eliminate reference to those requirements.

PLANNING COMMISSION ACTION:	Required	<u>YES</u>	
Date: <u>April 14, 2025</u>	☐ Tabled	☐ Approved	☐ Denied
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:

None

Attachments:

- Amended Planning Commission Rules of Order and Procedure Section E.3. – Strikethrough
- Amended Planning Commission Rules of Order and Procedure Section E.3 – Clean

**RULES OF ORDER AND PROCEDURE
OF THE FAYETTEVILLE PLANNING COMMISSION**

A. PLANNING COMMISSION MEETINGS

1. Regular Meetings

The Planning Commission shall meet in regular session on the second and fourth Monday of each month at 5:30 P.M. except for December when there shall not be a second meeting. When a holiday occurs on any such Monday, the regular meeting shall be held on the following Tuesday at the same hour unless otherwise provided for by motion. The regular meeting time may be rescheduled by the Planning Commission in special circumstances, but when so done the change must be made far enough in advance to allow normal public notification.

2. Location

The place of Planning Commission meetings shall be in the Council Chambers (Room 219) in the City Hall unless another place has been previously set by the Planning Commission.

3. Special Meetings

Special meetings may be called by three or more members of the Planning Commission or by the Chair. Notification of a special meeting, including specific items to be considered, should be at least four days prior to the meeting, but under extraordinary circumstances may be called as soon as legally permissible pursuant to the Freedom of Information Act and any other legal notice requirements. Such notification shall be by personal service to each commissioner or by telephone, specifying time and place of meeting. The public shall be notified as soon as possible.

4. Virtual Planning Commission Meetings Authorized

After proper notice has been provided to the public, Planning Commissioners are authorized to assemble, gather, meet, and conduct open public meetings (including speaking, voting and approving or making recommendations regarding development applications) through appropriate electronic means which ensure the public's right to attend by being able to listen to the proceedings and discussions. These open public meetings include Planning Commission meetings and agenda sessions as well as Planning Commission Committee meetings.

5. Quorum

A majority of the Planning Commission (five commissioners of the nine authorized for appointment) shall be necessary to constitute a quorum to do business at a Planning Commission meeting. The concurring vote of a majority of those attending a meeting shall be sufficient to pass all motions except for Amendments to the Master Street Plan, Conditional Uses and any changes or revocation thereof, and Amendments to these Rules, which all require five affirmative votes to pass.

6. Public Notification

The City will go further than legally required in order to inform citizens of the items to be considered by the Planning Commission. The means used may include press releases or advertisements in a local newspaper, special notice to citizens who have shown a direct interest in matters to be considered, Government Channel announcements and presentation, and agenda copies available at Planning Commission meetings

7. Presentation of Agenda Items at Planning Commission Meetings

a. Consent Agenda. Consent Agenda items shall be read by the Chair and voted upon as a group without discussion by the Planning Commission. If a Planning Commission Member wishes to comment upon or discuss a Consent Agenda item, that item shall be removed and considered immediately after the Consent Agenda has been voted upon.

b. Unfinished Business and New Business.

(1) Presentations by Staff and Applicants. Agenda items at a Planning Commission meeting shall be introduced by the Chair. City staff shall then present a report. An agenda applicant (person seeking vacation or variance, rezoning or development applicant, etc.) may present their proposal only during this presentation period. City staff and applicants may use electronic visual aids in the Planning Commission meeting as part of the presentation of the agenda item. An Applicant's presentation whether presented by one or more than one presenter shall each be limited to a maximum of ten (10) minutes unless the Planning Commission by unanimous consent or majority vote allows additional time. Planning Commissioners may ask questions of staff or the applicant after their presentations and during the Planning Commission discussion following the public comment period.

(2) Public Comments. Public comment at a Planning Commission meeting shall be allowed for all members of the audience on all items of unfinished and new business and subjects of public hearings. Speakers shall be limited to a maximum of (3) three minutes so that all other citizens desiring to speak on that agenda item or a later item will not be unnecessarily inconvenienced. By

a majority vote of the Planning Commission Members present and voting, this time limitation may be altered for a specific agenda item.

A simple majority of the Planning Commission Members, present and voting, may authorize a representative of a Fayetteville citizens' group opposing the development, rezoning or other matter to present an electronic visual aid not to exceed five minutes, but no other electronic visual aid presentations will be allowed. However, the public may submit photos, petitions, etc. to be distributed to the Planning Commission.

Any member of the public desiring to speak shall first state his or her name and address, followed by a concise statement of the person's position on the question under discussion. Repetitive comments should be avoided; this applies to comments made previously in earlier Planning Commission meetings. All remarks shall be addressed to the Chair or the Planning Commission as a whole and not to any particular member of the Planning Commission. No person other than the Planning Commission Member and the person having the floor shall be permitted to enter into any discussions without permission of the Chair. No questions shall be directed to a Planning Commission Member or city staff member except through the Chair.

- c. **Courtesy and Respect.** All members of the public, all city staff and all Planning Commissioners shall accord the utmost courtesy and respect to each other at all times. All shall refrain from rude or derogatory remarks, reflections as to integrity, abusive comments and statements about motives or personalities. Citizens, city staff and Planning Commissioners shall confine their questions and comments to the particular agenda matter and issue before the Planning Commission at that time. Any member of the public who violates these standards or rules shall be ruled out of order by the Chair and must immediately cease speaking. The Chair may order that the speaker must immediately leave the podium or that the speaker may continue after promising to obey all the standards and rules in all further comments and questions.

8. Cell Phones.

Cell phones must be turned off or put in silent mode during Planning Commission meetings. These restrictions also apply during Agenda Sessions.

9. Minutes

Meetings of the Planning Commission and its Committees shall be audio and video recorded. In conjunction with documentation of attendance, motions, seconds, and votes, recordings shall serve as the official meeting record and minutes.

B. DUTIES AND PRIVILEGES OF PLANNING COMMISSIONERS AT PLANNING COMMISSION MEETINGS

1. Seating

Members shall occupy the respective seats in the Council Chambers assigned by city staff. The chair shall be seated near the center of the Council table.

2. Conduct

During Planning Commission meetings, commissioners shall preserve order and decorum and shall neither by conversation or otherwise delay or interrupt the proceedings. Neither shall they refuse to obey the orders of the Chair nor these Rules.

Every member of the Planning Commission desiring to speak shall address the Chair and, upon recognition by the Chair, shall confine herself or himself to the question under debate and shall avoid all personalities and indecorous language. A commissioner once recognized shall not be interrupted while speaking unless called to order by the Chair, unless a point of order is raised by another commissioner or unless the commissioner chooses to yield to questions from another commissioner.

If a commissioner is called to order while he or she is speaking, the commissioner shall cease speaking immediately until the question of order is determined. If ruled to be not in order, the commissioner shall remain silent or shall alter his or her remark so as to comply with those rules.

3. Financial Interest

No member of the Planning Commission with a direct or indirect financial interest in any items before the Planning Commission shall participate in the discussion of or voting on such matter.

4. Voting

Every member present when a question is put to a vote shall vote either "yes" or "no", except that a member may abstain from voting if he or she has not participated in the preceding discussion of the question and if that member has previously stated the reason for the abstention. Except for a question necessary to clarify the meaning of the motion being voted upon, no questions or comments by members of the Planning Commission including the Chair shall be made during the voting on the pending motion. The Planning Commission will vote at the Planning Commission meetings in the order they are called, but with a progressively different position voting first at each meeting.

5. Roll Call

Upon every vote the affirmative and negative votes shall be called and shall be recorded on every motion, however, items which may be approved by motion, may be grouped together and approved simultaneously with one roll call, under a Consent Agenda.

C. PROCEDURES AND PARLIAMENTARY RULES

1. Agenda

All items for discussion or action at the regular Planning Commission meeting shall be included in a Tentative Agenda provided to Planning Commission prior to an Agenda Session where the Planning Commission shall determine the final arrangement of the Agenda. At the regular meeting of the Planning Commission, the Planning Commission, by majority vote, may rearrange the order of the Agenda.

2. Precedence of Motions

The Planning Commission shall follow the precedence and classification of motions as given in the most recent edition of the Arkansas Municipal League's *Procedural Rules for Arkansas Municipal Officials*. In the event a matter is not covered by the *Procedural Rules for Arkansas Municipal Officials*, the most recent edition of *Robert's Rules of Order* shall apply. On questions of appeal, a majority of those present is required to overturn a ruling by the chair.

3. Motions to be Stated by the Chair/Withdrawal

When a motion is made and seconded, it shall be stated by the Chair before debate. After being stated by the Chair, a motion may not be withdrawn by the mover without the consent of the member seconding it.

4. Reconsideration

After the decision of any question, any member of the prevailing side may request a reconsideration of any action at the same or the next succeeding meeting. A motion to reconsider requires a simple majority for passage. After a motion for reconsideration has once been acted on, no other motion for reconsideration thereof shall be made without unanimous consent.

5. Items Tabled Indefinitely

Any item tabled indefinitely may be taken from the table by majority vote of the Planning Commission during the calendar year in which it was tabled indefinitely. All items tabled

indefinitely and remaining on the table at the end of the calendar year shall be deemed denied and rejected for appellate and all other purposes on December 31st and shall not be considered by the Planning Commission in the future unless brought forward as a new item.

D. OFFICERS

1. Nominations and Elections

The Chair shall appoint three (3) members from the Planning Commission to serve as a nominating committee for the positions of Chair, Vice-chair and Secretary. The nominating committee shall present its slate to the Planning Commission who shall elect the Chair, Vice-chair and Secretary annually no later than the first regular meeting in the month of April. An officer of the Planning Commission may serve in any one position for no more than two consecutive terms.

2. Powers of the Chair

The Chair shall preside at all meetings and public hearings of the Planning Commission and shall decide all points of order or procedure. All plans, plats, etc., requiring the signature of the Planning Commission shall be signed by the Chair, Vice-chair or the Secretary; when authorized by the Planning Commission. These officers or any of them shall sign all other documents on behalf of the Commission.

3. Vice-Chair

The Vice-chair shall assume the duties of the Chair in the Chair's absence. In the event of the absence or disability of both the Chair and Vice-chair at any meeting, the Secretary shall assume the duties of the Chair. The longest serving commissioner shall act as Chair if no officer is present during such meeting. Should any unusual circumstance prevent the election of officers at the regular annual meeting, officers shall serve until their successors are elected.

4. Removal from Office

An Officer may be removed from their position with a two-thirds affirmative vote of all currently appointed Planning Commission members. A motion to remove an officer may be made at any regularly scheduled Commission meeting or Special Session of the Planning Commission and need not be placed on the agenda prior to the meeting. The vote shall be taken in the same manner as described in Section B.4.

5. Replacement of Officers

The Commission may fill a permanent Officer vacancy as soon as the next regularly scheduled Commission meeting or Special Session. An Officer vacancy may be filled with a majority affirmative vote of all commissioners present.

E. COMMITTEES

1. Special Committees

The Planning Commission may establish such standing, special or advisory committees as it deems advisable, and may assign to each committee specific duties or functions and establish the terms of members of each such committee. Members of such committees may be persons other than members of the Planning Commission, but a member of the Planning Commission shall be named as chair, either active or ex-officio, of each such committee.

2. Appointments by Chair

The Chair of the Planning Commission shall name the chair and members of each such committee subject to approval of the Planning Commission and any vacancies on such committee shall be filled in the same manner.

~~3. Subdivision Committee~~

~~A Subdivision Committee consisting of at least three Planning Commissioners shall serve as a standing committee that reviews development items after Technical Plat Review and makes recommendations to the Planning Commission. The Chair shall designate three (3) teams of three (3) Planning Commissioners to alternate as Subdivision Committee members, along with a chair of each Subdivision Committee. All members of the Planning Commission shall be eligible as alternates who shall sit with full voting rights in lieu of a regular member or members who are absent from the meeting. The Chair shall designate the order of alternates.~~

- ~~a. The Subdivision Committee shall approve, disapprove, refer back to the developer for more information, or refer to the Planning Commission development items.~~
- ~~b. A unanimous vote of the Subdivision Committee is required for final approval of a Large Scale Development. An applicant has the right to have a rehearing before the full Planning Commission.~~
- ~~c. No development item can receive final approval at Subdivision Committee level if waivers or variances are being sought. Any development with a waiver or variance request must be forwarded to the Planning Commission. All preliminary plats shall be referred to the Planning Commission for action.~~
- ~~d. In order to conduct the business of the Subdivision Committee, at least one (1) member shall be present. No item may be approved, however, unless at least two members present vote in favor of the request. Should two or more members of the committee abstain from an item or be absent, the item shall be forwarded for consideration by the Planning Commission. Should two members of the Subdivision Committee not agree on the recommended action for an item, the item shall be automatically forwarded to the full Planning Commission for consideration.~~

4.3. Long Range Planning Committee

A Long Range Planning Committee consisting of all nine Planning Commissioners shall be a standing committee of the Fayetteville Planning Commission. The Chair of the Planning Commission shall designate a chair of the Long Range Planning Committee. All members of the Planning Commission shall have full voting rights.

- a. The Long Range Planning Committee may review master plans and amendments, Unified Development Code amendments, and planning project items as well as planning and development initiatives and make recommendations to the Planning Commission.
- b. The Long Range Planning Committee shall meet after the second agenda session of each month, or at such other times designated by the Chair of the Long Range Planning Committee provided sufficient time is available to meet public notification requirements.
- c. In order to conduct the business of the Long Range Planning Committee, at least three (3) members shall be present. No motion to recommend an item may be approved, however, unless a simple majority of Commissioners present vote in favor of making a recommendation to the Planning Commission.
- d. Items may be placed on the Long Range Planning Committee agenda by the Chair, by any of the Commissioners, or by Staff. Requests for agenda additions must be made with sufficient time to meet public notification requirements.
- e. Items recommended to the Planning Commission for consideration may include, but are not limited to, proposed new master plans or amendments to existing master plans, proposed amendments to the Unified Development Code, proposed City-initiated rezonings, or other administrative items. The recommendations on such items may be for approval, disapproval, or recommendation of approval with revisions. Motions to make a recommendation on items do not require a roll call vote, but a roll call vote may be taken at the request of any Commissioner.
- f. The Long Range Planning Committee may seek consultation on general issues or specific initiatives. Consulted parties may have knowledge or experience including but not limited to former Planning Commissioners, planning professionals, architects, engineers, and other design professionals or persons knowledgeable on the topic being considered.

F. AMENDMENTS

These Rules of Order and Procedure may be amended or repealed by an affirmative vote of not less than a majority of the full membership of the Planning Commission. Any proposed amendment shall first be presented in writing at a regular meeting and placed on the agenda of a subsequent regular meeting for action unless ten (10) days' written notice of the proposal has been given to all Commissioners, in which case action may be taken at any regular or called meeting. However, an amendment may be made without notice if passed by a unanimous vote.

Revised and adopted by the Planning Commission of the City of Fayetteville, Arkansas, on the ~~12th day of August, 2024~~ 14th day of April, 2025.

Formatted: Superscript

APPROVED:

ATTEST:

Andrew Brink
Chair

~~Mary McGetrick~~ Jimm Garlock
Secretary

**RULES OF ORDER AND PROCEDURE
OF THE FAYETTEVILLE PLANNING COMMISSION**

A. PLANNING COMMISSION MEETINGS

1. Regular Meetings

The Planning Commission shall meet in regular session on the second and fourth Monday of each month at 5:30 P.M. except for December when there shall not be a second meeting. When a holiday occurs on any such Monday, the regular meeting shall be held on the following Tuesday at the same hour unless otherwise provided for by motion. The regular meeting time may be rescheduled by the Planning Commission in special circumstances, but when so done the change must be made far enough in advance to allow normal public notification.

2. Location

The place of Planning Commission meetings shall be in the Council Chambers (Room 219) in the City Hall unless another place has been previously set by the Planning Commission.

3. Special Meetings

Special meetings may be called by three or more members of the Planning Commission or by the Chair. Notification of a special meeting, including specific items to be considered, should be at least four days prior to the meeting, but under extraordinary circumstances may be called as soon as legally permissible pursuant to the Freedom of Information Act and any other legal notice requirements. Such notification shall be by personal service to each commissioner or by telephone, specifying time and place of meeting. The public shall be notified as soon as possible.

4. Virtual Planning Commission Meetings Authorized

After proper notice has been provided to the public, Planning Commissioners are authorized to assemble, gather, meet, and conduct open public meetings (including speaking, voting and approving or making recommendations regarding development applications) through appropriate electronic means which ensure the public's right to attend by being able to listen to the proceedings and discussions. These open public meetings include Planning Commission meetings and agenda sessions as well as Planning Commission Committee meetings.

5. Quorum

A majority of the Planning Commission (five commissioners of the nine authorized for appointment) shall be necessary to constitute a quorum to do business at a Planning Commission meeting. The concurring vote of a majority of those attending a meeting shall be sufficient to pass all motions except for Amendments to the Master Street Plan, Conditional Uses and any changes or revocation thereof, and Amendments to these Rules, which all require five affirmative votes to pass.

6. Public Notification

The City will go further than legally required in order to inform citizens of the items to be considered by the Planning Commission. The means used may include press releases or advertisements in a local newspaper, special notice to citizens who have shown a direct interest in matters to be considered, Government Channel announcements and presentation, and agenda copies available at Planning Commission meetings

7. Presentation of Agenda Items at Planning Commission Meetings

a. **Consent Agenda.** Consent Agenda items shall be read by the Chair and voted upon as a group without discussion by the Planning Commission. If a Planning Commission Member wishes to comment upon or discuss a Consent Agenda item, that item shall be removed and considered immediately after the Consent Agenda has been voted upon.

b. Unfinished Business and New Business.

(1) **Presentations by Staff and Applicants.** Agenda items at a Planning Commission meeting shall be introduced by the Chair. City staff shall then present a report. An agenda applicant (person seeking vacation or variance, rezoning or development applicant, etc.) may present their proposal only during this presentation period. City staff and applicants may use electronic visual aids in the Planning Commission meeting as part of the presentation of the agenda item. An Applicant's presentation whether presented by one or more than one presenter shall each be limited to a maximum of ten (10) minutes unless the Planning Commission by unanimous consent or majority vote allows additional time. Planning Commissioners may ask questions of staff or the applicant after their presentations and during the Planning Commission discussion following the public comment period.

(2) **Public Comments.** Public comment at a Planning Commission meeting shall be allowed for all members of the audience on all items of unfinished and new business and subjects of public hearings. Speakers shall be limited to a maximum of (3) three minutes so that all other citizens desiring to speak on that agenda item or a later item will not be unnecessarily inconvenienced. By

a majority vote of the Planning Commission Members present and voting, this time limitation may be altered for a specific agenda item.

A simple majority of the Planning Commission Members, present and voting, may authorize a representative of a Fayetteville citizens' group opposing the development, rezoning or other matter to present an electronic visual aid not to exceed five minutes, but no other electronic visual aid presentations will be allowed. However, the public may submit photos, petitions, etc. to be distributed to the Planning Commission.

Any member of the public desiring to speak shall first state his or her name and address, followed by a concise statement of the person's position on the question under discussion. Repetitive comments should be avoided; this applies to comments made previously in earlier Planning Commission meetings. All remarks shall be addressed to the Chair or the Planning Commission as a whole and not to any particular member of the Planning Commission. No person other than the Planning Commission Member and the person having the floor shall be permitted to enter into any discussions without permission of the Chair. No questions shall be directed to a Planning Commission Member or city staff member except through the Chair.

- c. **Courtesy and Respect.** All members of the public, all city staff and all Planning Commissioners shall accord the utmost courtesy and respect to each other at all times. All shall refrain from rude or derogatory remarks, reflections as to integrity, abusive comments and statements about motives or personalities. Citizens, city staff and Planning Commissioners shall confine their questions and comments to the particular agenda matter and issue before the Planning Commission at that time. Any member of the public who violates these standards or rules shall be ruled out of order by the Chair and must immediately cease speaking. The Chair may order that the speaker must immediately leave the podium or that the speaker may continue after promising to obey all the standards and rules in all further comments and questions.

8. Cell Phones.

Cell phones must be turned off or put in silent mode during Planning Commission meetings. These restrictions also apply during Agenda Sessions.

9. Minutes

Meetings of the Planning Commission and its Committees shall be audio and video recorded. In conjunction with documentation of attendance, motions, seconds, and votes, recordings shall serve as the official meeting record and minutes.

B. DUTIES AND PRIVILEGES OF PLANNING COMMISSIONERS AT PLANNING COMMISSION MEETINGS

1. Seating

Members shall occupy the respective seats in the Council Chambers assigned by city staff. The chair shall be seated near the center of the Council table.

2. Conduct

During Planning Commission meetings, commissioners shall preserve order and decorum and shall neither by conversation or otherwise delay or interrupt the proceedings. Neither shall they refuse to obey the orders of the Chair nor these Rules.

Every member of the Planning Commission desiring to speak shall address the Chair and, upon recognition by the Chair, shall confine herself or himself to the question under debate and shall avoid all personalities and indecorous language. A commissioner once recognized shall not be interrupted while speaking unless called to order by the Chair, unless a point of order is raised by another commissioner or unless the commissioner chooses to yield to questions from another commissioner.

If a commissioner is called to order while he or she is speaking, the commissioner shall cease speaking immediately until the question of order is determined. If ruled to be not in order, the commissioner shall remain silent or shall alter his or her remark so as to comply with those rules.

3. Financial Interest

No member of the Planning Commission with a direct or indirect financial interest in any items before the Planning Commission shall participate in the discussion of or voting on such matter.

4. Voting

Every member present when a question is put to a vote shall vote either "yes" or "no", except that a member may abstain from voting if he or she has not participated in the preceding discussion of the question and if that member has previously stated the reason for the abstention. Except for a question necessary to clarify the meaning of the motion being voted upon, no questions or comments by members of the Planning Commission including the Chair shall be made during the voting on the pending motion. The Planning Commission will vote at the Planning Commission meetings in the order they are called, but with a progressively different position voting first at each meeting.

5. Roll Call

Upon every vote the affirmative and negative votes shall be called and shall be recorded on every motion, however, items which may be approved by motion, may be grouped together and approved simultaneously with one roll call, under a Consent Agenda.

C. PROCEDURES AND PARLIAMENTARY RULES

1. Agenda

All items for discussion or action at the regular Planning Commission meeting shall be included in a Tentative Agenda provided to Planning Commission prior to an Agenda Session where the Planning Commission shall determine the final arrangement of the Agenda. At the regular meeting of the Planning Commission, the Planning Commission, by majority vote, may rearrange the order of the Agenda.

2. Precedence of Motions

The Planning Commission shall follow the precedence and classification of motions as given in the most recent edition of the Arkansas Municipal League's *Procedural Rules for Arkansas Municipal Officials*. In the event a matter is not covered by the *Procedural Rules for Arkansas Municipal Officials*, the most recent edition of Robert's Rules of Order shall apply. On questions of appeal, a majority of those present is required to overturn a ruling by the chair.

3. Motions to be Stated by the Chair/Withdrawal

When a motion is made and seconded, it shall be stated by the Chair before debate. After being stated by the Chair, a motion may not be withdrawn by the mover without the consent of the member seconding it.

4. Reconsideration

After the decision of any question, any member of the prevailing side may request a reconsideration of any action at the same or the next succeeding meeting. A motion to reconsider requires a simple majority for passage. After a motion for reconsideration has once been acted on, no other motion for reconsideration thereof shall be made without unanimous consent.

5. Items Tabled Indefinitely

Any item tabled indefinitely may be taken from the table by majority vote of the Planning Commission during the calendar year in which it was tabled indefinitely. All items tabled

indefinitely and remaining on the table at the end of the calendar year shall be deemed denied and rejected for appellate and all other purposes on December 31st and shall not be considered by the Planning Commission in the future unless brought forward as a new item.

D. OFFICERS

1. Nominations and Elections

The Chair shall appoint three (3) members from the Planning Commission to serve as a nominating committee for the positions of Chair, Vice-chair and Secretary. The nominating committee shall present its slate to the Planning Commission who shall elect the Chair, Vice-chair and Secretary annually no later than the first regular meeting in the month of April. An officer of the Planning Commission may serve in any one position for no more than two consecutive terms.

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- d. Items may be placed on the Long Range Planning Committee agenda by the Chair, by any of the Commissioners, or by Staff. Requests for agenda additions must be made with sufficient time to meet public notification requirements.
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- f. The Long Range Planning Committee may seek consultation on general issues or specific initiatives. Consulted parties may have knowledge or experience including

but not limited to former Planning Commissioners, planning professionals, architects, engineers, and other design professionals or persons knowledgeable on the topic being considered.

F. AMENDMENTS

These Rules of Order and Procedure may be amended or repealed by an affirmative vote of not less than a majority of the full membership of the Planning Commission. Any proposed amendment shall first be presented in writing at a regular meeting and placed on the agenda of a subsequent regular meeting for action unless ten (10) days’ written notice of the proposal has been given to all Commissioners, in which case action may be taken at any regular or called meeting. However, an amendment may be made without notice if passed by a unanimous vote.

Revised and adopted by the Planning Commission of the City of Fayetteville, Arkansas, on the 14th day of April, 2025.

APPROVED:

ATTEST:

Andrew Brink
Chair

Jimm Garlock
Secretary



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Gretchen Harrison, Senior Planner

MEETING DATE: April 14, 2025

SUBJECT: **ADM-2025-0021: Administrative Item (3333 W. DINSMORE TRL./GARDEN DAY GETAWAY, 518):** Submitted by DALE NEWBERRY for property located at 3333 W. DINSMORE TRL. The property is zoned R-A, RESIDENTIAL-AGRICULTURAL and contains approximately 2.97 acres. The request is to extend a conditional use permit.

RECOMMENDATION:

Staff recommends approval of **ADM-2025-0021** with conditions.

RECOMMENDED MOTION:

*"I move to approve **ADM-2025-0021** with conditions as recommended by staff."*

BACKGROUND:

The subject property is located at the end of Dinsmore Trail, just west of Centennial Park in west Fayetteville. The property is zoned R-A, Residential-Agricultural, and is currently developed with a single-family dwelling and associated outbuildings. Slopes in excess of 15% are present on site and the property is located entirely within the Hillside-Hilltop Overlay District. In March 2023, the Planning Commission approved a conditional use permit to allow for the operation of a nature retreat for seniors on the subject property (CUP-2023-0021). Surrounding land use and zoning is depicted in *Table 1*.

Table 1:
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Wireless Facility	R-A, Residential-Agricultural
South	Undeveloped	R-A, Residential-Agricultural
East	Centennial Park	P-1, Institutional
West	Undeveloped	R-A, Residential-Agricultural

Request: The applicant requests a one-year extension to CUP-2023-0021. The conditional use permit originally received its approval on March 27, 2023 and a one-year extension is being requested from the Planning Commission in line with UDC §166.20(B)(3). Should this request be approved, the project's approval would be extended to March 27, 2026.

Public Comment: Staff has received no public comment regarding this request.

DISCUSSION:

Staff supports the applicant's request to extend their conditional use permit until March 27, 2026. The request was submitted by March 27, 2025, which was the deadline to apply for a one-year extension from the Planning Commission. Earlier this year, the applicant contacted city staff to

inquire about whether any additional reviews or approvals were needed for their business, Garden Day Getaway. At that time, they were unaware of the requirement to obtain a business license within one year of the conditional use permit's original approval, which expired in March 2024. Since then, the applicant has applied for a city business license and is now seeking an extension of their conditional use permit to allow for its issuance, since the permit must be active for the business license to be granted. Staff finds that the applicant has made a good faith effort to comply with city requirements and therefore recommends approval of this extension.

RECOMMENDATION: Staff recommends approval of **ADM-2025-0021** with the following conditions.

Conditions of Approval:

1. A one-year extension for CUP-2023-0021 will expire on March 27, 2026;
2. All other conditions of the associated conditional use permit (CUP-2023-0021) not affected by this extension shall remain in effect; and
3. Approval of this extension does not represent approval of the associated business license.

PLANNING COMMISSION ACTION:			
Required	<u>YES</u>		
Date: <u>April 14, 2025</u>	☐ Tabled	☐ Approved	☐ Denied
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- CUP-2023-0021 Conditions of Approval
- Applicant Request Letter
- One Mile Map
- Close-up Map
- Current Land Use Map

CUP-2023-0021 Conditions of Approval:

1. **Planning Commission determination of compatibility.** *Staff finds the proposed use to be compatible with surrounding properties for the reasons outlined in this report;*
2. This conditional use permit is limited to the use as described in the applicant's request letter. This conditional use permit is non-transferrable to a different business or property owner. The following specifications apply:
 - Size of the business: *1 portable tent/pavilion structure (500-710 sq. ft.)*
 - Number of employees: *None, excluding maintenance staff*
 - Hours of operation: *8:00 a.m. – 5:00 p.m.; seven days per week*
 - Parking: *1 per 4 occupants (Recreational Uses)*
3. Approval of the conditional use permit does not grant development entitlement for site improvements. Improvements shall be considered for compliance with applicable zoning and development standards as required by the Unified Development Code;
4. Trash containers and structures shall be screened so that they are not visible from the public right-of-way or adjacent residential properties;
5. All site improvements shall comply with the Americans with Disabilities Act, as applicable, and;
6. Any future expansion or change in the use shall require Planning Commission approval.

March 27, 2025

City of Fayetteville
125 W. Mountain St.
Fayetteville, AR

Subject: Garden Day Getaway
One-year extension of CUP-2023-0021

To Whom It May Concern,

Garden Day Getaway would like to extend their Conditional Use Permit (CUP-2023-0021) which allowed them to have a nature retreat for seniors (Use Unit 4: Cultural and Recreational Facilities) in R-A zoning. The owner was not aware that they were required to get a business license within the CUP's approval period, so the CUP expired one year after its original approval date on March 27, 2024. I am now requesting a one-year extension from the Planning Commission, in line with UDC 166.20(B)(3), to extend the permit's approval for one additional year to March 27, 2026, to give Garden Day Getaway time to obtain a city business license.

A city business license (BLC-0134-2025) was applied for on March 6, 2025, and is currently under review by city staff.

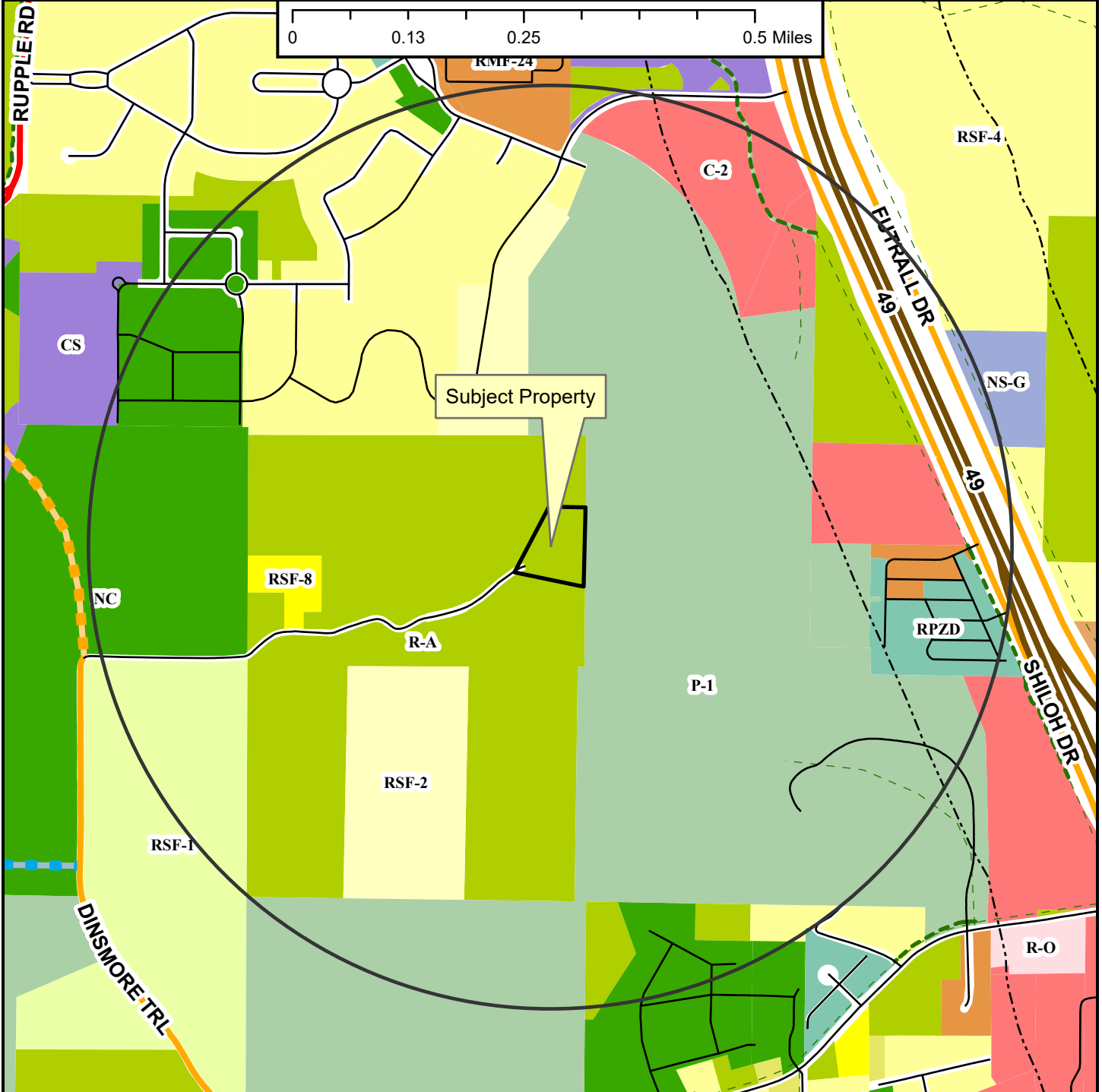
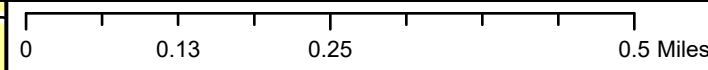
Sincerely,

Dale Newberry

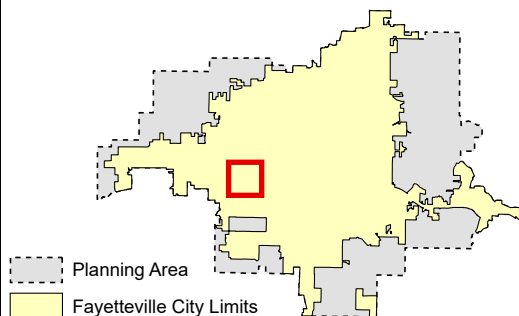
ADM-2025-0021

3333 W. DINSMORE TRL

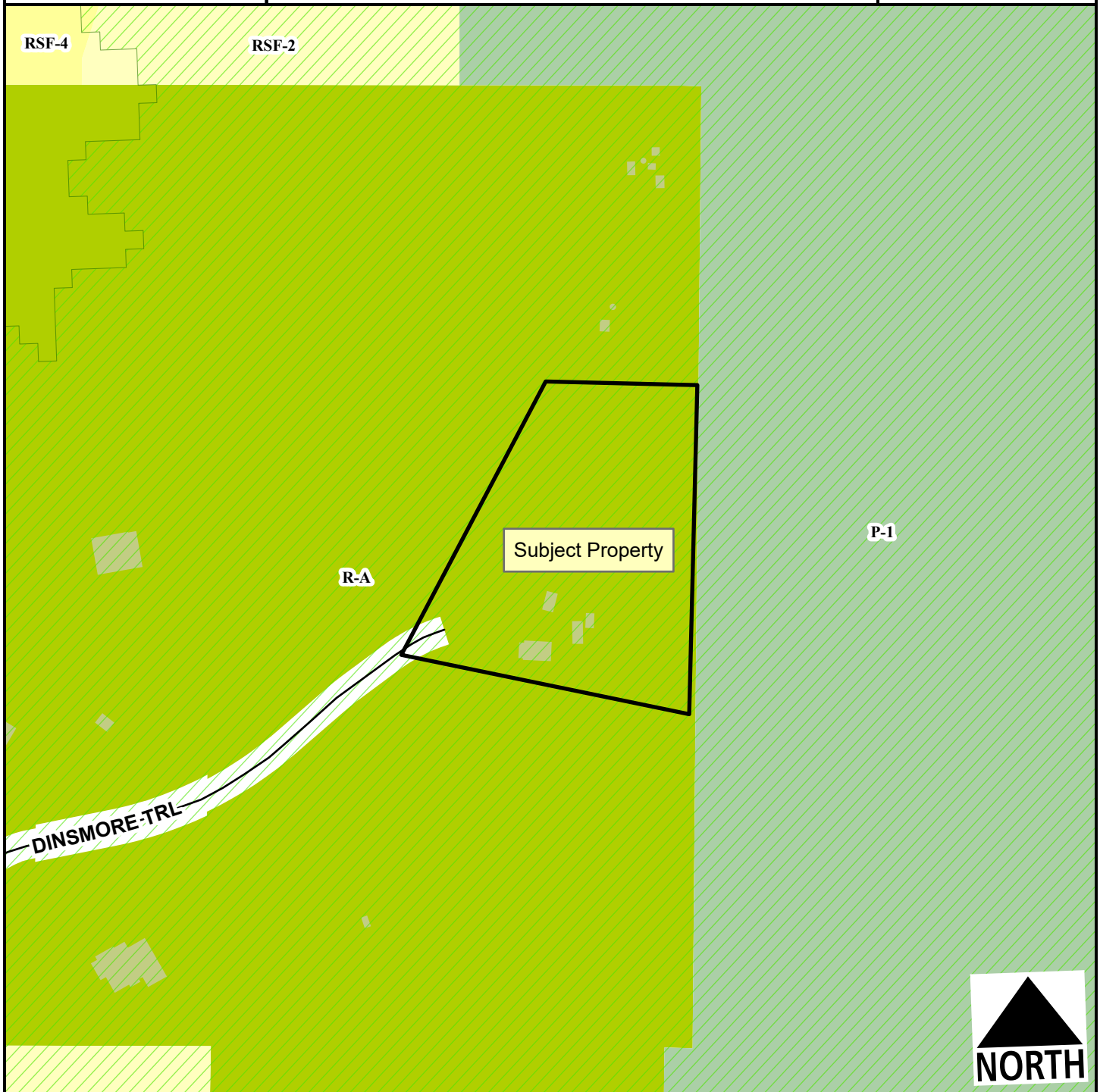
One Mile View



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



- | | |
|--|---|
| <p>Zoning</p> <p>RESIDENTIAL SINGLE-FAMILY</p> <ul style="list-style-type: none"> NS-G RI-U RI-12 NS-L Residential-Agricultural RSF-5 RSF-1 RSF-2 RSF-4 RSF-7 RSF-8 RSF-18 <p>RESIDENTIAL MULTI-FAMILY</p> <ul style="list-style-type: none"> RMF-6 RMF-12 RMF-13 RMF-24 RMF-40 <p>INDUSTRIAL</p> <ul style="list-style-type: none"> I-1 Heavy Commercial and Light Industrial | <ul style="list-style-type: none"> I-2 General Industrial <p>EXTRACTION</p> <ul style="list-style-type: none"> E-1 <p>COMMERCIAL</p> <ul style="list-style-type: none"> Residential-Office C-1 C-2 C-3 <p>FORM BASED DISTRICTS</p> <ul style="list-style-type: none"> Downtown Core Urban Thoroughfare Main Street Center Downtown General Community Services Neighborhood Services Neighborhood Conservation <p>PLANNED ZONING DISTRICTS</p> <ul style="list-style-type: none"> Commercial, Industrial, Residential P-1 |
|--|---|



- Residential Link
- Hillside-Hilltop Overlay District
- Planning Area
- Fayetteville City Limits

Feet

0 75 150 300 450 600

1:2,400

- Residential-Agricultural
- RSF-2
- RSF-4
- P-1

ADM-2025-0021

3333 W. DINSMORE TRL

Current Land Use



- Residential Link
- - - Planning Area
- ▤ Fayetteville City Limits



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Gretchen Harrison, Senior Planner

MEETING DATE: April 14, 2025

SUBJECT: **VAR-2025-0011: Planning Commission Variance (3447 N. HWY 112/FELLOWSHIP BIBLE CHURCH, 208 209):** Submitted by ENGINEERING SERVICES INC for property located at 3447 N. HWY 112. The property is zoned CS, COMMUNITY SERVICES and contains approximately 22.48 acres. The request is for a variance to parking lot surfacing requirements.

RECOMMENDATION:

Staff recommends approval of **VAR-2025-0011** based on the findings herein.

RECOMMENDED MOTION:

*"I move to approve **VAR-2025-0011**, determining:*

- In favor of a variance to UDC §172.02(B) and*
- In favor of all other conditions as recommended by staff."*

BACKGROUND:

The subject property is the site of Fellowship Bible Church, which is located in north Fayetteville on the west side of Highway 112, approximately 800 feet south of Van Asche Drive. It consists of two parcels totaling approximately 22.48 acres which are zoned CS, Community Services. The church was constructed in 2015. Within the last year, the Planning Commission approved a large scale development (LSD-2024-0005) which allowed for additional parking on the west side of the property in connection with a planned residential development to the southwest. Also, in 2024, the Planning Commission approved a conditional use permit (CUP-2024-0037) for an off-site parking lot on the far east side of the property near Highway 112, which is also intended to serve the church. A large site improvement plan for the off-site parking lot is currently under review by city staff (LSIP-2024-0014). ARDOT improvements along Highway 112 are ongoing. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Bio-Tech Pharmacal; Undeveloped	UT, Urban Thoroughfare; I-1, Heavy Commercial and Light Industrial; CS, Community Services
South	Undeveloped	RPZD, Residential Planned Zoning District; RMF-18, Residential Multi-Family, 18 Units per Acre
East	Commercial; Undeveloped	C-2, Thoroughfare Commercial; UT, Urban Thoroughfare
West	Single-Family Residential; Undeveloped	NS-G, Neighborhood Services General; UT, Urban Thoroughfare; CS, Community Services

Request: The applicant is requesting a variance from Unified Development Code §172.02(B), which requires parking lots to be paved with asphalt, semi-permeable pavers, or concrete. Due to the timing of planned ARDOT improvements along Highway 112, the applicant is requesting variance approval to temporarily use gravel for the proposed parking lot expansion.

DISCUSSION:

Staff is supportive of the applicant's request. The applicant has noted that ARDOT is expected to acquire a substantial portion of right-of-way from the subject property, and the full extent of utility easements required for relocation outside of that new right-of-way has yet to be determined. In light of the anticipated right-of-way acquisition, utility relocations, and potential site disruptions, the applicant is requesting to temporarily improve the expanded parking lot with gravel. Staff finds this request to be suitable to avoid premature paving and the associated risk of damage during construction. As a condition of approval, staff recommends requiring the parking lot to be paved in accordance with city code following the completion of the planned ARDOT improvements adjacent to the subject property.

RECOMMENDATION: Staff recommends approval of VAR-2025-0011 with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of a variance to UDC §172.02(B) Parking Lot Construction Standards – Surfacing.** *Staff recommend approval of this variance for the reasons stated above.*
2. The expanded parking lot shall be paved with asphalt, semi-permeable pavers, or concrete once ARDOT improvements along Highway 112 adjacent to this property are completed.
3. Approval of this item does not constitute approval of the associated development entitlement or any necessary permits. Review and approval of separate applications shall be required in accordance with city code.

Planning Commission Action:	☐ Approved	☐ Tabled	☐ Denied
Meeting Date: <u>April 14, 2025</u>			
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Unified Development Code:
 - §172.02 Parking Lot Construction Standards
- Applicant Request Letter

- Applicant Exhibit
 - One Mile Map
 - Close-Up Map
 - Current Land Use Map
-

172.02 Parking Lot Construction Standards

- (A) *Permits and Plan.* For parking lots containing five (5) or more spaces, building, and grading permits and site and grading plans shall be required prior to any initiation of work.
- (B) *Surfacing.* Parking lots shall be asphalt, semi-permeable soil pavers, or concrete, graded and drained to dispose of surface water into appropriate structures.
- (C) *Barriers.* Parking lots shall be provided with wheel guards or curbs so located that no part of a parked vehicle will extend into or over the sidewalks, property lines, or street right-of-way.
- (D) *Striping and Marking.* Parking lots spaces shall be striped to indicate the location of the individual spaces, directional arrows shall be provided at the entrance of aisles and entry drives, and accessible spaces shall be marked meeting current Americans with Disabilities Act (ADA) requirements. Such striping and marking shall be in accordance with the Manual on Uniform Traffic Control Devices.

February 11th, 2024

City of Fayetteville
c/o Sarah Sparkman
Development Services Building
125 West Mountain Street
Fayetteville, AR 72701

Re: Variance Request
Fellowship Church Parking Lot Addition (LSIP-2024-0014)
3447 AR-112
Fayetteville, Arkansas

Ms. Sparkman:

Please accept this letter as a variance request to waive the parking lot surfacing requirements under UDC Chapter 172.02(B) Parking Lot Construction Standards. The standards require all parking lots to be asphalt, semi-permeable soil pavers, or concrete. Fellowship church is on Highway 112 which ARDOT is proposing to improve. ARDOT is planning on purchasing a significant portion of right of way on the subject property. The extent of the easements needed for all the utilities to be relocated outside of the new ARDOT widening has not been determined. Due to the anticipated additional right of way and easements required for the improvement of Highway 112, a significant portion of the lot is anticipated to be purchased for right of way or encumbered by easements.

We believe that requiring Fellowship Church to make the large expenditure to construct paved parking that the city and utilities will immediately have remove and replace sections of is an undue hardship while providing limited public benefit. Once the highway is constructed and all utilities relocated, Fellowship Church intends to pave the parking lot.

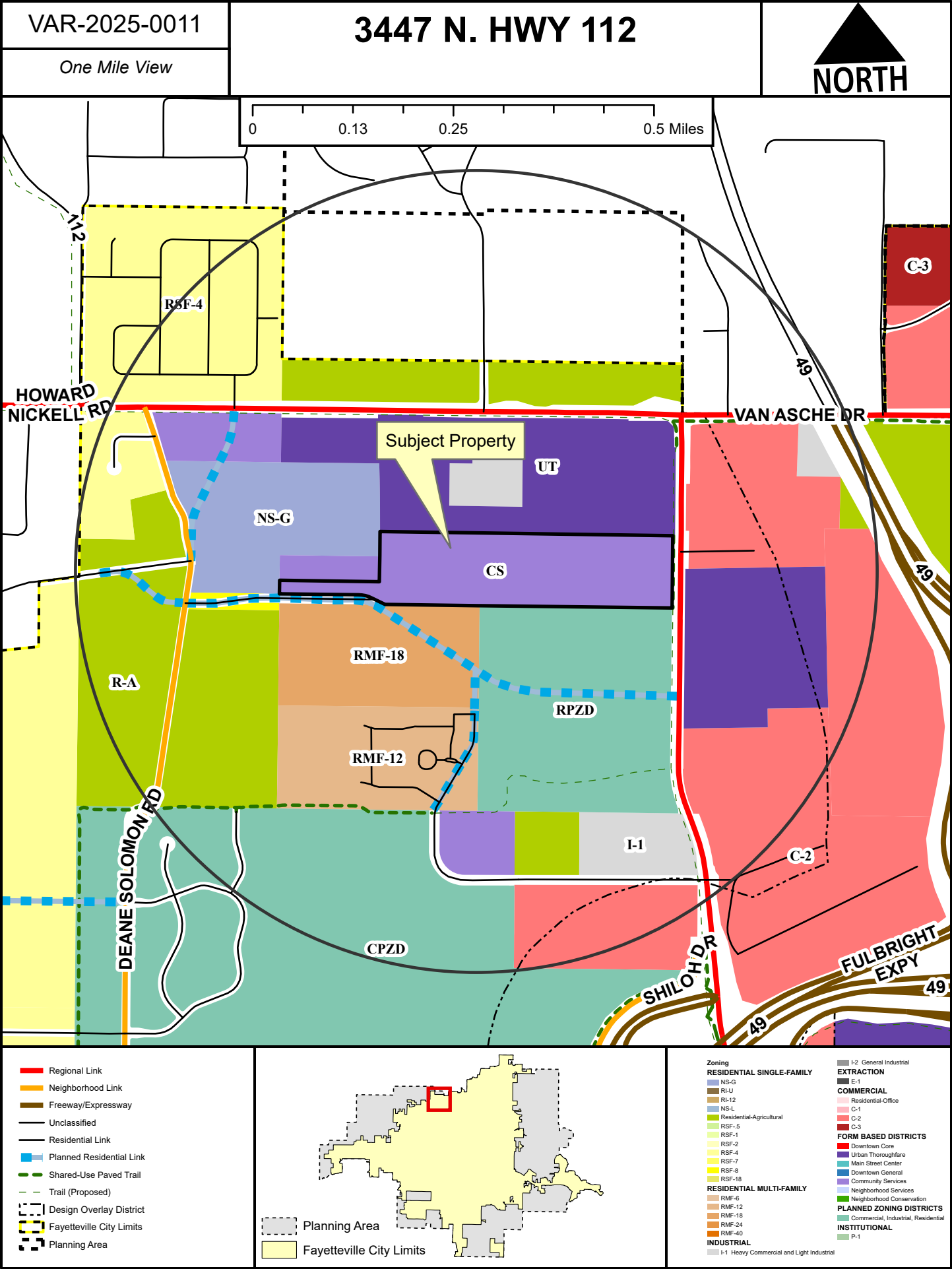
While we understand the need for developments to provide paved parking lots, we are meeting the intent of the code by having gravel parking be a temporary measure until permanent paved parking is suitable.

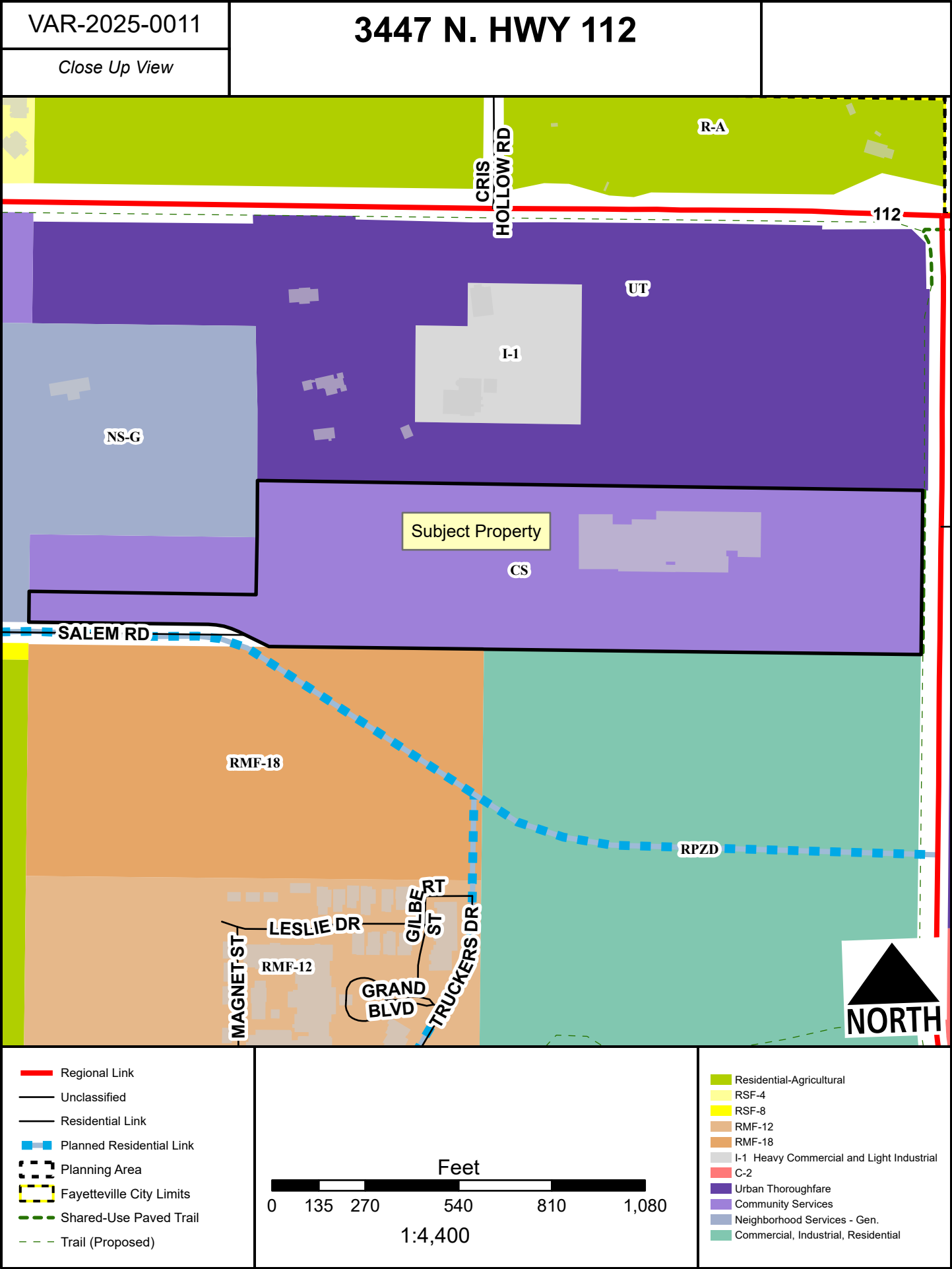
Very truly yours,



Noah Geels, E.I.

Z:\Engineers\00 - Engineer Projects\24909-Fellowship Church Parking Lot\03 Pre-Construction Plan
Submittals\2024-07-31 Submittal #1\Parts\Variance Request Gravel Parking.docx

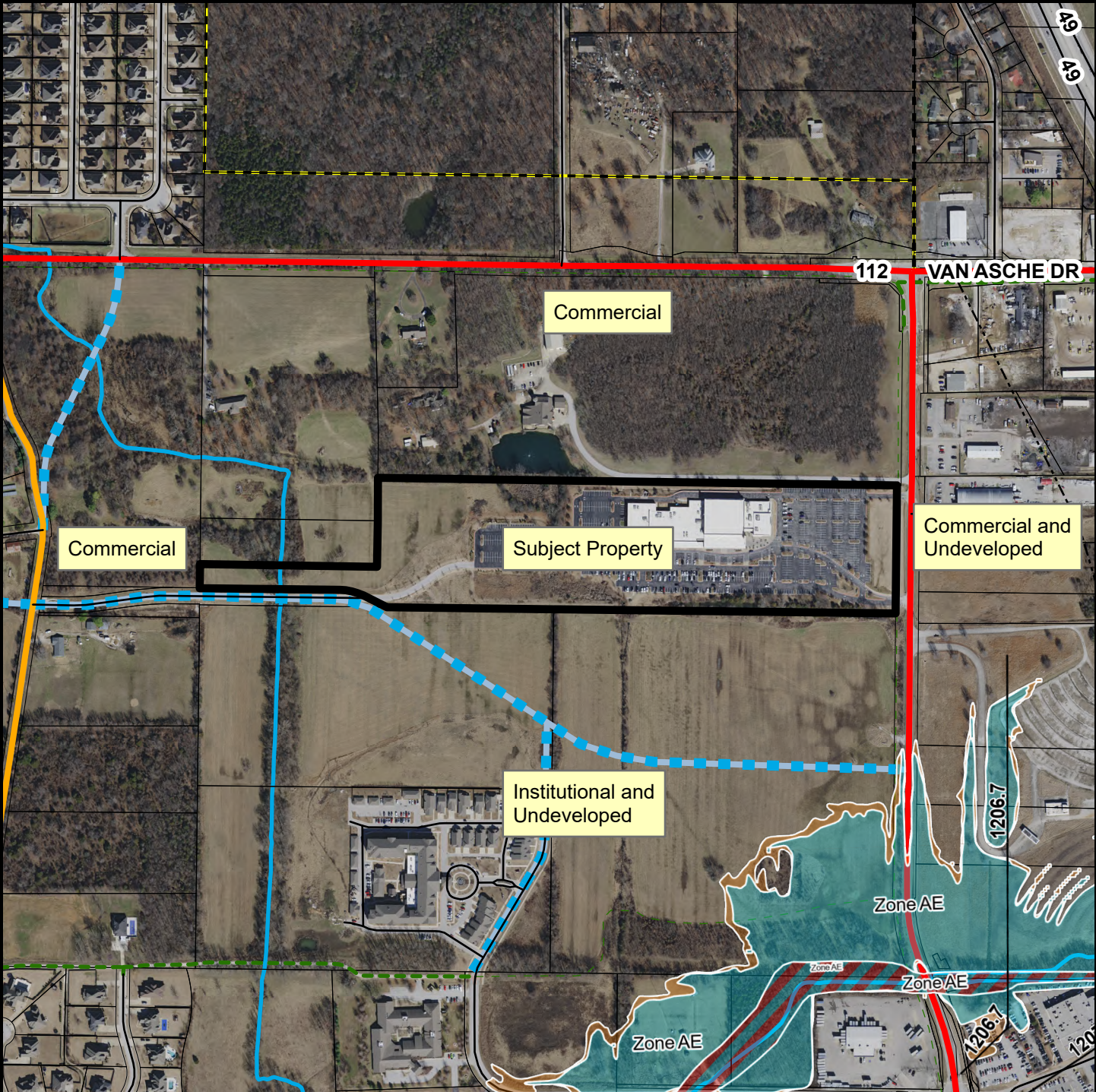




VAR-2025-0011
<i>Current Land Use</i>

3447 N. HWY 112

Current Land Use



-
-  Regional Link
 Neighborhood Link
 Unclassified
 Residential Link
 Planned Residential Link
 Trail (Proposed)
 Planning Area
 Fayetteville City Limits
 Design Overlay District

Feet

0 200 400 800 1,200 1,600

1:6,500

Feet

0 200 400 800 1,200 1,600

1:6,500

Feet

0 200 400 800 1,200 1,600

1:6,500

FEMA Flood Hazard Data

- ## FEMA Flood Hazard Data



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Wesley Frank, Planner
Justin Bland, Staff Engineer

MEETING: April 14, 2025

SUBJECT: **CCP-2025-0004: Concurrent Plat (4515 W. MOUNT COMFORT RD/MCDONALD, 360):** Submitted by ENGINEERING SERVICES INC for property located at 4515 W. MOUNT COMFORT RD. The property is in the FAYETTEVILLE PLANNING AREA and contains approximately 3.09 acres. The request is to divide the property into three lots with 1, 1.03 and 1 acres.

RECOMMENDATION:

Staff recommends approval of **CCP-2025-0004** with conditions.

RECOMMENDED MOTION: *"I move to forward **CCP-2025-0004** to the full Planning Commission, recommending:*

- In favor of recommended right-of-way dedication and street improvements; and*
- All other conditions of approval."*

BACKGROUND:

The subject property is west of the City limits in Washington County. It is at the corner of W. Mount Comfort Road and N. Bridgeport Drive. Containing approximately 3.09 acres, the parent property is undeveloped per the Washington County Assessor save for two outbuildings. 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	RSF-4, Residential Single-Family, 4 Units per Acre
South	Rural Residential	Washington County - Ag/SF 1 (Agricultural/Single-family Residential, One Unit per Acre)
East	Single-Family Residential	RSF-4, Residential Single-Family, 4 Units per Acre
West	Rural Residential/Undeveloped	Washington County - Ag/SF 1 (Agricultural/Single-family Residential, One Unit per Acre)

Proposal: The applicant intends to plat 3 residential lots with approximately 1, 1.03 and, 1 acres. Having exhausted the number of administrative lot splits permitted from the parent tract, this proposal is required to be reviewed as a concurrent plat.

Water and Sewer System: No additional water or sewer infrastructure is required with this proposal. An 8-inch water line is located to the north of the property on W. Mount Comfort Road. No access to sewer is provided to properties outside of the City of Fayetteville limits.

Right-of-way to be dedicated: The subject property has access from W. Mount Comfort Road, a which is classified as a Regional Link Street on the master street plan, and all three proposed tracts will maintain access once split. The tracts will be required to dedicate 46 feet of right-of-way per this street classification. No right-of-way dedication is required for Bridgeport Drive, which already has enough right-of-way to meet the master street plan classification as a Residential Link Street.

Street Improvements: Staff does not recommend any street improvements in association with this request.

Tree Preservation: N/A; tree preservation requirements do not extend beyond the City of Fayetteville limits.

Parkland Fees: N/A; parkland dedication requirements do not extend beyond the City of Fayetteville limits.

Public Comment: Staff has not received any comments from the public on this item.

RECOMMENDATION: Staff recommends Planning Commission approve CCP-2025-00004, 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 46 feet from street centerline for W. Mount Comfort Road.*
2. **Planning Commission determination of street improvements.** *No street improvements required.*
3. Utility easements must extend ten feet on either side of the water main. Additional easement dedication shall be required where this distance is not being met.
4. All remaining comments from City divisions, whether Urban Forestry, Fire, or Engineering shall be addressed.

Standard conditions of approval:

5. All lots shall be labeled with addresses as approved by the 911 Coordinator on the final plat (if applicable).
6. Plat Review and Subdivision 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).
7. 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:

☐ Tabled

☐ Forwarded

☐ Denied

☐ Approved

Meeting Date: April 14, 2025

Motion:

Second:

Vote:

BUDGET/STAFF IMPACT:

None

Attachments:

- Applicant Cover Letter
- Engineering Memo
- Site Plan
- One Mile Map
- Close-Up Map
- Current Land Use Map

February 12, 2025

Jonathan Curth, Director
Development Services
City of Fayetteville, Arkansas
125 West Mountain Street
Fayetteville, AR 72701

RE: Concurrent Plat Application
4515 Mt. Comfort Road

Mr. Curth,

We are submitting materials to split parcel 001-11388-004 into three lots for future single family residential construction. The property is located along the south side of Mt. Comfort Road and along the west side of Bridgeport Drive. The property is in the City of Fayetteville Planning Area in unincorporated Washington County, Arkansas and is in the county's Agriculture/Single Family zoning district.

According to planning staff, the project is not eligible to come through as a lot split because the parent tract has already been split the allowed number of times. Therefore it is being submitted as a Concurrent Plat.

The proposed lots will have access to public water along Mt. Comfort Road, and each lot will have an individual septic system for sewer. The septic system for each lot has already been designed.

Thank you for your consideration of this request. Please let me know if you have any questions or need any additional information or materials.

Sincerely,



Daniel Lazenby



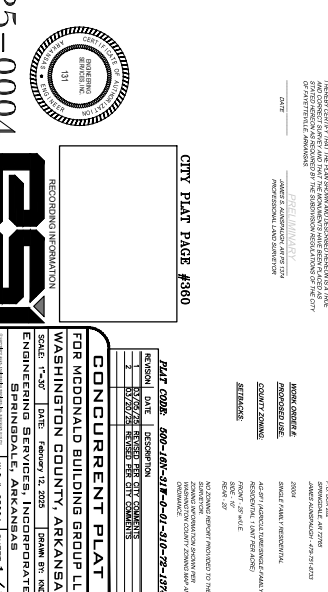
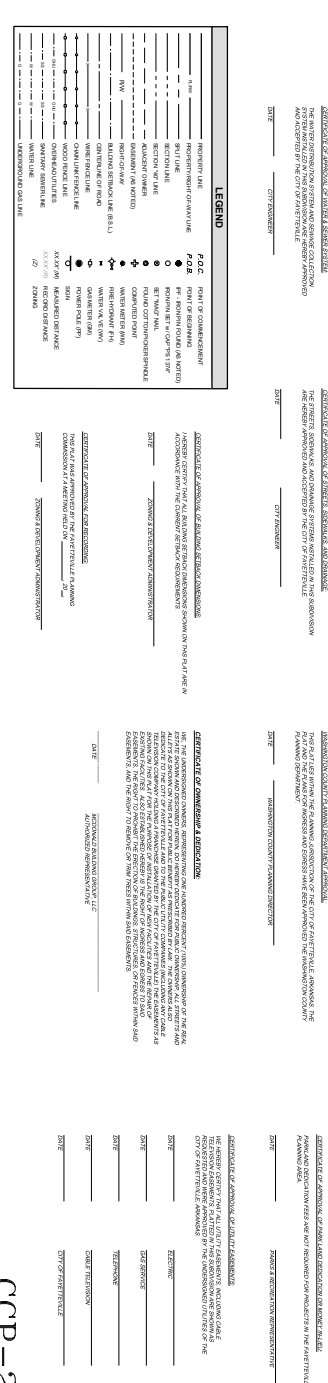
TO: Wesley Frank, Planner

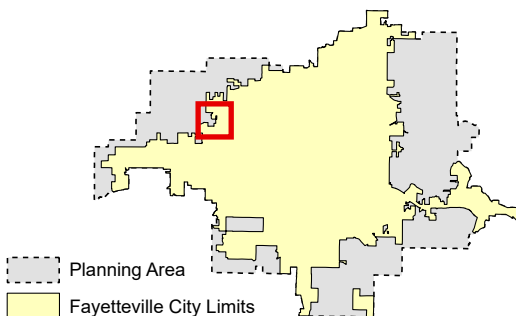
FROM: Justin Bland, Engineering Development Review Manager

DATE: April 9, 2025

**SUBJECT: Planning Commission Engineering Comments for
CCP-2025-0004**

Water: The subject property has an existing 8" water main across its frontage along W. Mt. Comfort Road that can be tapped for water services.



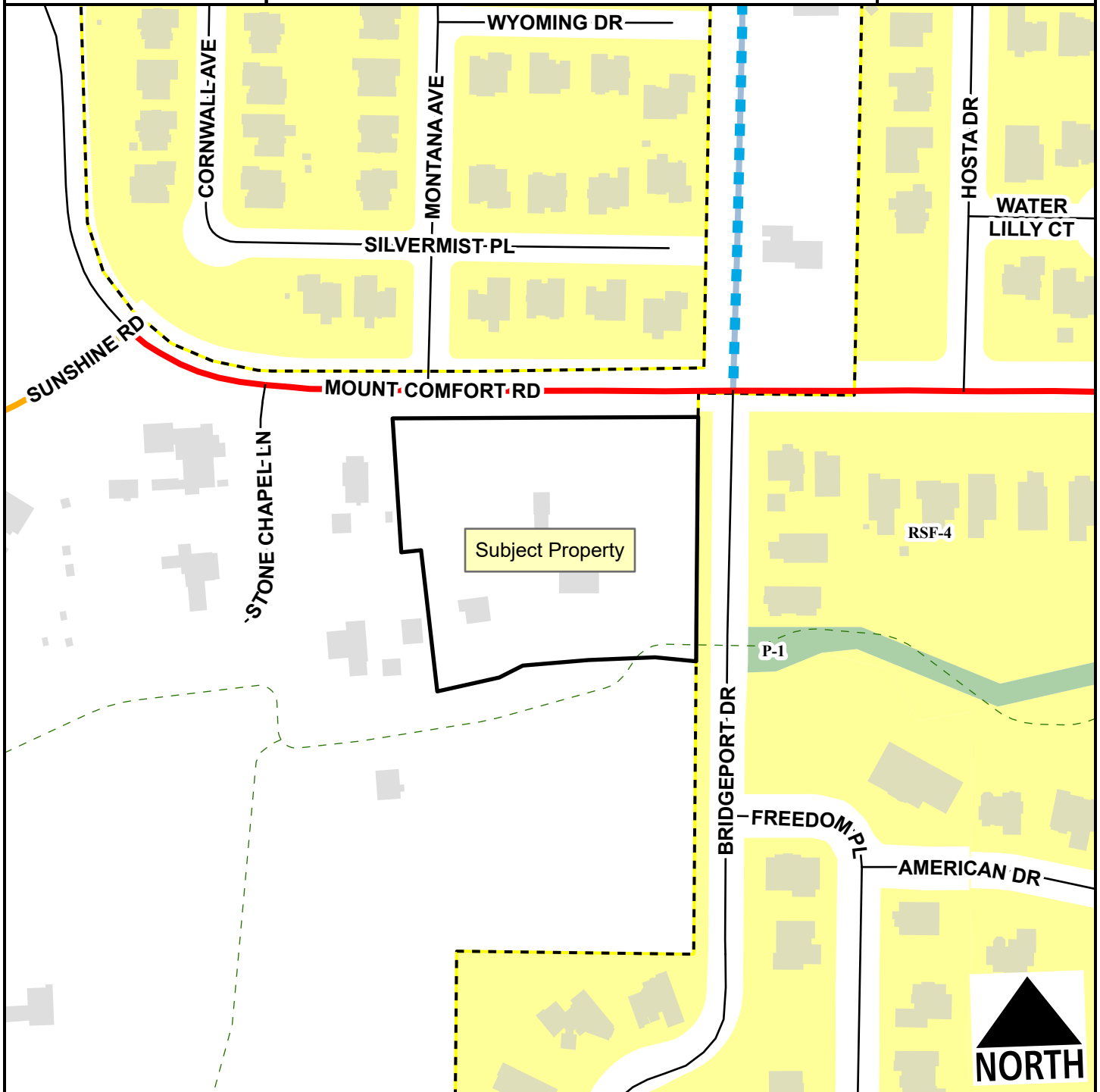


-
- Zoning**
- I-2 General Industrial
 - E-1 Commercial
 - I-1 Heavy Commercial and Light Industrial
- RESIDENTIAL SINGLE-FAMILY**
- NS-G
 - RI-U
 - RI-12
 - NS-L
 - Residential-Agricultural
 - RSF-5
 - RSF-1
 - RSF-2
 - RSF-4
 - RSF-7
 - RSF-8
 - RSF-18
- RESIDENTIAL MULTI-FAMILY**
- RMF-6
 - RMF-12
 - RMF-18
 - RMF-24
 - RMF-40
- 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-2025-0004

4515 W. MOUNT COMFORT RD

Close Up View



- Regional Link
- Neighborhood Link
- Unclassified
- Residential Link
- Planned Residential Link
- Planning Area
- Fayetteville City Limits
- Trail (Proposed)

Feet

0 75 150 300 450 600

1:2,400

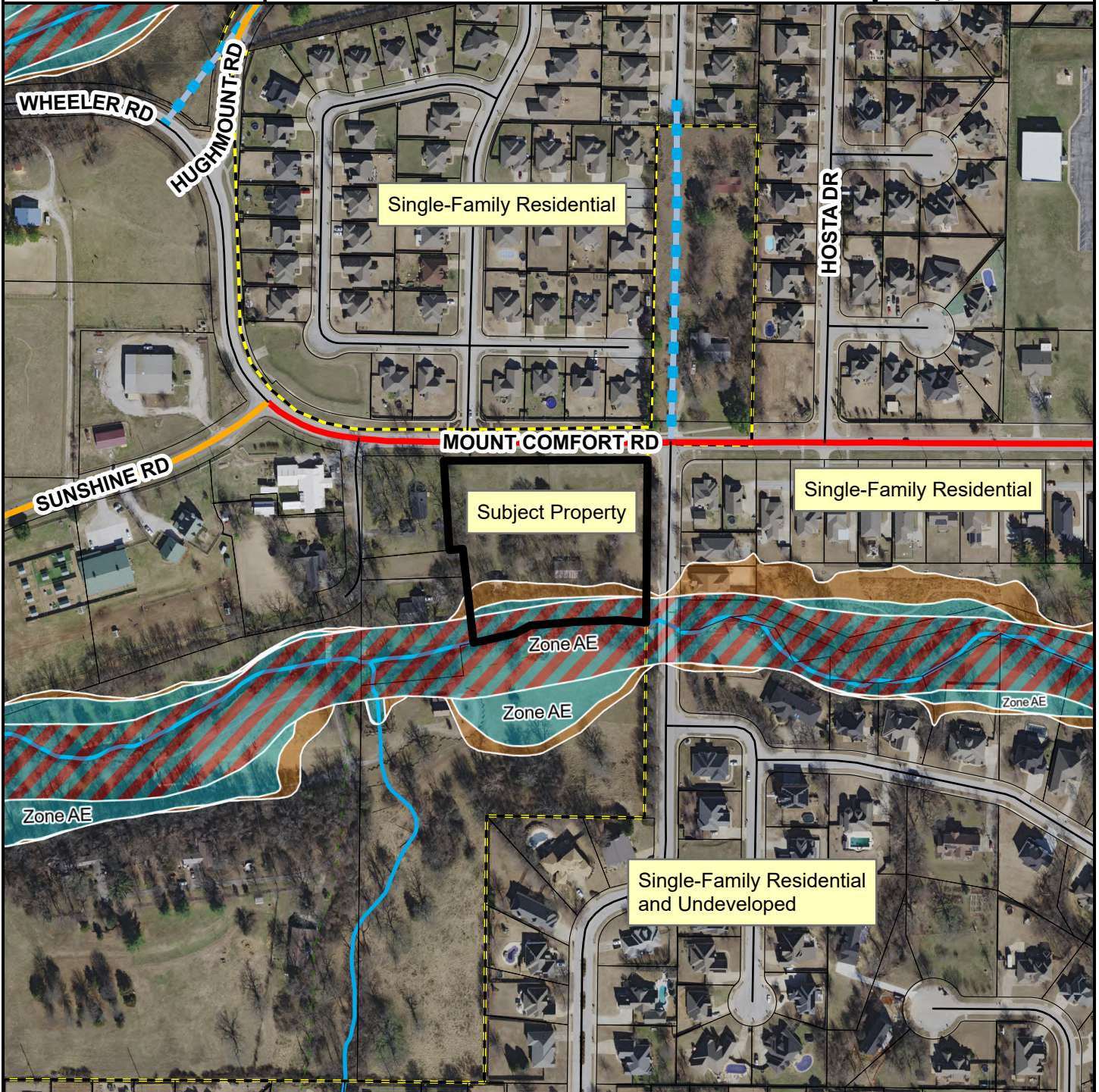
RSF-4

P-1

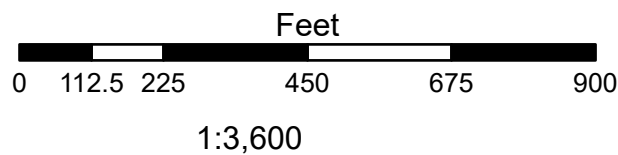
CCP-2025-0004

4515 W. MOUNT COMFORT RD

Current Land Use



- Regional Link
- Neighborhood Link
- Unclassified
- Residential Link
- Planned Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Wesley Frank, Planner
Justin Bland, Staff Engineer

MEETING: April 14, 2025

SUBJECT: **CCP-2025-0006: Concurrent Plat (2120 S. MALLY WAGNON RD/HARRIS LAND & CATTLE, 650):** Submitted by ALAN REID & ASSOCIATES for property located at 2120 S. MALLY WAGNON RD. The property is in the FAYETTEVILLE PLANNING AREA and contains approximately 10.09 acres. The request is to divide the property into three lots with 1.32, 2.02 and 6.57 acres.

RECOMMENDATION:

Staff recommends approval of **CCP-2025-0006** with conditions.

RECOMMENDED MOTION: *"I move to forward CCP-2025-0006 to the full Planning Commission, recommending:*

- In favor of recommended right-of-way dedication and street improvements;*
- In favor of the requested variance to the UDC §166.05(A)(3) – Direct Frontage to a Public Street; and*
- All other conditions of approval."*

BACKGROUND:

The subject property is east of the City limits in Washington County. It is approximately a half mile south of the S. Mally Wagnon Road and E. Huntsville Road intersection. Containing approximately 10.09 acres, the property is undeveloped per the Washington County Assessor. This subject property was the result of the several previously approved entitlement processes: PLA-07-2628, LSP-2022-00004, and PLA-2020-7113. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1 - Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Rural Residential/Single-Family	Washington County - Ag/SF 1 (Agricultural/Single-family Residential, One Unit per Acre)
South	Rural Residential/Agricultural	Washington County - Ag/SF 1 (Agricultural/Single-family Residential, One Unit per Acre)
East	Undeveloped	Washington County - Ag/SF 1 (Agricultural/Single-family Residential, One Unit per Acre)
West	Rural Residential/Single-family	Washington County - Ag/SF 1 (Agricultural/Single-family Residential, One Unit per Acre)

Proposal: The applicant intends to plat 3 lots with 1.32, 2.02 and 6.57 acres. Having exhausted the number of administrative lot splits permitted from the parent tract, this proposal is required to be reviewed as a concurrent plat. One variance was submitted with the previous request as outlined below.

- **§166.05(A)(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.** The applicant has requested a variance from this requirement for Tract A. The proposed street frontage for the proposed property is less than the required amount of Washington County (75 ft); the applicant has provided 54 ft for the access to Tract A.
 - *Staff Recommendation: Staff recommends approval of the proposed variance. The street frontage requirement is applied to concurrent plats because the creation of new residential properties carries an associated potential to increase density and, therefore, impact City services. Requiring residential properties to have public street access in the Planning Area also facilitates the orderly integration of properties into city limits should they be annexed. The three proposed resultant lots are not appreciably different in configuration when compared to the adjacent development pattern exhibited by neighborhood properties, and the 54 ft proposed street frontage for Tract A would still allow for ample access onto the property.*

Water and Sewer System: The subject property has access to a 2" looped water line along its frontage. However, the property falls within a moratorium area, designated by the City of Fayetteville Utilities Director, in which new taps or meters are prohibited. Meters will be permitted in this area by Summer 2025 pending the successful installation of a new water pump station in this vicinity.

Right-of-way to be dedicated: The property in question has access from S. Mally Wagnon Road, a public county road, and all three proposed tracts will maintain that access once split. The existing right-of-way (60 feet) exceeds the required Master Street Plan right-of-way (52 feet). Staff does not recommend any further right-of-way be dedicated with this development.

Street Improvements: Staff does not recommend any street improvements in association with this request.

Tree Preservation: N/A; tree preservation requirements do not extend beyond the City of Fayetteville limits.

Parkland Fees: N/A; parkland dedication requirements do not extend beyond the City of Fayetteville limits.

Public Comment: Staff has not received any comments from the public on this item.

RECOMMENDATION: Staff recommends Planning Commission approve CCP-2025-0006, with the following conditions:

Conditions of Approval:

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

2. **Planning Commission determination of street improvements.** *No street improvements required.*
3. Utility easements must extend ten feet on either side of the water main. Additional easement dedication shall be required where this distance is not being met.
4. All remaining comments from City divisions, whether Urban Forestry, Fire, or Engineering shall be addressed.
5. Any private water supply system proposed by the developer must be approved by the county sanitarian and the City Engineer in order to assure that the private water supply system will provide an adequate supply of potable water to every lot in the subdivision or development. Individual service lines shall be installed, and individual connections shall be made prior to the paving of the street, if possible.

Standard conditions of approval:

6. All lots shall be labeled with addresses as approved by the 911 Coordinator on the final plat (if applicable).
7. Plat Review and Subdivision 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).
8. 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:

☐ Tabled ☐ Forwarded ☐ Denied ☐ Approved

Meeting Date: April 14, 2025

Motion:

Second:

Vote:

BUDGET/STAFF IMPACT:

None

Attachments:

- Applicant Cover Letter
- Engineering Memo
- Site Plan
- One Mile Map

- Close-Up Map
- Current Land Use Map



Alan Reid
& ASSOCIATES
PROFESSIONAL
LAND
SURVEYORS

March 4th, 2025

City of Fayetteville
Planning & Engineering
125 W. Mountain Street
Fayetteville, Arkansas

Re: Concurrent Plat- Property Division on S. Mally Wagnon Rd. (WC 195)
Parcel #001-10972-000 / Fayetteville Growth Area
Owner, Harris Land & Cattle Ranch LLC / ARA job 22199-I

Dear Planners,

This submittal is for a Concurrent Plat to subdivide Washington County Parcel #001-10972-000 (9.91+/- acres) into three proposed tracts:

- Tract 'A' = 6.57+/- acres
- Tract 'B' = 2.02+/- acres
- Tract 'C' = 1.32+/- acres

The subject property is within the Fayetteville Growth Area on S. Mally Wagnon Road. It is the intention of the property owner to develop Tract 'B' and Tract 'C' for residential purposes and reserve Tract 'A' for commercial use. The commercial use received CUP and LSD approval from Washington County Planning last year. Harris Land & Cattle Ranch LLC (Nathan Harris) is the owner of the property and has authorized Alan Reid & Associates to represent in taking the project through the City of Fayetteville review process. Please note a variance is being applied for in conjunction with this concurrent plat for the lack of required public road frontage (less than 75 feet) on proposed Tract 'A'.

****Refer to drafted plat for further details regarding proposed Concurrent Plat.***

Please contact our office with any questions regarding the project.

Best regards,

Alan Reid

Professional Land Surveyor



TO: Wesley Frank, Planner

FROM: Justin Bland, Engineering Development Review Manager

DATE: April 9, 2025

**SUBJECT: Planning Commission Engineering Comments for
CCP-2025-0006**

Water: The subject property has access to a 2" looped water line along it's frontage. However, the property falls within a moratorium area, designated by the City of Fayetteville Utilities Director, in which new taps or meters are prohibited. Meters will be permitted in this area by Summer 2025 pending the successful installation of a new water pump station in this vicinity.

CERTIFICATE OF APPROVAL OF PARK LAND DEDICATION OR MONETARY LIEU-
TENANCE. THIS PLAT HAS BEEN REVIEWED AND FOUND TO BE IN ACCORDANCE
WITH THE (OWNER'S) DEDICATION OF _____ PLAT ACRES OR PAYING IN-LIEU \$ _____
WARRANTY DEED FOR PARK LAND RECORDED AS FOLLOWS:
BOOK _____ PAGE _____

DATE _____ PARKS & RECREATION REPRESENTATIVE _____

CERTIFICATE OF APPROVAL OF BUILDING SET-BACK DIMENSIONS:
THIS PLAT HAS BEEN REVIEWED AND FOUND TO BE IN ACCORDANCE WITH THE CITY OF
FAVETTEVILLE, ARKANSAS, ZONING AND DEVELOPMENT ADMINISTRATION.
DATE _____

CERTIFICATE OF APPROVAL FOR RECORDING:
THIS PLAT WAS APPROVED BY THE FAVETTEVILLE PLANNING COMMISSION ON
_____, 2024.
DATE _____ PLANNING COMMISSIONER OR SECRETARY _____

FLOOD DESIGNATION: NOT LIE IN ZONE "X" (SEVERE FLOOD HAZARD
AREAS INUNDATED BY 100-YEAR FLOOD) AS DETERMINED FROM THE
FEMA MAP OF WASHINGTON COUNTY, ARKANSAS, AND INCORPORATED
AREAS, MAP NUMBER 0314333400G, EFFECTIVE DATE JANUARY 20, 2024.

NETLAND NOTE:
THIS PROPERTY DOES NOT APPEAR TO CONTAIN NETLAND
AREAS AS REVEALED BY THE NATIONAL SWAMP AND WETLAND SERVICE
HTTPS://WWW.FWS.GOV/NETLANDS/DATA/WAPFEE.HTML

CERTIFICATE OF SURVEY & ACQUIRY:
THIS PLAT HAS BEEN REVIEWED AND FOUND TO BE IN ACCORDANCE WITH THE
STATE OF ARKANSAS AS REQUIRED BY THE SUBDIVISION REGULATIONS OF THE
CITY OF FAVETTEVILLE, ARKANSAS.

PROFESSIONAL SURVEYOR _____ DATE _____

WASHINGTON COUNTY, AR
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 SHOWN AND DESCRIBED HEREIN, AND ALL PUBLIC UTILITIES SHOWN AND DESCRIBED HEREIN, TO
WASHINGTON COUNTY, ARKANSAS, AND TO THE PUBLIC UTILITY COMPANIES (INCLUDING ANY
EXISTING AND PROPOSED) 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 ACCESS AND EGRESS TO
SAID EASEMENTS, AND THE RIGHT TO REMOVE OR TRIM TREES WITHIN SAID EASEMENTS, AND THE RIGHT TO
REPAIR OR REPLACE ANY FACILITIES SHOWN ON THIS PLAT FOR THE PURPOSE OF INSTALLATION OF NEW FACILITIES
AND THE REPAIR OF EXISTING FACILITIES.

DATE _____ OWNER _____

CERTIFICATE OF APPROVAL OF UTILITY EASEMENTS:
THIS PLAT HAS BEEN REVIEWED AND FOUND TO BE IN ACCORDANCE WITH THE CITY OF
FAVETTEVILLE, ARKANSAS, INCLUDING CABLE TELEVISION
EASEMENTS. PLATTED ON THIS SURVEY ARE SHOWN AS REQUESTED AND WERE
APPROVED BY THE UNDERSIGNED UTILITIES OF THE CITY OF FAVETTEVILLE, ARKANSAS.

DATE _____ ELECTRIC _____

DATE _____ GAS SERVICES _____

DATE _____ TELEPHONE _____

DATE _____ CABLE TELEVISION _____

DATE _____ CITY OF FAVETTEVILLE _____

CERTIFICATE OF APPROVAL OF WATER AND SEWER SYSTEM:
THE WATER DISTRIBUTION SYSTEM AND SEWER COLLECTION SYSTEM
INSTALLED ON THESE PROPERTIES ARE HEREBY APPROVED AND ACCEPTED
BY THE CITY OF FAVETTEVILLE.

DATE _____ CITY ENGINEER _____

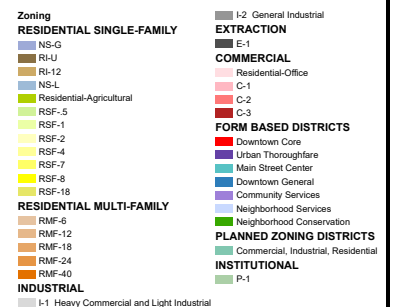
CERTIFICATE OF APPROVAL OF STREETS, SIDEWALKS, AND DRAINAGE:
THE STREETS, SIDEWALKS, AND DRAINAGE SYSTEMS INSTALLED ON THESE
PROPERTIES ARE HEREBY APPROVED AND ACCEPTED BY THE CITY OF FAVETTEVILLE.

DATE _____ CITY ENGINEER _____

CERTIFICATE OF APPROVAL OF TREE PROTECTION & PRESERVATION:
I HEREBY CERTIFY THAT THIS PLAT HAS COMPLIED WITH THE REQUIREMENTS OF THE
TREE PROTECTION AND PRESERVATION ORDINANCE OF THE CITY OF FAVETTEVILLE CODE.

DATE _____ URBAN FORESTER _____

REVISIONS		DATE		DESCRIPTION		BY		DATE		DESCRIPTION		BY		DATE	
SHEET	2	OF	2	DATE	07/26/2023	DESCRIPTION	BY	DATE	07/26/2023	DESCRIPTION	BY	DATE	07/26/2023	DESCRIPTION	BY
HARRIS LAND & CATTLE RANCH LLC															
3. WATY WASHINGTON COUNTY, AR 72601															
CONCURRENT PLAT - FAVETTEVILLE, AR															



CCP-2025-0006

2120 S. MALLY WAGNON RD

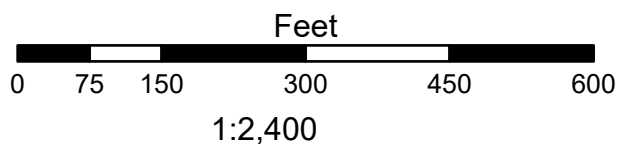
Close Up View

MALLY WAGNON RD

Subject Property



- Unclassified
- Planned Residential Link
- Hillside-Hilltop Overlay District
- Planning Area

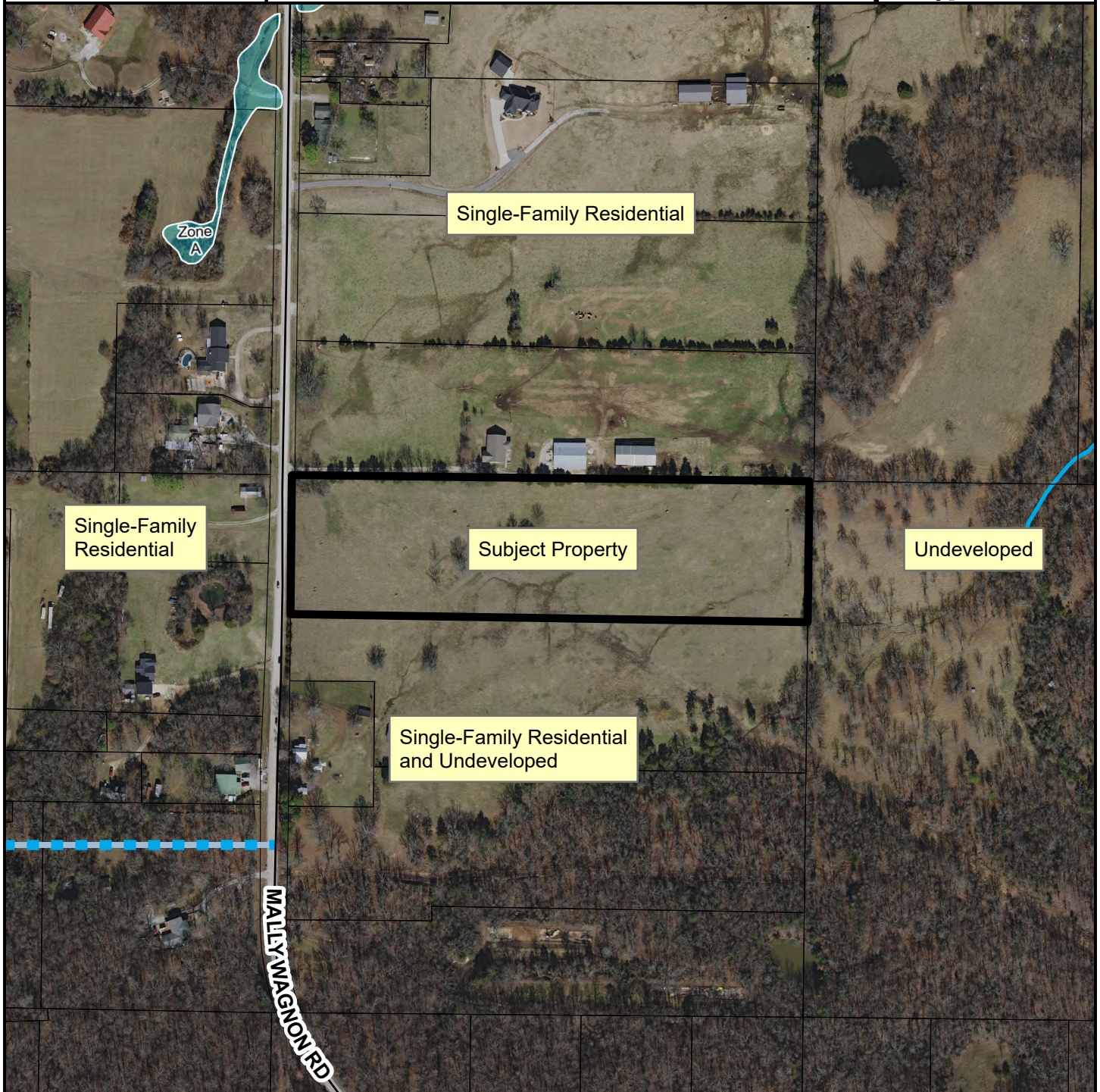


CCP-2025-0006

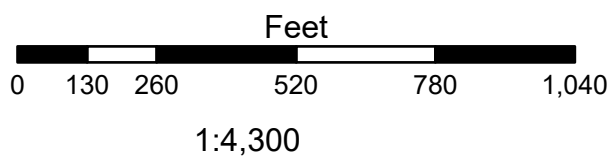
2120 S. MALLY WAGNON RD



Current Land Use



- Unclassified
- Planned Residential Link
- Planning Area



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Gretchen Harrison, Senior Planner

MEETING: April 14, 2025

SUBJECT: **CCP-2025-0007: Concurrent Plat (1324 N. VANDEVENTER AVE./HODNE, 406):** Submitted by JORGENSEN & ASSOCIATES for property located at 1324 N. VANDEVENTER AVE. The property is zoned RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE and contains approximately 0.43 acres. The request is to plat the property as one lot containing 0.43 acres.

RECOMMENDATION:

Staff recommends approval of **CCP-2025-0007** with conditions.

RECOMMENDED MOTION:

*"I move to approve **CCP-2025-0007**, 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 on the east side of Vandeventer Avenue, between Lawson Street and Holly Street. It is part of a larger parent tract that was divided into four parcels in 2021, which contained 5.22, 0.52, 0.52, and 0.52 acres. Two lots within the 5.22-acre parcel, including the subject property, were created by deed and are not considered legal lots of record. The rest of the 5.22-acre parcel was re-platted and further subdivided in 2023. Previous approvals indicated that the two lots created by deed, including this one, must go through the city's subdivision review process and be formally platted before they can be recognized as developable lots. Since the parent has been subdivided into four lots, the two lots created by deed are required to be platted through a concurrent plat and not an administrative lot split. 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	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	RSF-4, Residential Single-Family, Four Units per Acre
West	Single-Family Residential	RSF-4, Residential Single-Family, Four Units per Acre

Proposal: The request is for the concurrent plat of one residential lot. No variances are being requested with this proposal.

Water and Sewer System: The subject property has access to an eight-inch water line in Vandeventer Avenue and an eight-inch sewer line on the adjacent property to the east.

Right-of-way to be dedicated: Staff is not recommending any right-of-way dedication with this request. The property has frontage along Vandeventer Avenue, which is classified as an Alternative Residential Link Street, and the existing right-of-way has a width of 20 feet from the centerline of the road. No additional right-of-way dedication is required.

Street Improvements: Staff does not recommend any street improvements with this request. Street improvements will be determined at the time of development proposal.

Tree Preservation: N/A; tree preservation review will occur with the development of the lot.

Parkland Fees: N/A; parkland dedication fees will be applied at the time of future residential construction project(s) and will be due prior to building permit approval.

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

RECOMMENDATION: Staff recommends approval of CCP-2025-0007 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 street improvements are recommended.*
3. Fees in lieu of parkland dedication will be applied at the time of future residential construction project(s) and due prior to building permit approval.
4. All remaining comments from planning staff shall be addressed before this plat is released for signatures:
 - a. Make sure that the "Certificate of Approval of Tree Protection and Preservation" signature block is added to the plat for Urban Forestry sign. Make sure this is added before hard copies are printed and released for signatures.

Standard Conditions of Approval:

5. All lots shall be labeled with addresses as approved by the 911 Coordinator on the concurrent plat (if applicable).
6. 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).
7. 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: April 14, 2025

Motion:

Second:

Vote:

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Applicant Cover Letter
- Concurrent Plat
- One Mile Map
- Close-Up Map
- Current Land Use Map



JORGENSEN
+ASSOCIATES
Civil Engineering · Surveying

124 W Sunbridge Drive, Suite 5
Fayetteville, AR 72703
Office: 479.442.9127
www.jorgensenassoc.com
Established 1985

Feb 25, 2025

City of Fayetteville

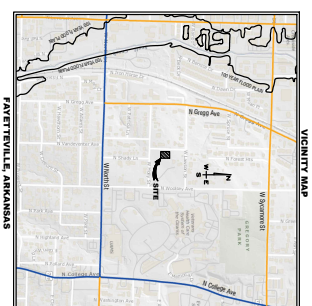
Att; Planning Dept.

Re: Concurrent Plat for Hodne

Attached please find information for a Concurrent Plat for Nate and Tina Hodne. This was requested by the Planning Dept as the property is not recognized as a legal lot. We had previously submitted this as a Property Line Adjustment (PLA 2025-0003) and this is when we were asked to submit as a Concurrent Plat. This is for parcel 765-13906-005 and 765-13906-004. Both properties are served by a new 8" waterline and 8" sewer.

Please call concerning any questions you may have.

Dave Jorgensen



- Dining Street
 Freeway/Expressway
 Regional Link - High Activity
 Regional Link
 Neighborhood Link
 Institutional/Major Pkwy
 Urban Center
 Planned Street
 Neighborhood Link
 Regional Link
 Residential Link

A part of the SOUTH-EASTERN of Section 9, 1/4, 160W in Washington County, Arizona, and being described as above, Commencing at the Corner of said S.W. 1/4, NE 1/4, thence S62°35'50W 30.00 feet, thence N67°03'31W 17.78 feet, thence S02°28'12W 25.11 feet, and to the POINT OF BEGINNING, thence S02°28'12W 13.22 feet, thence S68°55'00E 68.91 feet, thence S03°07'51W 10.00 feet, thence N66°55'00W 18.88 feet, thence N02°28'12W 19.04 feet, thence S06°02'59E 120.04 feet to the POINT OF BEGINNING. Containing 0.43 acres more or less, subject to easements and right of way of record.

The water distribution system and sewage collection system installed in the subdivision are hereby approved and accepted by the City of Fayetteville.

This plan was approved by the Fayetteville Planning Commission at a meeting held on _____, 2025.

Thereby certify that the plan shown and described hereon is a true and correct survey and that the monuments here required by the subdivision negotiations of the City of Fayetteville, Arkansas.

We, the undersigned owners, representing one hundred percent (100%) ownership of the real estate shown and described herein, hereby certify that the information furnished herein is true and correct.

I hereby certify that all building setback dimensions shown on this plat are in accordance with the current setback

Whereas David for male and recorded as follows:

We hereby certify that all utility accounts, including cable television accounts, plotted in this subdivision are at

[illegible]

LEGEND	
X	CALCULATED POINT
●	ROAD INTERM
△	ROUND PILL ROAD SPINE
○	ROUND COTTON SPINLE
●	SET PILL TAIL
○	SET THERMAL CAP
⊕	EXISTING FIRE HAZARD PT
⊕	EXISTING WATER METER
⊕	EXISTING GAS METER
⊕	EXISTING SEWER MANHOLE
⊕	POWER POLE
EXISTING/PROPOSED LINE	
CENTRAL LINE STREET	
UTILITY ADJACENT	
BUILDING SETBACK	
EXISTING PLASTIC PIPE	


JORGENSEN 124 W Sunbridge Drive, Suite 100
 + ASSOCIATES Fayetteville, AR 72703
 Civil Engineering • Surveying • Environmental Sciences
April 14, 2025
CCB-2025-0007 (HODNE)

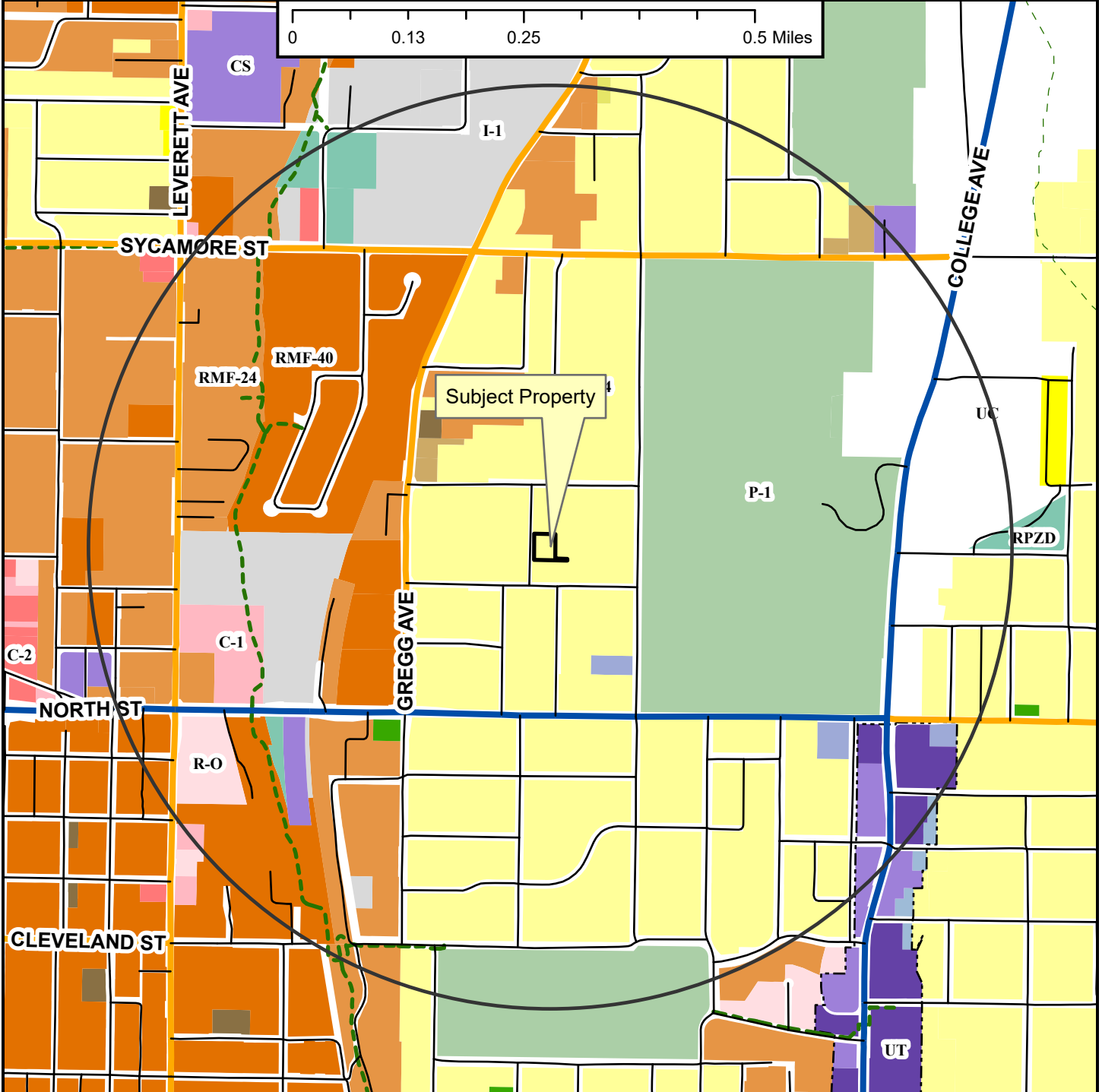
CCP-2025-0007

1324 N. VANDEVENTER AVE

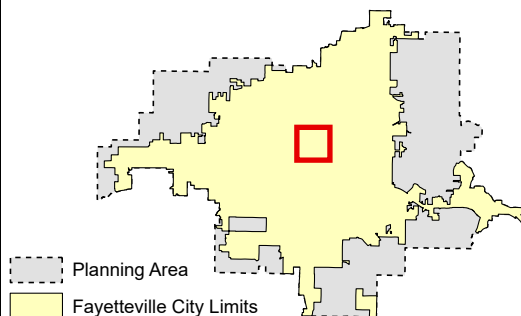
One Mile View



0 0.13 0.25 0.5 Miles



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

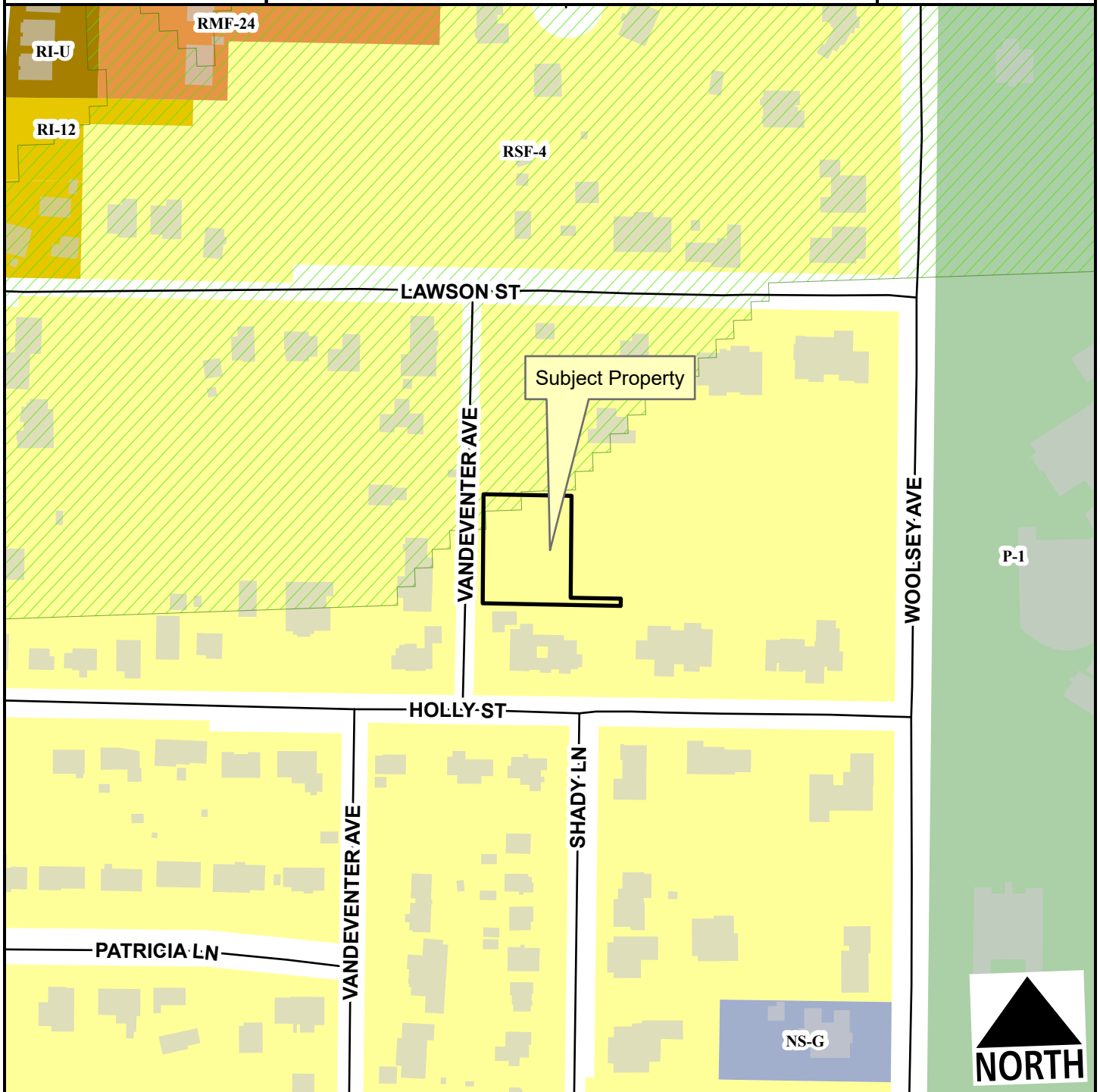


- | | |
|--|--|
| <p>Zoning</p> <p>RESIDENTIAL SINGLE-FAMILY</p> <ul style="list-style-type: none"> NS-G RI-U RI-12 NS-L Residential-Agricultural RSF-5 RSF-1 RSF-2 RSF-4 RSF-7 RSF-8 RSF-18 <p>RESIDENTIAL MULTI-FAMILY</p> <ul style="list-style-type: none"> RMF-6 RMF-12 RMF-13 RMF-24 RMF-40 <p>INDUSTRIAL</p> <ul style="list-style-type: none"> I-1 Heavy Commercial and Light Industrial | <ul style="list-style-type: none"> I-2 General Industrial <p>EXTRACTION</p> <ul style="list-style-type: none"> E-1 <p>COMMERCIAL</p> <ul style="list-style-type: none"> Residential-Office C-1 C-2 C-3 <p>FORM BASED DISTRICTS</p> <ul style="list-style-type: none"> Downtown Core Urban Thoroughfare Main Street Center Downtown General Community Services Neighborhood Services Neighborhood Conservation <p>PLANNED ZONING DISTRICTS</p> <ul style="list-style-type: none"> Commercial, Industrial, Residential INSTITUTIONAL P-1 |
|--|--|

CCP-2025-0007

1324 N. VANDEVENTER AVE

Close Up View



- Residential Link
- Hillside-Hilltop Overlay District
- Planning Area
- Fayetteville City Limits



- RSF-4
- RI-12
- RI-U
- RMF-24
- Neighborhood Services - Gen.
- P-1

CCP-2025-0007

1324 N. VANDEVENTER AVE

Current Land Use



- Neighborhood Link
- Regional Link - High Activity
- Unclassified
- Residential Link
- Planning Area
- Fayetteville City Limits



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Donna Wonsower, Planner

MEETING DATE: April 14, 2025

SUBJECT: **VAC-2025-0005: Vacation (191 S. HIL AVE./VERVE, 522):** Submitted by MCCLELLAND CONSIULTING 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 0.05 acres of right-of-way.

RECOMMENDATION:

Staff recommends forwarding **VAC-2025-0005** to the City Council with a recommendation of approval.

RECOMMENDED MOTION:

*"I move to forward **VAC-2025-00050** to City Council with a recommendation of approval and with conditions as recommended by staff."*

MARCH 10 AND MARCH 24, 2025, PLANNING COMMISSION MEETINGS:

At the March 10 and March 24, 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.

BACKGROUND:

The subject area is in central Fayetteville approximately 300 feet east of Harmon Field and 900 feet northeast of the Fayetteville High School. The 2.9-acre subject area contains multiple parcels and is bound by W. Treadwell St. to the north, S. Hill Ave. to the west, W. Putnam St. to the south, and S. Duncan Ave. to the west. The area is currently developed with apartments, single-family dwellings, and a largely undeveloped parcel with off-site parking, which were built between 1931 and 1964. The property does not fall within any overlay districts or Master Plan areas. A rezoning from RMF-40, Residential Multifamily, 40 Units per Acre to MSC, Main Street Center was approved by City Council on June 18, 2024, with a Bill of Assurance (RZN-2024-0018). A large-scale development was denied by the Planning Commission and approved by the City Council on appeal in early 2025 to develop the subject property with a total of 272 multi-family units and associated parking (LSD-2024-0029). Surrounding land uses and zoning are depicted in *Table 1*.

**Table 1:
Surrounding Land Use and Zoning**

Direction	Land Use	Zoning
North	Multifamily Residential	MSC, Main Street Center DG, Downtown General RMF-40, Residential Multifamily, 40 Units per Acre
South	Mixed-Density Residential	RMF-40, Residential Multifamily, 40 Units per Acre
East	Multifamily Residential	DG, Downtown General
West	Mixed-Density Residential	MSC, Main Street Center RMF-40, Residential Multifamily, 40 Units per Acre

Proposal: The applicant proposes to vacate a portion of developed street right-of-way totaling 0.05 acres, ranging from 0.0' - 0.8' wide along W. Treadwell St., 0.0' - 2.9' wide along W. Putnam Street, 2.95' - 4.7' wide along S. Hill Ave.

DISCUSSION:

Staff supports the applicant's request to vacate a portion of right-of-way. The approved large-scale development included a mixture of right-of-way vacations and dedications to align master street plan requirements with existing road centerlines. The proposed right-of-way vacation generally aligns with that approval with minor changes after the survey discrepancies were resolved. The total proposed vacation measures 0.05 acres and would still provide the necessary right-of-way for the adjacent streets to meet master street plan requirements.

Vacation Approval: The applicant has submitted the required vacation approval forms to relevant city departments and franchise utility companies with the following responses.

<u>Utility</u>	<u>Response</u>
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 easements required by SWEPCO shall be finalized at a later date.
Black Hills Energy	No objections and no comments.
AT&T	No objections, provided any AT&T Facilities located within vacated right-of-way must either be relocated to the proposed right-of-way at the owner's expense or included in a newly created easement to accommodate the existing AT&T infrastructure along S Hill Ave. A UE shall be coordinated and provided should existing AT&T infrastructure be located outside of the proposed ROW.
Ozarks Electric	No objections and no comments.
<u>City of Fayetteville</u>	<u>Response</u>
Water/Sewer	No objections and no comments.
Solid Waste & Recycling	No objections and no comments.
Transportation	No objections and no comments.

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

RECOMMENDATION: Staff recommends forwarding **VAC-2025-0005** to City Council with a recommendation of approval, with the following conditions:

Conditions of Approval:

1. Any damage or relocation of existing facilities will be at the property owner/developer's expense, and
2. Any easements required to serve the associated development shall be dedicated with the easement plat.

PLANNING COMMISSION ACTION:				Required	<u>YES</u>
Date: <u>April 14, 2025</u>	☐ Tabled	☐ Forwarded	☐ Denied		
Motion:					
Second:					
Vote:					

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Applicant Exhibits
 - Applicant Request Letter
 - Applicant Petition to Vacate
 - Survey – Right-of-way to be Vacated
- One Mile Map
- Close-Up Map
- Current Land Use Map

April 3, 2025

Planning Commission
Fayetteville Planning Department
125 W. Mountain Street
Fayetteville, AR 72701

RE: Right-of-Way Vacation Request for VERVE Student Housing

Planning Commission,

Please accept this Right-of-Way Vacation request for the VERVE Student Housing development located along 191 S. Hill Avenue, Fayetteville, AR, 72701. These ROW Vacation requests are to remove existing ROW along the perimeter of the to accommodate the city's Master Street Plan in reference to the project requirements for street improvements. The ROW in question is approximately 2,134.44 sq ft along the perimeter of the project site. The intent of this request is to remove the encroachment of the ROW to accommodate the proposed building footprint and required Master Street Plan street sections as approved during the Large-Scale Development's ROW determination. The approximate ROW vacation dimension ranges along the four project perimeter streets are as follows:

1. West Treadwell: 0.0' - 0.8'
2. West Putman Street: 0.0' - 2.9'
3. South Hill Avenue: 2.95' - 4.7'
4. South Duncan Avenue: 0.0' - 0.0'

If you should have any questions, please do not hesitate to contact me. We appreciate your continued support of this project.

Sincerely,
McClelland Consulting Engineers, Inc.



Adam B. Osweiler, PE
Principal | Sr. Project Manager
(479) 443.2377
aosweiler@mce.us.com



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

April 3, 2025

TO: Fayetteville Planning Commission & City Council
RE: VERVE Student Housing Right-of-Way Vacation Petition

PETITION TO VACATE STREET RIGHT-OF-WAY IN SOUTH HILL AVE., WEST TREADWELL ST., AND WEST PUTNAM ST. LOCATED IN PARTS OF BLOCK 5 IN VARIOUS LOTS OF THE DUNCAN'S, I.W. ADD SUBDIVISION OF THE ORIGINAL TOWN OF FAYETTEVILLE, CITY OF FAYETTEVILLE, ARKANSAS.

We, the undersigned, being all the owners of the real estate abutting the street right-of-way hereinafter sought to be abandoned and vacated, lying in Block 5 of various lots of the Duncan's, I.W. Add subdivision of the Original Town of Fayetteville, City of Fayetteville, Arkansas, a municipal corporation, petition to vacate street right-of-way is as follows:

See attached descriptions and exhibits for each street right-of-way requested to be vacated.

That the abutting real estate affected by said abandonment of the street right-of-way are a part of Block 5 of various lots of the Duncan's, I.W. Add subdivision of the Original Town of Fayetteville, 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 street right-of-way.

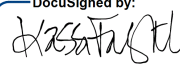
The petitioners pray that the City of Fayetteville, Arkansas, abandon and vacate the above-described real estate, subject, however, to existing utility easements and sewer easements as required, and that the above-described real estate be used for their respective benefit and purpose as now approved by law.

The petitioners further pray that the above-described real estate be vested in the abutting property owners as provided by law.

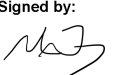
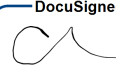
WHEREFORE, the undersigned petitioners respectfully pray that the governing body of the City of Fayetteville, Arkansas, abandon and vacate the above-described real estate, subject to said easements, and that title to said real estate sought to be abandoned by vested in the abutting property owners as provided by law, and as to that particular land the owners be free from the easements of the public for the use of said real estate.

Sincerely,

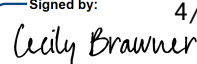
Katherine Faught of Kerr Investment Company

DocuSigned by:  4/4/2025
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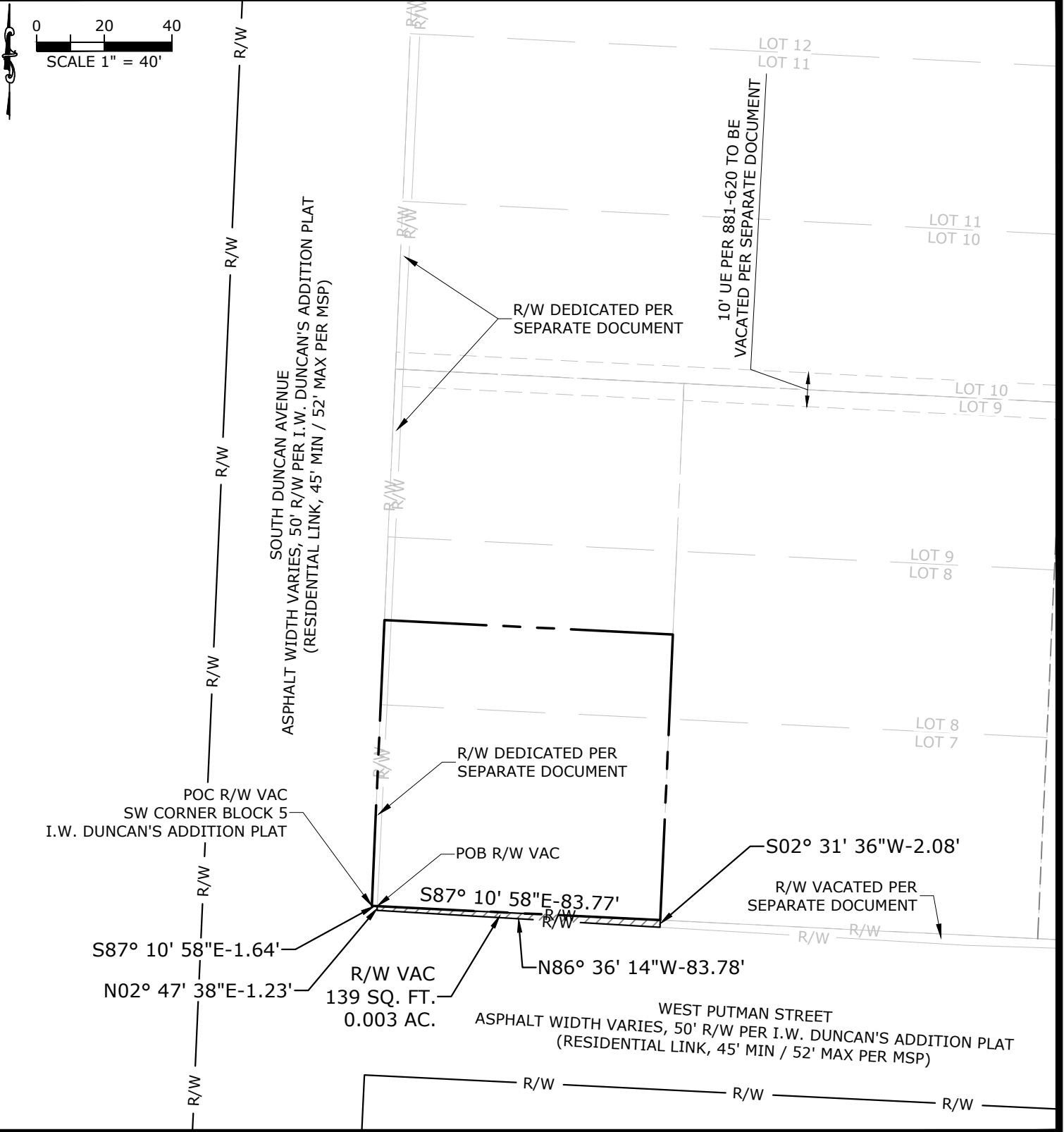
Marcus and Alexis Necessary of 98 Duncan LLC

Signed by:  4/4/2025 
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Kim and Cecily Brawner of Brawner Real Estate LLC

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W:\2024\24-2129 - FAYETTEVILLE, AR - VERVE HOUSING PROJECT LSD SURVEY\BOUNDARY DRAFTING\REV\NEW-CD-242129 VACATION EXHIBITS REV 1.DWG



LEGEND

765-04808-000 — TAX PARCEL NUMBER
 2020-00031155 — DEED RECORD
 — — EXISTING PROPERTY LINE

R/W — RIGHT-OF-WAY VACATION
 — EASEMENT VACATION

BASIS OF BEARINGS: ARKANSAS STATE PLANE COORDINATE SYSTEM, NAD 83, NORTH ZONE. (NOT A PLAT OF SURVEY)

PROJ. MANAGER:	DRAWN BY:
AO	DB
DATE:	REVISION:
03/26/2025	
SCALE:	PROJ. NUMBER:
AS NOTED	242129

EXHIBIT "A"
MAP

VERVE HOUSING PROJECT LSD
FAYETTEVILLE, ARKANSAS

98 DUNCAN LLC

MCE McCLELLAND
CONSULTING
ENGINEERS, INC.
1580 E. STEARNS ST.
FAYETTEVILLE, AR 72703
(479) 443-2377
WWW.MCE-ENGINEERS.COM

Planning Commission

April 14, 2025

VAC-2025-0005 (VERVE)

Page 6 of 16

PARCEL 765-04808-000
98 DUNCAN LLC
RIGHT-OF-WAY VACATION

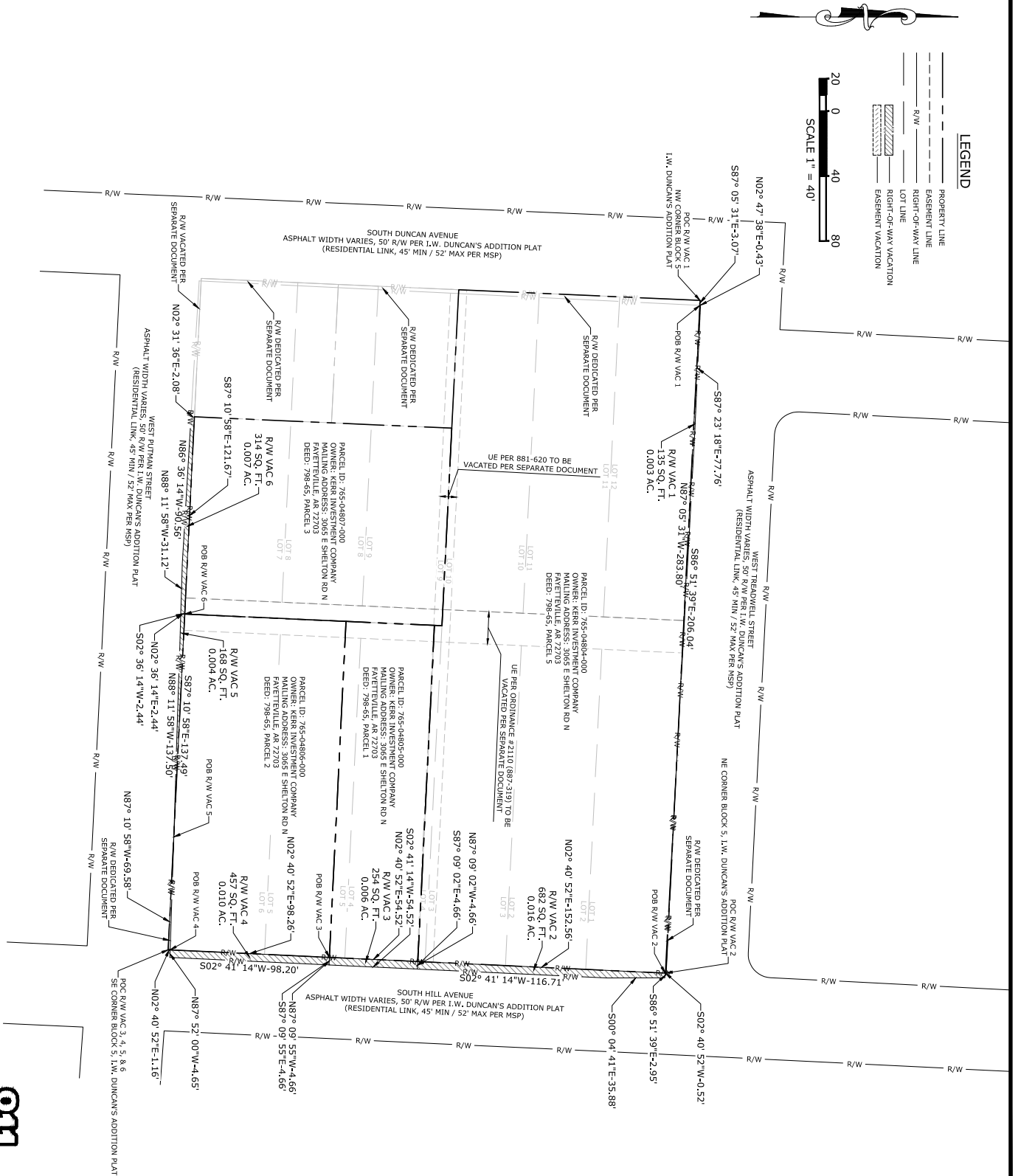
PROPERTY DESCRIPTION PER WARRANTY DEED 2020-00031155:

THE WEST 81.48 FEET OF LOT 7, AND THE WEST 81.48 FEET OF THE SOUTH 25 FEET OF LOT 8, IN BLOCK 5, DUNCAN'S ADDITION, TO THE CITY OF FAYETTEVILLE, AS SHOWN ON PLAT OF RECORD IN PLAT BOOK 4 AT PAGE 192, PLAT RECORDS OF WASHINGTON COUNTY, ARKANSAS. SUBJECT TO A PERPETUAL EASEMENT FOR WATER LINES, SEWER LINES, AND GAS LINES ACROSS SAID LOTS AS MENTIONED IN DEED RECORD BOOK 400 AT PAGE 339 AND DEED RECORD BOOK 378 AT PAGE 620.

RIGHT-OF-WAY VACATION DESCRIPTION:

A VARIABLE WIDTH RIGHT-OF-WAY VACATION, SAID RIGHT-OF-WAY VACATION BEING A PART OF THE RIGHT-OF-WAY OF WEST PUTMAN STREET AS SHOWN ON I.W. DUNCAN'S ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING (POC R/W VAC) AT THE SOUTHWEST CORNER OF BLOCK 5, I.W. DUNCAN'S ADDITION;
THENCE ALONG THE SOUTH LINE OF SAID BLOCK 5, S 87°10'58" E - 1.64 FEET TO THE POINT OF BEGINNING (POB R/W VAC);
THENCE CONTINUING ALONG SAID SOUTH LINE, S 87°10'58" E - 83.77 FEET;
THENCE LEAVING SAID SOUTH LINE, S 02°31'36" W - 2.08 FEET;
THENCE N 86°36'14" W - 83.78 FEET;
THENCE N 02°47'38" E - 1.23 FEET TO THE POINT OF BEGINNING (POB R/W VAC), CONTAINING 139 SQ. FT., OR 0.003 ACRES. SUBJECT TO ANY EASEMENTS, RIGHTS-OF-WAY, OR COVENANTS OF RECORD.



REVISIONS	
REV	DESCRIPTION

REVISIONS	
REV	DESCRIPTION

REVISIONS	
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REVISIONS	
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REVISIONS	
REV	DESCRIPTION

PARCEL 765-04804-000
KERR INVESTMENT COMPANY
RIGHT-OF-WAY VACATION

PROPERTY DESCRIPTION PER WARRANTY DEED 798-65, PARCEL 5:

PARCEL #5 - LOTS TEN (10), ELEVEN (11) AND TWELVE (12) AND LOTS ONE (1), TWO (2), THREE (3) AND THE NORTH FIVE (5) FEET OF LOT FOUR (4), ALL IN BLOCK FIVE (5) OF I.W. DUNCAN'S ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS.

RIGHT-OF-WAY VACATION 1 DESCRIPTION:

A VARIABLE WIDTH RIGHT-OF-WAY VACATION, SAID RIGHT-OF-WAY VACATION BEING A PART OF THE RIGHT-OF-WAY OF WEST TREADWELL STREET AS SHOWN ON I.W. DUNCAN'S ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING (POC R/W VAC 1) AT THE NORTHWEST CORNER OF BLOCK 5, I.W. DUNCAN'S ADDITION;
THENCE ALONG THE NORTH LINE OF SAID BLOCK 5, S 87°07'31" E - 3.07 FEET TO THE POINT OF BEGINNING (POB R/W VAC 1);
THENCE LEAVING SAID NORTH LINE, N 02°47'38" E - 0.43 FEET;
THENCE S 87°23'18" E - 77.76 FEET;
THENCE S 86°51'39" E - 206.04 FEET TO THE NORTH LINE OF SAID BLOCK 5;
THENCE ALONG SAID NORTH LINE, N 87°05'31" W - 283.80 FEET TO THE POINT OF BEGINNING (POB R/W VAC 1), CONTAINING 135 SQ. FT., OR 0.003 ACRES. SUBJECT TO ANY EASEMENTS, RIGHTS-OF-WAY, OR COVENANTS OF RECORD.

RIGHT-OF-WAY VACATION 2 DESCRIPTION:

A VARIABLE WIDTH RIGHT-OF-WAY VACATION, SAID RIGHT-OF-WAY VACATION BEING A PART OF THE RIGHT-OF-WAY OF SOUTH HILL AVENUE AS SHOWN ON I.W. DUNCAN'S ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING (POC R/W VAC 2) AT THE NORTHEAST CORNER OF BLOCK 5, I.W. DUNCAN'S ADDITION;
THENCE ALONG THE EAST LINE OF SAID BLOCK 5, S 02°40'52" W - 0.52 FEET TO THE POINT OF BEGINNING (POB R/W VAC 2);
THENCE LEAVING SAID EAST LINE, S 86°51'39" E - 2.95 FEET;
THENCE S 00°04'41" E - 35.88 FEET;
THENCE S 02°41'14" W - 116.71 FEET;
THENCE N 87°09'02" W - 4.66 FEET TO THE EAST LINE OF SAID BLOCK 5;
THENCE ALONG SAID EAST LINE, N 02°40'52" E - 152.56 FEET TO THE POINT OF BEGINNING (POB R/W VAC 2), CONTAINING 682 SQ. FT., OR 0.016 ACRES. SUBJECT TO ANY EASEMENTS, RIGHTS-OF-WAY, OR COVENANTS OF RECORD.

PARCEL 765-04805-000
KERR INVESTMENT COMPANY
RIGHT-OF-WAY VACATION

PROPERTY DESCRIPTION PER WARRANTY DEED 798-65, PARCEL 1:

PARCEL #1 - FORTY-FIVE (45) FEET OF EQUAL AND UNIFORM WIDTH OFF THE SOUTH SIDE OF LOT NUMBERED FOUR (4) AND TEN (10) FEET OF EQUAL AND UNIFORM WIDTH OFF THE NORTH SIDE OF LOT NUMBERED FIVE (5) IN BLOCK NUMBERED FIVE (5) OF I.W. DUNCAN'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.

RIGHT-OF-WAY VACATION 3 DESCRIPTION:

A VARIABLE WIDTH RIGHT-OF-WAY VACATION, SAID RIGHT-OF-WAY VACATION BEING A PART OF THE RIGHT-OF-WAY OF SOUTH HILL AVENUE AS SHOWN ON I.W. DUNCAN'S ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING (POC R/W VAC 3) AT THE SOUTHEAST CORNER OF BLOCK 5, I.W. DUNCAN'S ADDITION;
THENCE ALONG THE EAST LINE OF SAID BLOCK 5, N 02°40'52" E - 1.16 FEET;
THENCE CONTINUING ALONG SAID EAST LINE, N 02°40'52" E - 98.26 FEET TO THE POINT OF BEGINNING (POB R/W VAC 3);
THENCE CONTINUING ALONG SAID EAST LINE, N 02°40'52" E - 54.52 FEET;
THENCE LEAVING SAID EAST LINE, S 87°09'02" E - 4.66 FEET;
THENCE S 02°41'14" W - 54.52 FEET;
THENCE N 87°09'55" W - 4.66 FEET TO THE POINT OF BEGINNING (POB R/W VAC 3), CONTAINING 254 SQ. FT., OR 0.006 ACRES. SUBJECT TO ANY EASEMENTS, RIGHTS-OF-WAY, OR COVENANTS OF RECORD.

PARCEL 765-04806-000
KERR INVESTMENT COMPANY
RIGHT-OF-WAY VACATION

PROPERTY DESCRIPTION PER WARRANTY DEED 798-65, PARCEL 2:

PARCEL #2 - THE SOUTH FORTY (40) FEET OF LOT NUMBERED FIVE (5) AND ALL OF LOT NUMBERED SIX (6) IN BLOCK FIVE (5) OF I.W. DUNCAN'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.

RIGHT-OF-WAY VACATION 4 DESCRIPTION:

A VARIABLE WIDTH RIGHT-OF-WAY VACATION, SAID RIGHT-OF-WAY VACATION BEING A PART OF THE RIGHT-OF-WAY OF SOUTH HILL AVENUE AS SHOWN ON I.W. DUNCAN'S ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING (POC R/W VAC 4) AT THE SOUTHEAST CORNER OF BLOCK 5, I.W. DUNCAN'S ADDITION;
THENCE ALONG THE EAST LINE OF SAID BLOCK 5, N 02°40'52" E - 1.16 FEET TO THE POINT OF
BEGINNING (POB R/W VAC 4);
THENCE CONTINUING ALONG SAID EAST LINE, N 02°40'52" E - 98.26 FEET;
THENCE LEAVING SAID EAST LINE, S 87°09'55" E - 4.66 FEET;
THENCE S 02°41'14" W - 98.20 FEET;
THENCE N 87°52'00" W - 4.65 FEET TO THE POINT OF BEGINNING (POB R/W VAC 4), CONTAINING 457
SQ. FT., OR 0.010 ACRES. SUBJECT TO ANY EASEMENTS, RIGHTS-OF-WAY, OR COVENANTS OF RECORD.

RIGHT-OF-WAY VACATION 5 DESCRIPTION:

A VARIABLE WIDTH RIGHT-OF-WAY VACATION, SAID RIGHT-OF-WAY VACATION BEING A PART OF THE RIGHT-OF-WAY OF WEST PUTMAN STREET AS SHOWN ON I.W. DUNCAN'S ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING (POC R/W VAC 5) AT THE SOUTHEAST CORNER OF BLOCK 5, I.W. DUNCAN'S ADDITION;
THENCE ALONG THE SOUTH LINE OF SAID BLOCK 5, N 87°10'58" W - 69.58 FEET TO THE POINT OF BEGINNING (POB R/W VAC 5);
THENCE LEAVING SAID SOUTH LINE, N 88°11'58" W - 137.50 FEET;
THENCE N 02°36'14" E - 2.44 FEET TO SAID SOUTH LINE OF BLOCK 5;
THENCE ALONG SAID SOUTH LINE OF BLOCK 5 S 87°10'58" E - 137.49 FEET TO THE POINT OF BEGINNING (POB R/W VAC 5), CONTAINING 168 SQ. FT., OR 0.004 ACRES. SUBJECT TO ANY EASEMENTS, RIGHTS-OF-WAY, OR COVENANTS OF RECORD.

PARCEL 765-04807-000
KERR INVESTMENT COMPANY
RIGHT-OF-WAY VACATION

PROPERTY DESCRIPTION PER WARRANTY DEED 798-65, PARCEL 3:

PARCEL #3 - ONE HUNDRED TWENTY-SEVEN (127) FEET OFF OF THE EAST END OF LOTS NUMBERED SEVEN (7), EIGHT (8) AND NINE (9) IN BLOCK FIVE (5) OF DUNCAN'S ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS, AS DESIGNATED UPON THE RECORDED PLAT OF SAID ADDITION ON FILE IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS.

RIGHT-OF-WAY VACATION 6 DESCRIPTION:

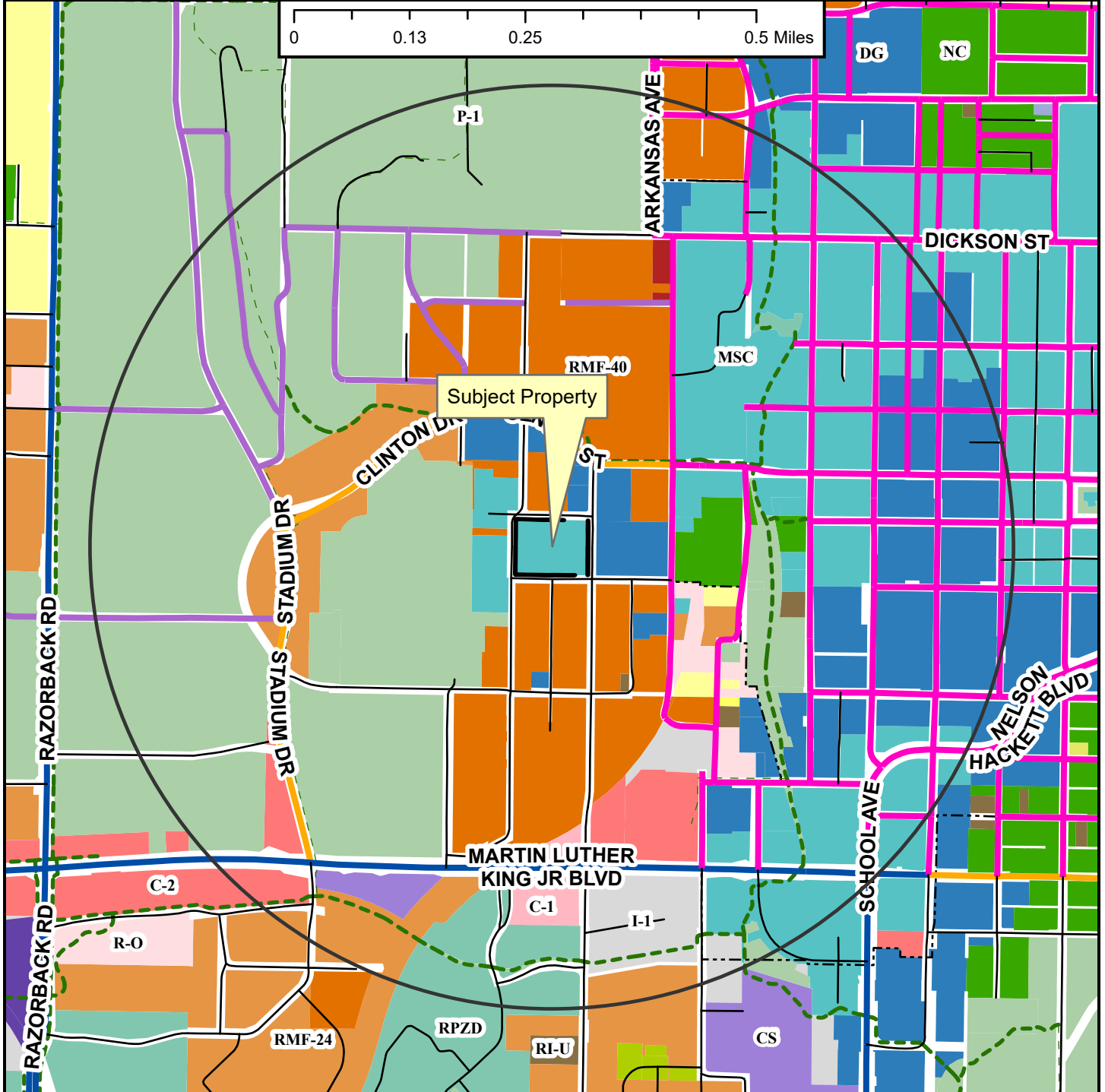
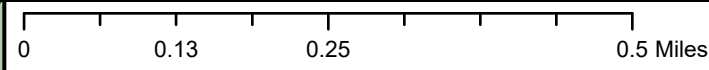
A VARIABLE WIDTH RIGHT-OF-WAY VACATION, SAID RIGHT-OF-WAY VACATION BEING A PART OF THE RIGHT-OF-WAY OF WEST PUTMAN STREET AS SHOWN ON I.W. DUNCAN'S ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS IN THE OFFICE OF THE CIRCUIT CLERK AND EX-OFFICIO RECORDER OF WASHINGTON COUNTY, ARKANSAS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING (POC R/W VAC 6) AT THE SOUTHEAST CORNER OF BLOCK 5, I.W. DUNCAN'S ADDITION;
THENCE ALONG THE SOUTH LINE OF SAID BLOCK 5, N 87°10'58" W - 69.58 FEET;
THENCE CONTINUING ALONG SAID SOUTH LINE, N 87°10'58" W - 137.49 FEET TO THE POINT OF BEGINNING (POB R/W VAC 6);
THENCE LEAVING SAID SOUTH LINE, S 02°36'14" W - 2.44 FEET;
THENCE N 88°11'58" W - 31.12 FEET;
THENCE N 86°36'14" W - 90.56 FEET;
THENCE N 02°31'36" E - 2.08 FEET TO SAID SOUTH LINE OF BLOCK 5;
THENCE ALONG SAID SOUTH LINE, S 87°10'58" E - 121.67 FEET TO THE POINT OF BEGINNING (POB R/W VAC 6), CONTAINING 314 SQ. FT., OR 0.007 ACRES. SUBJECT TO ANY EASEMENTS, RIGHTS-OF-WAY, OR COVENANTS OF RECORD.

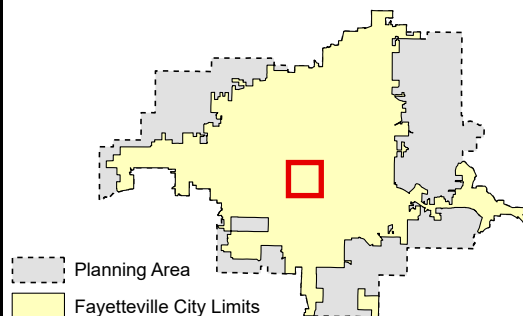
VAC-2025-0005

191 S. HILL AVE

One Mile View



- 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

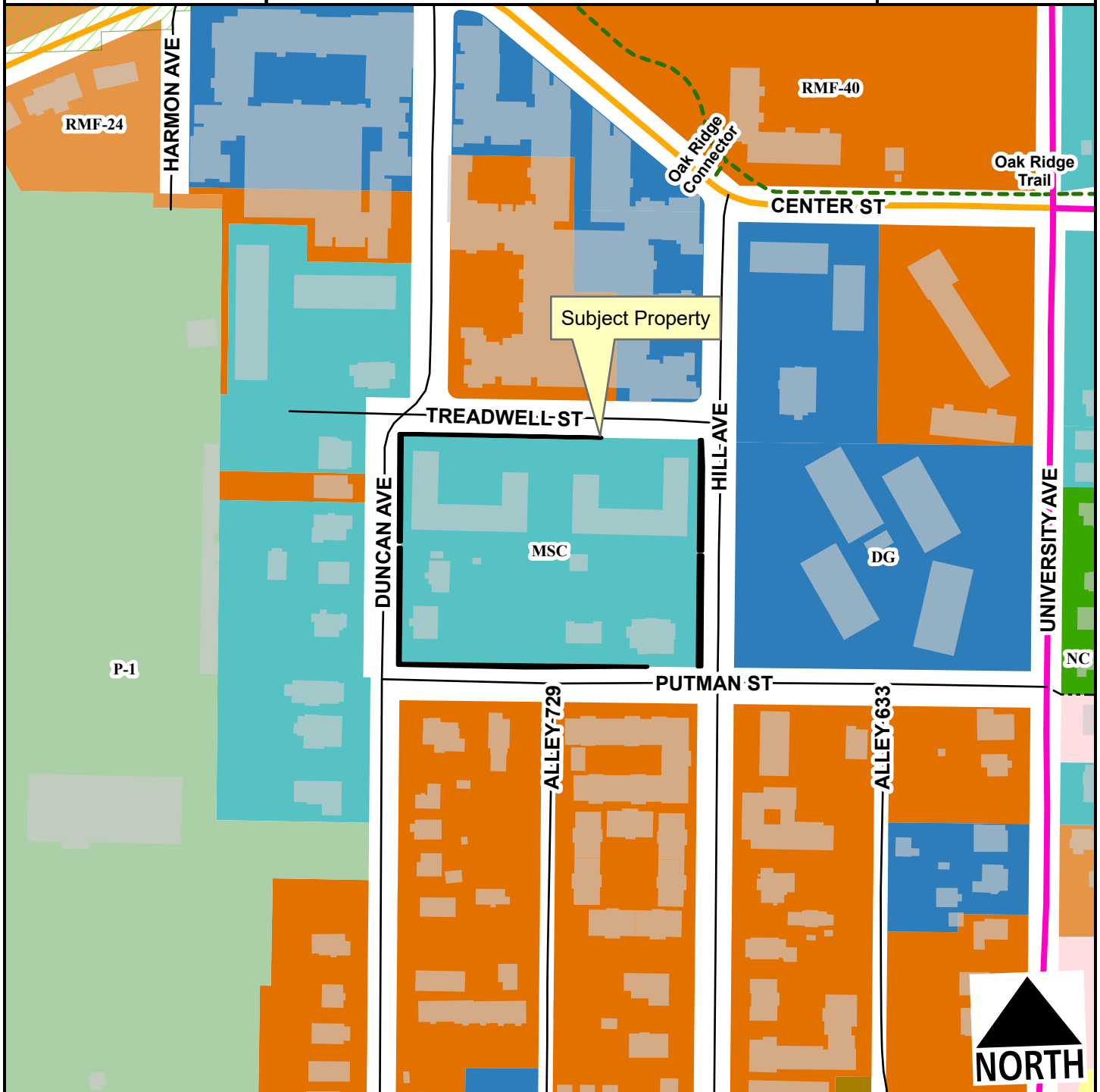


- Zoning**
- RESIDENTIAL SINGLE-FAMILY**
- NS-G
 - RI-U
 - RI-12
 - NS-L
 - Residential-Agricultural
 - RSF-5
 - RSF-1
 - RSF-2
 - RSF-4
 - RSF-7
 - RSF-8
 - RSF-18
- RESIDENTIAL MULTI-FAMILY**
- RMF-6
 - RMF-12
 - RMF-13
 - RMF-24
 - RMF-40
- INDUSTRIAL**
- I-1 Heavy Commercial and Light Industrial
- 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
 - P-1

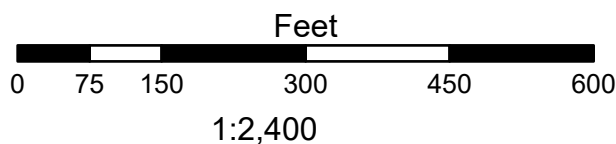
VAC-2025-0005

191 S. HILL AVE

Close Up View



- Neighborhood Link
- Urban Center
- Alley
- Residential Link
- Hillside-Hilltop Overlay District
- Planning Area
- Fayetteville City Limits
- Shared-Use Paved Trail
- Design Overlay District

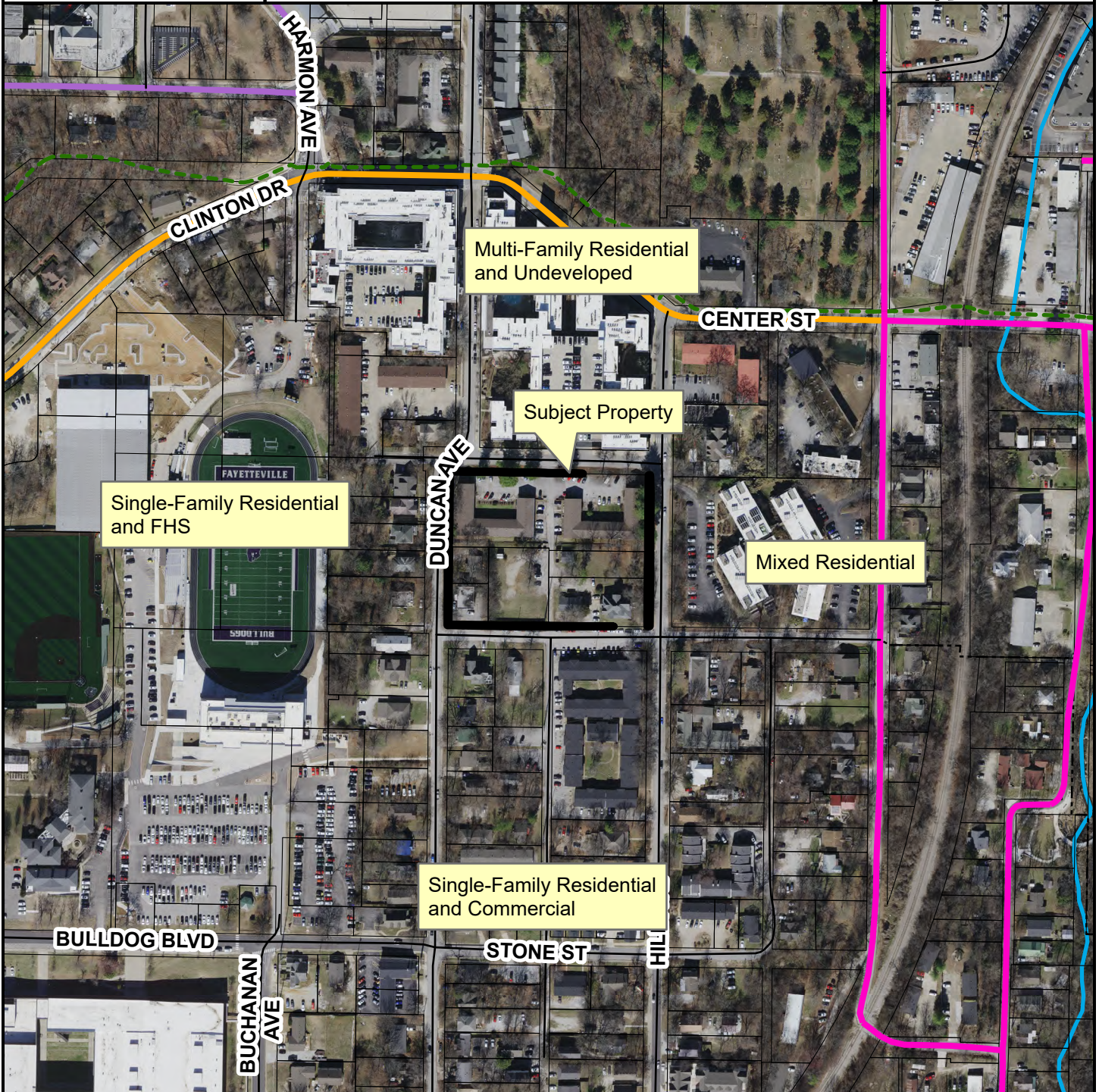


- RSF-4
- RI-U
- RMF-24
- RMF-40
- Residential-Office
- Main Street Center
- Downtown General
- Neighborhood Conservation
- P-1

VAC-2025-0005

191 S. HILL AVE

Current Land Use



- Neighborhood Link
- Institutional Master Plan
- Urban Center
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits
- Design Overlay District



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

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

MEETING: April 14, 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.

MARCH 24, 2025 PLANNING COMMISSION MEETING:

At the March 24, 2025 Planning Commission meeting, this item was tabled at the applicant's request. Based on staff's recommendation, since this was the third time the item had been tabled, the Commission voted to table this item indefinitely. The applicant then completed public notification for the April 14 meeting. No new information has been submitted otherwise.

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	<u>YES</u>	
Date: <u>April 14, 2025</u>	☐ 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



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. Minimum 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 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

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.



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 Waiver 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 <i>UDC Chapter 167.04H1 and 167.04L1</i>	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) <i>UDC Chapter 167.04H4</i>	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.



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.) <i>UDC Chapter 177.03C7g, 177.04B3a</i>	X		
b.	Species of plant material identified <i>UDC Chapter 177.03C7d,e</i>	X		
c.	Size of plant material (minimum size 2" caliper for trees and 3 gal. shrubs) <i>UDC Chapter 177.03C7b,c</i>	X		
d.	Soil amendments notes include that soil is amended and sod removed <i>UDC Chapter 177.03C6b</i>	X		
e.	Mulch notes indicate organic mulching around trees and within landscape beds <i>UDC Chapter 177.03C6c,d</i>	X		
f.	LSD, LSIP, and Subdivisions (PPL & FPL) plans stamped by a licensed Landscape Architect, others by Landscape Designer <i>UDC Chapter 177.03B</i>		X	
g.	Planting bed contained by edging <i>UDC Chapter 177.03C6f</i>	X		
h.	Planting details according to Fayetteville's Landscape Manual <i>UDC Chapter 177.03C6g</i>	X		
i.	Provide information about 3-Year Maintenance plan. The owner shall deposit with the City of Fayetteville a surety for approved landscape estimate. <i>UDC Chapter 177.05 A2g</i>	X		
2. Parking Lot Requirements		Yes	No	N/A
1 Tree : 12 Parking Spaces				
a.	Side and Rear Property Lines (5' Wide Landscape Area) <i>UDC Chapter 177D1</i>			X
b.	Wheel Stops/Curbs <i>UDC Chapter 177.04B1</i>	Yes		

- | | |
|---|---|
| c. Narrow Tree Lawn (8' min. width, 37.5' length)
<i>UDC Chapter 177.04C</i> | X |
| d. Tree Island (8' min. width, 18.7' min length, 150 square feet)
<i>UDC Chapter 177.04C</i> | X |
| e. Placement of Trees (either side at entrances and exits)
<i>UDC Chapter 177.04C2</i> | X |

3. Perimeter Landscaping Requirements

Yes No N/A

- | | |
|---|---|
| a. Front Property Line (15' wide landscape) and 5' on sides and rear.
<i>UDC Chapter 177.04D2a</i> | X |
| b. Shade trees planted on south and west sides of parking lots
<i>UDC Chapter 177.04D2e</i> | 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
<i>UDC Chapter 177.05B1a</i> | X |
| b. Non-Residential Subdivisions
1 Large Species Shade Tree every 30' (planted in greenspace)
<i>UDC Chapter 177.05B2a</i> | X |
| c. Urban Tree Well – Urban Streetscapes
Trees every 30' (8' sidewalk)
<i>UDC Chapter 177.05B3a-f</i> | X |
| d. Structural Soil – Urban Tree Wells
Include a note and/or detail of structural soil on Landscape Plan
<i>UDC Chapter 177.05B3a-f</i> | X |
| e. Residential Subdivisions
Timing of planting indicated on plans
<i>UDC Chapter 177.05A4</i> | X |
| f. Residential Subdivisions
Written description for method of tracking planting
<i>UDC Chapter 177.05A4e</i> | 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.



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Fayetteville, AR 72701
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Cell: 479-879-5015
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General: Office@TreeClimbersLLC.com
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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

asca RCA #801
Registered Consulting Arborist®



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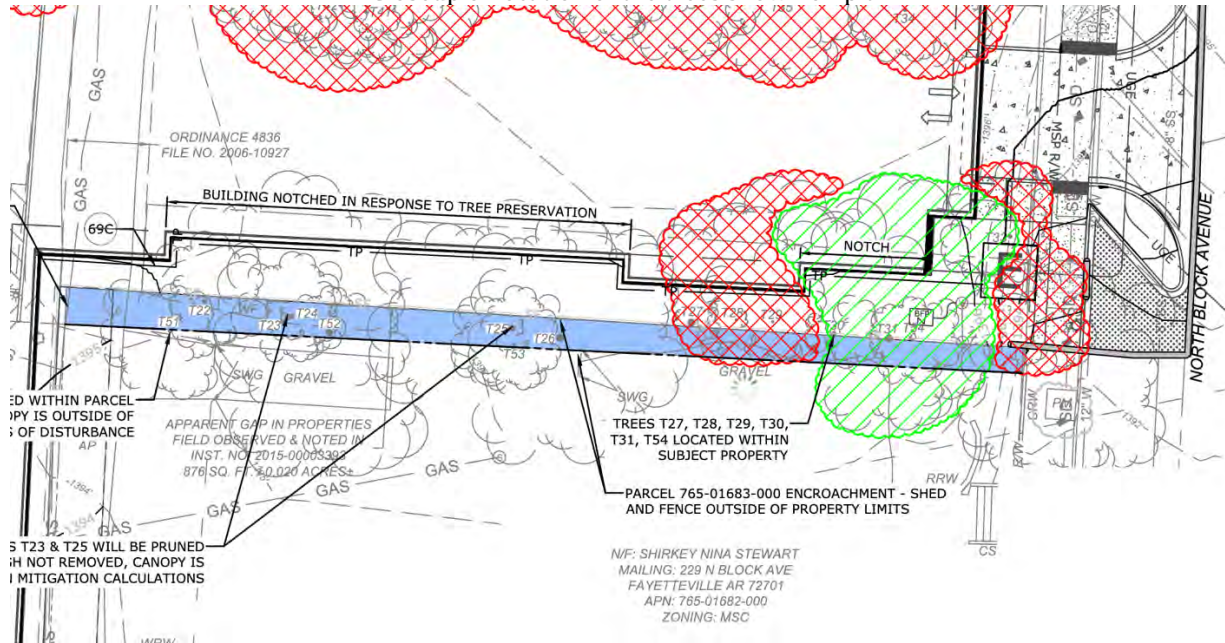
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Appendix A.1

Closeup of location of the trees shown on plan.





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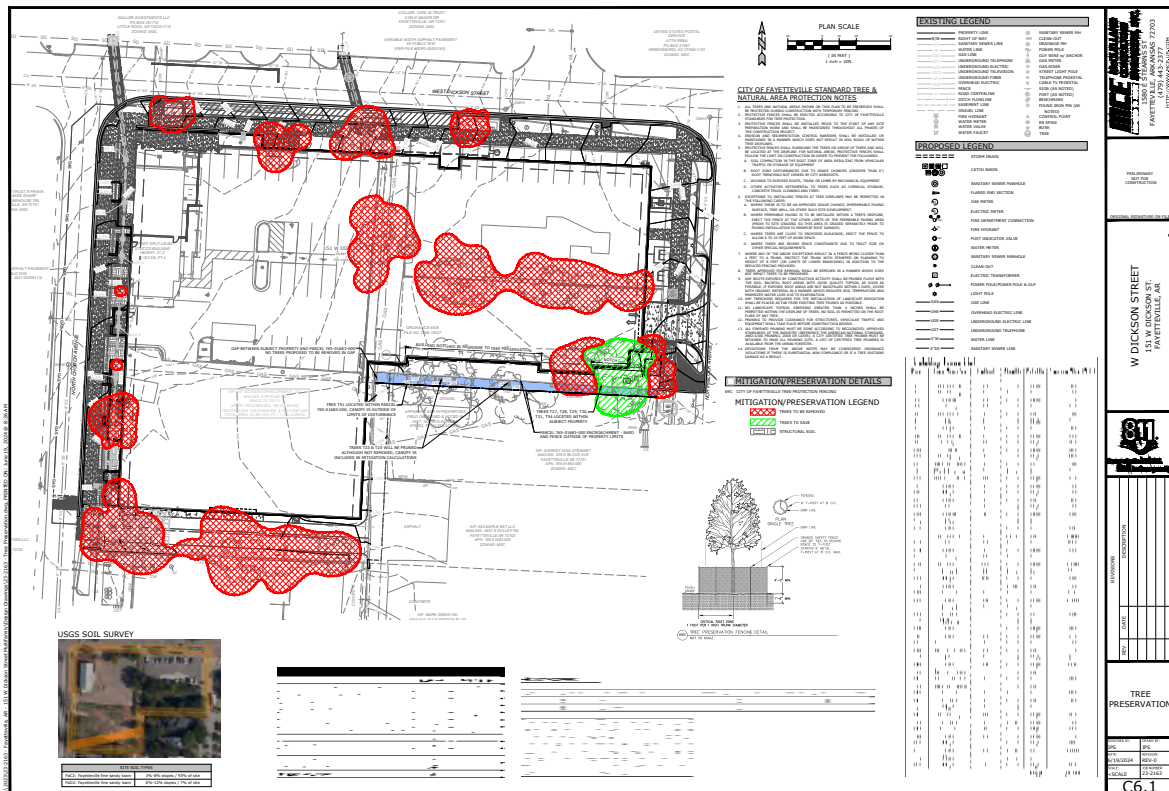
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Appendix A.2

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





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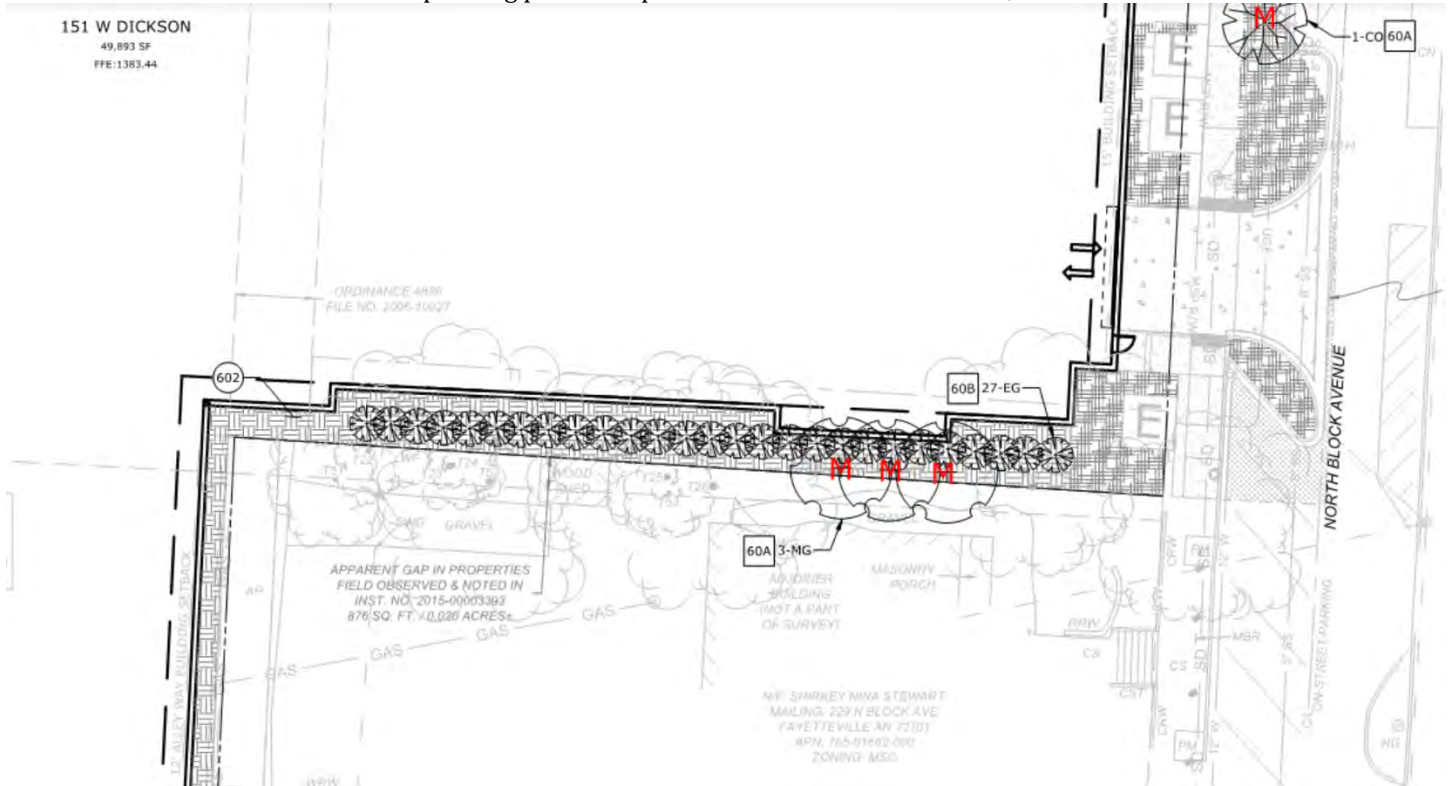
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Appendix B

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.



To: The City of Fayetteville

From: McClelland Consulting Engineers

Date: December 31, 2024

Subject: 151 W Dickson St

Planning Staff,

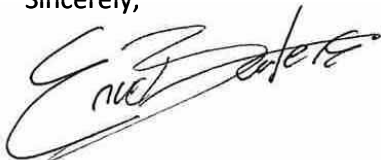
On behalf of Trenatas Ventures, please accept the following Large Scale Development plans for a new mixed-use development on the south side of W Dickson St, between the blocks of Church and Block. The project will consist of a 7-story building (3 basement levels and 5 stories above grade. The use will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

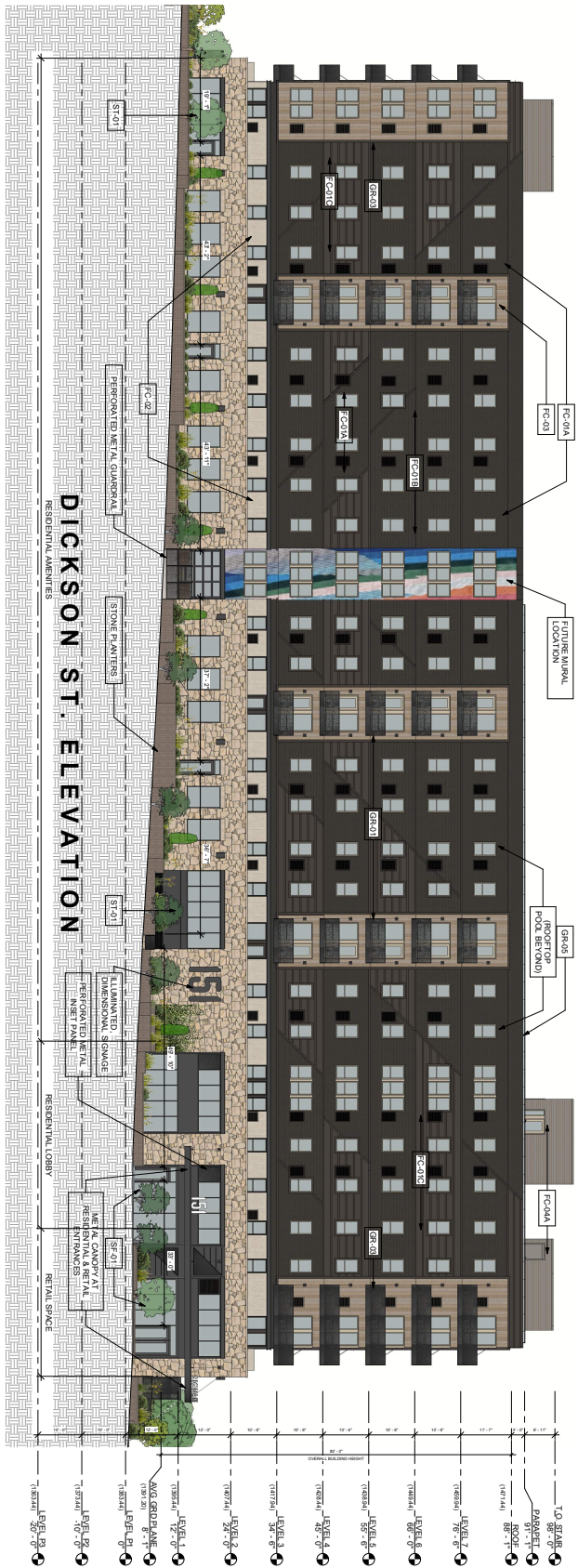
Please do not hesitate to contact me if you should have any questions or concerns regarding this project.

Sincerely,

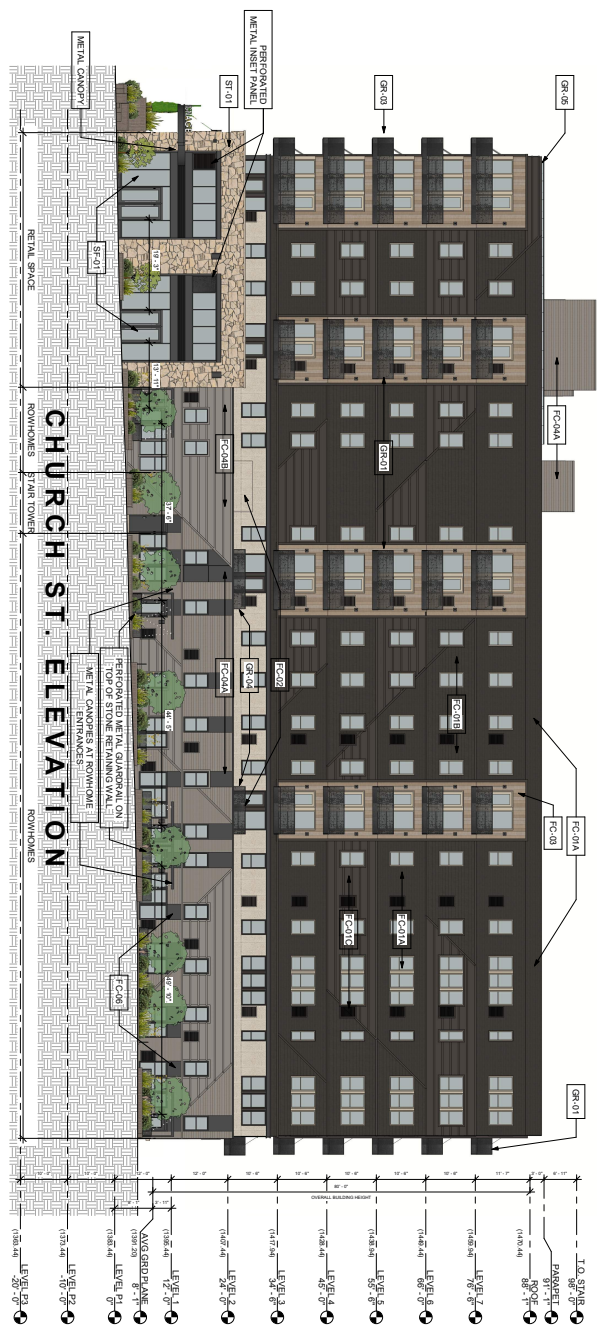


Eric Bartels, PLA
Land Development Project Manager
(479) 443.2377
ebartels@mce.us.com





1. ELEVATION - DICKINSON ST. ELEVATION
LOOKING SOUTH
SCALE = 1/8" = 1'-0"



2. ELEVATION - CHURCH ST. ELEVATION
SCALE = 1/8" = 1'-0"

ELEVATION GENERAL NOTES

1. ALL EXTERIOR MATERIALS SHALL BE SELECTED AND REVIEWED BY THE ARCHITECT.
2. EXTERIOR SIGNAGE PLACEMENT SHALL BE REVIEWED BY THE ARCHITECT.
3. REFER TO WINDOW SCHEDULE FOR WINDOW TYPES.
4. PROJECT TO ELEVATION = 15M FT.

EXTENSION MATERIAL LISTING

ST-01	ADORNED TOWER (MATERIAL: WOODEN PANELING)
FC-01	FIBER-CEMENT FRAMED CORNER PANEL (FIBERGLASS) - ANCHOR
FC-02	1. 12" WOODEN EXPOSURE PLANK LAY SMOOTH 2. 12" WOODEN EXPOSURE PLANK LAY SMOOTH 3. 12" WOODEN EXPOSURE PLANK LAY SMOOTH
FC-03	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-04	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-05	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-06	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-07	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-08	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-09	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-10	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-11	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-12	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-13	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
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FC-15	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-16	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-17	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-18	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-19	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-20	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-21	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-22	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-23	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-24	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-25	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-26	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-27	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
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FC-38	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
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FC-41	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-42	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
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FC-46	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
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FC-92	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-93	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-94	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-95	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-96	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-97	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-98	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-99	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND
FC-100	PERFORATED METAL, FINISHED FOR PAINT, FINE SAND

Trinity Ventures
151 W. DICKINSON ST.
DENVER, CO 80202
773.444.4444

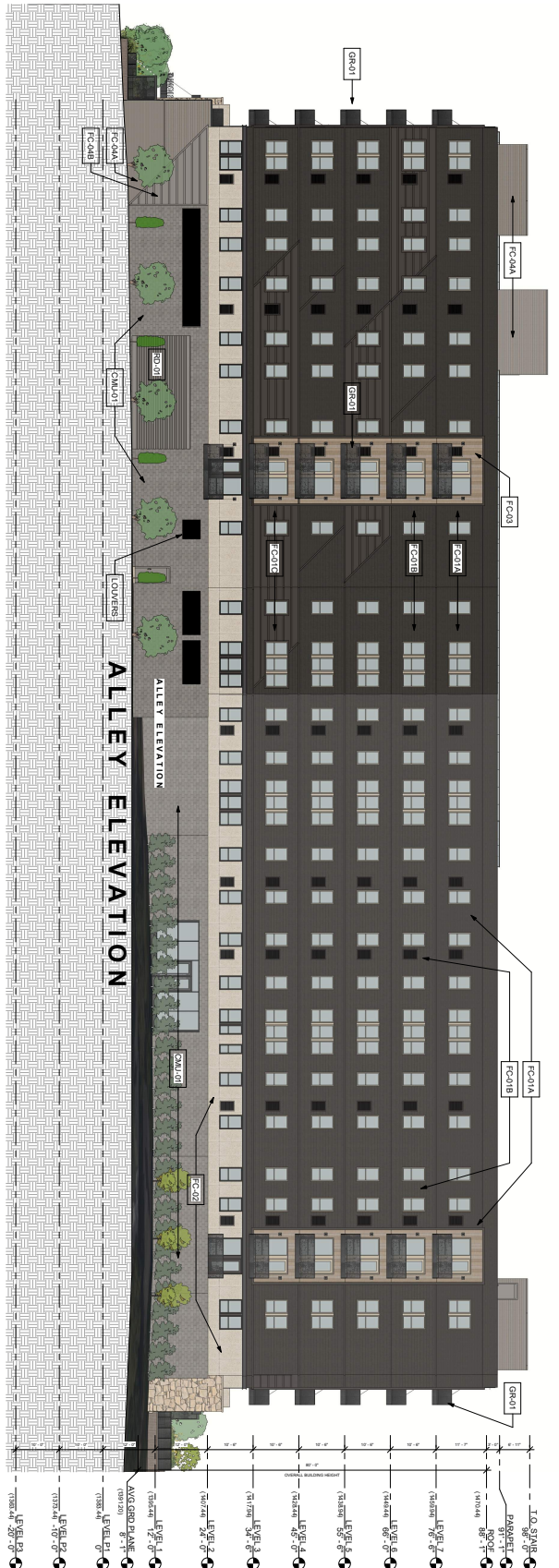
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ARCHITECTS
151 W. DICKINSON ST.
DENVER, CO 80202
773.444.4444

DO ENGINEERS
151 W. DICKINSON ST.
DENVER, CO 80202
773.444.4444

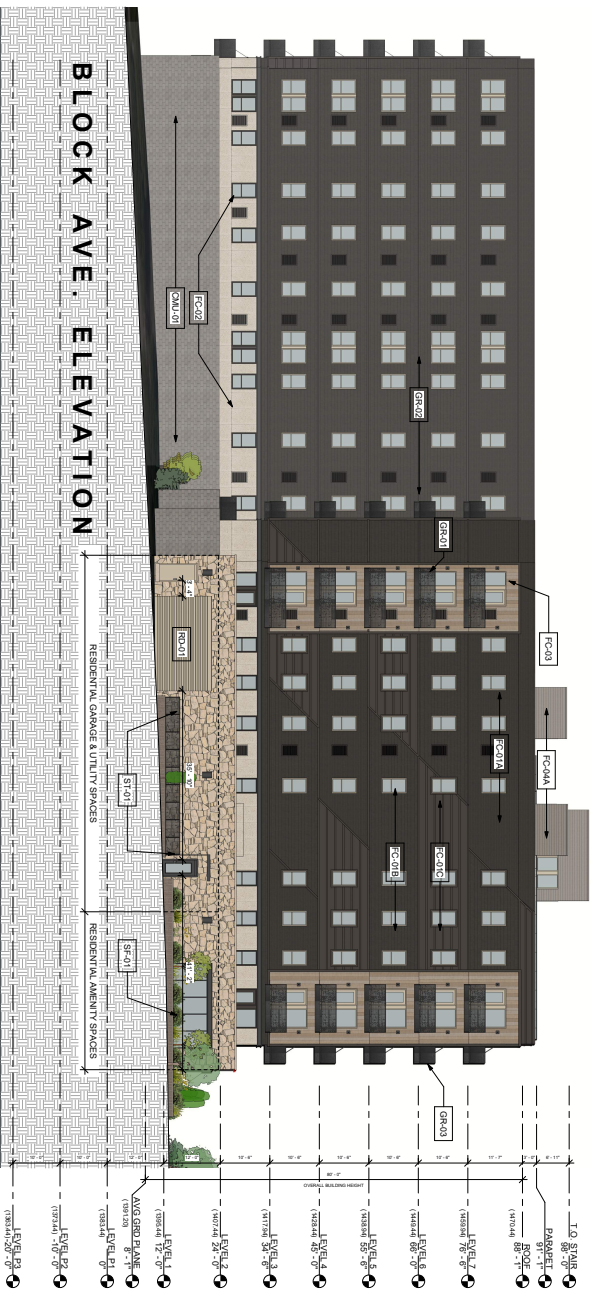
OVERALL BUILDING ELEVATIONS

151 W. DICKINSON STREET

A3.01



1 ELEVATION - ALLEY ELEVATION
(LOOKING NORTH)



ELEVATION - BLOCK AVE. ELEVATION
(LOOKING WEST)

ELEVATION GENERAL NOTES

1. ALL EXTERIOR MATERIALS SHALL BE SELECTED AND REVIEWED BY THE ARCHITECT.
2. EXTERIOR STORAGE & PARTWORK 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

[illegible]

THREE WINNERS
201 MAIN STREET, STE 1000
LAKEVIEW, IN 47901
(765) 454-2800
www.kirkas.vanhu.com

ANTUNOVICH ASSOCIATES
ARCHITECTURE PLANNING INTERIOR DESIGN

224 WEST TILDEN STREET, SUITE 702
CHICAGO, ILLINOIS 60609
MAIN 312.266.1128
FAX 312.266.7023
ANTUNOVICH.COM

DCI ENGINEERS
616 S. CONCORD ST. AVE., STE. 600
AUSTIN, TEXAS 78704
(512) 472-9797
www.dciengineers.com

MCCELLAND ENGINEERS
1900 E STEVENS STREET
FAVETTEVILLE, AR 72703
(479) 443-2377

LANDSCAPE ARCHITECT	
GENERAL CONTRACTOR	

PROJECT LOCATION
151 W. DICKSON
STREET
851 DICKSON ST.
FAYETTEVILLE, AR 72701
(COMMUNITY TITLE)

OVERALL BUILDING
ELEVATIONS

COMPANY	
CHECK	
PROJECT	
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.



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 Avenue	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 improved active 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	-

HCM 7th Signalized Intersection Summary 2: Block/St Charles & Dickson

Total Mid
03/14/2025

												
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											

HCM 7th Signalized Intersection Summary

3: College & Dickson

Total Mid
03/14/2025



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	13.6	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	-
Stage 1	-	186	-	0	0	-
Stage 2	-	0	-	191	202	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-
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	-
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	EBLn1WBLn1	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	-
Stage 1	-	150	-	0	0	-
Stage 2	-	0	-	170	163	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-
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	-
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	EBLn1WBLn1	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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1085
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1085
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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	-

HCM 7th Signalized Intersection Summary 2: Block/St Charles & Dickson

Total PM
03/14/2025

												
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											

HCM 7th Signalized Intersection Summary

3: College & Dickson

Total PM
03/14/2025



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	5.5	62.1	6.7	28.1	9.5	57.7	16.7	18.1				
Max Q Clear Time (g_c+I2), s	12.4	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	EBLn1WBLn1		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	-
Stage 1	-	175	-	0	0	-
Stage 2	-	0	-	223	187	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-
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	-
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	EBLn1WBLn1	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



Transportation Impact Study

**151 West Dickson Street Development
Fayetteville, Arkansas**

Prepared by:

Kimley-Horn and Associates, Inc.
805 S Walton Boulevard, #520
Bentonville, AR 72712
Registered Firm F-928
Project Number: 069419102

Contact:
Christian DeLuca, P.E., PTOE
Michael Gomez, EIT
972-776-1748
March 17th, 2025



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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**.

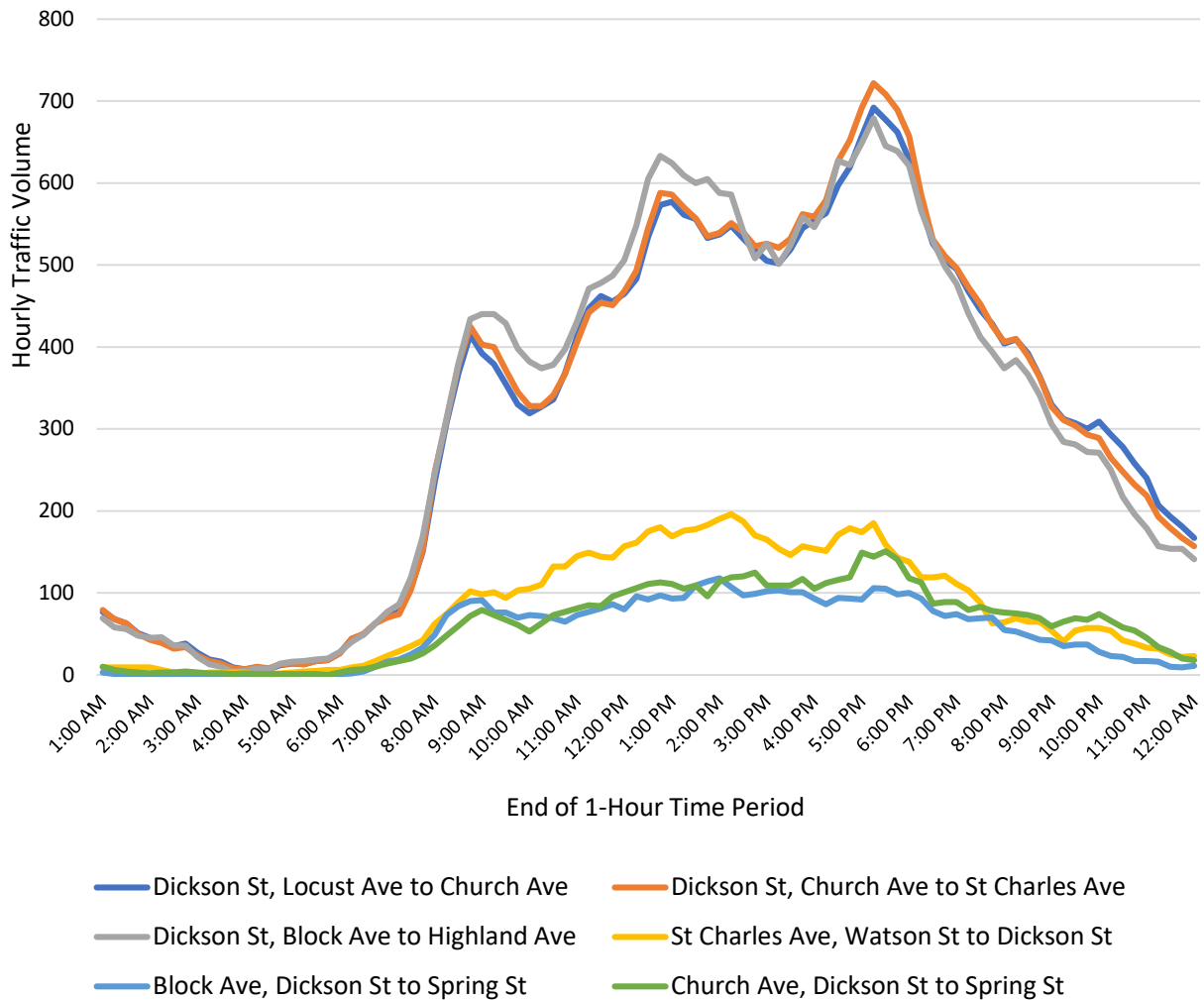
Table 3 summarizes data collection durations and the identified midday and PM peak hours at each study intersection.

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





Planning Commission

April 14, 2025

LSD-2025-0038 (TRINITAS VENTURES)

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EXHIBIT 1

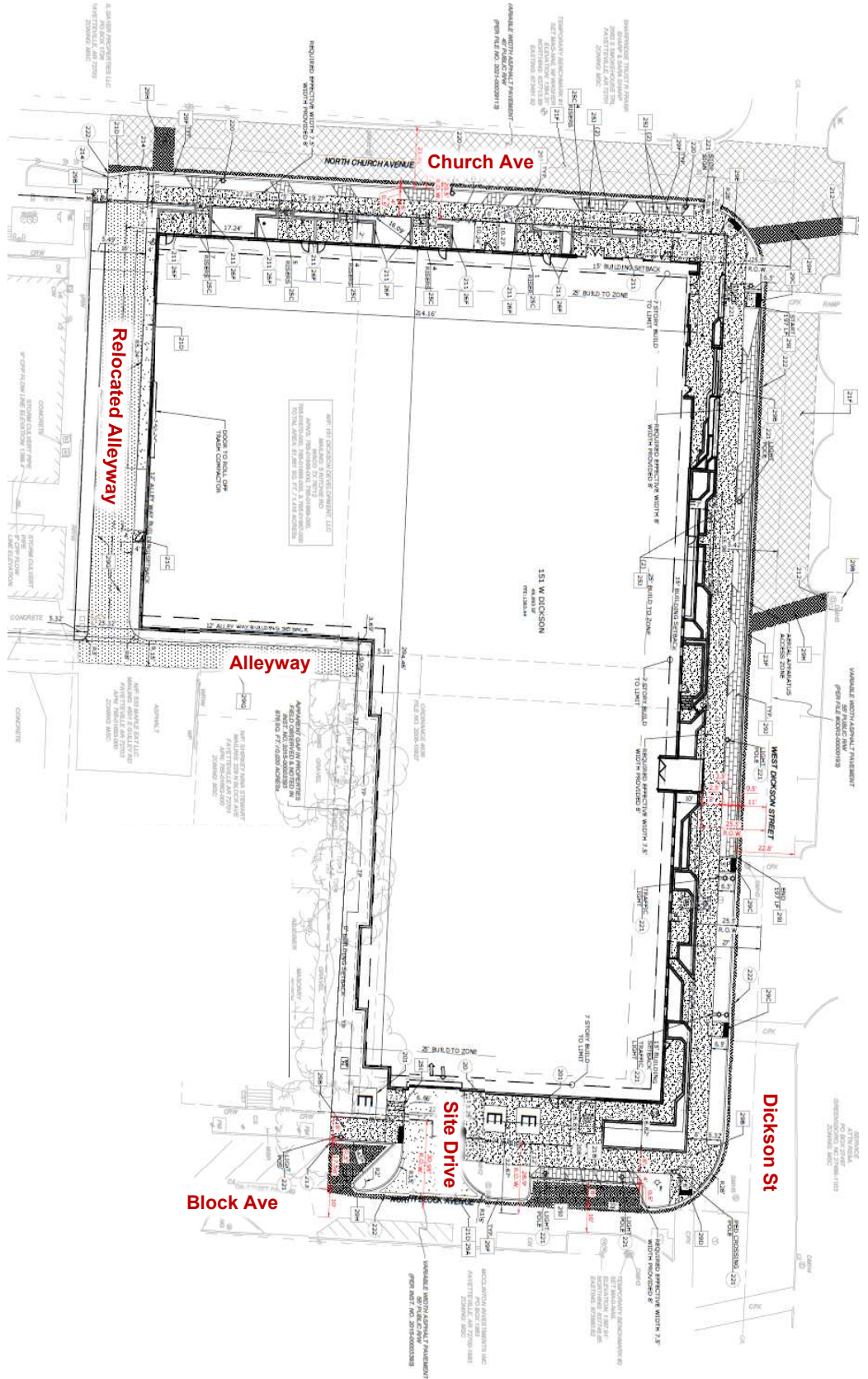
Vicinity Map
151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn

LEGEND:
● = Study Intersections

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Not To Scale

EXHIBIT 2
Conceptual Site Plan
 151 W Dickson Street - Fayetteville, Arkansas
Kimley»Horn



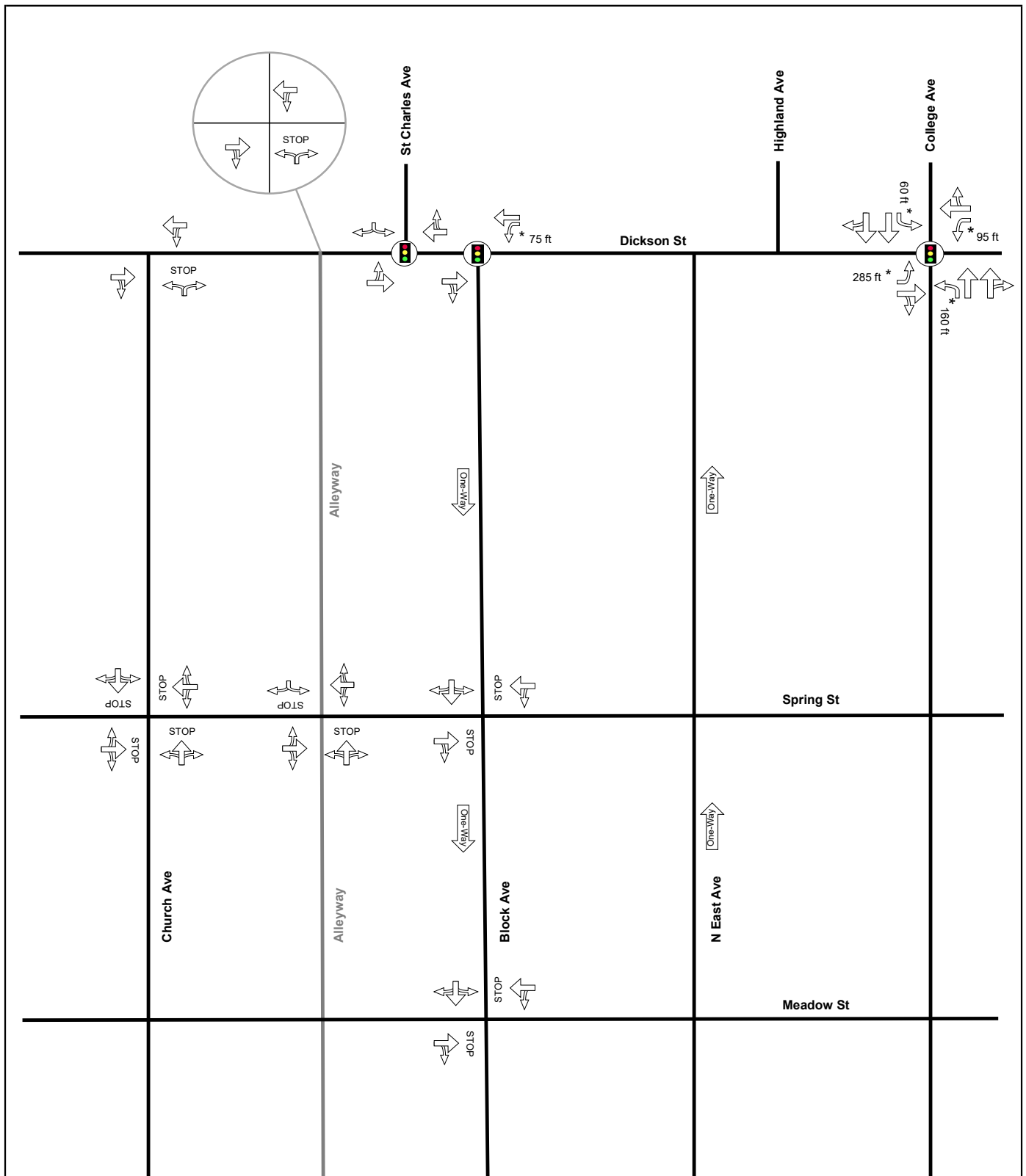


EXHIBIT 3

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

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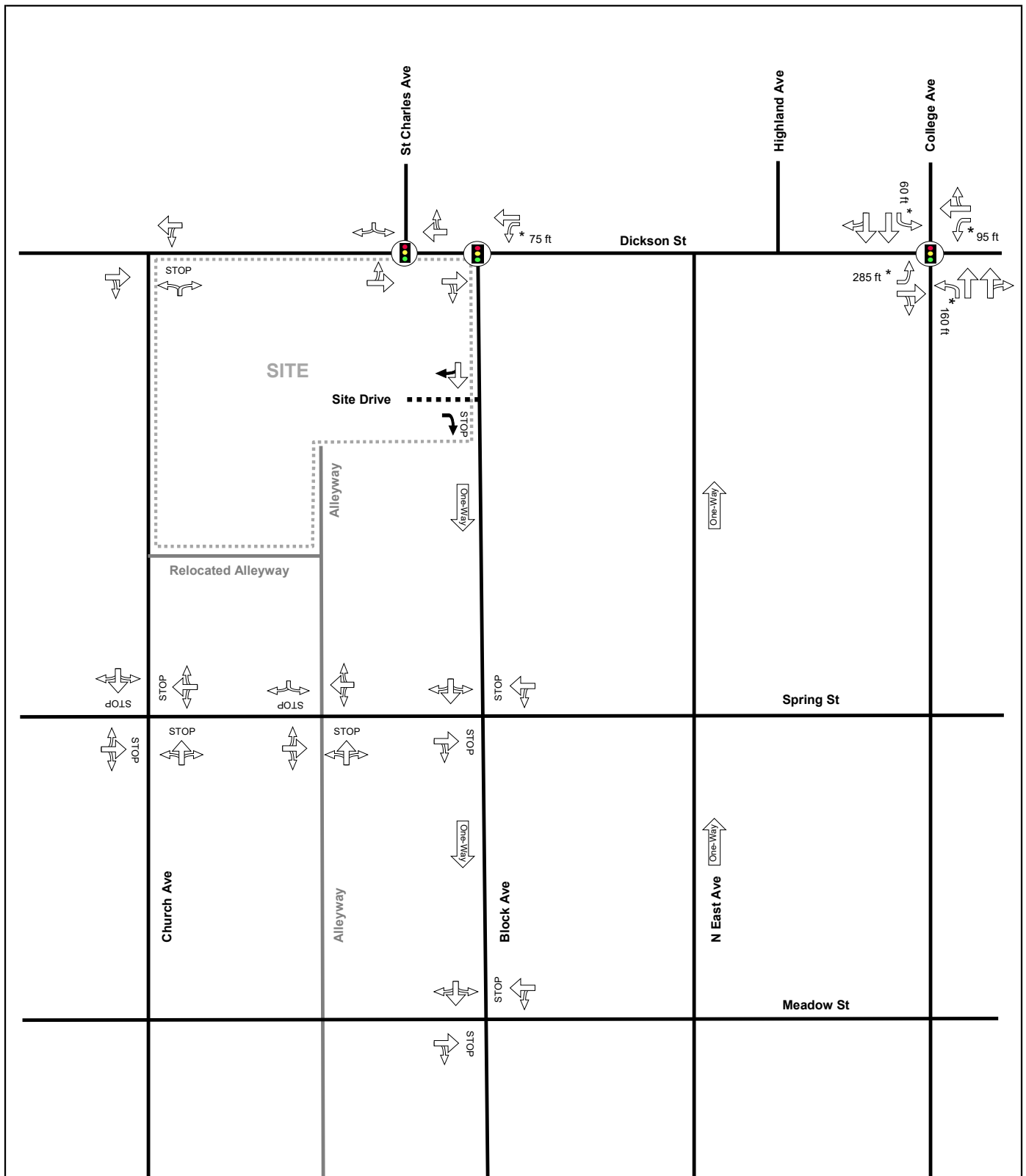


EXHIBIT 4

Proposed Lane Assignment and Intersection Control
151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn

LEGEND:	
	= Signalized Intersection
STOP	= Stop-Controlled Approach
	= Travel Lane
	= Driveway Lanes or Off-Site Improvements
*	= Turn Bay
	= Two-Way Left Turn Lane

North
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Not To Scale

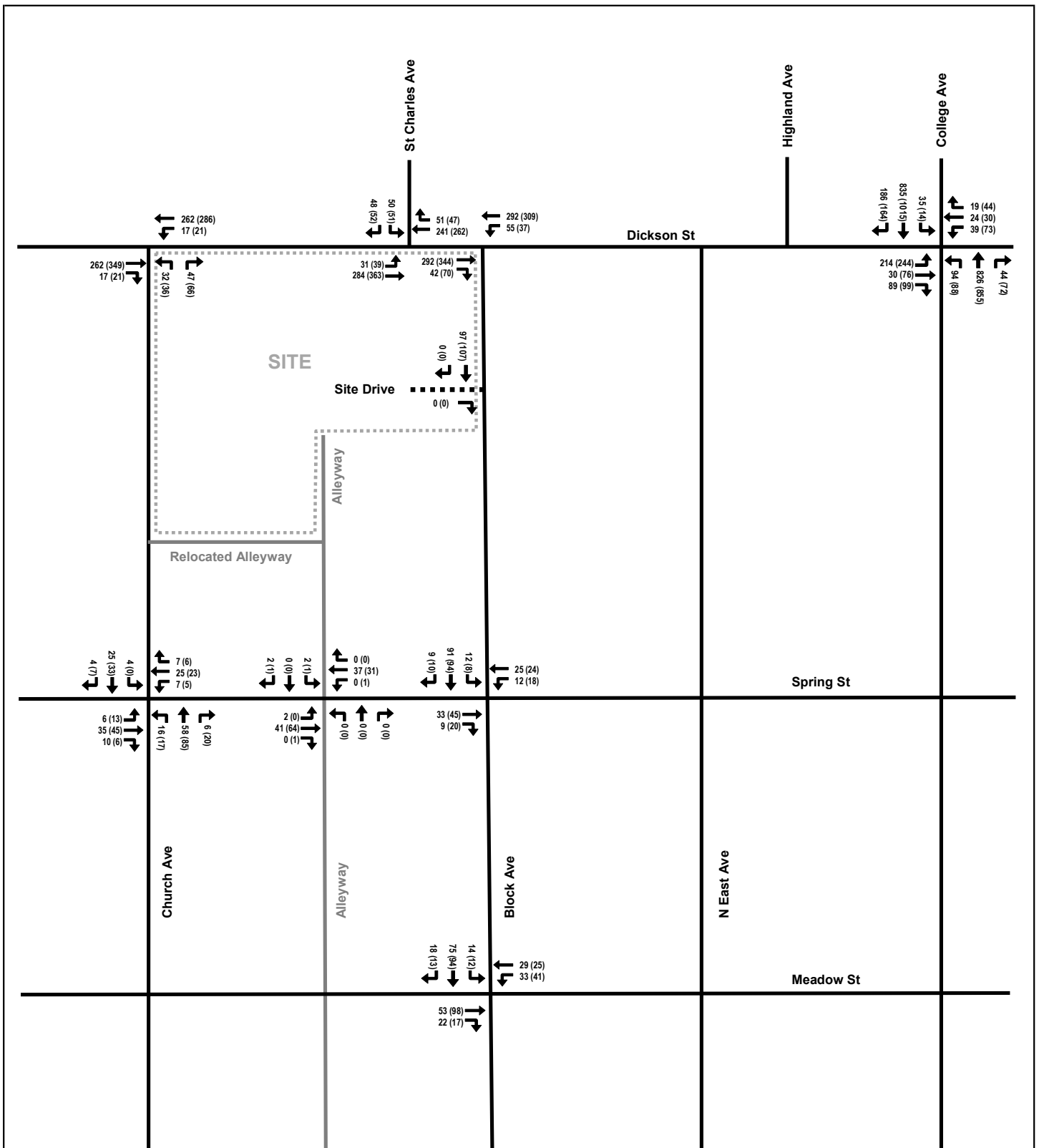


EXHIBIT 5 2025 Existing Traffic 151 W Dickson Street - Fayetteville, Arkansas

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
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 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.

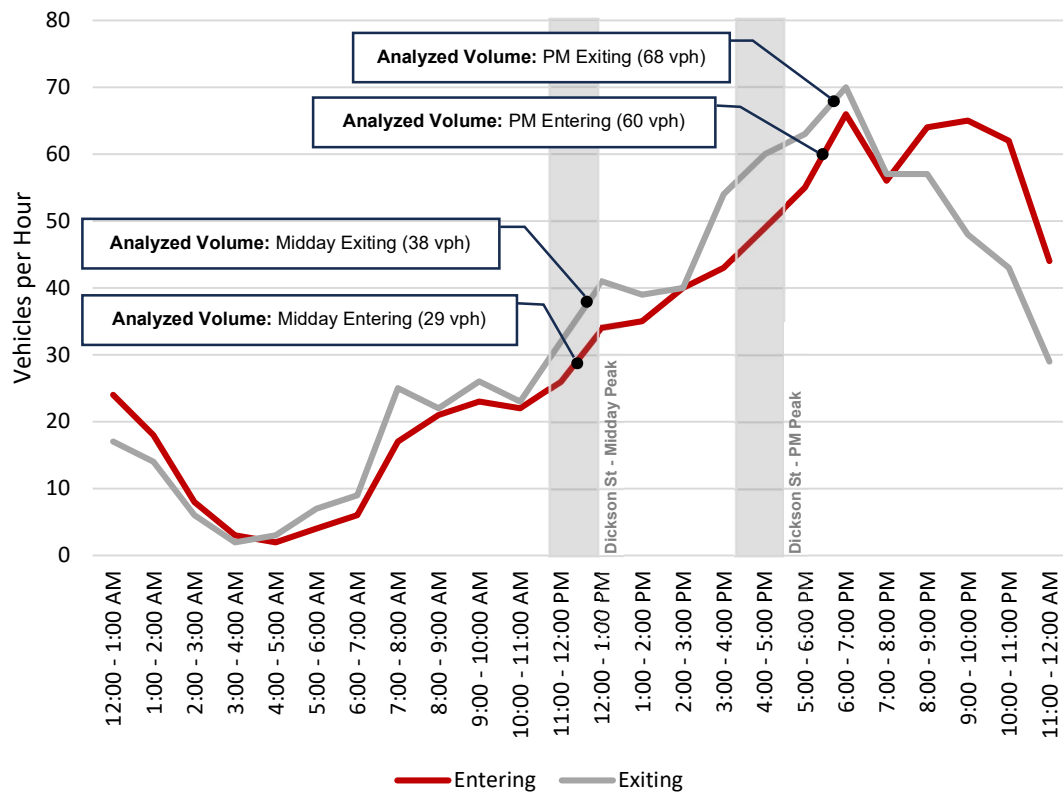
Table 4 –Trip Generation

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**.

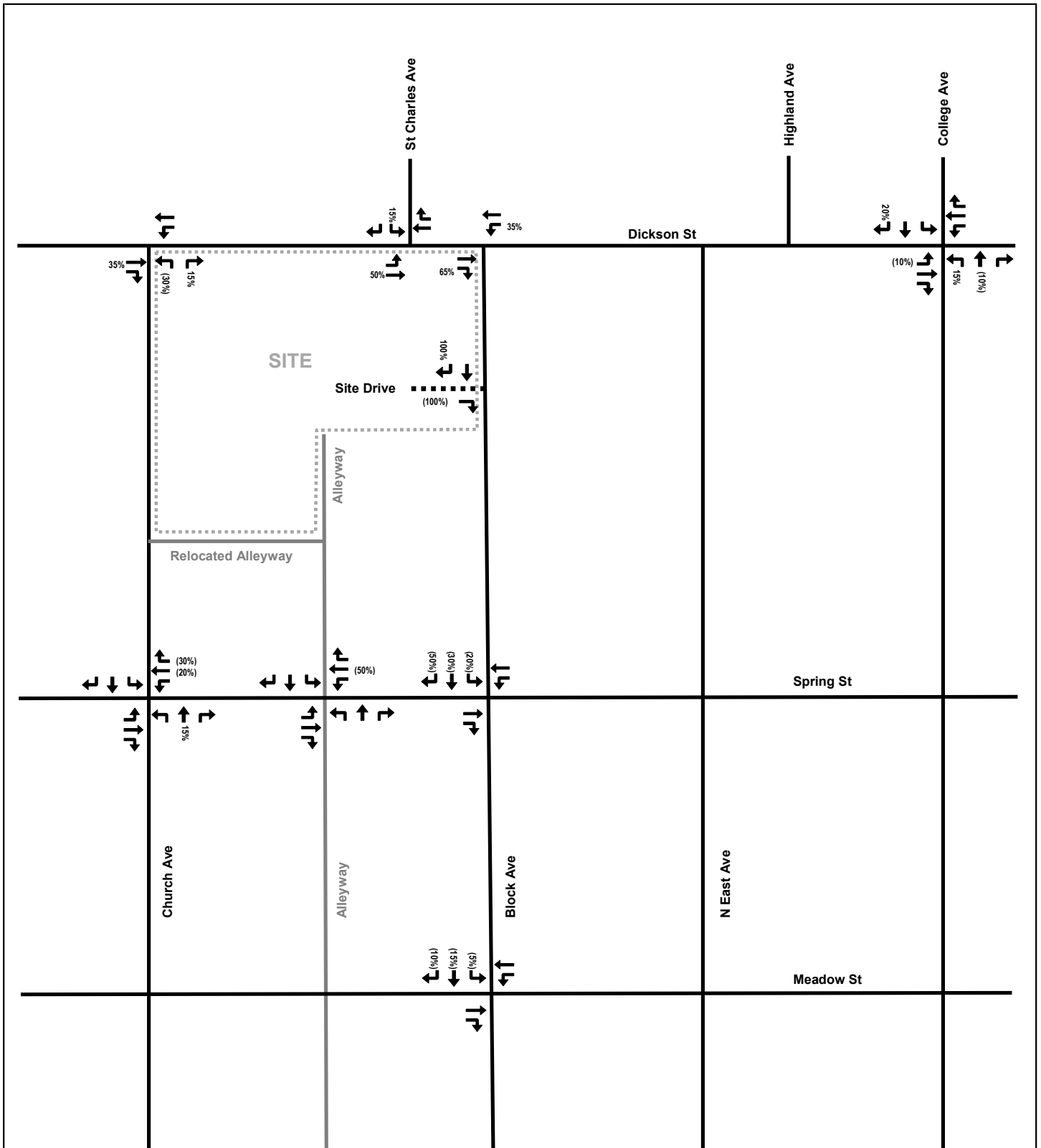


EXHIBIT 6

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

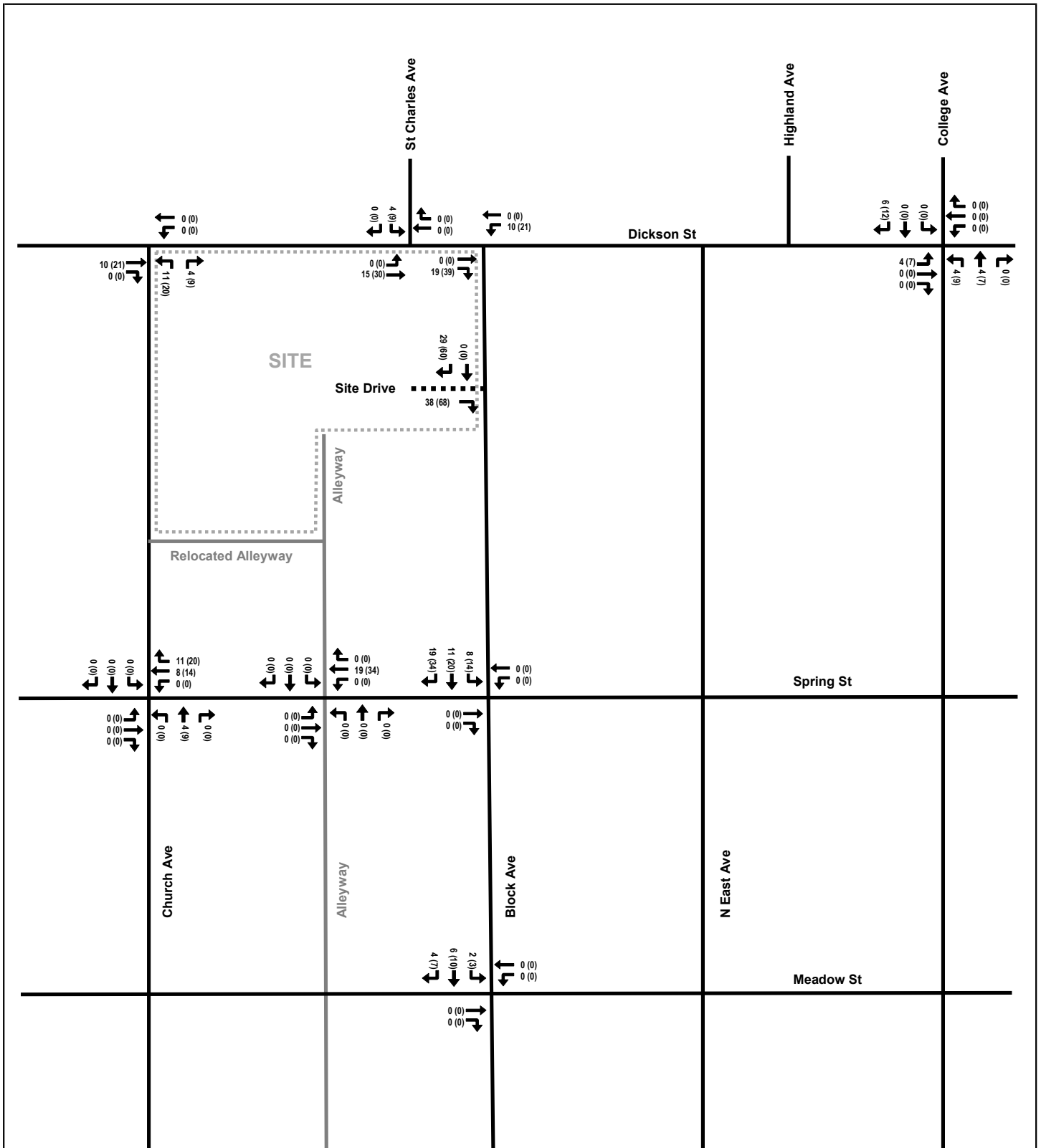


EXHIBIT 7

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

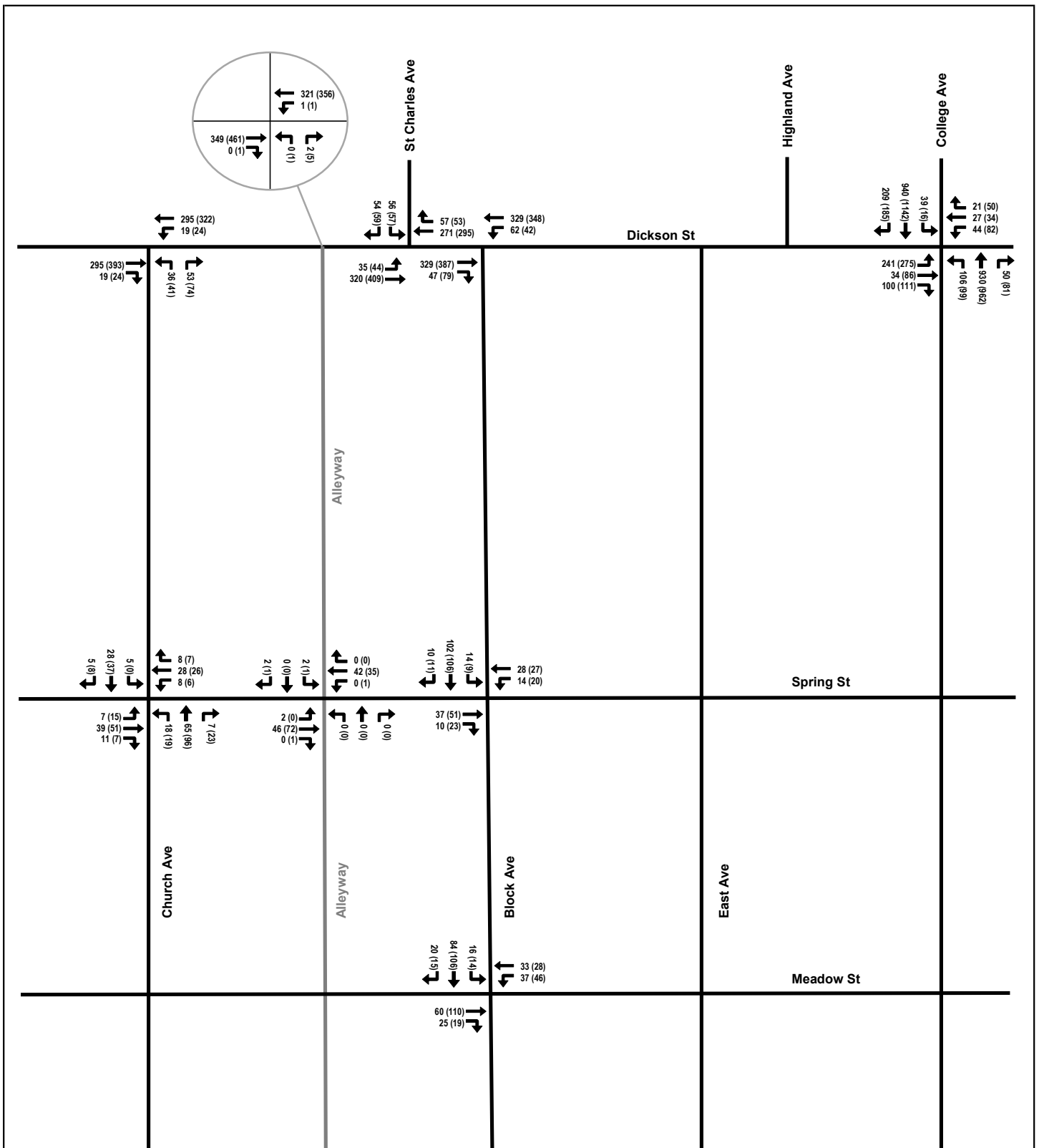


EXHIBIT 8 2029 Background Traffic Volumes 151 W Dickson Street - Fayetteville, Arkansas **Kimley»Horn**

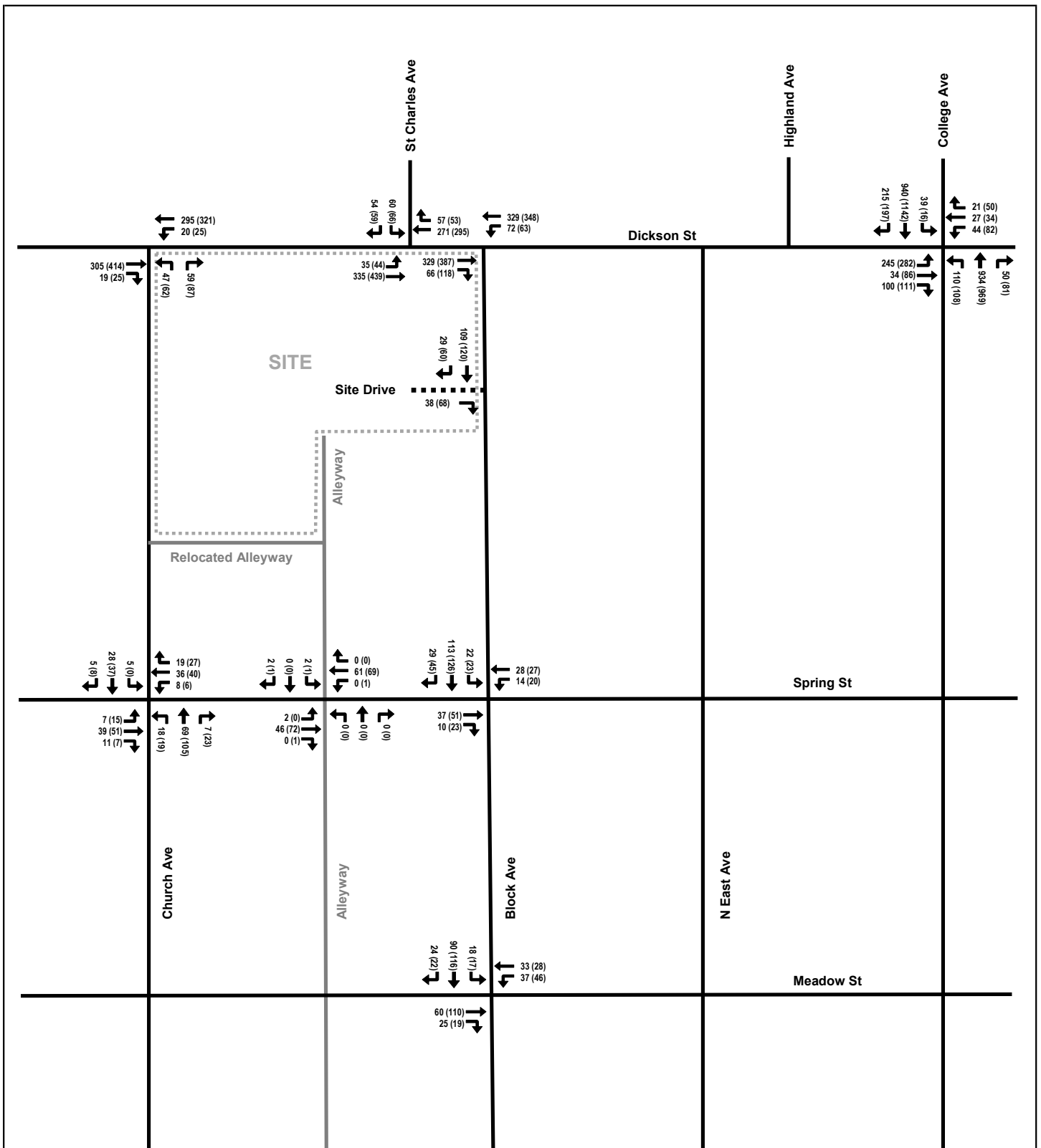


EXHIBIT 9

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.

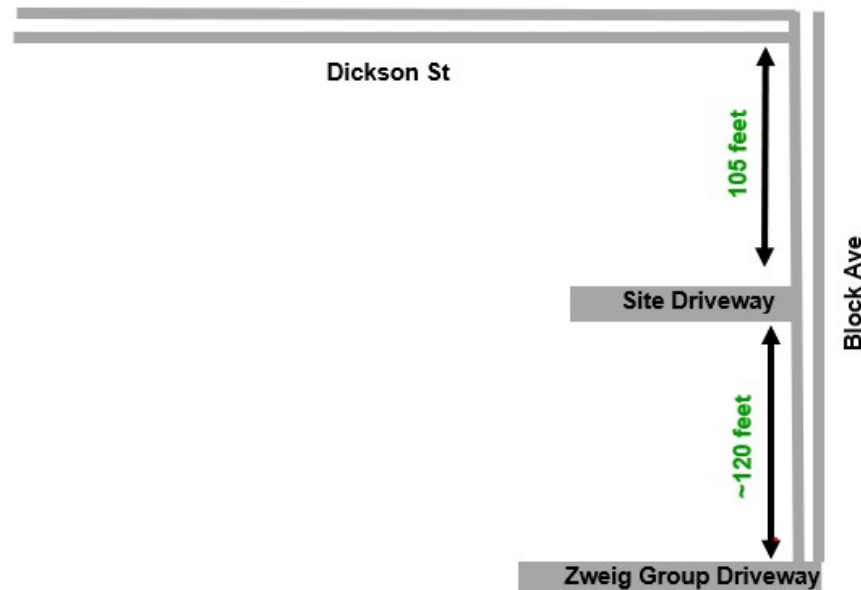


Figure 3 - Driveway Spacing Diagram

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.

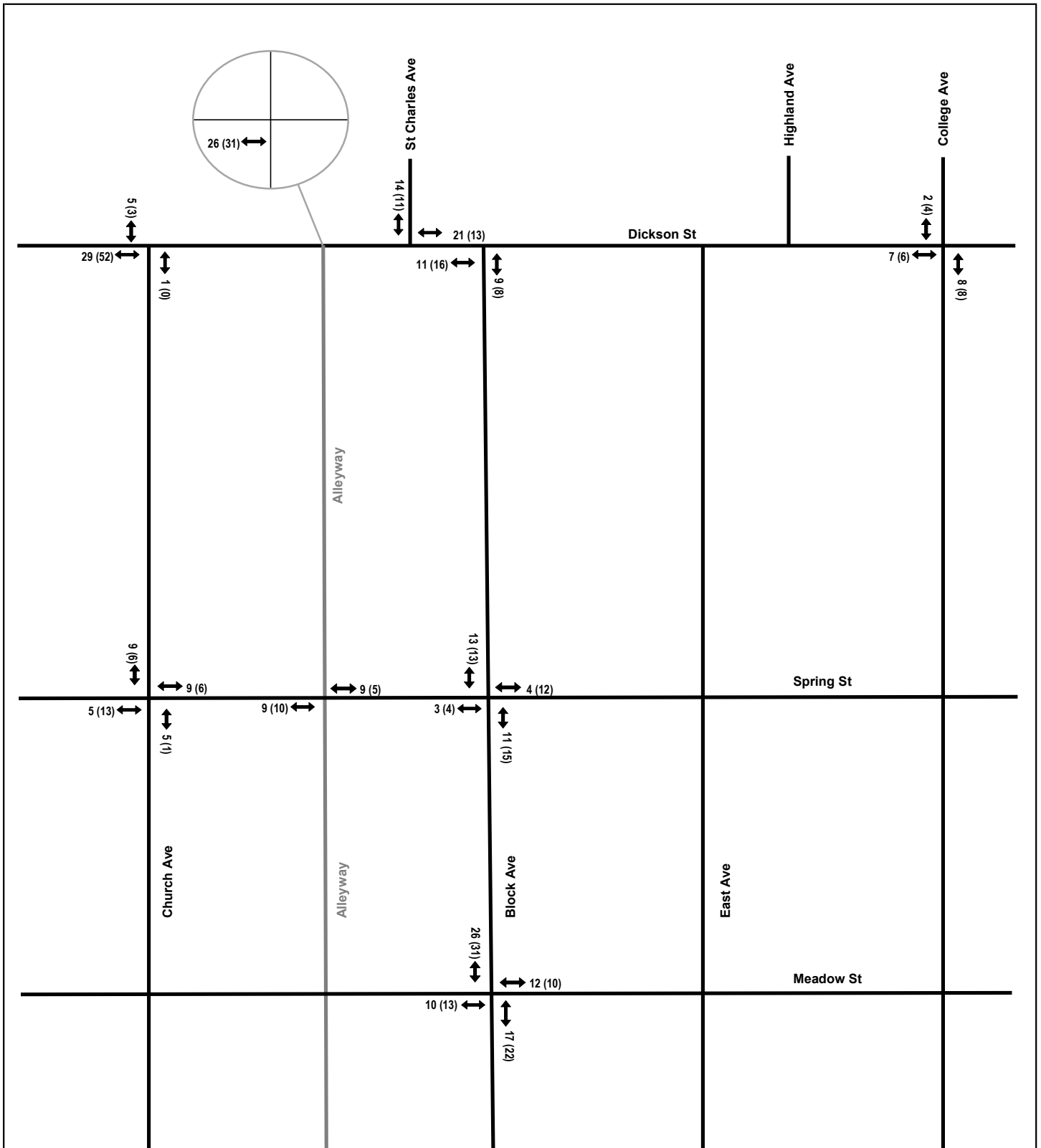


EXHIBIT 10

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

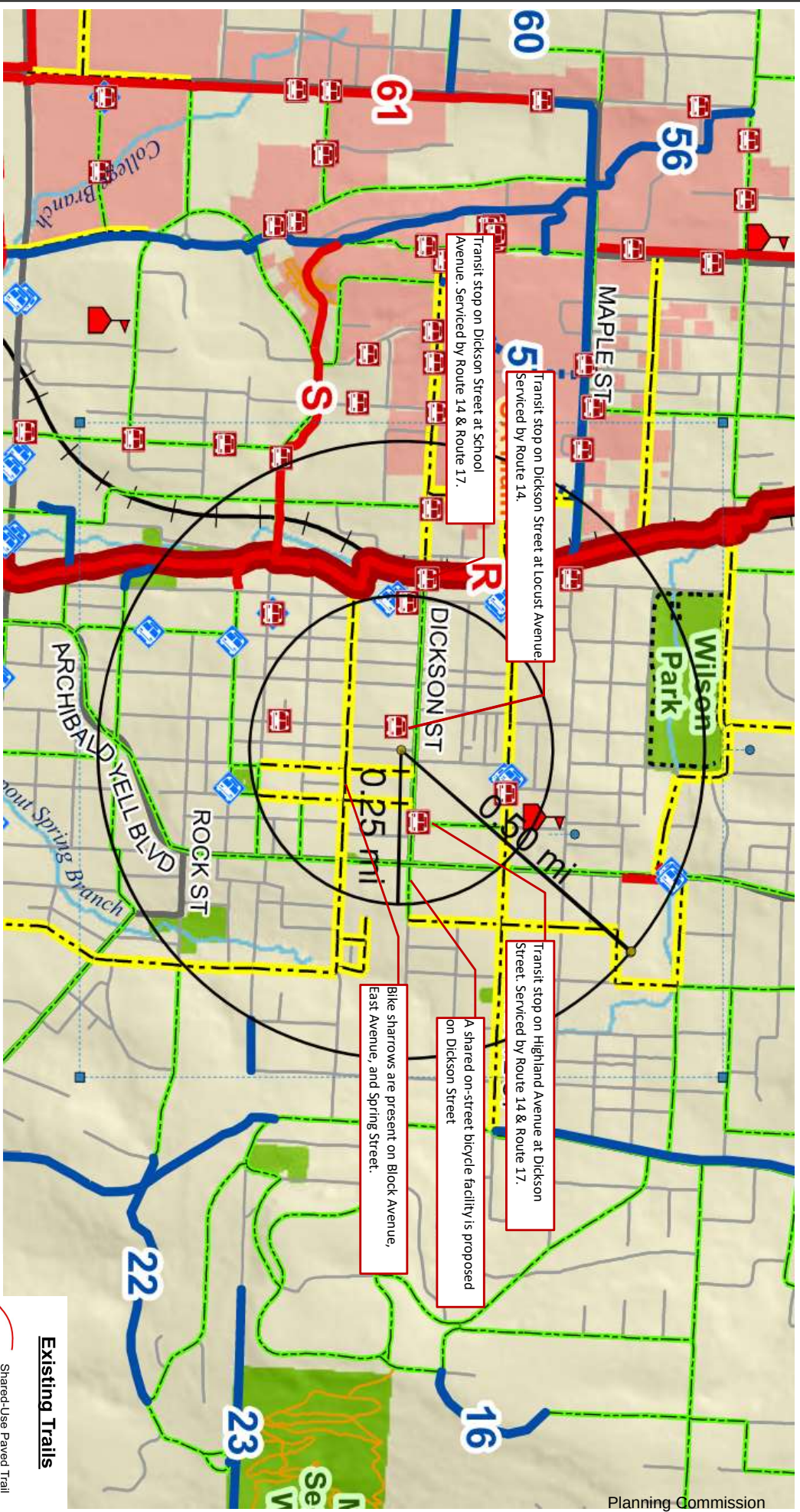


EXHIBIT 12
 Active Transportation Map & Bus Stop Locations
 151 W Dickson Street - Fayetteville, Arkansas
Kimley»Horn

- | | |
|--|--|
| <ul style="list-style-type: none"> Lake Stream School Fayetteville City Limits | <ul style="list-style-type: none"> Razaback Transit Bus Stop Ozark Regional Transit Bus Stop Street (Major) Street |
|--|--|
-
- Active Transportation Plan**
- | |
|--|
| <ul style="list-style-type: none"> Proposed Shared-Use Paved Trail Proposed U of A Campus Connections Proposed On-Street Bicycle Facility |
|--|
-
- Existing Trails**
- | |
|---|
| <ul style="list-style-type: none"> Shared-Use Paved Trail Nature Trail Neighborhood/Park Trail On-Street Bicycle Facility |
|---|

Transit Route - 151 W Dickson St to Arkansas Union



Transit Route - Arkansas Union to 151 W Dickson St

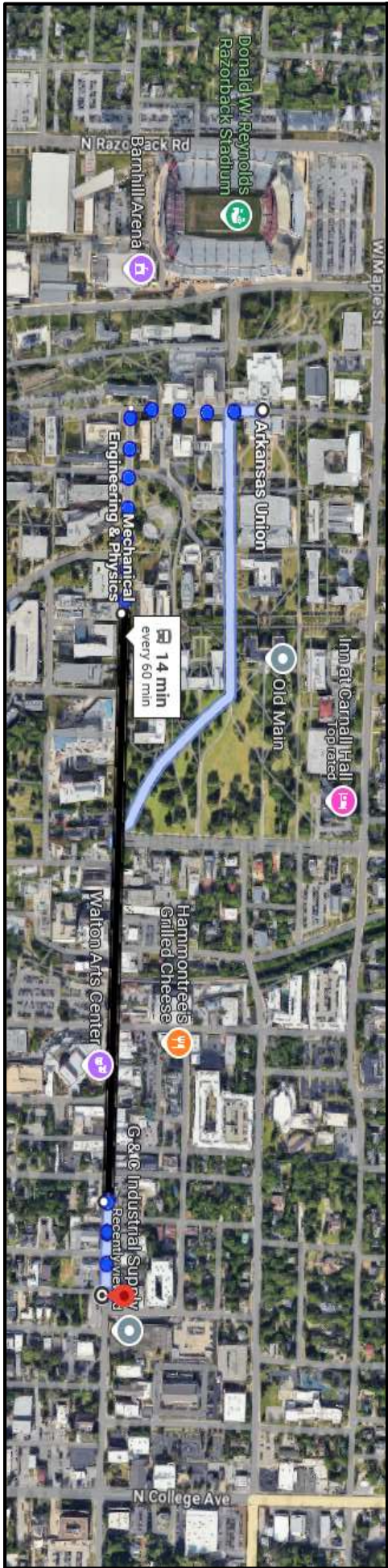


EXHIBIT 13

University of Arkansas Transit Access
151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn

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

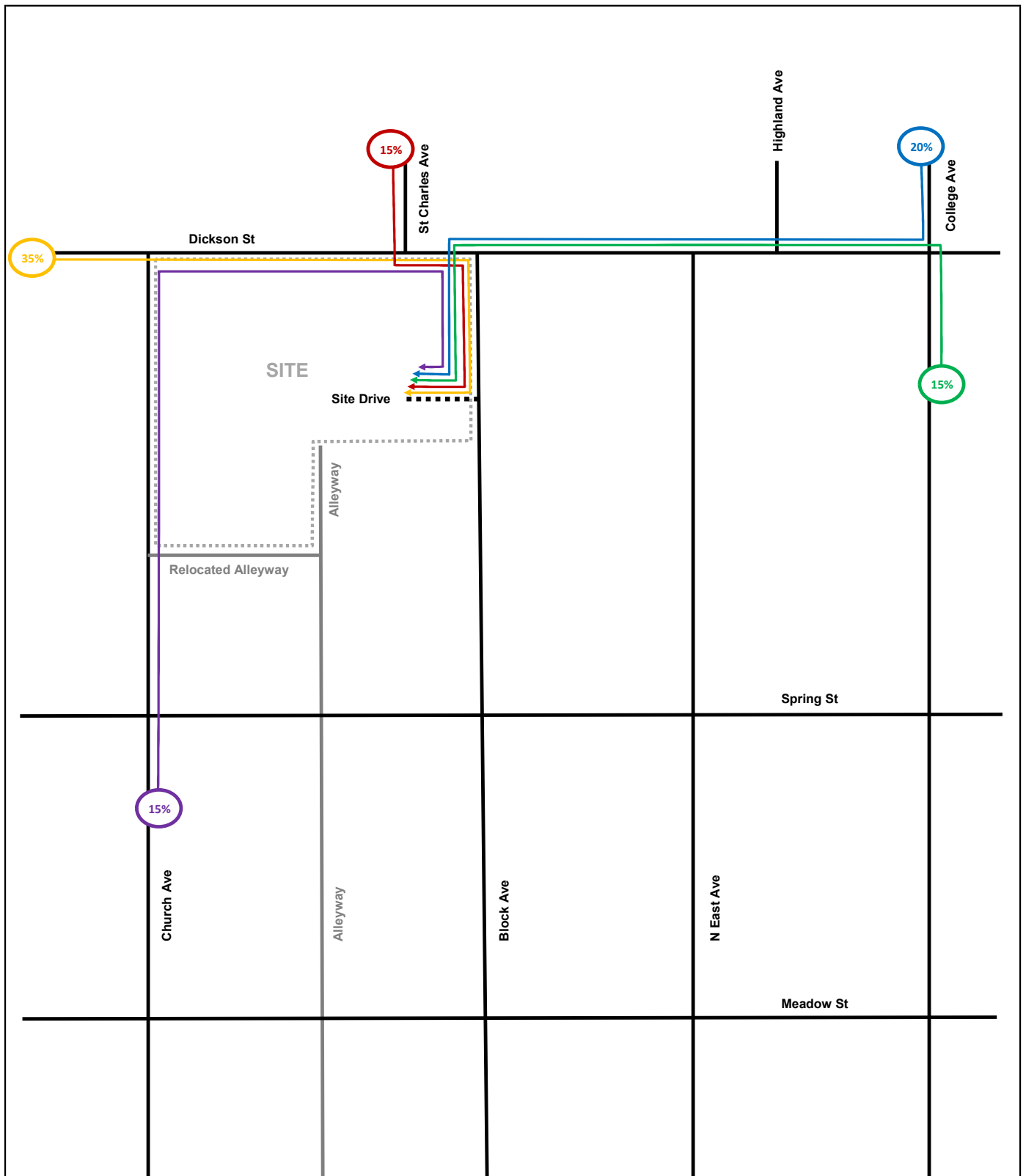
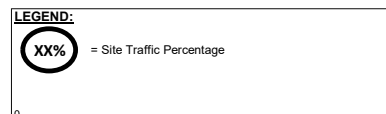


EXHIBIT A1

Inbound Site Traffic Distribution
151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn



North
↑
Not To Scale

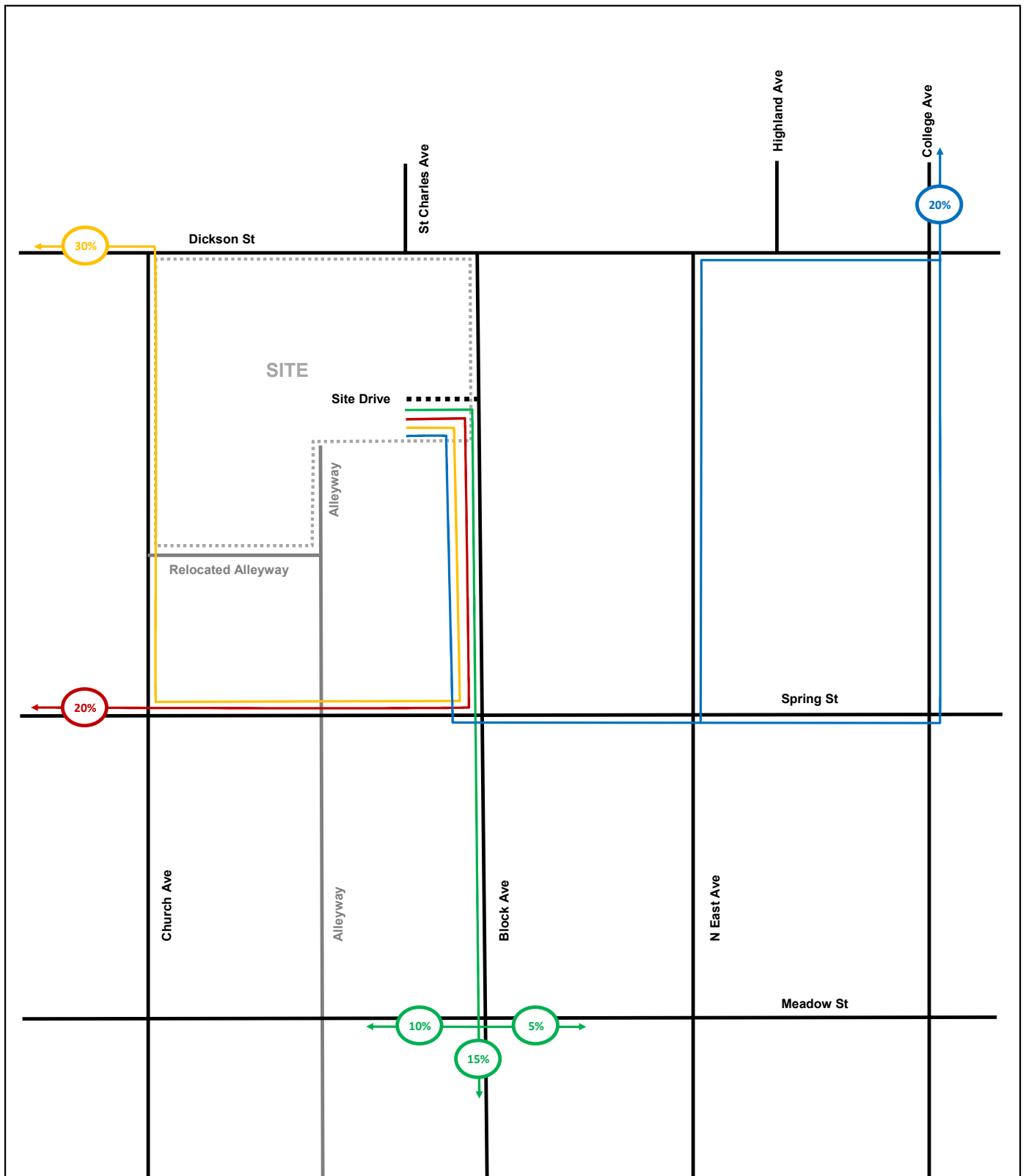


EXHIBIT A2

Outbound Site Traffic Distribution
151 W Dickson Street - Fayetteville, Arkansas

Kimley»Horn

LEGEND:

XX% = Site Traffic Percentage

0

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:	Dickson St & Church Ave (24 Hours) Dickson St & St Charles Ave (4 hours, 6:30AM-8:30AM, 4-6PM) Dickson St & N Block Ave (4 hours, 6:30AM-8:30AM, 4-6PM) Dickson St & Alleyway (4 hours, 6:30AM-8:30AM, 4-6PM) Spring St & Church Ave (4 hours, 6:30AM-8:30AM, 4-6PM) Spring St & N Block Ave (4 hours, 6:30AM-8:30AM, 4-6PM) Spring St & Alleyway (4 hours, 6:30AM-8:30AM, 4-6PM)	Dickson St & Church Ave (24 hours) Dickson St & St Charles Ave/N Block Ave (24 hours – count as 1 intersection) Dickson St & Alleyway (4 hours, 11AM-1PM, 4-6 PM) Spring St & Church Ave (8 hours, 9AM-2PM, 4-7 PM) Spring St & N Block Ave (8 hours, 9AM-2PM, 4-7 PM) Spring St & Alleyway (4 hours, 11AM-1PM, 4-6 PM) Meadow St & N Block Ave (8 hours, 9AM-2PM, 4-7 PM) 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 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
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 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
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)

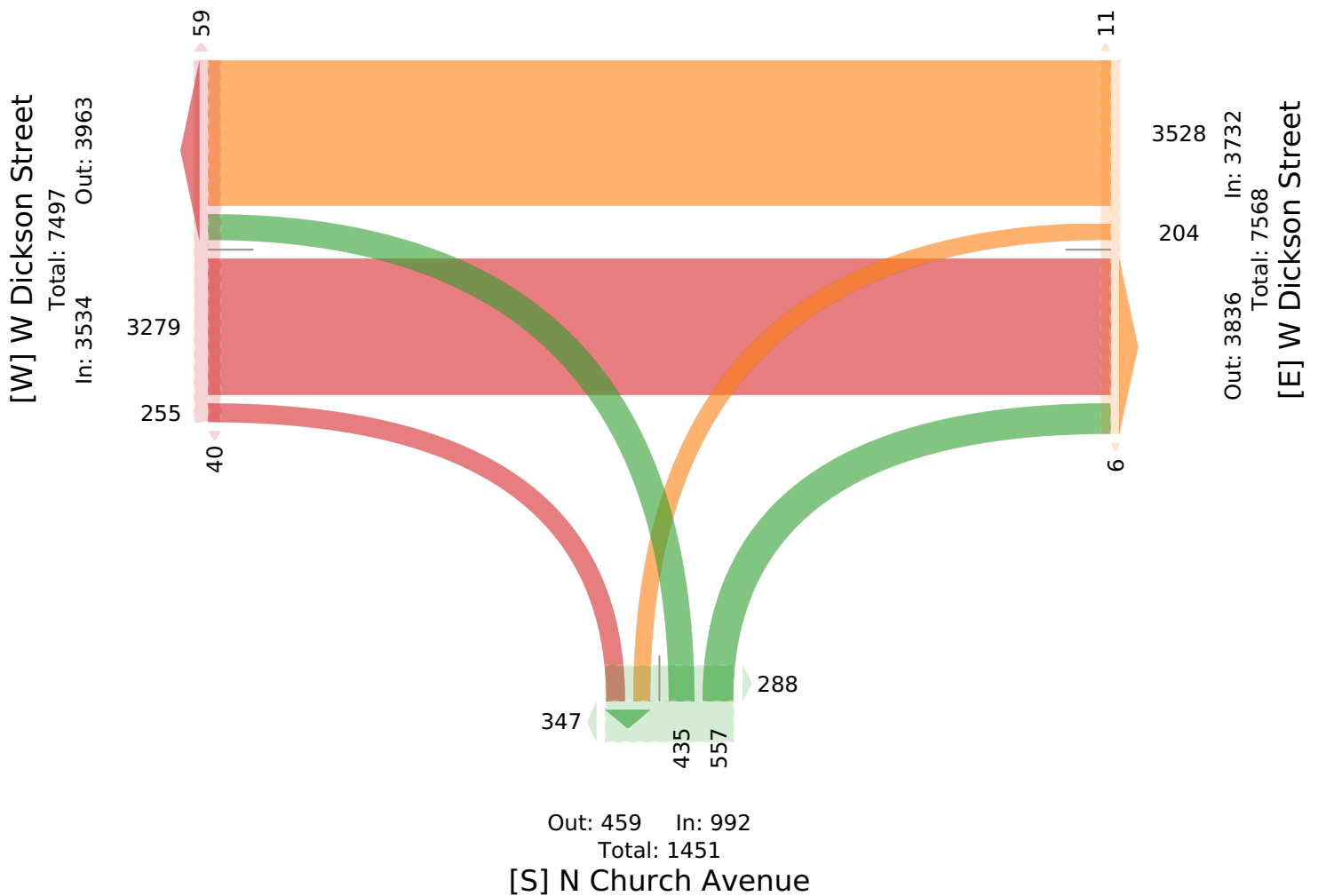
All Movements

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 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 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)

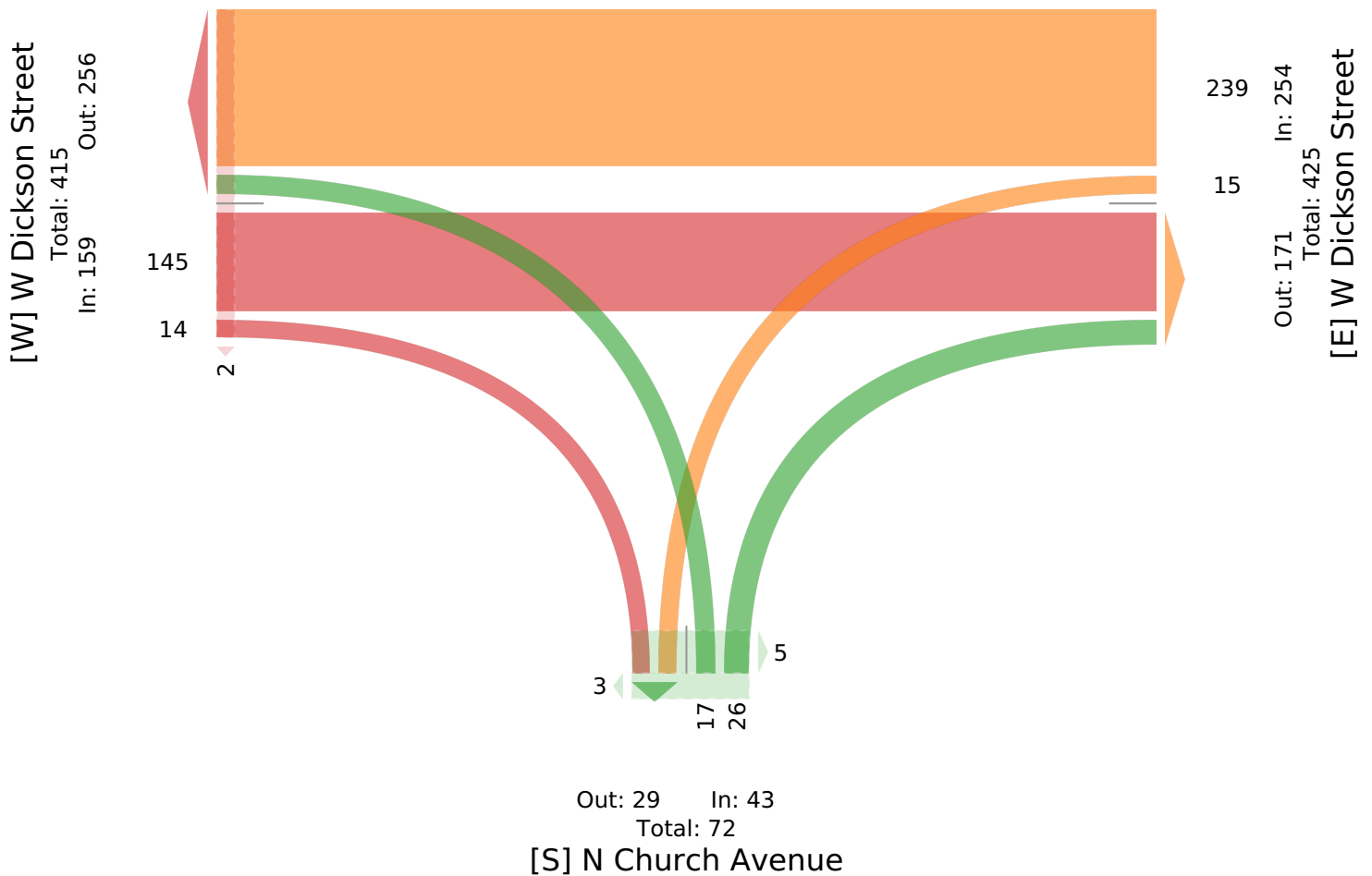
All Movements

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)

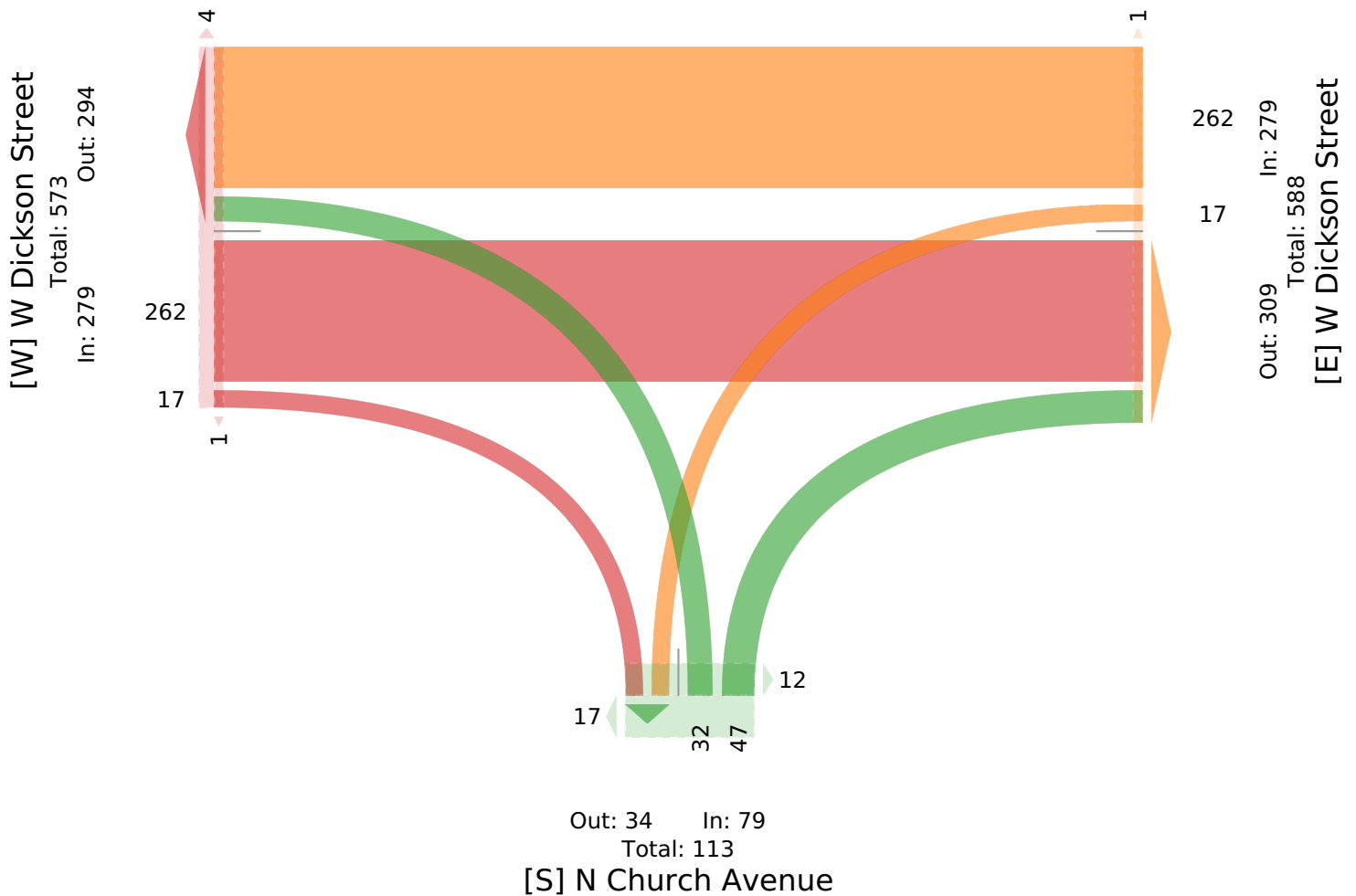
All Movements

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 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 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)

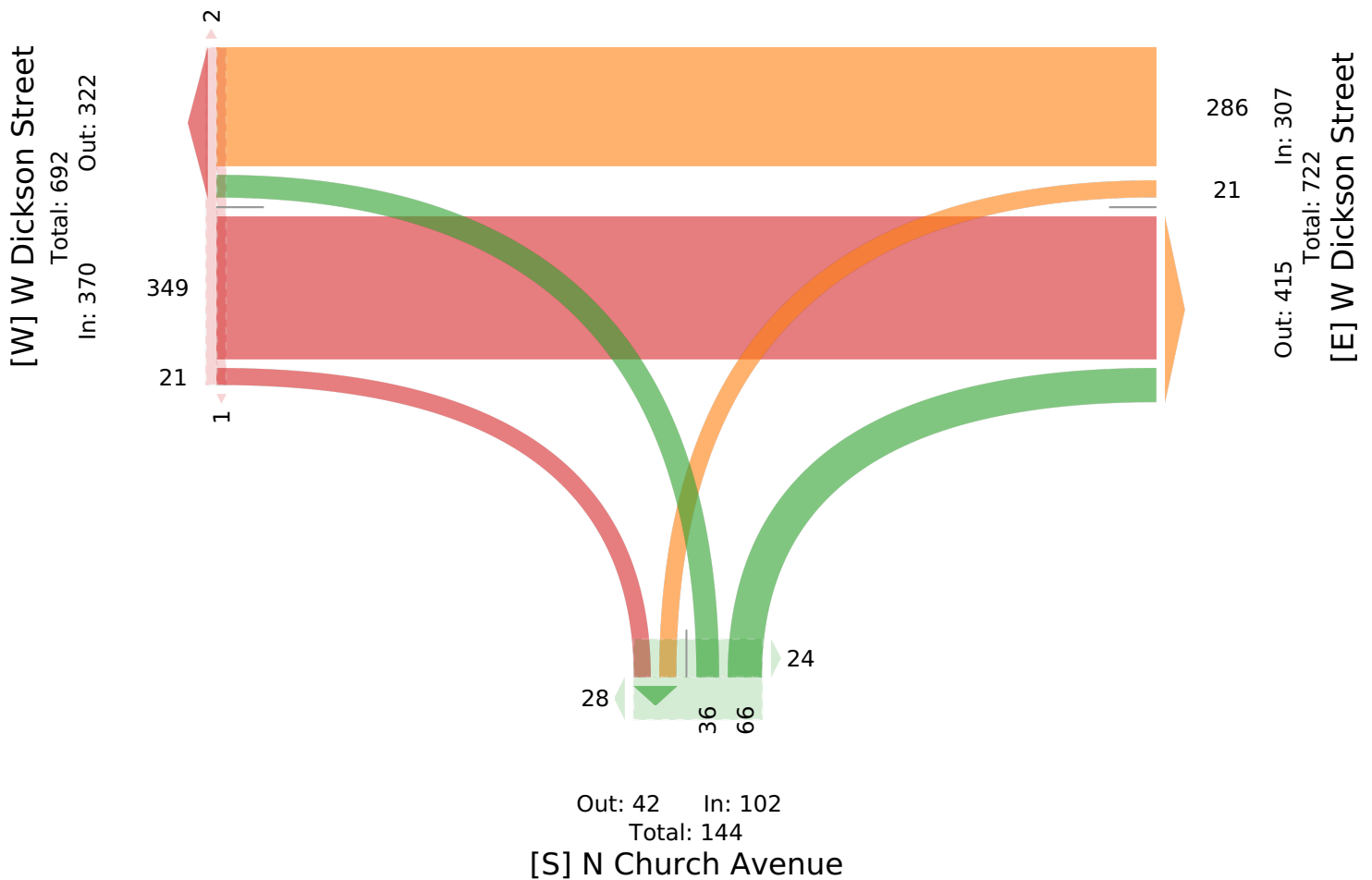
All Movements

ID: 1272705, Location: 36.066354, -94.161734



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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 Direction	W Dickson Street Eastbound						W Dickson Street Westbound						N Block Avenue 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 Direction	W Dickson Street Eastbound						W Dickson Street Westbound						N Block Avenue 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 Direction	W Dickson Street Eastbound						W Dickson Street Westbound						N Block Avenue 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 Direction	N St Charles Avenue Southbound						Southwest 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 Direction	N St Charles Avenue Southbound						Southwest 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 Direction	N St Charles Avenue Southbound						Southwest 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

[N] N St Charles Avenue

Total: 1981

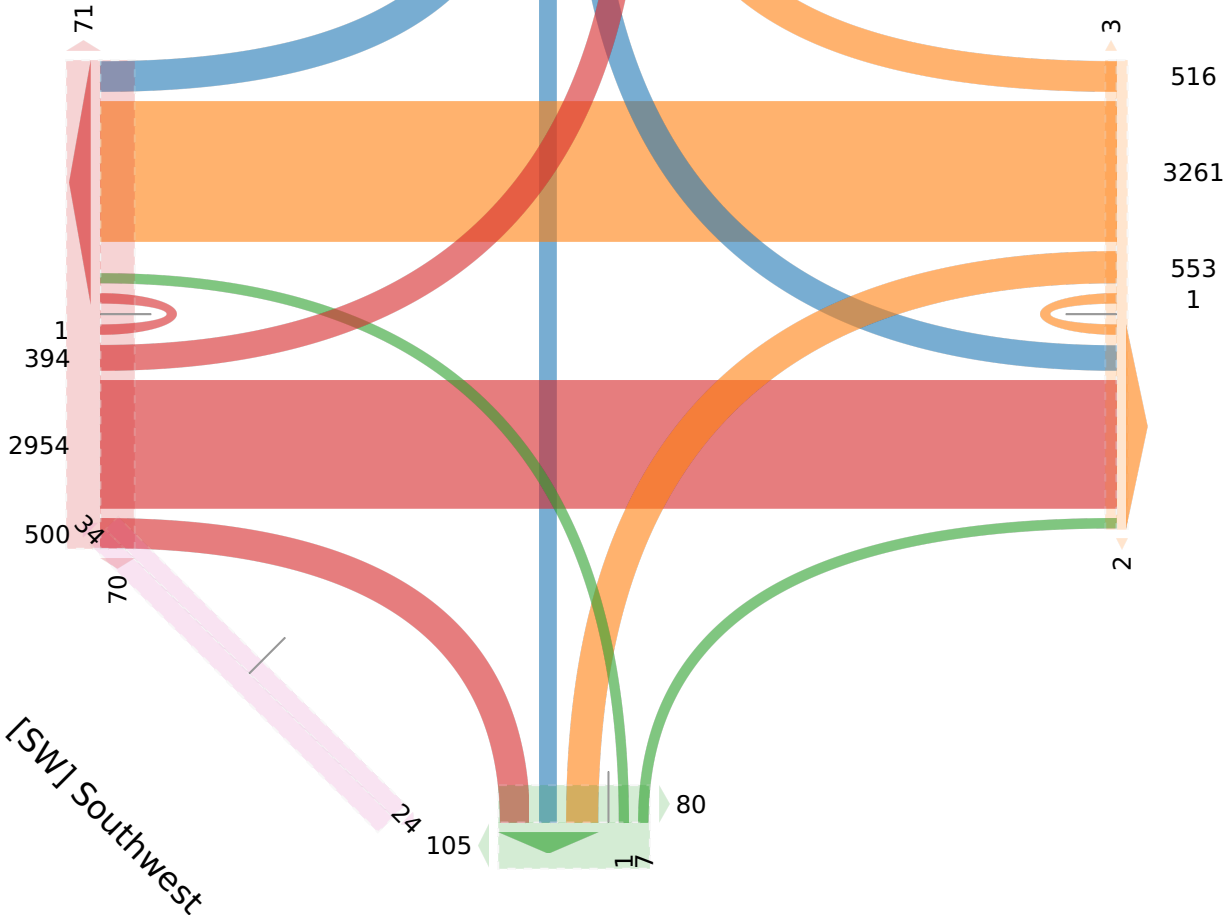
In: 1071 Out: 910

515
171
385
87

86

[W] W Dickson Street

Total: 7627
In: 3849 Out: 3778



Out: 1224 In: 8

Total: 1232

[S] N Block Avenue

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	W Dickson Street Eastbound							W Dickson Street Westbound							N Block Avenue 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	0	1
8:00AM	3	19	11	0	33	5		13	51	3	0	67	0		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	0	1
8:30AM	6	33	5	0	44	1		12	69	7	0	88	0		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	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	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	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	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

[N] N St Charles Avenue

Total: 103
In: 57 Out: 46

26
12
19

1 2

[W] W Dickson Street

Total: 433
In: 168 Out: 265

12
20
113
35
1

26

239

44

Out: 132 In: 309
Total: 441
[E] W Dickson Street

Out: 91 In: 0
Total: 91

[S] N Block Avenue

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	W Dickson Street Eastbound						W Dickson Street Westbound						N Block Avenue 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

[N] N St Charles Avenue

Total: 180
In: 98 Out: 82

48 9 41

14

7

[W] W Dickson Street

Total: 604
In: 315 Out: 289

7

31

251

33

6

[SW] Southwest

2

6

5

Out: 97 In: 0
Total: 97

[S] N Block Avenue

51

241

55

Out: 292 In: 347
Total: 639

[E] W Dickson Street

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	W Dickson Street Eastbound							W Dickson Street Westbound							N Block Avenue 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	0	7
4:30PM	10	64	5	0	79	1		10	66	8	0	84	0		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

[N] N St Charles Avenue

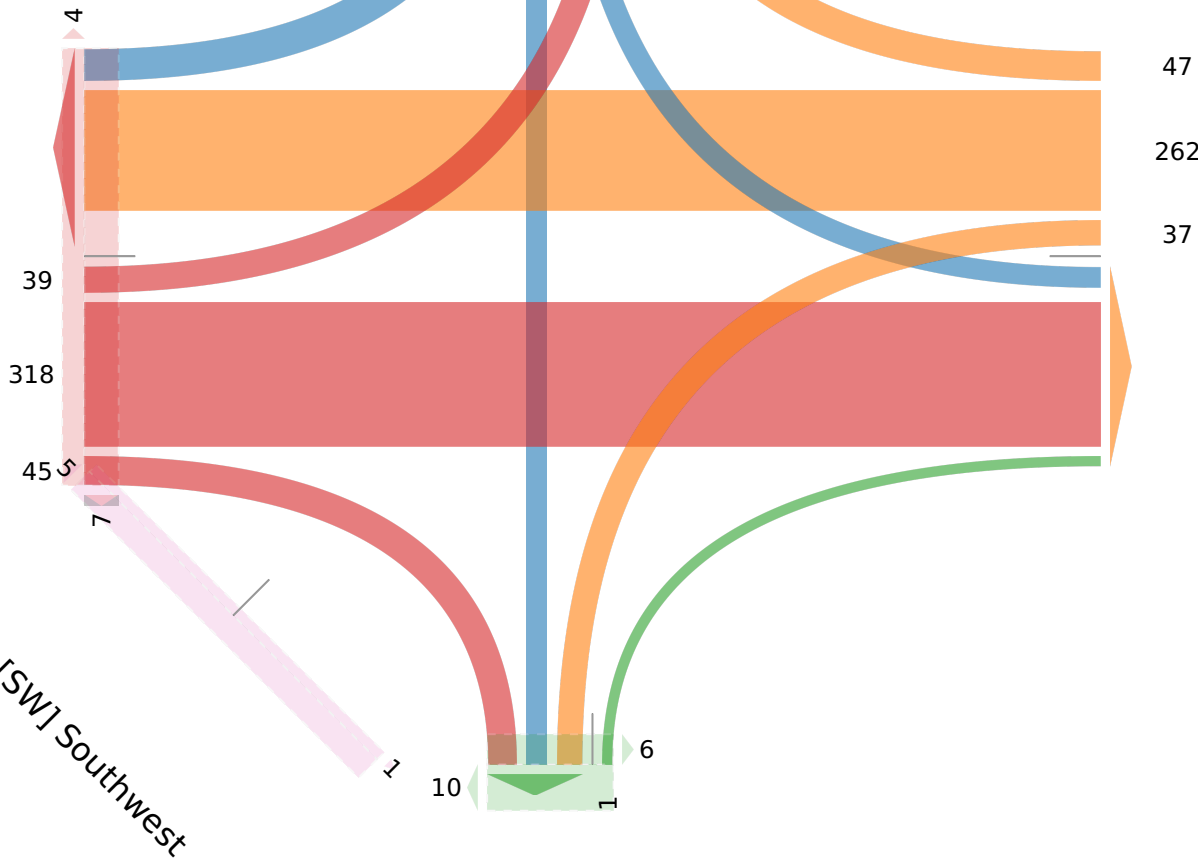
Total: 189
In: 103 Out: 86

52 25 26

7 6

[W] W Dickson Street

Total: 716
In: 402 Out: 314



Out: 345 In: 346
Total: 691
[E] W Dickson Street

Out: 107 In: 1
Total: 108
[S] N Block Avenue

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 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 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)

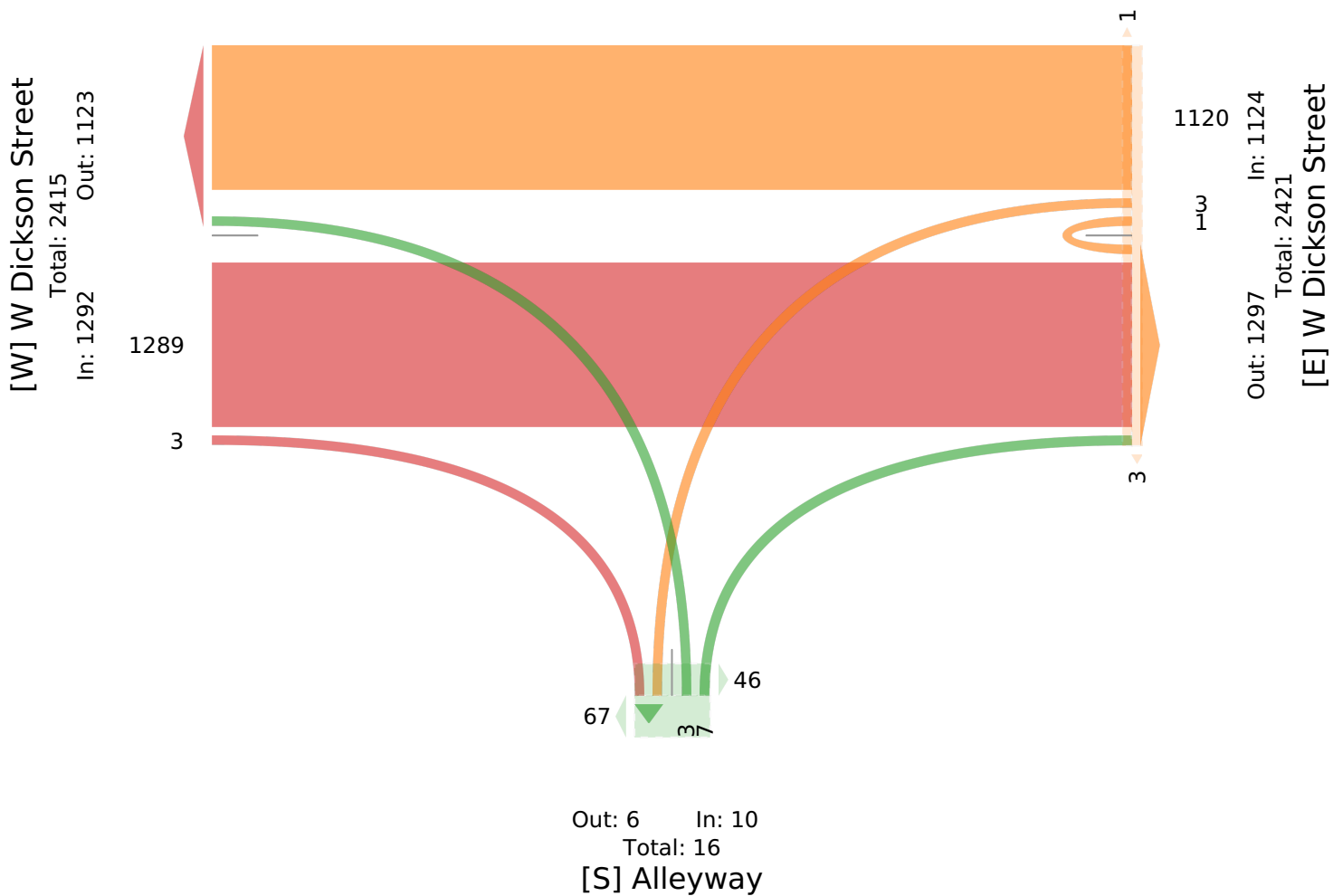
All Movements

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 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 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)

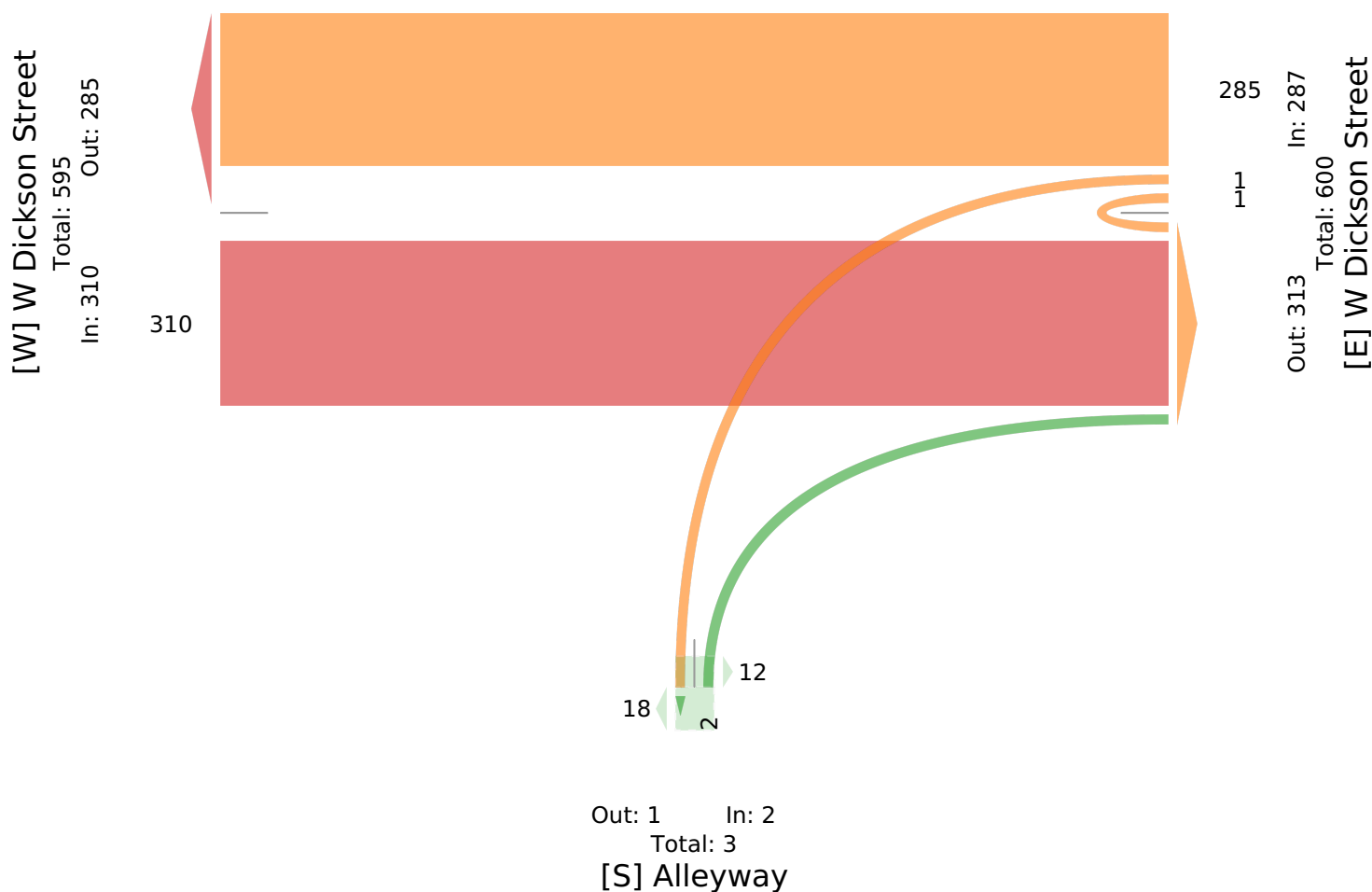
All Movements

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)

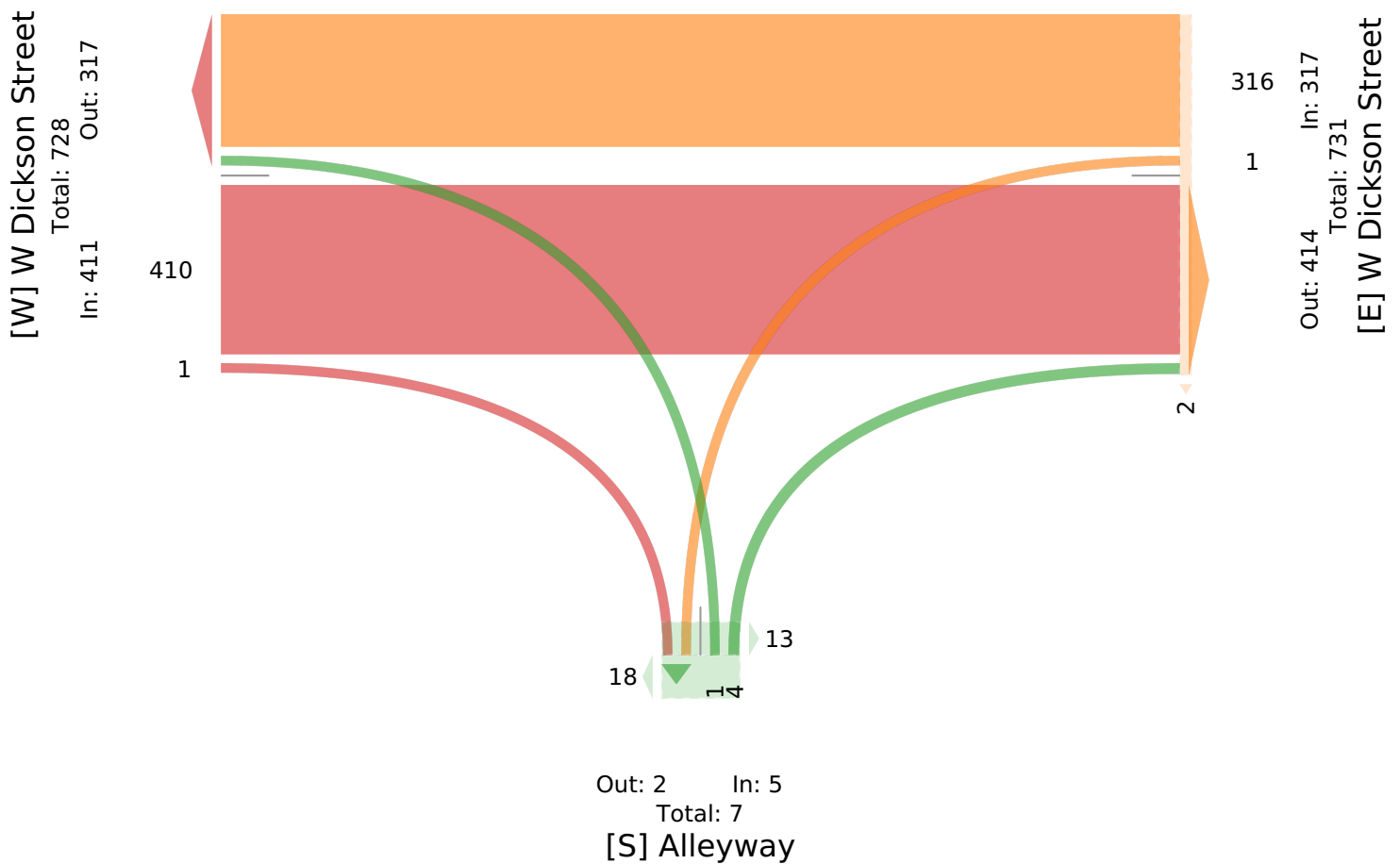
All Movements

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 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 11:00AM	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

[N] Alleyway

Total: 13

In: 8 Out: 5

4 4

20

6

[W] W Spring Street

Total: 316

In: 187 Out: 129

179

4

3

2

1

123

1

In: 128

Total: 314

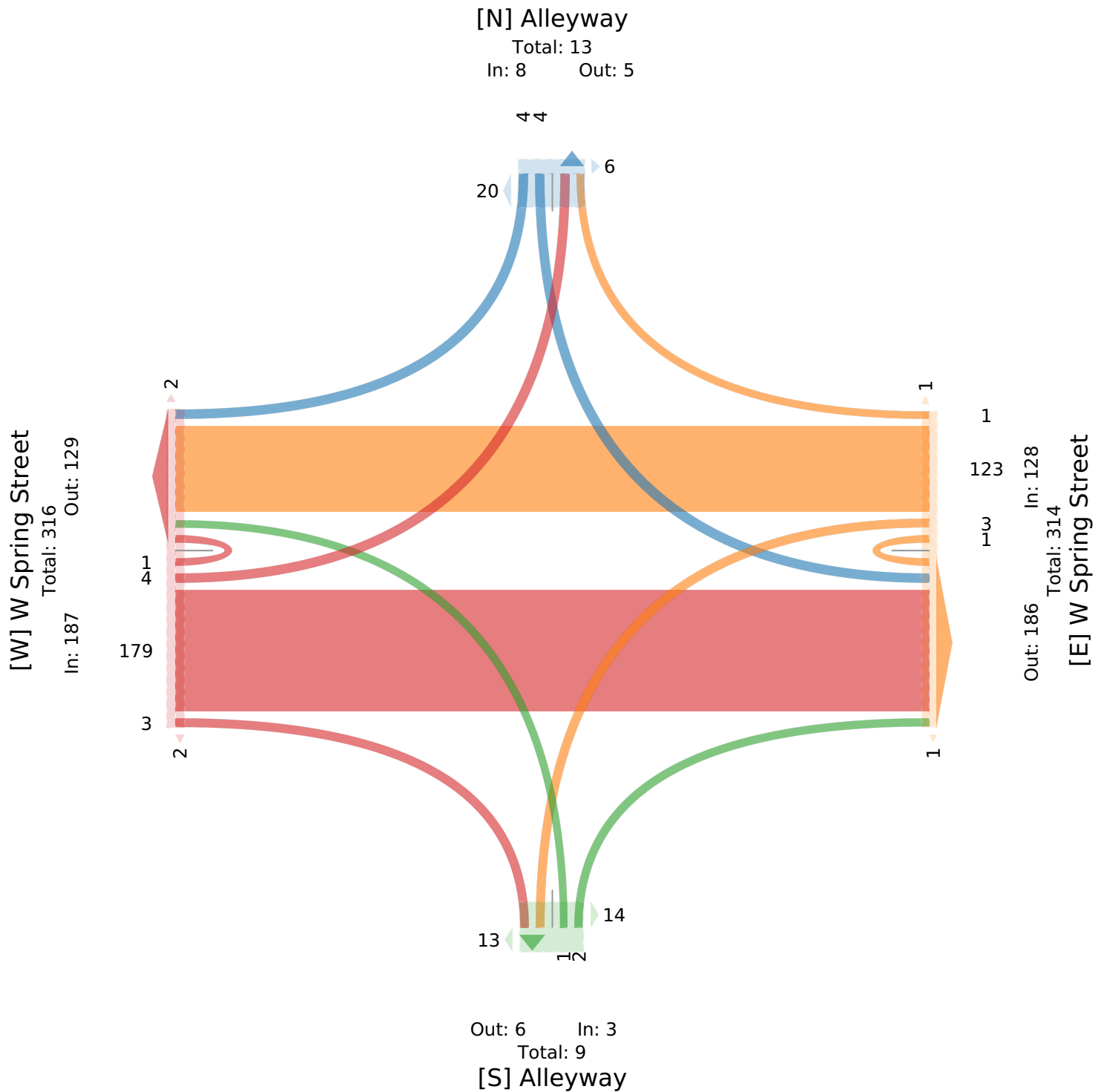
Out: 186

[E] W Spring Street

Out: 6 In: 3
Total: 9

[S] Alleyway

13 14



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

[N] Alleyway

Total: 6

In: 4 Out: 2

22

7 2

[W] W Spring Street

Total: 82

In: 43 Out: 39

2

41

37

1

Out: 44 In: 38

Total: 82

[E] W Spring Street

6 3

[S] Alleyway

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 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 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

[N] Alleyway

Total: 2

In: 2 Out: 0



2 3

[W] W Spring Street

Total: 97

Out: 32

In: 65

64

1

1

31

1

In: 32

Total: 97

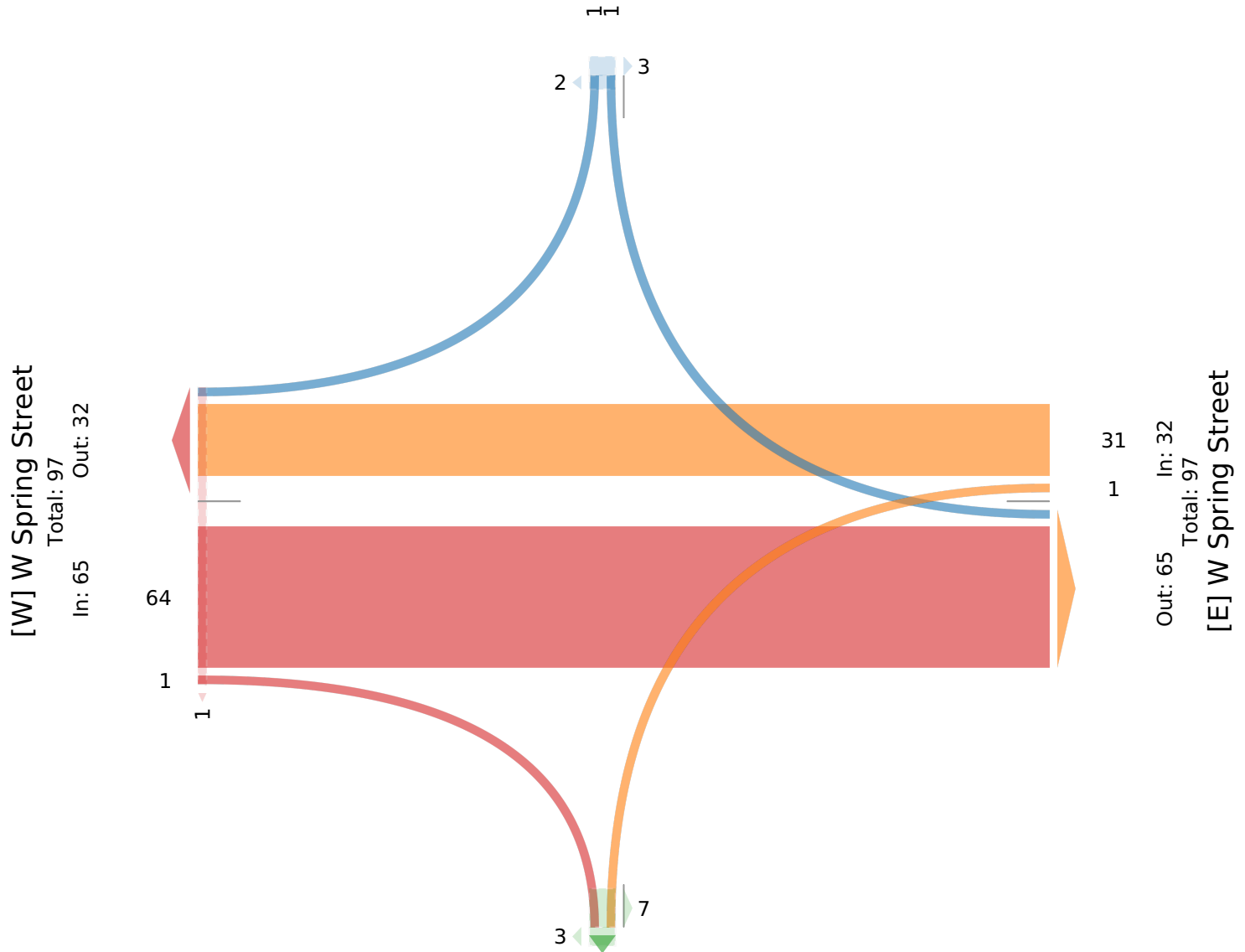
Out: 65

[E] W Spring Street

Out: 2 In: 0
Total: 2

[S] Alleyway

3 7



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 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 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

[N] College Avenue

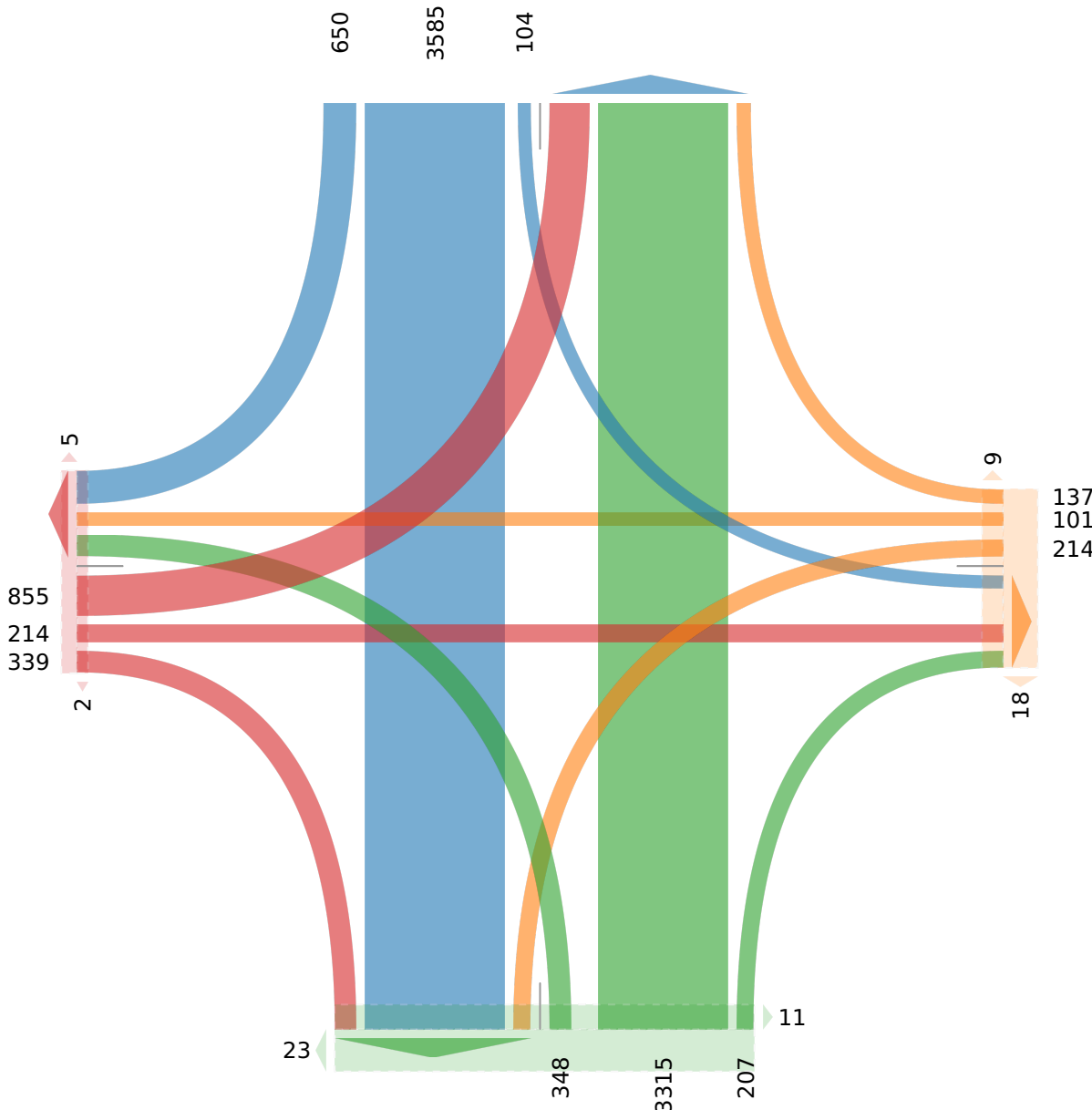
Total: 8646

In: 4339

Out: 4307

[W] E Dickson Street

Total: 2507
In: 1408 Out: 1099



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 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 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)

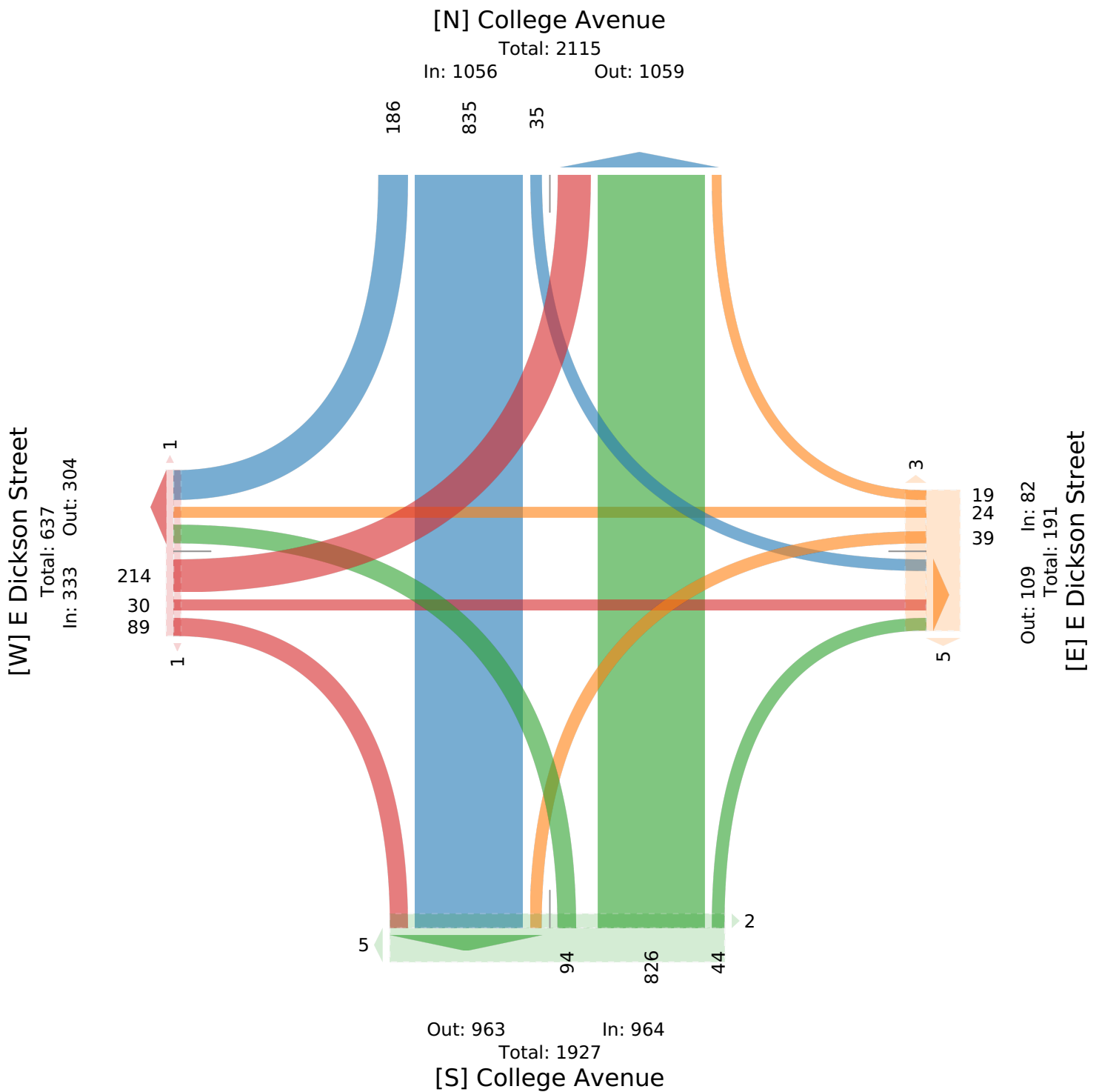
All Movements

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)

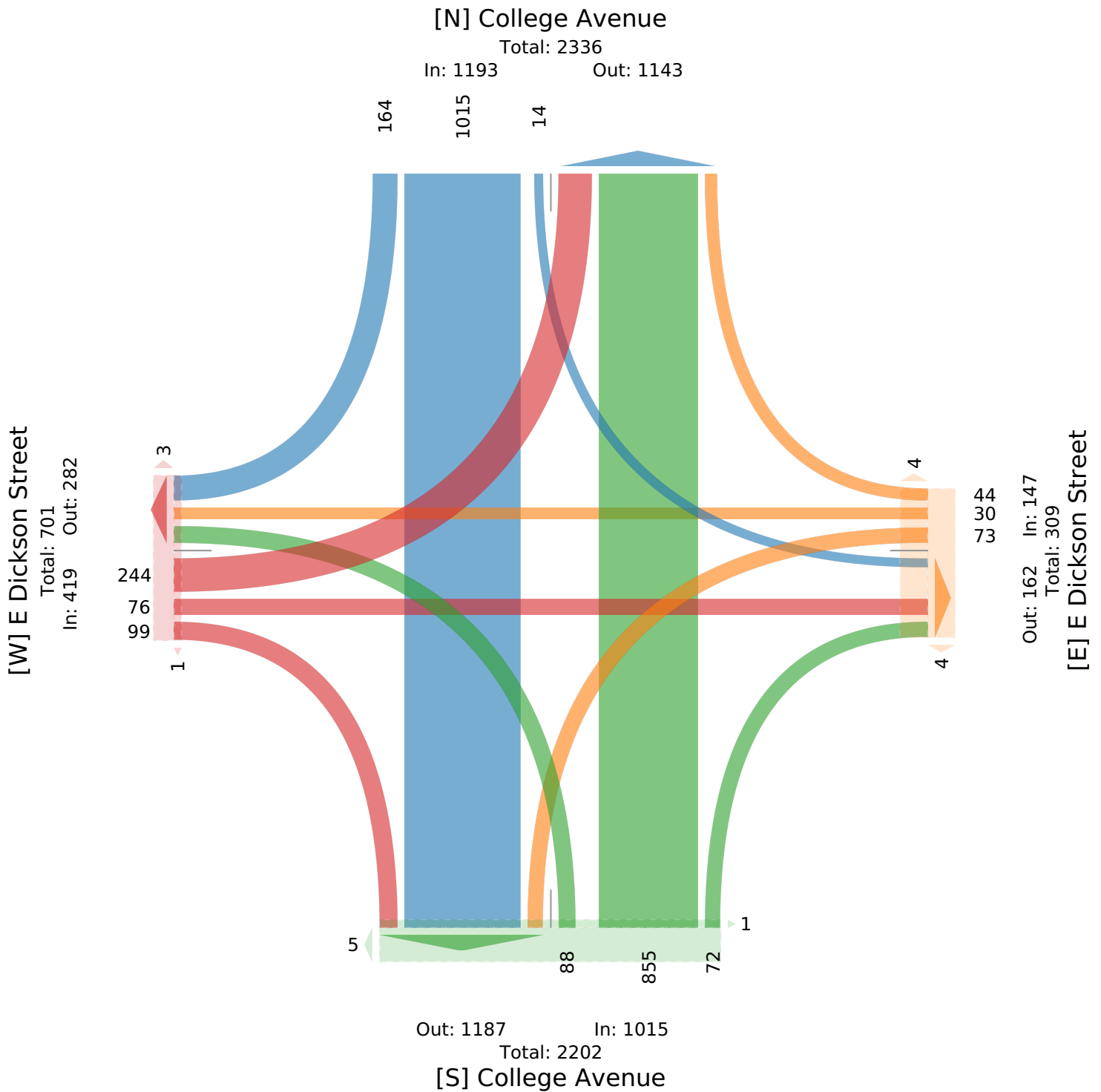
All Movements

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 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 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)

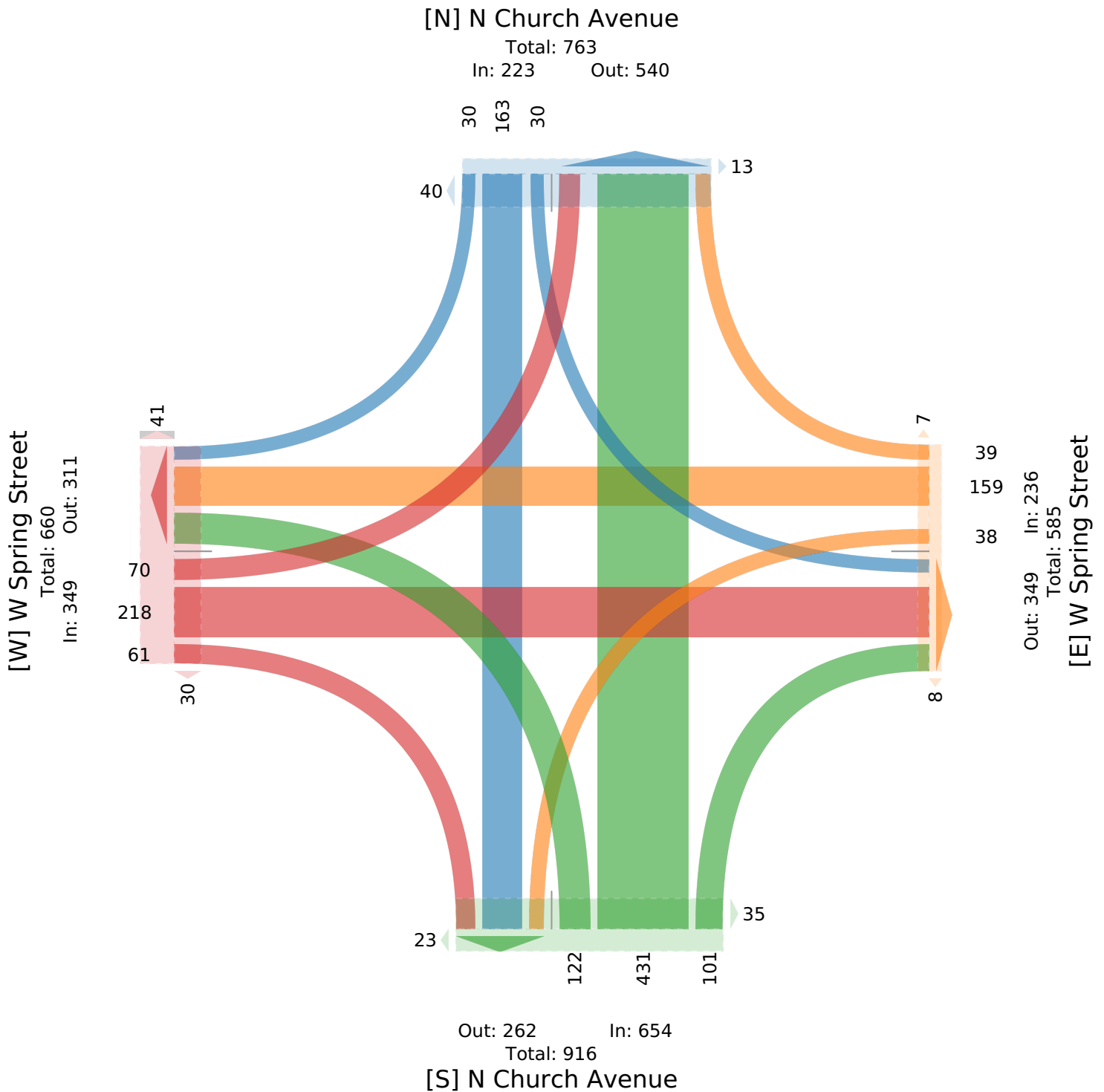
All Movements

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

[N] N Church Avenue

Total: 74

In: 20 Out: 54

1 15 4

5

1

[W] W Spring Street

Total: 81

In: 43 Out: 38

3

6

33

4

3

5

20

1

Out: 52 In: 26

Total: 78

[E] E Spring Street

1

3

17

43

15

Out: 20

In: 75

Total: 95

[S] N Church Avenue

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

[N] N Church Avenue

Total: 104
In: 33 Out: 71

[W] W Spring Street

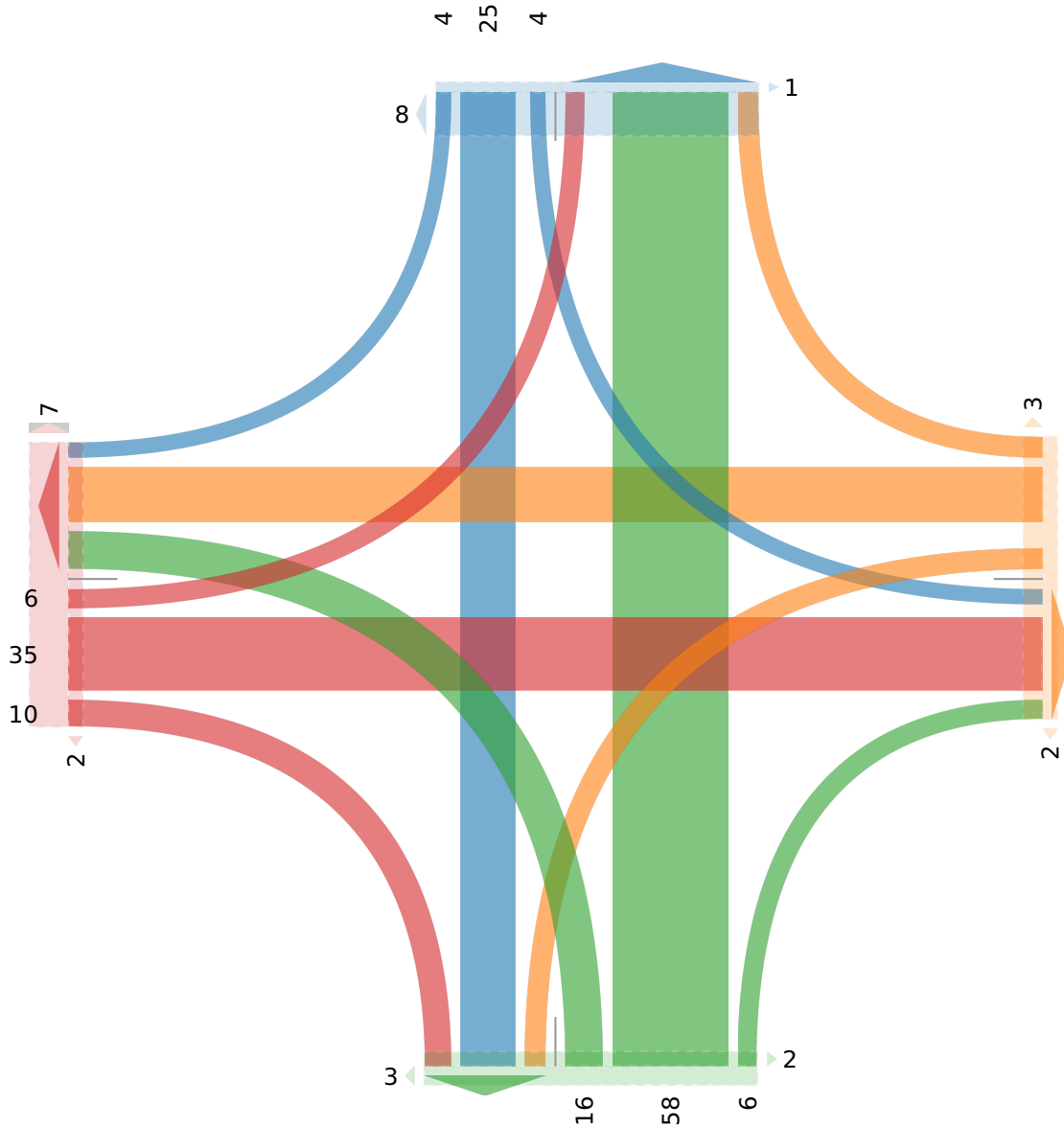
Total: 96
In: 51 Out: 45

[E] W Spring Street

Out: 45 In: 39
Total: 84

[S] N Church Avenue

Out: 42 In: 80
Total: 122



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

[N] N Church Avenue

Total: 144
In: 40 Out: 104

[W] W Spring Street

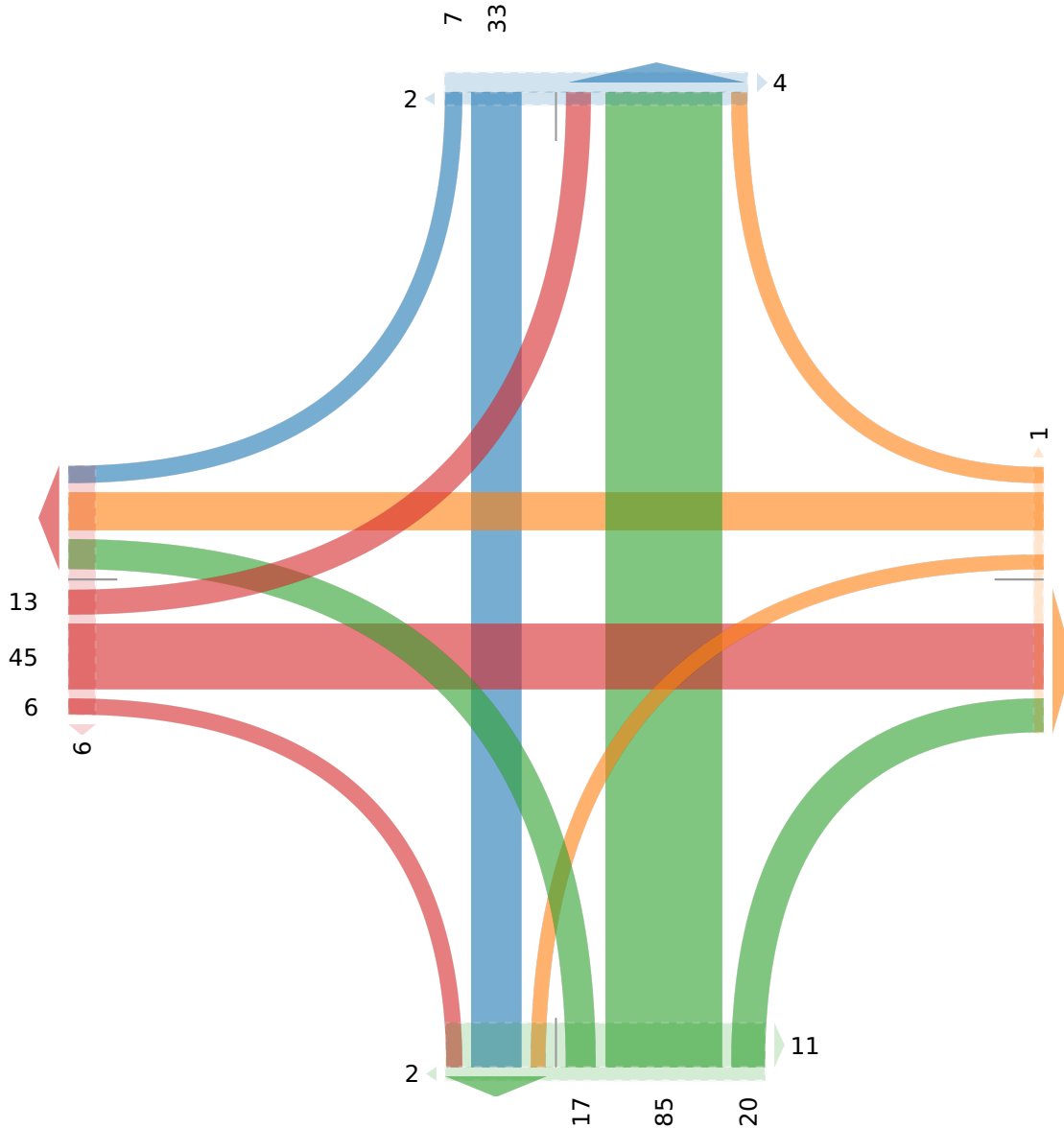
Total: 111
In: 64 Out: 47

[E] E Spring Street

Out: 65 In: 34
Total: 99

[S] S Church Avenue

Out: 44 In: 122
Total: 166



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)

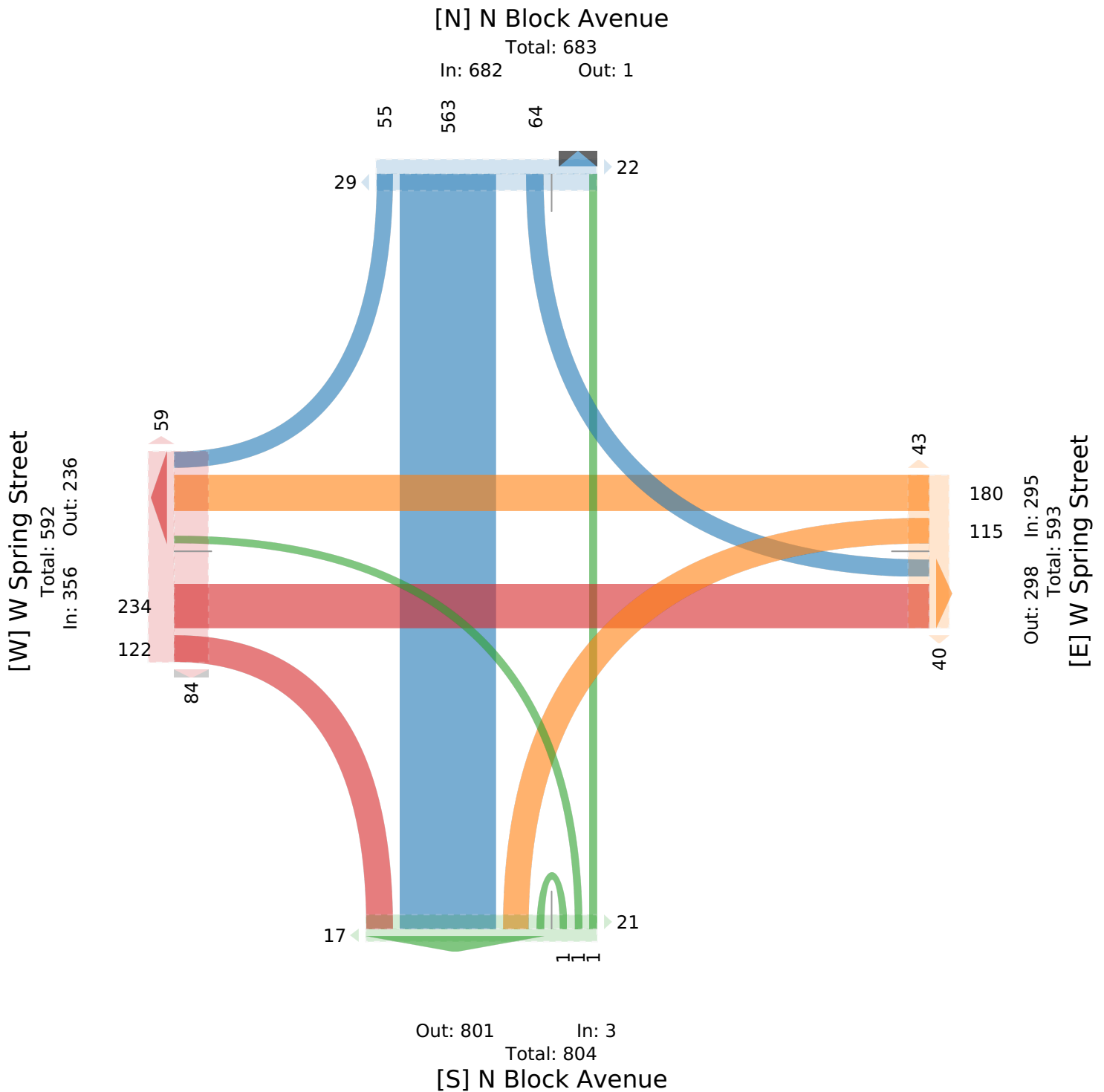
All Movements

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 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 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	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	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	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	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

[N] N Block Avenue

Total: 66

In: 66 Out: 0

6 57 3

3 1

[W] W Spring Street

Total: 79

In: 53 Out: 26

9
29
24
4

1 2

Out: 93 In: 0

Total: 93

[S] N Block Avenue

4
20
12
7

Out: 32 In: 32

Total: 64

[E] W Spring Street

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)

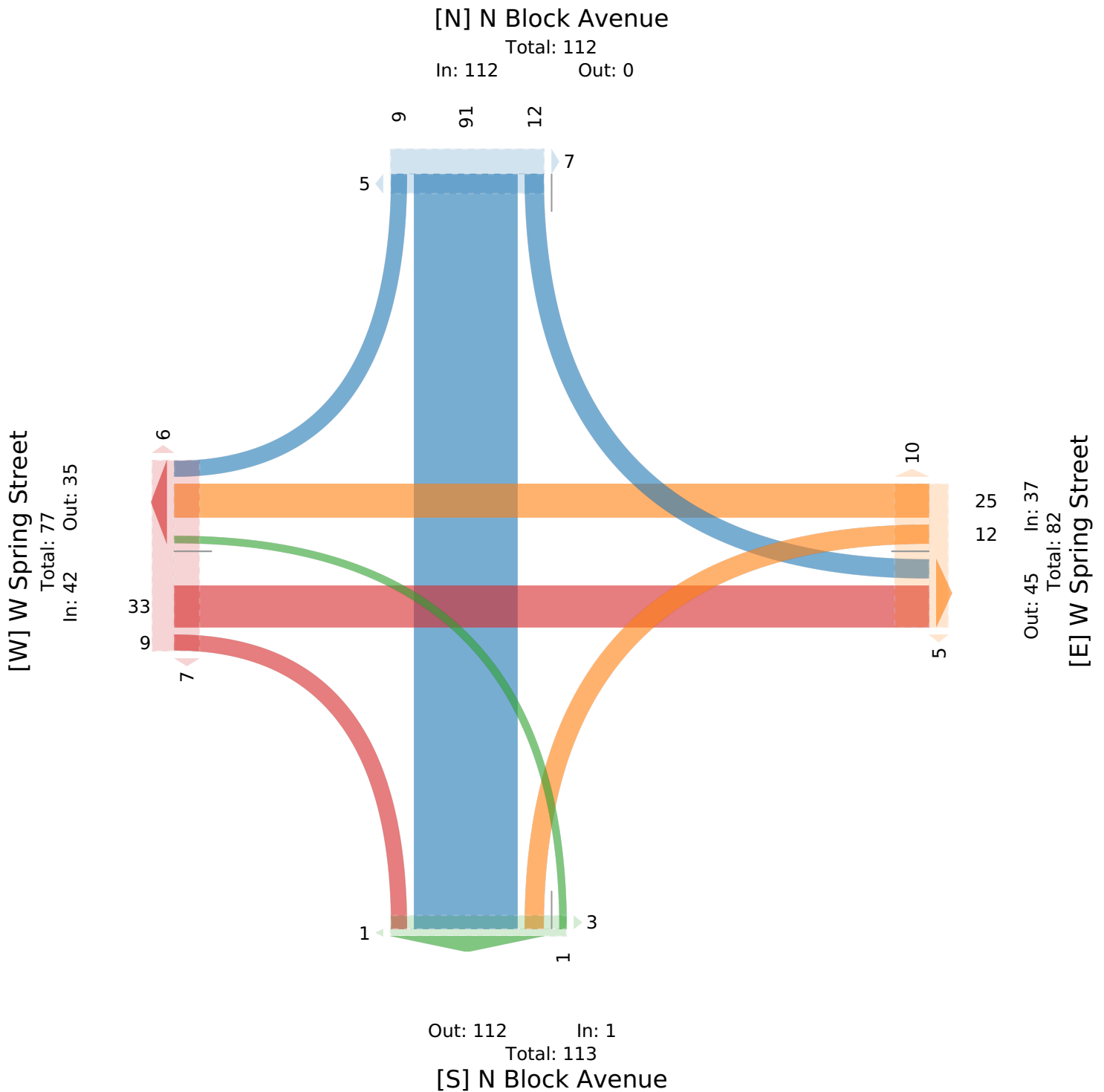
All Movements

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 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 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)

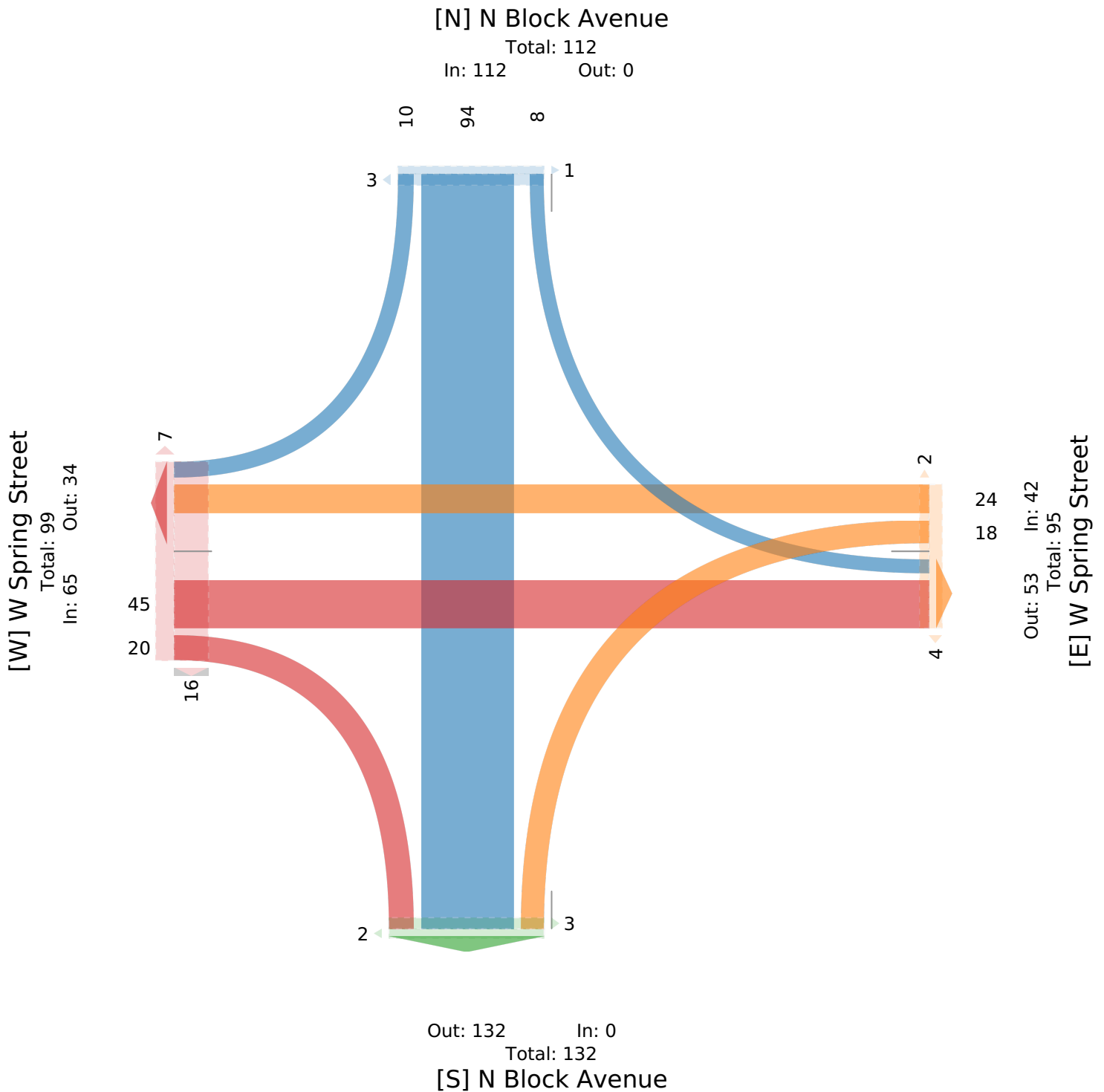
All Movements

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)

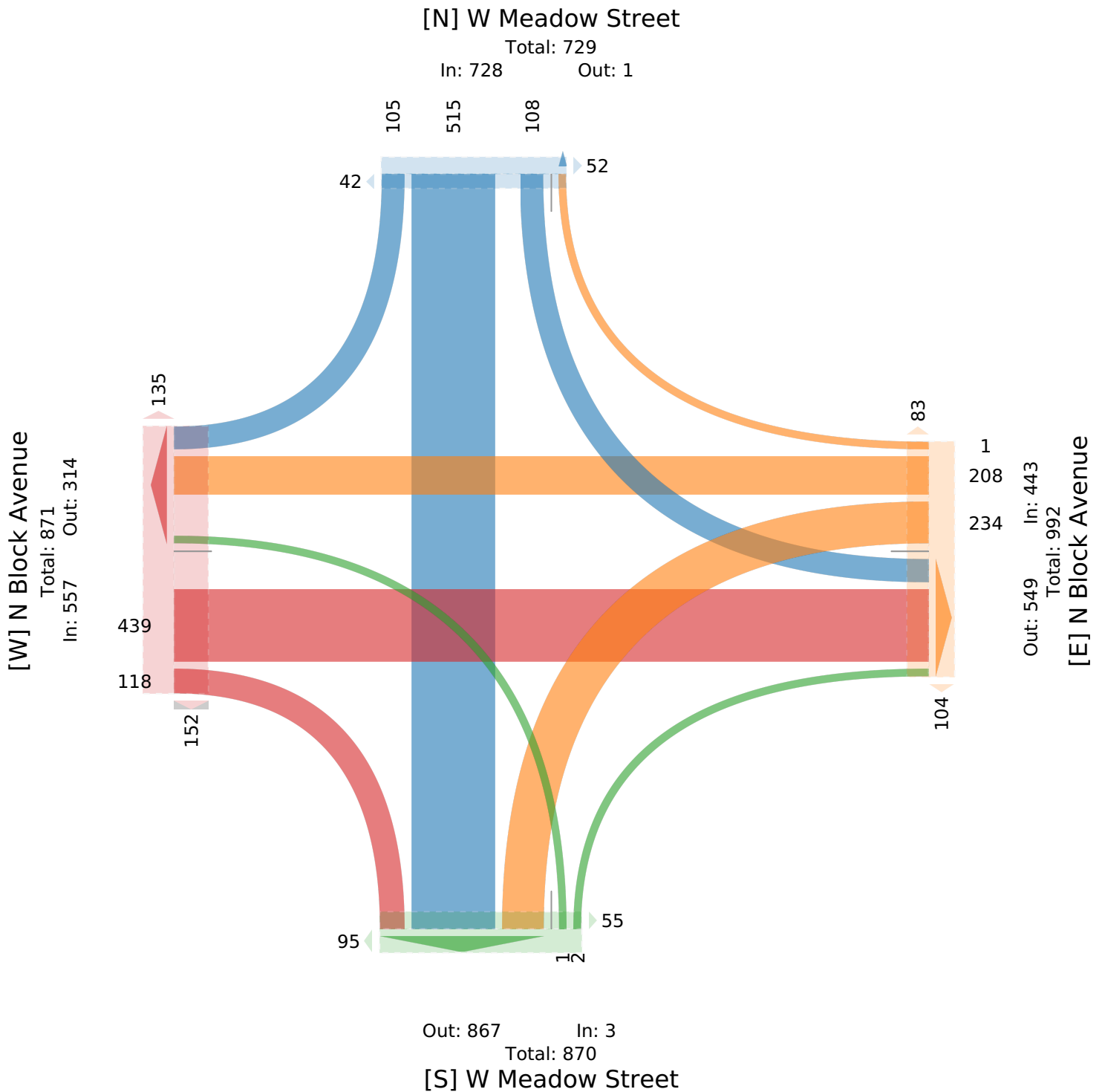
All Movements

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)

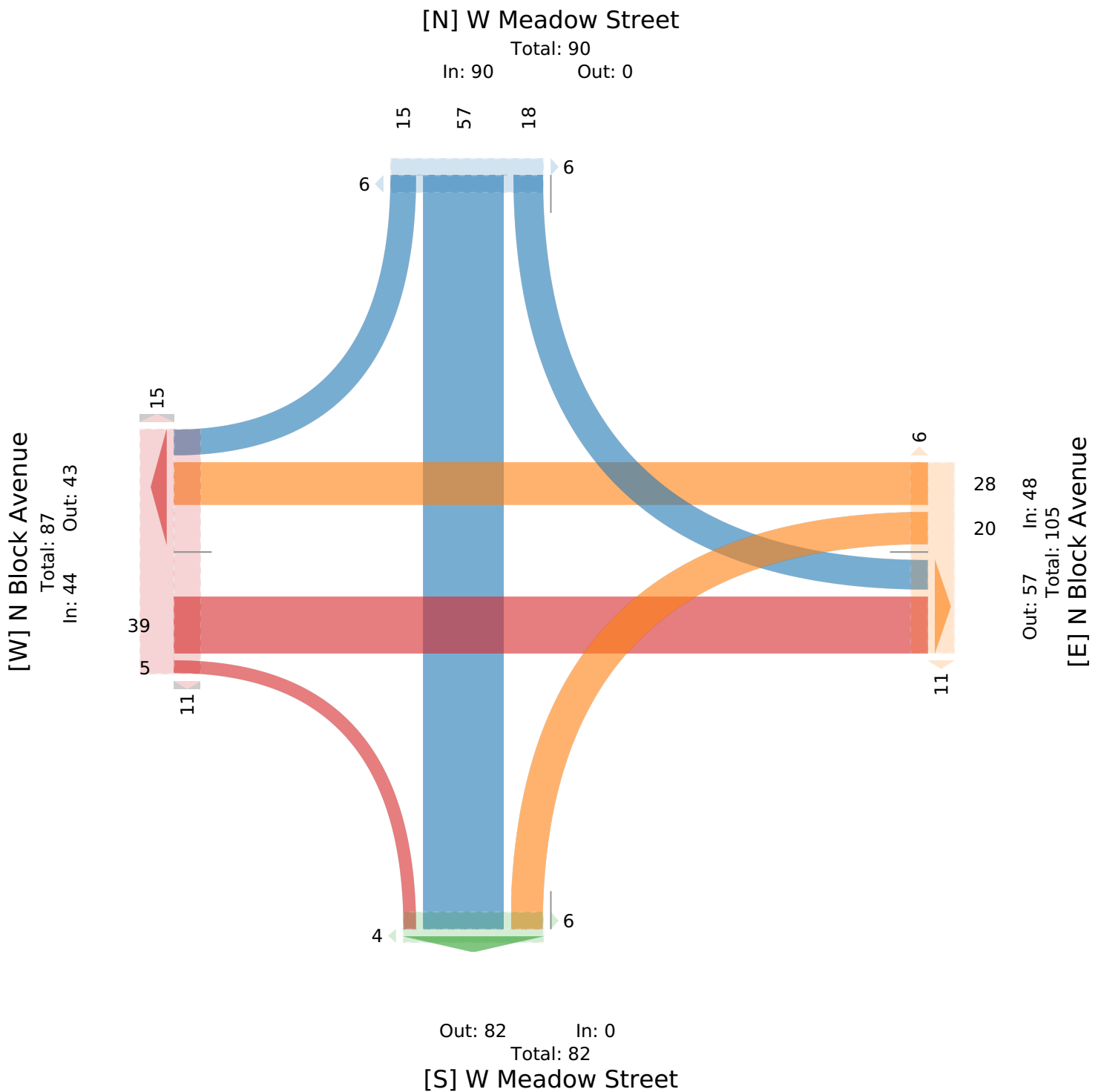
All Movements

ID: 1272703, Location: 36.063667, -94.160569



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



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)

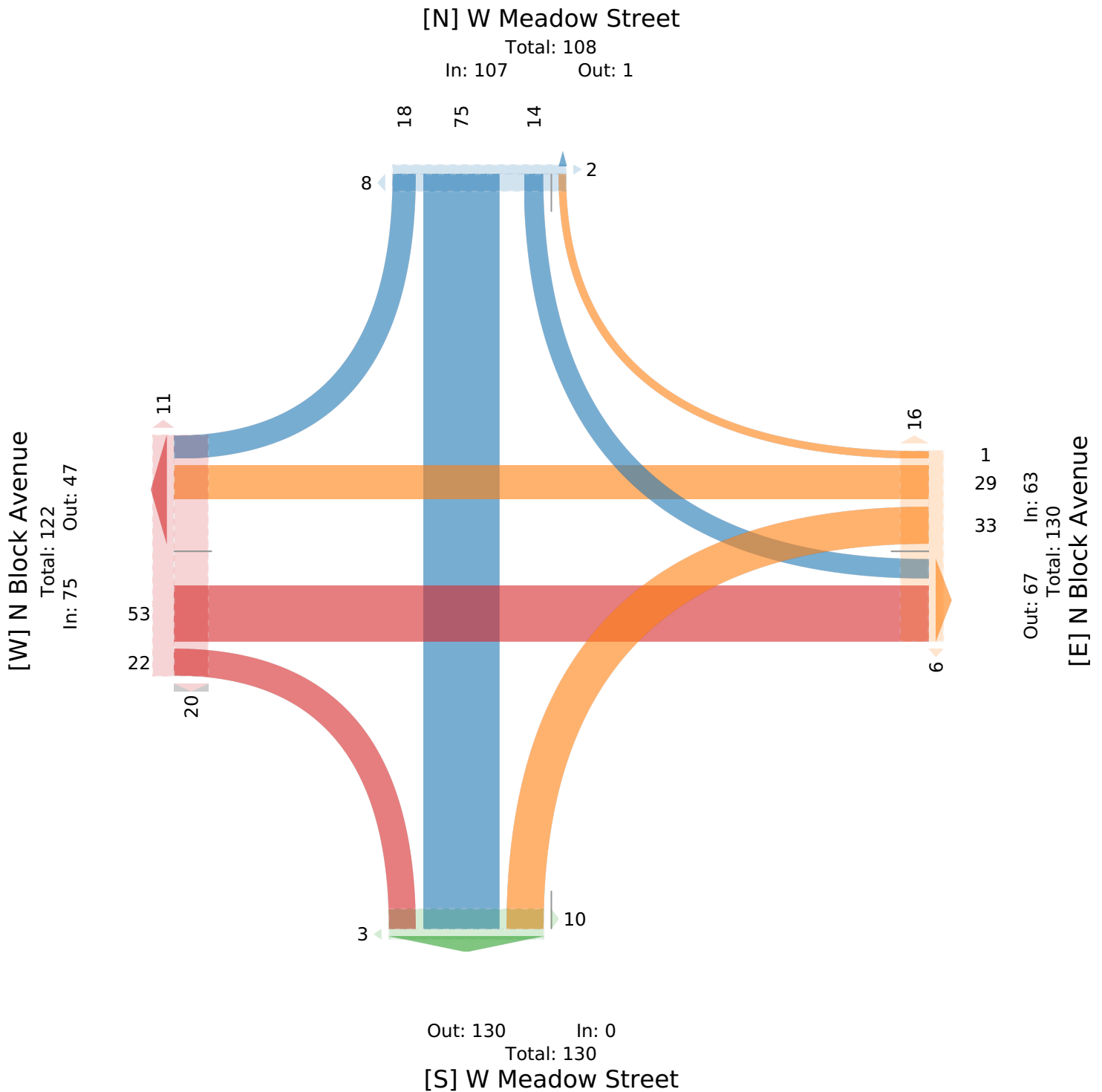
All Movements

ID: 1272703, Location: 36.063667, -94.160569



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



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

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 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)

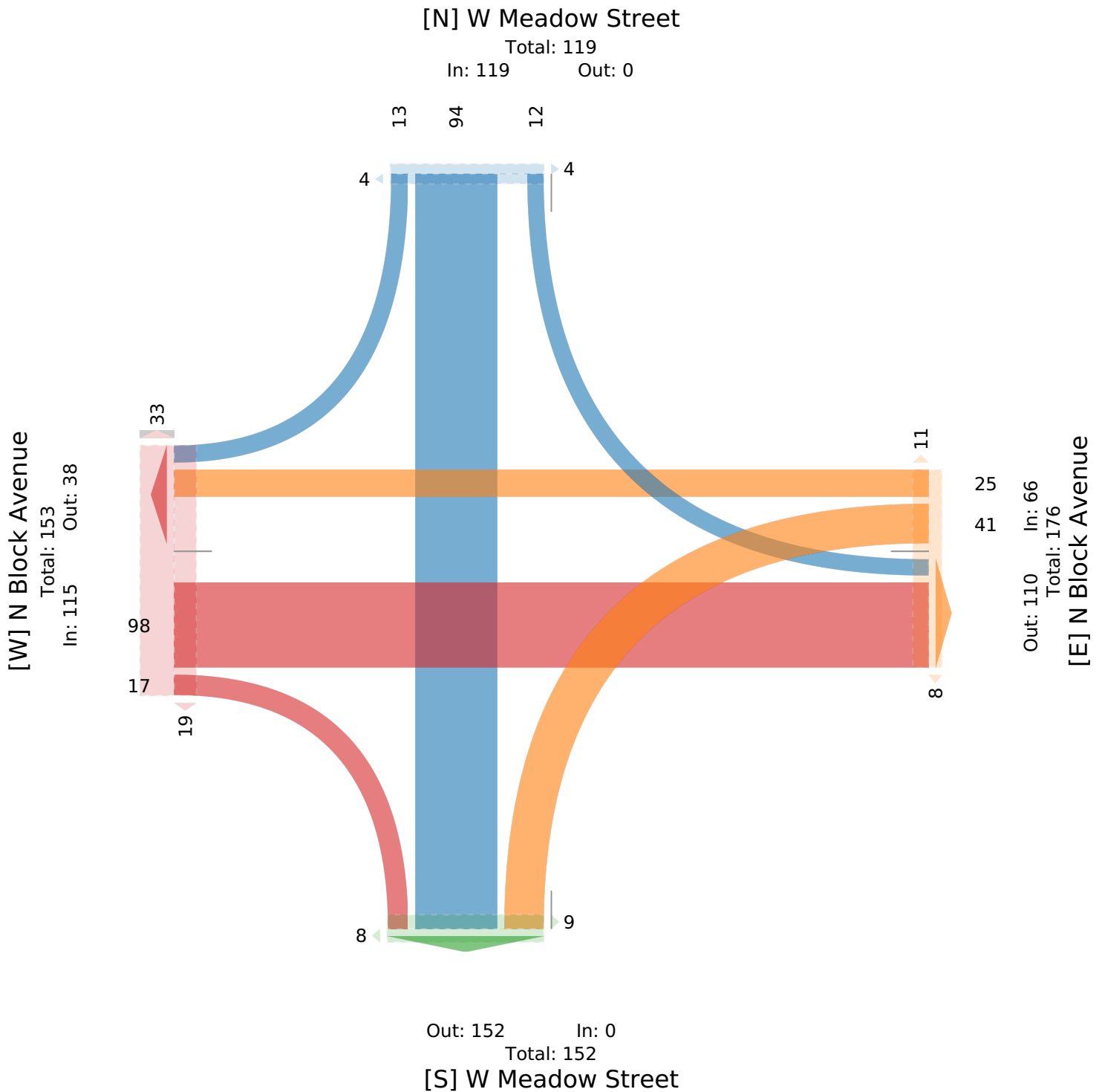
All Movements

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

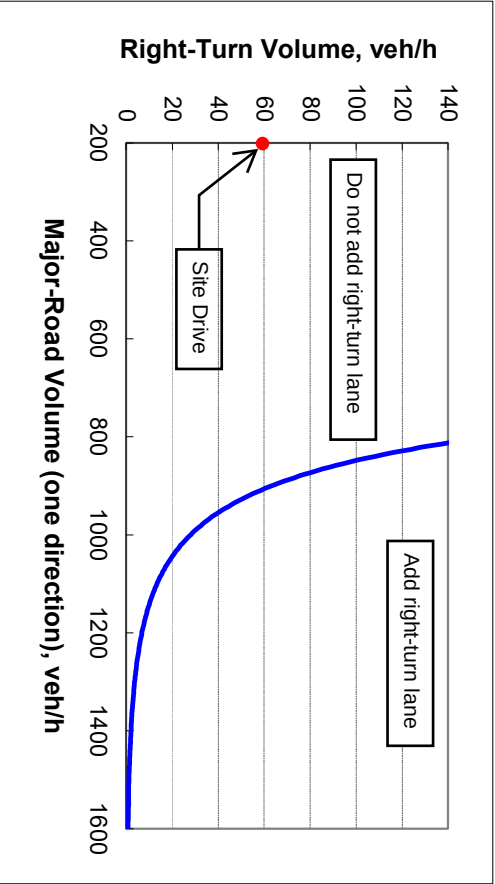
Variable	Value
Major-road speed, mph:	20
Major-road volume (one direction), veh/h:	180
Right-turn volume, veh/h:	60

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.



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	-
Stage 1	-	152	-	27	27	-
Stage 2	-	27	-	159	157	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-
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	-
Pot Cap-1 Maneuver	0	715	902	775	710	0
Stage 1	0	772	-	-	-	0
Stage 2	0	-	-	843	768	0
Platoon blocked, %						-
Mov Cap-1 Maneuver	-	674	880	702	670	-
Mov Cap-2 Maneuver	-	674	-	702	670	-
Stage 1	-	747	-	-	-	-
Stage 2	-	-	-	788	743	-

Approach	EB	WB	SB
HCM Control Delay, s/v10.42		10.62	0.79
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1WBLn1	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/v11.05			11.6				0.96						
HCM LOS	B		B										
Minor Lane/Major Mvmt	EBLn1WBLn1		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	-	-							

151 W. Dickson St TIA
HCM 7th Signalized Intersection Summary

2025 Existing - Midday Peak
10: College Ave & Dickson St

												
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

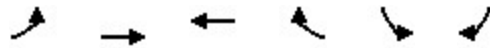
Notes

User approved pedestrian interval to be less than phase max green.

151 W. Dickson St TIA
Lanes, Volumes, Timings

2025 Existing - Midday Peak

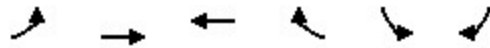
3: Dickson St & St Charles Ave



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			

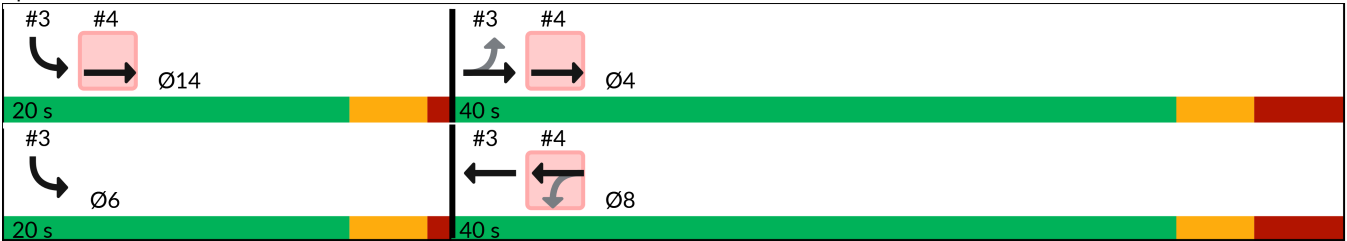
151 W. Dickson St TIA
Lanes, Volumes, Timings

2025 Existing - Midday Peak
3: Dickson St & St Charles Ave



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



151 W. Dickson St TIA
Lanes, Volumes, Timings

2025 Existing - Midday Peak
4: Block Ave & Dickson St

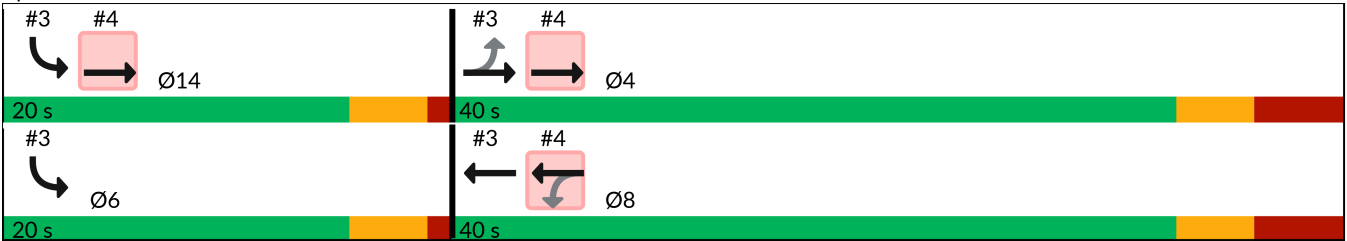
	→	↘	↙	←	↖	↗			
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø4	Ø6	Ø14
Lane Configurations	↗		↖	↗					
Traffic Volume (vph)	292	42	55	292	0	0			
Future Volume (vph)	292	42	55	292	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0	75		0	0			
Storage Lanes		0	1		0	0			
Taper Length (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					

151 W. Dickson St TIA
Lanes, Volumes, Timings

2025 Existing - Midday Peak
4: Block Ave & Dickson St

									
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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1120
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1061
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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	-
Stage 1	-	158	-	10	10	-
Stage 2	-	10	-	179	163	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-
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	-
Pot Cap-1 Maneuver	0	725	877	772	720	0
Stage 1	0	767	-	-	-	0
Stage 2	0	-	-	823	763	0
Platoon blocked, %						-
Mov Cap-1 Maneuver	-	695	854	685	690	-
Mov Cap-2 Maneuver	-	695	-	685	690	-
Stage 1	-	743	-	-	-	-
Stage 2	-	-	-	742	739	-

Approach	EB	WB	SB
HCM Control Delay, s/v10.42		10.62	0.52
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1WBLn1	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/v12.16			12.55				0.74						
HCM LOS	B		B										
Minor Lane/Major Mvmt	EBLn1WBLn1		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	-	-							

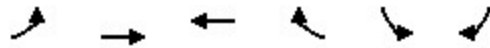
151 W. Dickson St TIA
HCM 7th Signalized Intersection Summary

2025 Existing - PM Peak
10: College Ave & Dickson St

												
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.												

151 W. Dickson St TIA
Lanes, Volumes, Timings

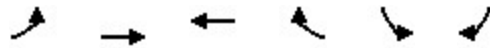
2025 Existing - PM Peak
3: Dickson St & St Charles Ave



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			

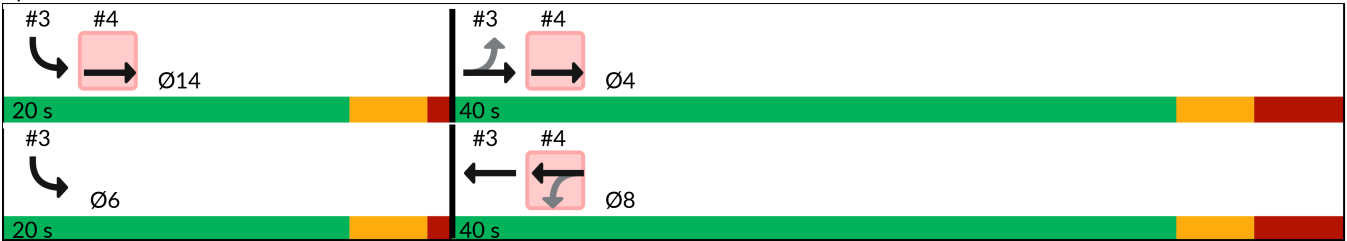
151 W. Dickson St TIA
Lanes, Volumes, Timings

2025 Existing - PM Peak
3: Dickson St & St Charles Ave



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



151 W. Dickson St TIA
Lanes, Volumes, Timings

2025 Existing - PM Peak
4: Block Ave & Dickson St

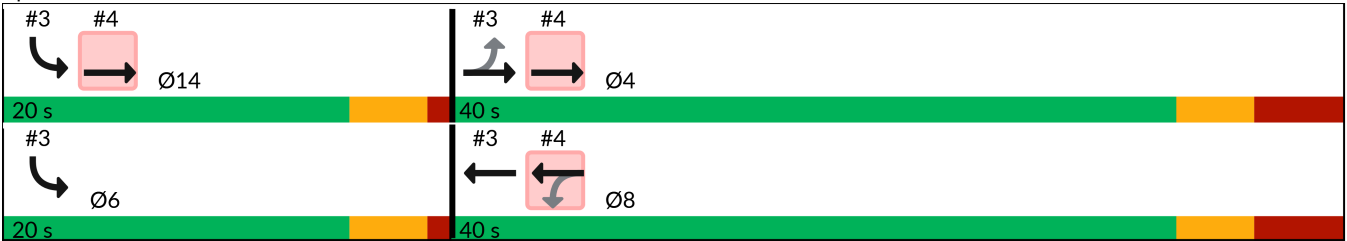
	→	↘	↙	←	↖	↗			
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø4	Ø6	Ø14
Lane Configurations	↗		↖	↗					
Traffic Volume (vph)	344	70	37	309	0	0			
Future Volume (vph)	344	70	37	309	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0	75		0	0			
Storage Lanes		0	1		0	0			
Taper Length (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					

151 W. Dickson St TIA
Lanes, Volumes, Timings

2025 Existing - PM Peak
4: Block Ave & Dickson St

	→	↘	↙	←	↖	↗			
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	-
Stage 1	-	169	-	27	27	-
Stage 2	-	27	-	177	174	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-
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	-
Pot Cap-1 Maneuver	0	700	888	754	695	0
Stage 1	0	759	-	-	-	0
Stage 2	0	-	-	825	755	0
Platoon blocked, %						-
Mov Cap-1 Maneuver	-	659	866	676	654	-
Mov Cap-2 Maneuver	-	659	-	676	654	-
Stage 1	-	733	-	-	-	-
Stage 2	-	-	-	763	729	-

Approach	EB	WB	SB
HCM Control Delay, s/v10.59		10.84	0.82
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1WBLn1	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	-
Stage 1	-	189	-	32	32	-
Stage 2	-	32	-	216	201	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-
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	-
Pot Cap-1 Maneuver	0	677	846	706	667	0
Stage 1	0	744	-	-	-	0
Stage 2	0	-	-	786	735	0
Platoon blocked, %						-
Mov Cap-1 Maneuver	-	623	813	578	613	-
Mov Cap-2 Maneuver	-	623	-	578	613	-
Stage 1	-	705	-	-	-	-
Stage 2	-	-	-	673	697	-

Approach	EB	WB	SB
HCM Control Delay, s/v11.33		12.03	0.98
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1WBLn1	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	-

151 W. Dickson St TIA
HCM 7th Signalized Intersection Summary

2029 Background - Midday Peak
10: College Ave & Dickson St

												
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

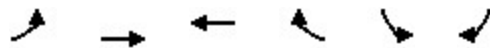
HCM 7th Control Delay, s/veh 20.1
HCM 7th LOS C

Notes

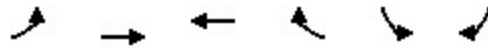
User approved pedestrian interval to be less than phase max green.

151 W. Dickson St TIA
Lanes, Volumes, Timings

2029 Background - Midday Peak
3: Dickson St & St Charles Ave

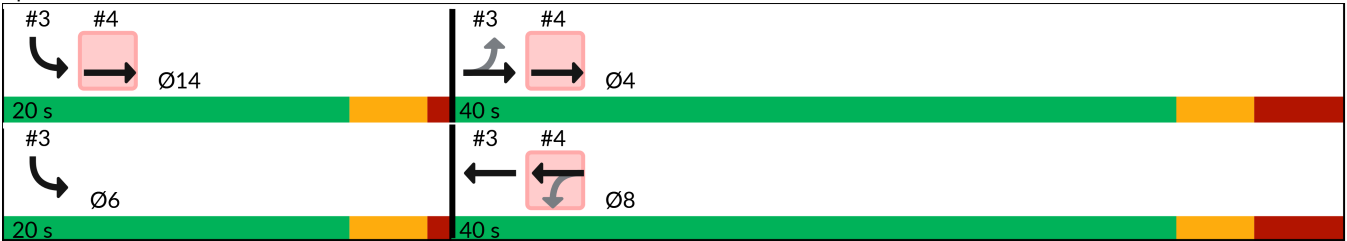


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6	Ø14
Lane Configurations								
Traffic Volume (vph)	35	320	271	57	56	54		
Future Volume (vph)	35	320	271	57	56	54		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor		1.00	0.99		0.95			
Frt			0.976		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



151 W. Dickson St TIA
Lanes, Volumes, Timings

2029 Background - Midday Peak
4: Block Ave & Dickson St

	→	↘	↙	←	↖	↗			
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					

151 W. Dickson St TIA
Lanes, Volumes, Timings

2029 Background - Midday Peak

4: Block Ave & Dickson St

							Ø4	Ø6	Ø14
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR			
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 Effect 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

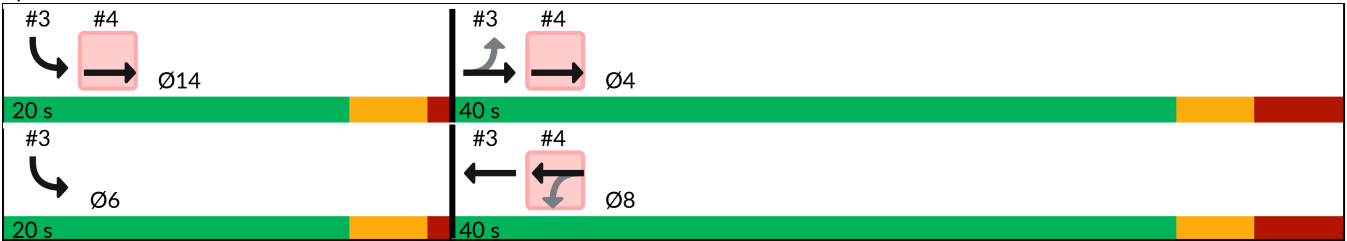
Intersection LOS: A

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/v10.63		10.88	0.52
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1WBLn1	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/v12.62		13.25	0.76
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1WBLn1	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	-	-

151 W. Dickson St TIA
HCM 7th Signalized Intersection Summary

2029 Background - PM Peak
10: College Ave & Dickson St

												
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

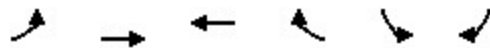
HCM 7th Control Delay, s/veh	24.7
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

151 W. Dickson St TIA
Lanes, Volumes, Timings

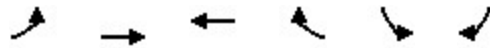
2029 Background - PM Peak
3: Dickson St & St Charles Ave



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			

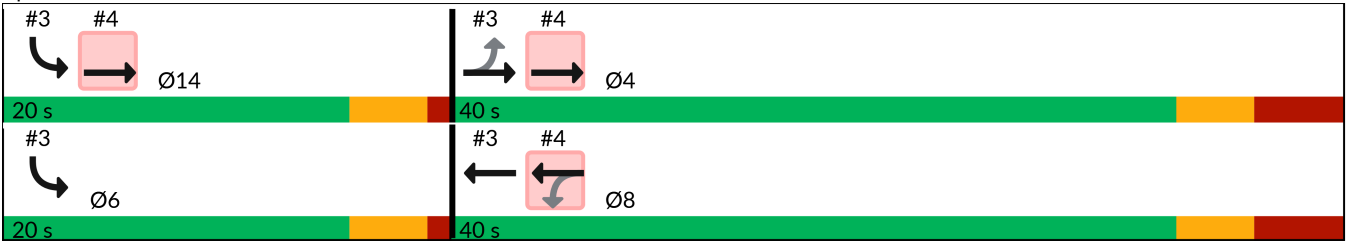
151 W. Dickson St TIA
Lanes, Volumes, Timings

2029 Background - PM Peak
3: Dickson St & St Charles Ave



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



151 W. Dickson St TIA
Lanes, Volumes, Timings

2029 Background - PM Peak
4: Block Ave & Dickson St

	→	↘	↙	←	↖	↗			
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					

151 W. Dickson St TIA
Lanes, Volumes, Timings

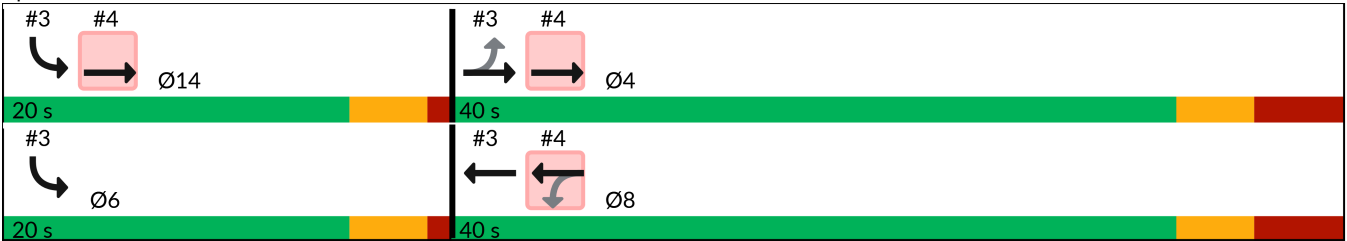
2029 Background - PM Peak
4: Block Ave & Dickson St

							Ø4	Ø6	Ø14
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 Effect 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	-
Stage 1	-	207	-	27	27	-
Stage 2	-	27	-	206	223	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-
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	-
Pot Cap-1 Maneuver	0	666	863	722	653	0
Stage 1	0	730	-	-	-	0
Stage 2	0	-	-	796	719	0
Platoon blocked, %						-
Mov Cap-1 Maneuver	-	623	843	641	611	-
Mov Cap-2 Maneuver	-	623	-	641	611	-
Stage 1	-	701	-	-	-	-
Stage 2	-	-	-	730	690	-

Approach	EB	WB	SB
HCM Control Delay, s/v10.91		11.25	0.99
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1WBLn1	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	-
Stage 1	-	203	-	32	32	-
Stage 2	-	32	-	228	217	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-
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	-
Pot Cap-1 Maneuver	0	665	836	693	653	0
Stage 1	0	733	-	-	-	0
Stage 2	0	-	-	775	723	0
Platoon blocked, %						-
Mov Cap-1 Maneuver	-	610	803	565	600	-
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	-	-

151 W. Dickson St TIA
HCM 7th Signalized Intersection Capacity Analysis

2029 Buildout - Midday Peak
10: College Ave & Dickson St

												
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				

151 W. Dickson St TIA
HCM 7th Signalized Intersection Capacity Analysis

2029 Buildout - Midday Peak

10: College Ave & Dickson St

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		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

151 W. Dickson St TIA
 HCM 7th Signalized Intersection Capacity Analysis

2029 Buildout - Midday Peak

10: College Ave & Dickson St

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

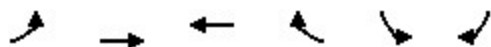
HCM 7th Control Delay, s/veh	20.3
HCM 7th LOS	C

Notes

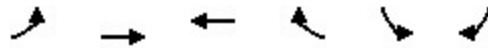
User approved pedestrian interval to be less than phase max green.

151 W. Dickson St TIA
Lanes, Volumes, Timings

2029 Buildout - Midday Peak
3: Dickson St & St Charles Ave

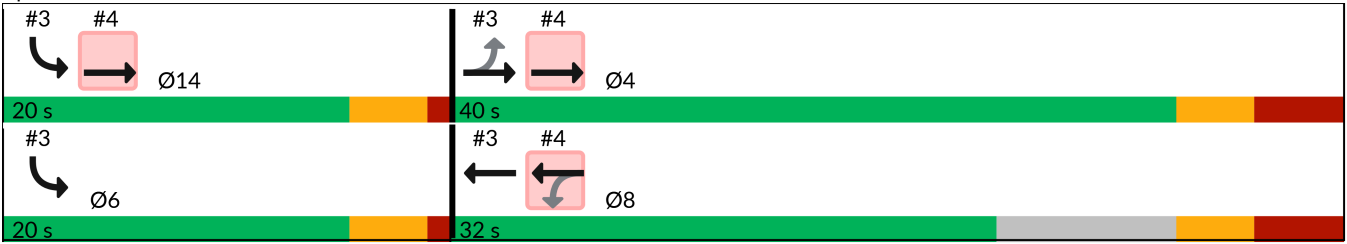


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø6	Ø14
Lane Configurations		↰	↱		↰	↱		
Traffic Volume (vph)	35	335	271	57	60	54		
Future Volume (vph)	35	335	271	57	60	54		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor		1.00	0.99		0.95			
Frt			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



151 W. Dickson St TIA
Lanes, Volumes, Timings

2029 Buildout - Midday Peak
4: Block Ave & Dickson St

							Ø4	Ø6	Ø14
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR			
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					

151 W. Dickson St TIA
Lanes, Volumes, Timings

2029 Buildout - Midday Peak

4: Block Ave & Dickson St

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 Effect 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

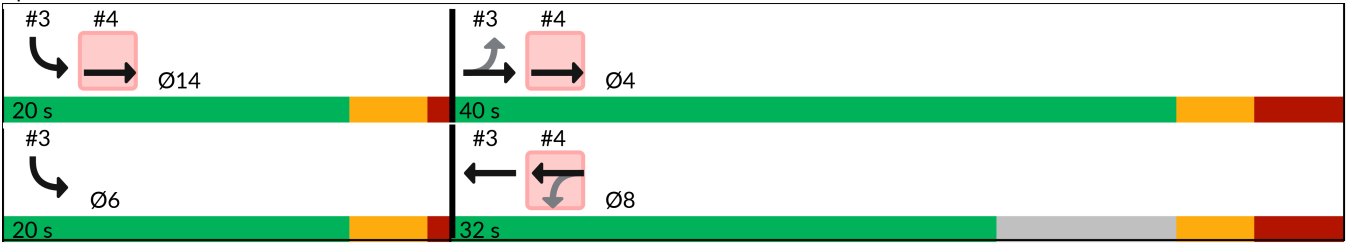
Intersection LOS: A

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/v11.26		11.7	0.86
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1WBLn1	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/v12.92		13.61	0.81
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1WBLn1	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	-	-	-

151 W. Dickson St TIA
HCM 7th Signalized Intersection Summary

2029 Buildout - PM Peak
10: College Ave & Dickson St

												
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

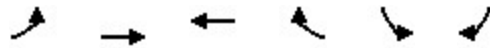
HCM 7th Control Delay, s/veh	25.1
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

151 W. Dickson St TIA
Lanes, Volumes, Timings

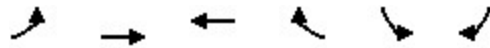
2029 Buildout - PM Peak
3: Dickson St & St Charles Ave



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			

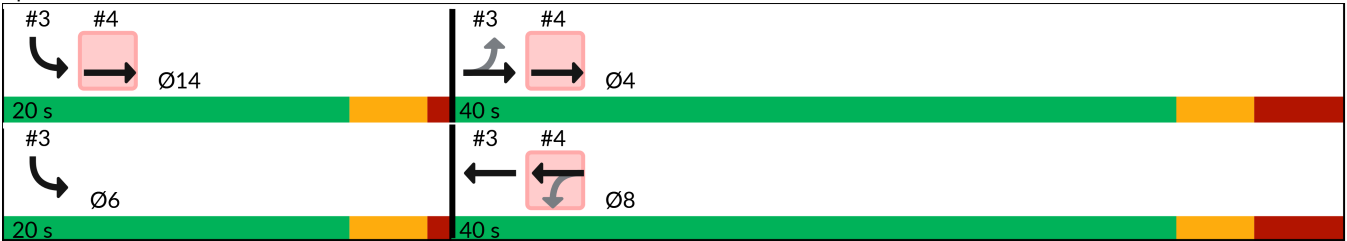
151 W. Dickson St TIA
Lanes, Volumes, Timings

2029 Buildout - PM Peak
3: Dickson St & St Charles Ave



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



151 W. Dickson St TIA
Lanes, Volumes, Timings

2029 Buildout - PM Peak

4: Block Ave & Dickson St

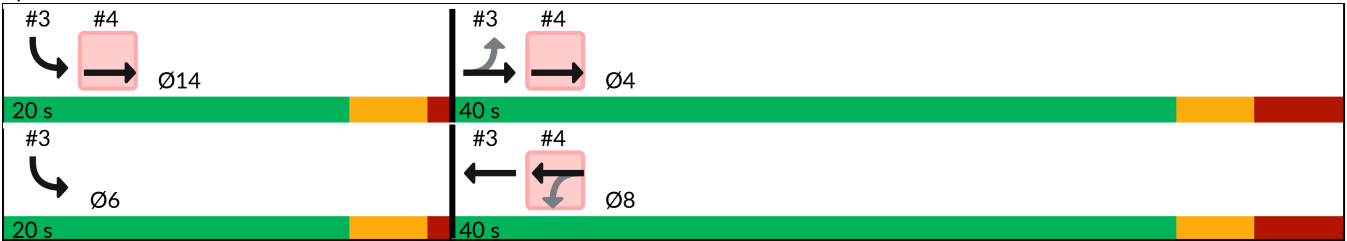
							Ø4	Ø6	Ø14
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations									
Traffic Volume (vph)	387	118	63	348	0	0			
Future Volume (vph)	387	118	63	348	0	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0	75		0	0			
Storage Lanes		0	1		0	0			
Taper Length (ft)			25		25				
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					

151 W. Dickson St TIA
Lanes, Volumes, Timings

2029 Buildout - PM Peak
4: Block Ave & Dickson St

									
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



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,

Nina 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

Planning Commission

April 14, 2025

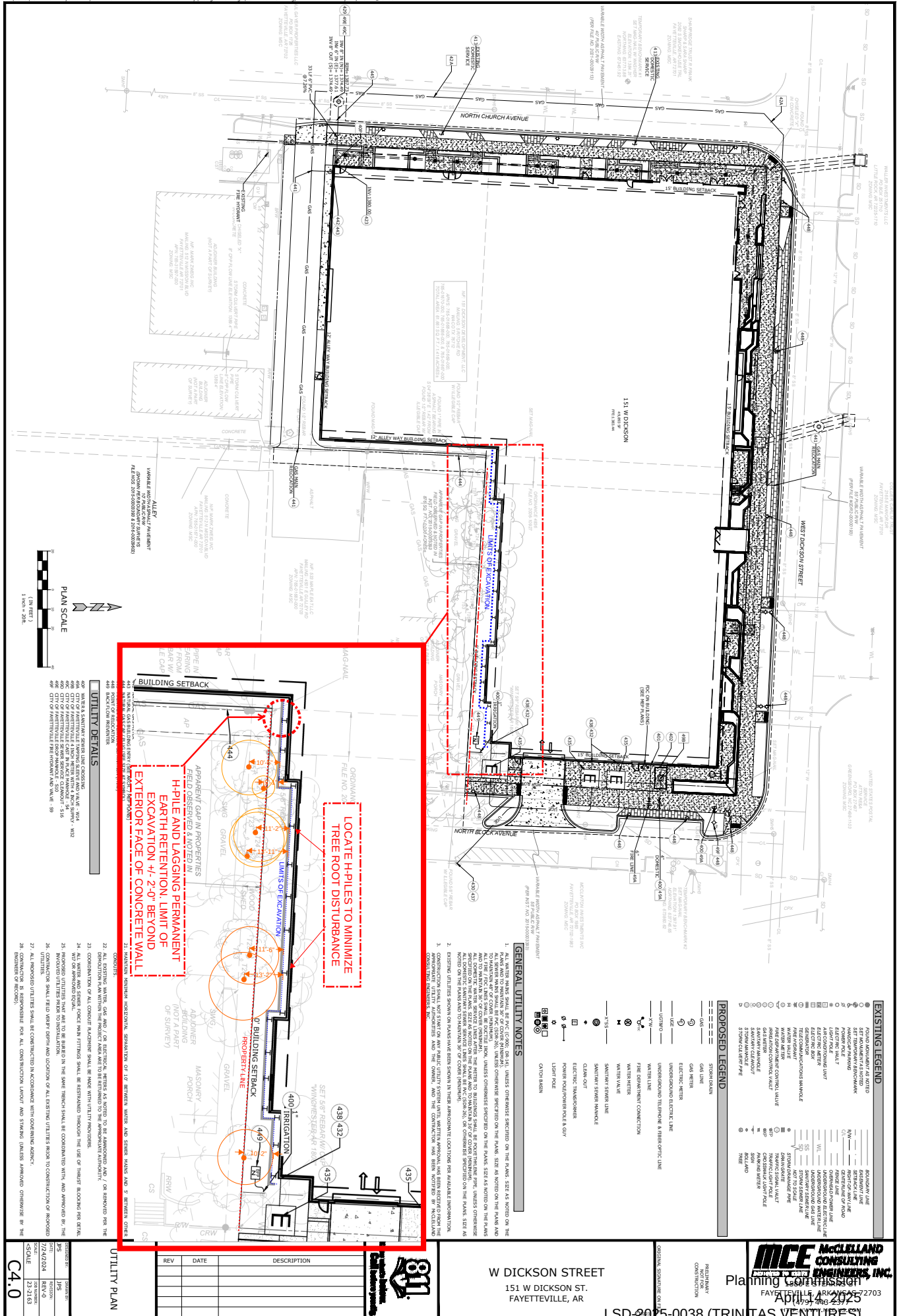
with preserved trees are not adequately maintained during construction, the Urban Forester shall prescribe remedial measures, and may issue a stop work order.

-

Thank you for your time and consideration on this very important matter.

-

-Nina Shirkey
479-445-4763





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 #50-6263BT
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 cable 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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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

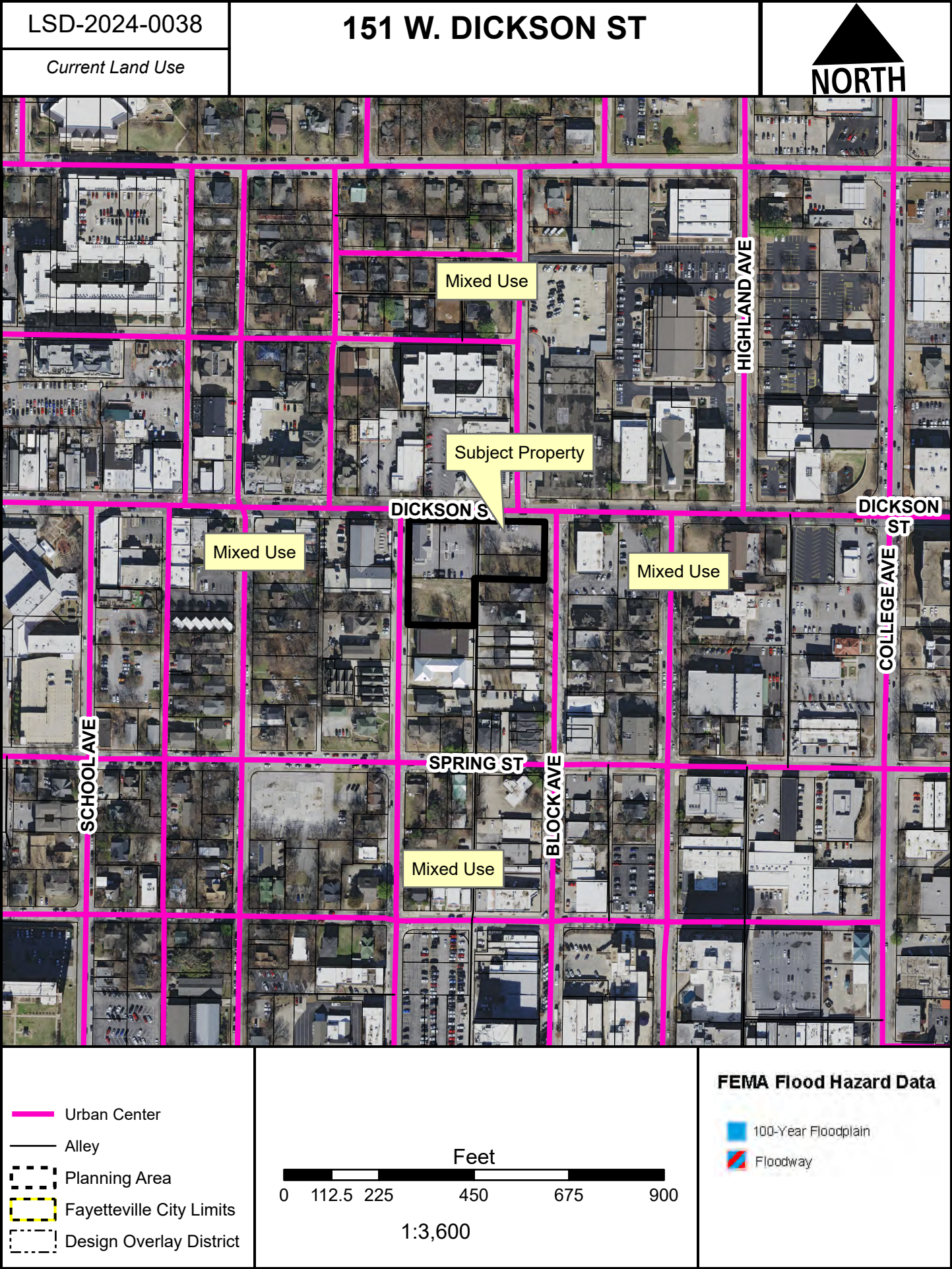
TCIA (*Tree Care Industry Association*) CTSP safety auditor and trainer certification, #1267

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®



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



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

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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



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 PSH 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



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,



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



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?



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](#)



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



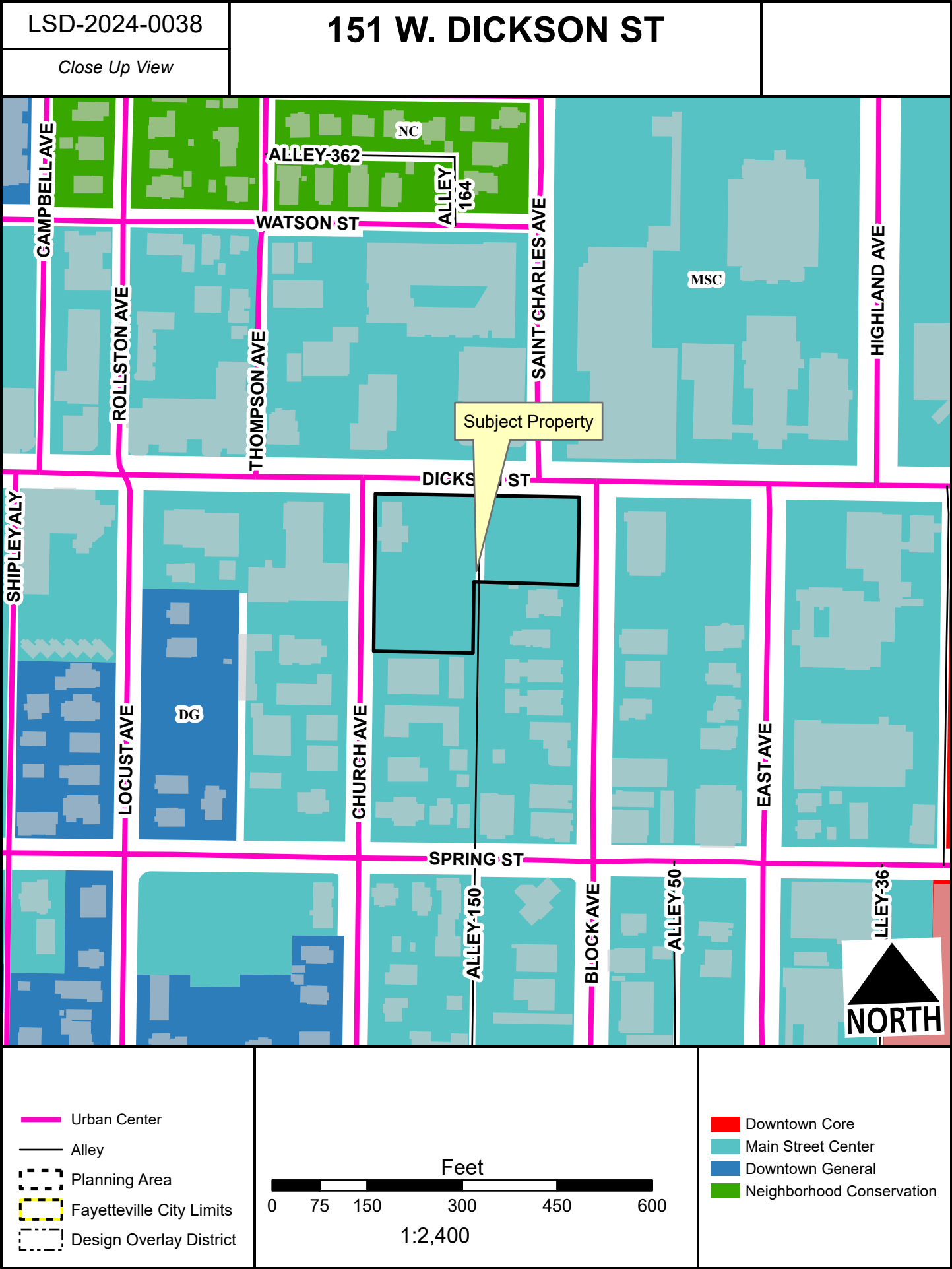
From: Kathryn Cook <kat.a.cook3@gmail.com>
Sent: Tuesday, February 25, 2025 2:18 PM
To: Planning Shared <planning@fayetteville-ar.gov>
Subject: Seriously?

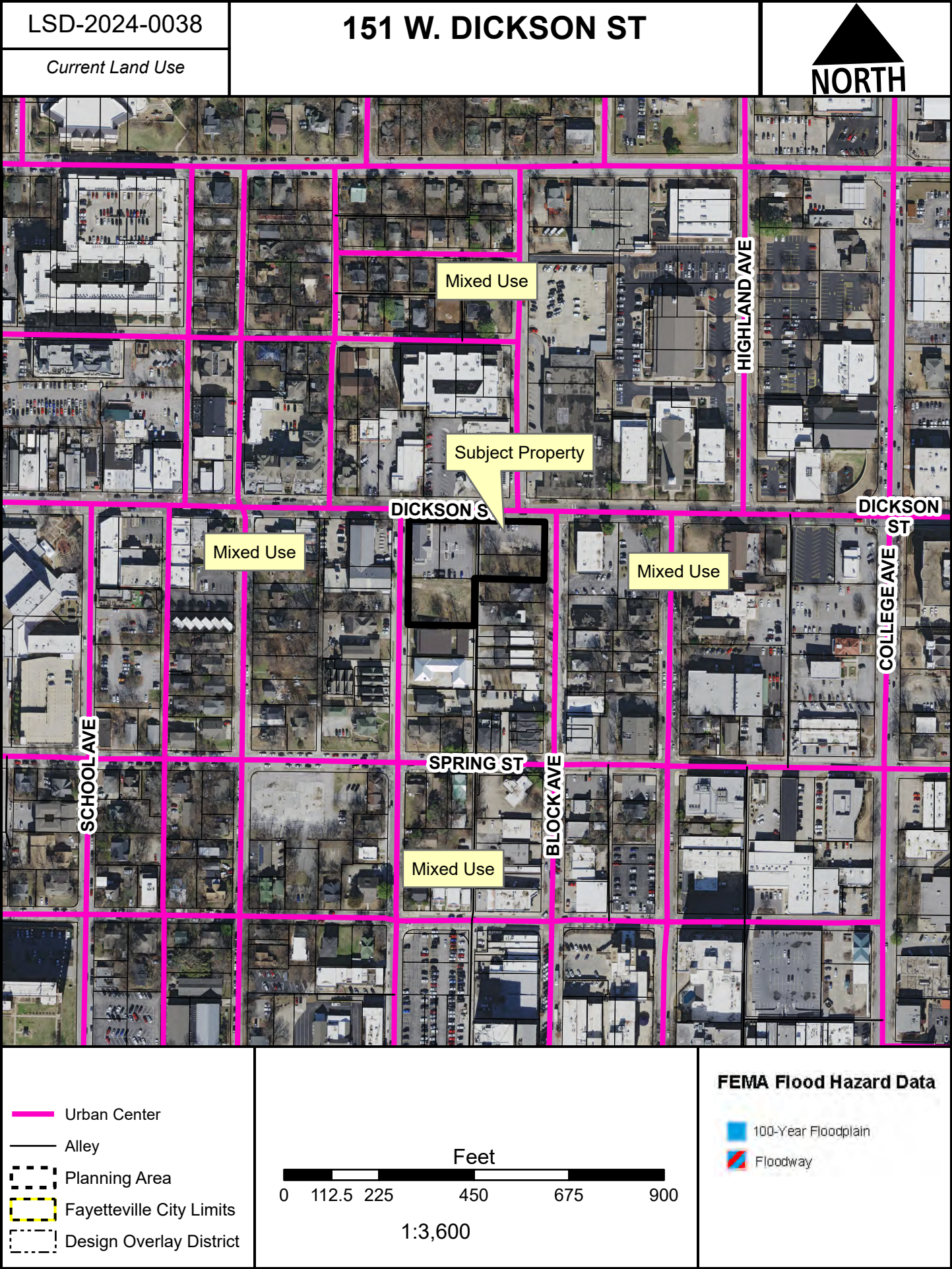
CAUTION: This email originated from outside of the City of Fayetteville. Do not click links or open attachments unless you

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 an 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 DEVELOPER SHOWED UP AND WENT DOOR-TO-DOOR HARASSING ELDERLY PEOPLE AND LIEING UNTIL THEY SOLD. THEN THEY ILLEGALLY DID A QUICK CLAIM DEAD IN A HOUSE WITHOUT THE TITLE. GO TO FUCKING CHURCH OR SOMETHING. GODDAM ALL OF YOU.







TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager
Chris Brown, Public Works Director

FROM: Alan Pugh, Staff Engineer

MEETING DATE: April 14, 2025

SUBJECT: **ADM-2025-0020: Administrative Item (3352 N. HWY 112/ARONSON, 209):** Submitted by OLSSON ENGINEERS for property located at 3352 N. HWY 112. The property is zoned UT, URBAN THOROUGHFARE and C-2, THOROUGHFARE COMMERCIAL and contains approximately 35.20 acres. The request is to amend the streamside protection zone.

RECOMMENDATION:

Staff recommends forwarding **ADM-2025-0020** to City Council with a recommendation of approval.

RECOMMENDED MOTION:

*"I move to forward **ADM-2024-0020**, determining:*

- In favor of the request to modify the Streamside Protection Mapping, and*
- In favor of all other conditions as recommended by staff."*

BACKGROUND:

The subject property is in north Fayetteville located 0.3 miles north of the intersection of N. Fullbright Expressway and Highway 112. The entire property contains approximately 35.20 acres and the northern portion was rezoned to UT, Urban Thoroughfare as a result of RZN-2022-0017 (Ord. 6564). The remainder of the property is zoned C-2, Thoroughfare Commercial. Several other actions have been taken on this property including the previous approval of a large-scale development to build 214 residential units, a 40,000 sq. ft. movie theater and associated parking. That large-scale development is currently set to expire on May 2, 2025. Several variances were also approved with that large-scale, including a variance from Chapter 168, Flood Damage Prevention. Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Commercial	C-2, Thoroughfare Commercial
South	Commercial	C-2, Thoroughfare Commercial
East	Commercial	C-2, Thoroughfare Commercial
West	Residential, Commercial and Industrial	RPZD, Residential Planned Zoning District; CS, Community Services; I-1 Heavy Commercial and Light Industrial

Request: The request is to amend to streamside protection mapping which would move the starting point for the zone approximately 450 further south from its current location.

Public Comment: To date, staff has received no public comment regarding this request. Staff did receive a request for information associated with the submittal.

DISCUSSION:

When the streamside protection mapping was originally approved, the point at which the streamside protection zone began was determined to be the point at which the stream had at least 100 acres of headwater. These starting points were calculated with the aid of Geographic Information Systems (GIS) programs and not calculated individually due to the number of streams under consideration. While this method is generally accurate in staff's opinion, there are situations where they may not be exact. The applicant's engineer has calculated the acreage of the headwaters for the existing starting point and found it to be less than 100 acres. The proposal is to move the streamside protection starting point approximately 450 downstream where the headwater is calculated to be approximately 84 acres. At this point a tributary joins the stream from the west and would take the acreage over 100 acres. As this is in keeping with the original intent of the streamside protection zone definitions, staff is supportive of the request.

RECOMMENDATION: Staff recommends approval of **ADM-2025-0020** subject to the following conditions:

Conditions of Approval:

1. Approval of this request does not impact the previous actions on the property which remain in effect until alternate plans are approved.
2. All other conditions of Chapter 168 shall remain in effect.

PLANNING COMMISSION ACTION:				Required	<u>YES</u>
Date: <u>April 14, 2025</u>	☐ Tabled	☐ Approved	☐ Denied		
Motion:					
Second:					
Vote:					

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

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



February 28, 2025

Fayetteville City Council

City of Fayetteville, Arkansas
113 W. Mountain Street
Fayetteville, AR 72701

Dear Mayor and City Council Members,

I am writing on behalf of our Client to formally request an amendment to the Streamside Protection Zone (SPZ) map for a small drainage channel located adjacent to the proposed Aronson Development, a residential community that will provide over 300 much-needed housing units to the City of Fayetteville.

As demonstrated in the attached **Exhibit A**, which delineates the drainage basin of the channel in question, this feature does not drain more than 100 acres. According to the established criteria within the Streamside Protection Ordinance, only streams with a drainage area exceeding this threshold are subject to SPZ regulations. Given that this stream does not meet the ordinance's intent, we respectfully request that the map be revised to reflect its correct classification. This request is for a reduction of 450 LF to the current Streamside Protection Map limits adjacent to the site.

Additionally, **Exhibit B** includes site photographs showing the existing conditions of the drainage channel. As these images illustrate, the channel is small, intermittent in nature, and does not exhibit characteristics of a significant perennial or even intermittent stream. The presence of limited flow, minimal defined banks, and lack of hydrological permanence further supports the argument that it should not be classified within the Streamside Protection Zone.

The unintended designation of this area as protected streamside land imposes unnecessary restrictions on the development of a critical housing project. The Aronson Development aligns with Fayetteville's goals of increasing residential density, supporting sustainable urban growth, and enhancing affordability. Ensuring that regulatory overlays are applied in accordance with their original intent allows the City to balance environmental protection with responsible development.

We greatly appreciate the City's commitment to maintaining and protecting its natural resources while also fostering economic growth and housing opportunities. In this case, revising the Streamside Protection Zone map to reflect the actual drainage area would uphold that balance. We kindly request that City staff and Council review this request and consider adjusting the SPZ map accordingly.

Should you require any additional information or further site verification, we are happy to provide additional documentation or meet with City representatives to discuss this matter further. Thank you for your time and consideration, and we look forward to working with the City on this request.

Sincerely,



Matthew Loos, PE, LEED AP
Olsson Vice President

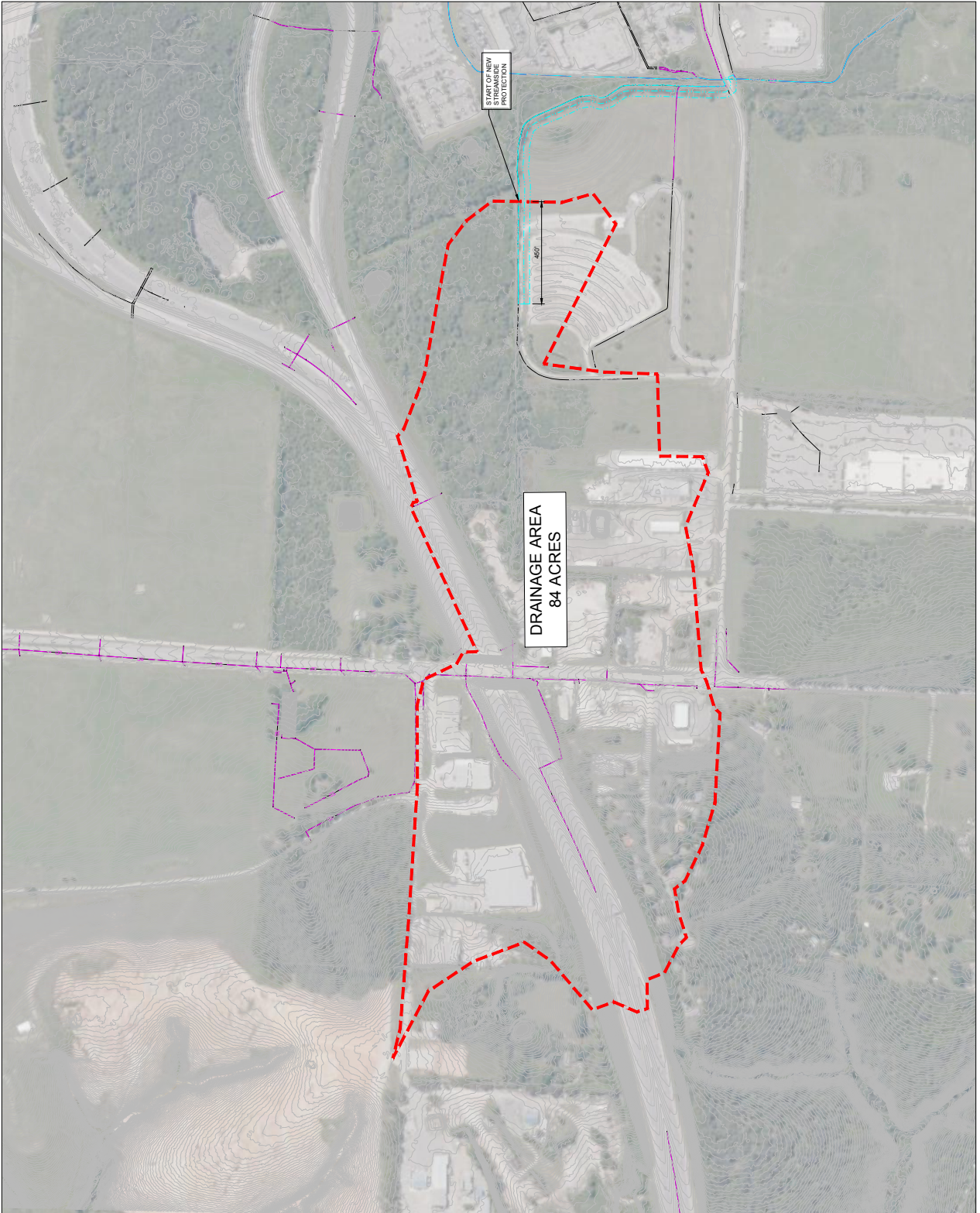
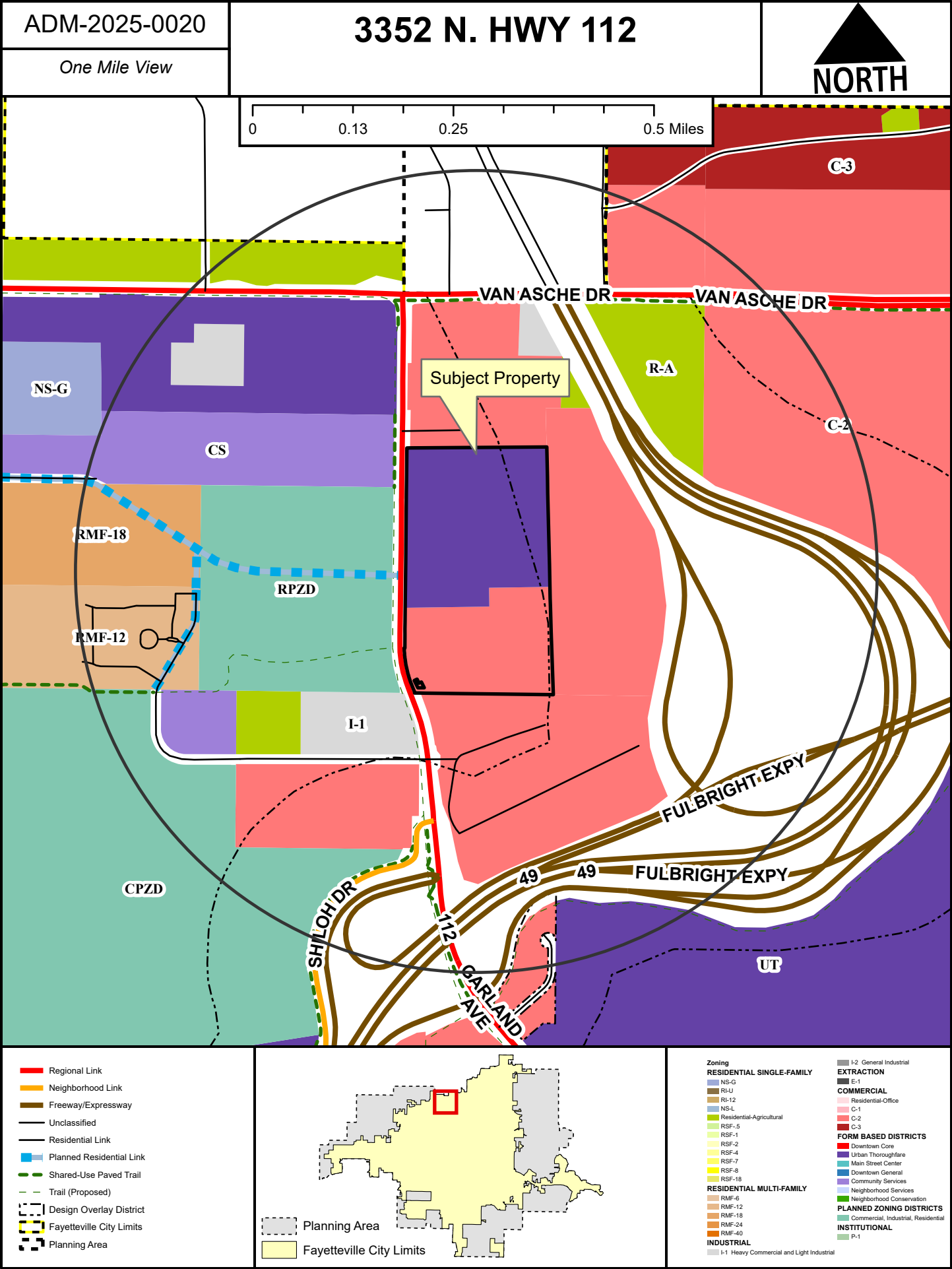


EXHIBIT A

Exhibit B – Current Site Photographs

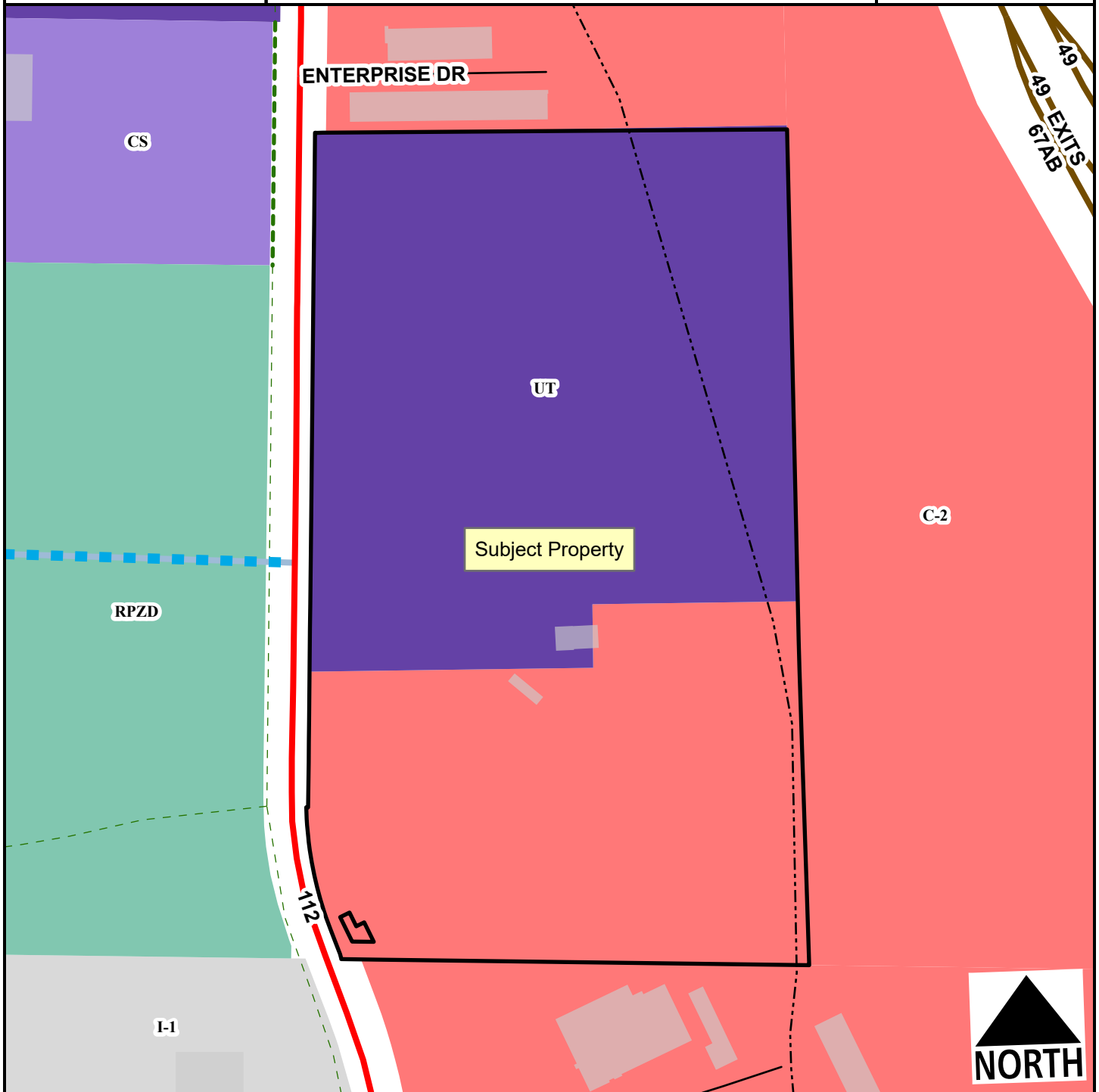




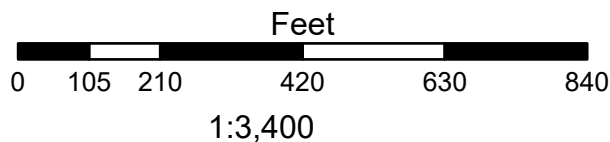
ADM-2025-0020

3352 N. HWY 112

Close Up View



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

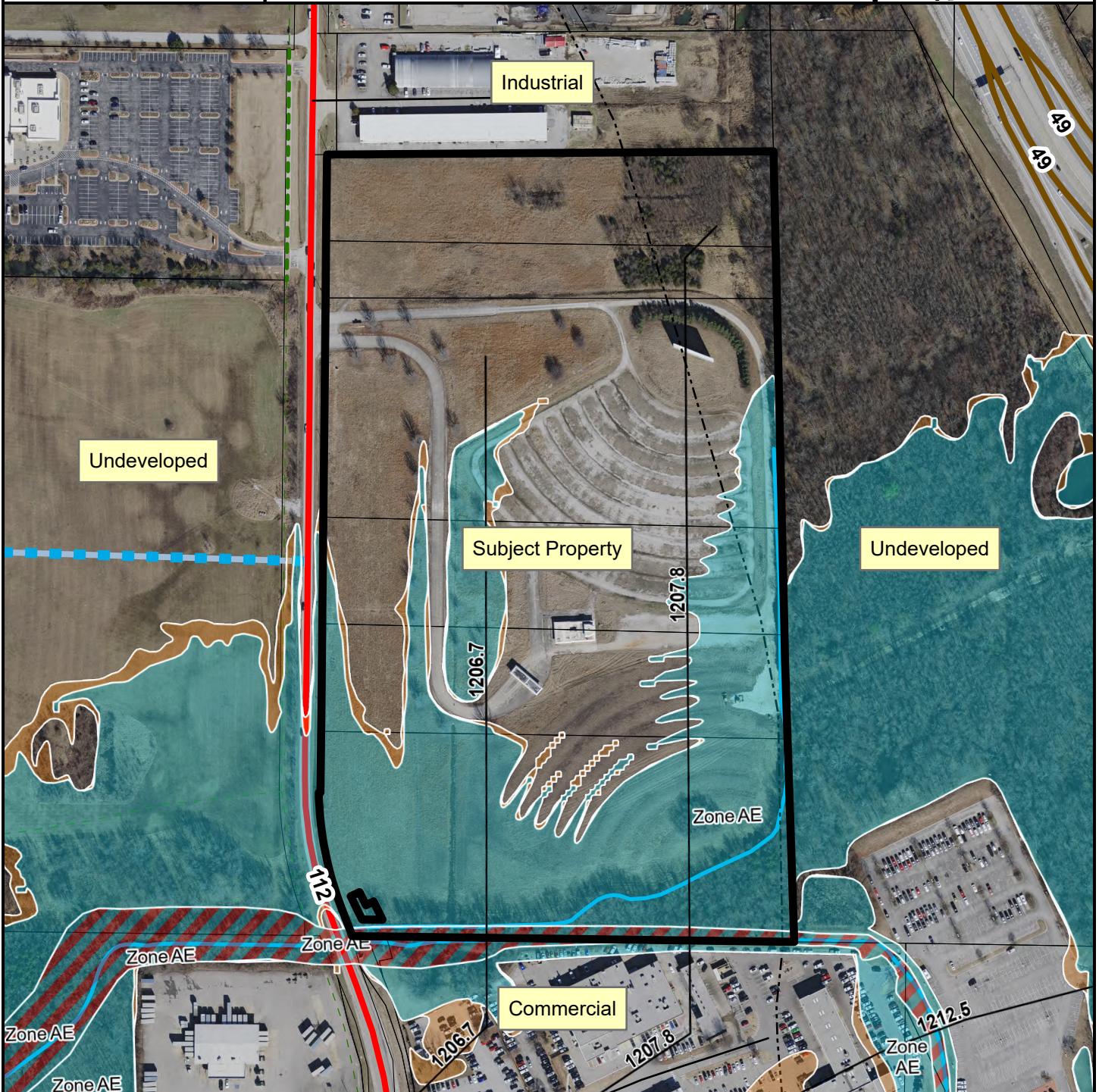


- I-1 Heavy Commercial and Light Industrial
- C-2
- Urban Thoroughfare
- Community Services
- Commercial, Industrial, Residential

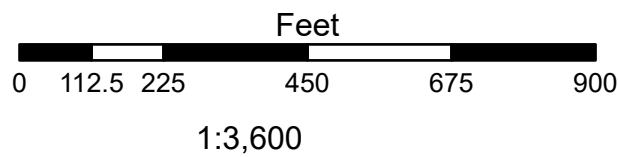
ADM-2025-0020

3352 N. HWY 112

Current Land Use



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



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway



TO: City of Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager
Chris Brown, Public Works Director

FROM: Alan Pugh, Staff Engineer

MEETING DATE: April 14, 2025

SUBJECT: **VAR-2025-0017: Planning Commission Variance (4398 E Black Canyon St; Corter Flood Zone; 608):** Submitted by Olsson, Inc for property located at 4398 E Black Canyon St. The property is zoned RSF-4, RESIDENTIAL SINGLE FAMILY, 4 UNITS PER ACRE and contains approximately 7.6 acres. The request is for a variance to the flood damage prevention code.

RECOMMENDATION:

Staff recommends approval of **VAR-2025-0017**, based on the findings contained in this report.

RECOMMENDED MOTION:

*"I move to approve **VAR-2025-0017** with conditions, determining:*

- The engineering analysis provided indicates the improvements have no adverse impact on the floodplain.*
- In favor of all other conditions as recommended by staff."*

BACKGROUND:

The subject property is located on the east side of S Bayberry Ave near the intersection of S Bayberry and W Black Canyon St. The property totals approximately 7.6 acres and is currently vacant. An unnamed tributary of West Fork White River flows generally south to north along the western portion of the site. The creek is on the list of protected streams as identified in the streamside protection map adopted in 2011 along with the streamside protection ordinance. There is currently a regulatory floodplain, Zone A, Base Flood Elevation Undetermined associated with the stream as shown on FEMA Flood Insurance Rate Map (FIRM) Panel 05143C0240G date January 25, 2024. Surrounding land uses and zoning is depicted in *Table 1*.

Table 1
Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Residential	RSF-4, P-1, see attached project maps
South	Residential	
East	Agricultural	
West	Residential/Institutional	

Public Comment: Staff has received no public comment concerning this request.

DISCUSSION:

The applicant desires to construct a home located on the east side of the unnamed tributary of the West Fork White River. In order to access this area, a driveway extension is required from the intersection of W Black Canyon St and S Bayberry Ave. This driveway must cross the unnamed tributary to access the main portion of the property. While there is an existing unimproved low water crossing, this is not a feasible solution long term. Because the area is a Zone A, base flood elevations undetermined as defined by FEMA, a flood study is required to show that the proposed crossing and associated improvements would lead to no increase in base flood elevation, no increase in flood velocities and no increase in flood flows. As this area has not previously had a detailed study approved by FEMA, the ordinance also requires that this study be submitted to FEMA for review and approval before the construction can take place. While the applicant has not yet submitted the complete development including the home, the applicant has completed the flood study showing a future location for the home as well as the proposed crossing. The applicant is requesting a variance from the requirement to submit the study to FEMA due to the increased time and cost associated with the submittal. These reviews typically take 9-12 months with an application fee more than \$8,000.

In general, this portion of code was recommended by staff and adopted due to the fact that developments were making large changes in the Zone A floodplains without the requirements to have them approved by FEMA. These included developments that were modifying and relocating non-streamside protected drainageways and associated floodplain or proposing large amounts of fill within floodplain areas without the requirement to have them approved by FEMA. Staff would not consider a small driveway crossing a large change and have reviewed the submitted flood study and found it to be in compliance with the City of Fayetteville regulations which are more stringent than the FEMA requirements in this instance. As noted previously, the requirement for FEMA approval would add additional time and expense to the construction of a single residential home. For these reasons, staff is in support of the requested variance.

RECOMMENDATION: Staff recommends approval of **VAR-2025-0017** with the following conditions of approval:

Conditions of Approval:

1. The applicant will obtain all necessary permits prior to the construction of the improvements including, but not limited to, a floodplain development permit or floodplain review associated with a building permit.
2. Existing low water crossing will be abandoned and no longer utilized.
3. If the crossing is modified at any point, the flood study will be updated to show the modifications and checked to ensure it still meets all of other regulations.
4. No additional encroachments within the floodplain would be allowed without a modification to the flood study being performed.
5. Applicant shall abide by all other conditions of Chapter 168 with regard to both floodplain and streamside provisions.

PLANNING COMMISSION ACTION: Required <u>YES</u>			
Date: <u>April 14, 2025</u>	☐ Tabled	☐ Approved	☐ Denied
Motion:			
Second:			
Vote:			

FINDINGS OF THE STAFF

Section 156.03 Development Variances

Certain variances of the development regulations may be applied for as follows:

(C) Consideration by the Planning Commission

(7) Flood Damage Prevention Code. The Planning Commission shall hear and decide requests for variances from the requirement of this ordinance.

(a) In passing upon such applications, the Planning Commission shall consider all technical evaluations, all relevant factors, and standards specified in other sections of this ordinance.

(b) Variances may be issued for the reconstruction, rehabilitation, or restoration of structures listed in the National Register of Historic Places, without regard to the procedures identified in the remainder of this ordinance. Variances may only be issued for such repair, or rehabilitation if strict enforcement of the ordinance would preclude the structure's continued designation as a historic structure, and the variance is the minimum necessary to preserve the historic character and design of the structure.

(c) Generally, variances may be issued for new construction and substantial improvements to be erected on a lot ½ acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, providing items listed in §168.05(B)(4) have been fully considered. As the lot size increases beyond half acre, the technical justification required for issuing the variance increases.

(d) Variances shall not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.

(e) Variances shall only be issued upon a determination that the variance is the minimum necessary, considering the flood hazard, to afford relief.

(f) Floodplain variances shall only be issued if:

(i) There are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property, which do not apply generally to other property in the same flood zone;

As stated, the applicant has completed the required flood study, staff has reviewed the study and found it to be in compliance with the City of Fayetteville regulations. The applicant is seeking a variance from the requirement to submit the study to FEMA for review and approval due to the extended time frame and cost associated with the request which they feel are exception or extraordinary in comparison to the size of the proposed development.

(ii) A determination that failure to grant the variance would result in exceptional hardship to the applicant; and,

Staff does understand the additional time and expense associated with the FEMA submittal and the burden that may pose to the proposed construction, the planning commission has the authority to determine if this would pose an exceptional hardship.

(iii) A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public, or conflict with the other provisions of the Code of Fayetteville.

As shown in the flood study, no increase in flood flows, velocities or elevations are anticipated.

(g) Variances may be issued for new construction and substantial improvements and for other development necessary for the conduct of a functionally dependent use provided that the provisions of §168.05(B)(4) are considered and that the structure or other development is protected by methods that minimize flood damages during the base flood and create no additional threats to public safety.

These items were taken into consideration when outlining this memorandum and included conditions.

(h) Upon consideration of the factors in this section, and the purpose of this ordinance, the Planning Commission may impose conditions to the granting of floodplain variances as it deems necessary to further the purpose of this ordinance.

See staff recommended conditions listed above

(i) Any applicant to whom a variance is granted shall be given written notice that the structure will be permitted to be built with a lowest floor elevation below the regulatory flood elevation surcharge and that the cost of flood insurance will be commensurate with the increased risk resulting from the reduced lowest floor elevation. A copy of the notice shall be recorded by the floodplain administrator in the office of the Washington County Clerk and shall be recorded in a manner so that it appears in the chain of title of the affected parcel of land.

N/A to this project.

(9) *Streamside Protection Zones*

- (a) *Undue hardship.* If the provisions of the Streamside Protection Ordinance are shown by the owner or developer to cause undue hardship as strictly applied to the owner or developer's property because of its unique characteristics, the Planning Commission may grant a variance on a permanent or temporary basis from such provision so that substantial justice may be done and the public interest protected, provided that the variance will not have the effect of nullifying the intent and purpose of the Streamside Protection regulations.

N/A to this project.

- (b) *Consideration of alternative measures.* The applicant for the variance shall establish that a reasonable rezoning by the City Council or variance request from the Board of Adjustment will not sufficiently alleviate the claimed undue hardship caused by the Streamside Protection regulations.

N/A to this project.

- (c) *Conditions and safeguards.* In granting any variance, the Planning Commission may prescribe appropriate conditions and safeguards to substantially secure the objectives and purpose for the regulations so varied and to mitigate any detrimental effects the variance may cause. The Planning Commission should consider the Streamside Protection Best Management Practices Manual and any mitigation recommendations from the City Engineer.

N/A to this project.

BUDGET/STAFF IMPACT:

None

Attachments:

- Applicant Request Letter
- Proposed variance request exhibit
- One Mile Map
- Close Up Map
- Current Land Use Map

MEMO

☐ Overnight
☐ Regular Mail
☐ Hand Delivery
☒ Other: Email

To:	City of Fayetteville, Arkansas Attn: Planning Commission Chair 113 W Mountain Street Fayetteville, Arkansas 72701
From:	McKenzie Taake, PE
RE:	Black Maple, LLC. No Adverse Impact Analysis Variance Request West Fork White River Tributary 14 Fayetteville, Arkansas
Date:	February 26, 2025
Project No.	024-01198

To Whom it May Concern:

I am writing on behalf of Shawn Corter of Fayetteville, Arkansas, to request a variance from a portion of the City of Fayetteville's updated Flood Damage Prevention Code (Fayetteville Municipal Code §168.11(D)), which requires the establishment of Base Flood Elevations (BFEs) and a regulatory floodway for creeks in "A" Risk Zone areas. This request pertains to the development of a single-family home and private driveway along West Fork White River Tributary 14 (WFWR Trib 14) within an approximate Zone A Special Flood Hazard Area (SFHA) on Washington County, Arkansas Parcel No. 765-13117-100 in Fayetteville, Arkansas.

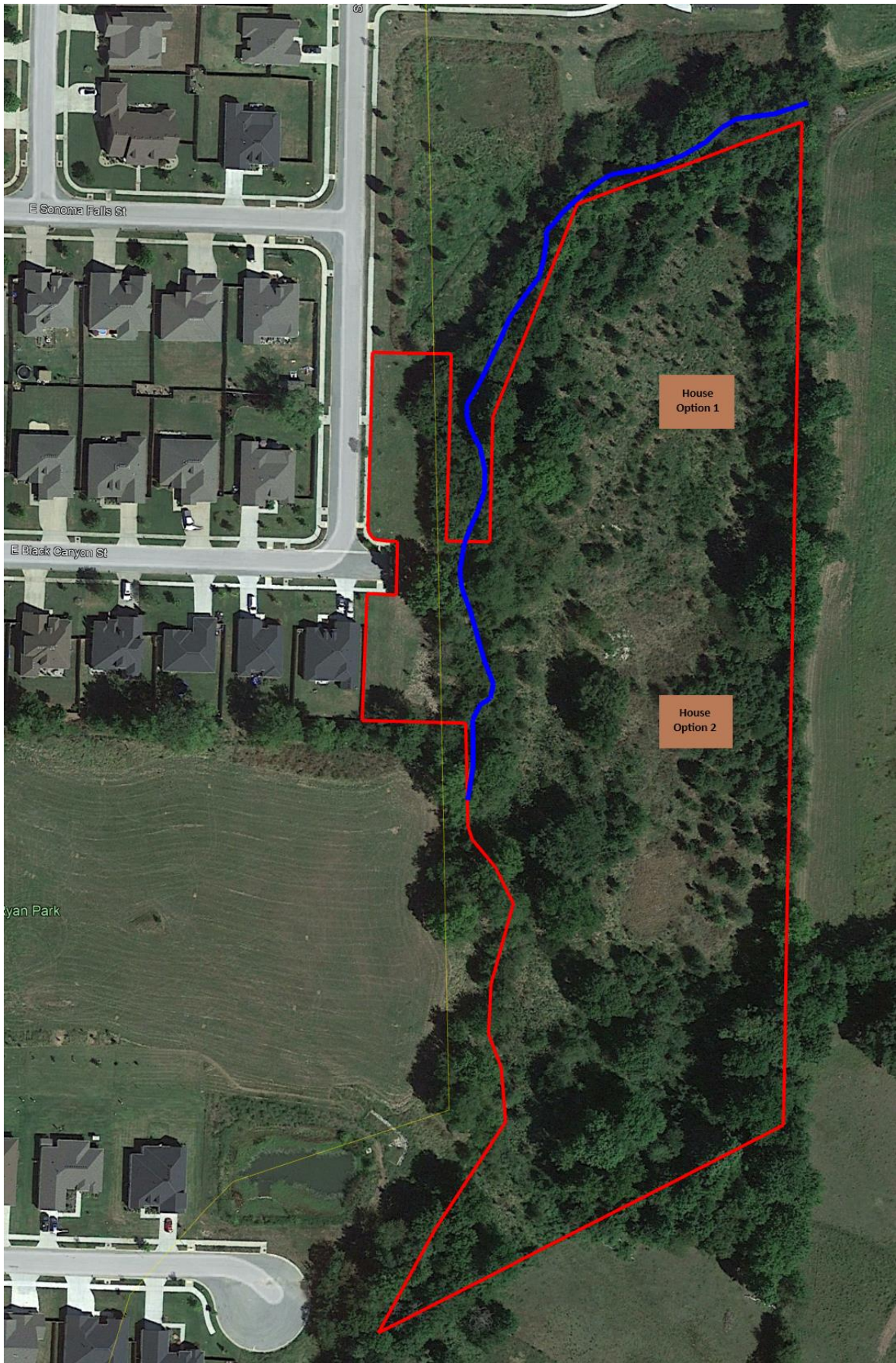
A No Adverse Impact (NAI) analysis, including hydrologic and hydraulic modeling, has been conducted for the placement of the house as well as the bridge crossing. The bridge crossing will span the banks of WFWR Trib 14 and does not propose to place any additional fill or grading within the streamside protection zone. The results confirm that the proposed development, as detailed in the plans included at the conclusion of this memorandum, will not cause any increase in flood flows (0.0 cubic feet per second), flood heights (0.00 feet), or flood channel velocities (0.0 feet per second) in WFWR Trib 14 or along adjacent properties.

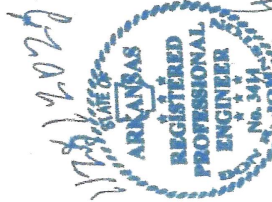
As part of the development of BFEs and regulatory floodway information, the City has requested a Conditional Letter of Map Revision (CLOMR) be developed and submitted to Federal Emergency Management Agency (FEMA) for review and approval to support this Project. This submission would allow for the conversion of the approximate Zone A SFHA to a detailed Zone AE SFHA. While the creation of the CLOMR application has been completed, we know that the NAI analysis shows that the proposed Project achieves requirements set forth for development in the one percent annual chance floodplain. We respectfully request that the requirement to submit it to FEMA be waived as requiring FEMA approval would impose a significant economic burden to Mr. Corter and substantially delay the Project timeline.

We appreciate your consideration of this request and are happy to provide any additional information as needed.



PROPOSED SITE PLAN





25' Bridge
E Black Canyon St.
Fayetteville, AR

Bridge Clears Flood Stage
Bridge meets HS20-44

MEMO

☐ Overnight
☐ Regular Mail
☐ Hand Delivery
☒ Other: Email

To:	City of Fayetteville, Arkansas Attn: Alan Pugh, PE, CFM 113 W Mountain Street Fayetteville, Arkansas 72701
From:	McKenzie Taake, PE
RE:	Black Maple, LLC. No Adverse Impact Analysis West Fork White River Tributary 14 Fayetteville, Arkansas
Date:	February 26, 2025
Project No.	024-01198

PROJECT SCOPE AND BACKGROUND

Olsson, on behalf of Black Maple, LLC (Client), performed hydrologic and hydraulic analyses on West Fork White River Tributary 14 (WFWR Trib 14) to comply with City of Fayetteville, Arkansas (City) updated Flood Damage Prevention Code (Fayetteville, Arkansas, Municipal Code § 168-10 (U)). As proposed development lies within effective Federal Emergency Management Agency (FEMA) Special Flood Hazard Area (SFHA) Zone A, any alterations to the existing land use would fall within the Approximate SFHA for WFWR Trib 14. Proposed Project (Project) area includes a subreach of WFWR Trib 14 located in Fayetteville, Arkansas, located on the Washington County, Arkansas, and Incorporated Areas Flood Insurance Rate Map (FIRM) Effective Panel 05143C0240G dated January 25, 2024.

The No Adverse Impact Analysis was performed in conjunction with a Conditional Letter of Map Revision (CLOMR) along the same Reach of WFWR Trib 14 in Fayetteville, Arkansas. The CLOMR application submittal documents can be found as part of a separate submission via digital methods. Appendix A includes plans that analysis addresses the proposed development of one residential home and the addition of a private driveway across the stream to access the west side of the property. Figure 1 provides the location of the Project area.

HYDROLOGIC AND HYDRAULIC ANALYSIS

There was no effective hydrologic model information provided by the FEMA Engineering Library for WFWR Trib 14. Therefore, for hydrologic analysis, Olsson created a HEC-HMS model (version 4.11) with both existing and proposed conditions. This hydrologic model was used to determine if proposed development would lead to an increase in flows to WFWR Trib 14, as required by the City's No Adverse Impact language.

Subbasins were delineated and longest flow paths were determined using Geo-HECHMS (Version 2.0.0), 2015 Washington County LiDAR, and engineering judgement. Reaches and a junction were added to connect subbasins using Modified Puls routing method. Subbasins were then populated with watershed parameters, such percent imperviousness, area, Curve Number and Lag Time. Land use parameters were developed by Olsson based on publicly available 2023 aerial imagery, and soils data was taken from publicly available Natural Resources Conservation Service (NRCS) Soil Survey Geographic (SSURGO) Database. These combined features were then attributed with associated Curve Number values using Fayetteville Drainage Manual. Table 1 is a tabular summary of the subbasins' watershed parameters.

Table 1. Subbasin Parameters.

Watershed Parameters	Subbasins	
	Subbasin One	Subbasin Two*
Percent Imperviousness Percentage	5	10
Area (mi ²)	0.153	0.915
Curve Number	66.8	71.8
Lag Time (minutes)	17.8	42.8

*Project area is located within this subbasin.

For this hydrologic analysis, the one percent annual-chance (100-year) frequency event was obtained from National Oceanic and Atmospheric Administration (NOAA) Atlas 14. A computational time interval of five minutes was used for the model simulation. Table 2 is a tabular summary of the frequency event used in the hydrologic modeling.

Table 2. Precipitation Data.

Duration*	Annual Chance Flood Frequency (Depth in inches)
	One Percent Annual Chance (100 year)
5 minutes	0.902
10 minutes	1.32
15 minutes	1.61
30 minutes	2.43
1 hour	3.47
2 hours	4.51
3 hours	5.23
6 hours	6.25
12 hours	6.93
24 hours	7.94

*Input type: partial duration.

It should be noted that the only parameter recalculated between existing and post Project scenarios was the Curve Number. The Curve Number for existing conditions hydrologic model subbasin, in which Project area is located, was 71.8. For Existing Conditions Model, Project area land use was classified as 'forest, poor cover' with a soil type of Hydrologic Soil Group C. Project area was updated in the Post Project model to 'residential districts, two-acre lot size based on site plan data. By performing a weighted Curve Number calculation for Project area, the updated Curve Number was calculated to be same value, 71.8, as existing conditions scenario; therefore, there were no changes in the resultant discharges of WFWR Trib 14.

Olsson used discharges from Base Level Engineering hydraulic model for WFWR Trib 14 for the one percent annual chance (100-year) flood event. Please note for this No Adverse Impact Analysis, only results for the one percent annual chance flood events are being reported as it constitutes the Special Flood Hazard Area and follows the City's Flood Damage Prevention Code (Fayetteville, Arkansas, Municipal Code § 168-10 (U)). Table 3 shows the discharges used.

Table 3. West Fork White River Tributary 14 Discharges.

River Station (feet)	Discharge (cubic feet per second)
	One Percent Annual Chance (100-year)
11391	560
10337	690
8753	840
6460	960
5281	1070

Hydraulic analyses were performed by Olsson for models described in the CLOMR submission using HEC-RAS Version 6.4.1. Results of the hydraulic analysis for the Existing Conditions Model were compared to the results of hydraulic analysis of Post Project Model to evaluate for potential water surface elevation rises in the one percent annual-chance event (unencroached scenario), and channel velocities, among other hydraulic variables produced by the base flood. Table 4 provides a comparison of the one percent annual-chance (unencroached) water surface elevations. Table 5 provides a comparison of the one percent annual-chance (unencroached) channel velocities. Project area is highlighted in bold green.

Table 4. Unencroached 100-Year Water Surface Elevation Comparison.

River Station (feet)	Existing Conditions Water Surface Elevation (feet)	Proposed Conditions Water Surface Elevation (feet)	Difference (feet)
11391	1319.53	1319.53	0.00
11148	1312.37	1312.37	0.00
10736	1301.80	1301.80	0.00
10337	1291.90	1291.90	0.00
9928	1282.28	1282.28	0.00
9530	1275.06	1275.06	0.00
9137	1267.56	1267.56	0.00
8753	1261.07	1261.07	0.00
8351	1254.47	1254.47	0.00
7999	1249.01	1249.01	0.00
7858	1246.74	1246.74	0.00
7651	1244.26	1244.26	0.00
7552	1243.37	1243.37	0.00
7464	1242.46	1242.46	0.00
7312	1239.86	1239.86	0.00
7256	1238.91	1238.91	0.00
7139	1237.79	1237.79	0.00
6942	1234.91	1234.91	0.00
6697	1232.16	1232.16	0.00
6460	1230.33	1230.33	0.00
6315	1226.13	1226.13	0.00
6030	1222.21	1222.21	0.00
5791	1219.25	1219.24	-0.01
5772	Proposed Private Drive		
5752	1218.47	1218.47	0.00
5616	1216.94	1216.94	0.00
5530	1215.69	1215.69	0.00
5448	1213.27	1213.27	0.00
5281	1209.87	1209.87	0.00
4764	1204.73	1204.73	0.00
4388	1200.57	1200.57	0.00
4101	1197.24	1197.24	0.00

Table 5. Unencroached 100-Year Channel Velocity Comparison.

River Station (feet)	Existing Conditions Channel Velocity (feet per second)	Proposed Conditions Channel Velocity (feet per second)	Difference (feet per second)
11391	8.8	8.8	0.0
11148	9.2	9.2	0.0
10736	7.6	7.6	0.0
10337	6.3	6.3	0.0
9928	6.3	6.3	0.0
9530	6.1	6.1	0.0
9137	8.0	8.0	0.0
8753	6.7	6.7	0.0
8351	6.6	6.6	0.0
7999	7.9	7.9	0.0
7858	7.1	7.1	0.0
7651	6.4	6.4	0.0
7552	6.2	6.2	0.0
7464	7.2	7.2	0.0
7312	7.5	7.5	0.0
7256	6.6	6.6	0.0
7139	6.8	6.8	0.0
6942	8.4	8.4	0.0
6697	9.5	9.5	0.0
6460	8.3	8.3	0.0
6315	6.8	6.8	0.0
6030	9.4	9.4	0.0
5791	8.6	8.6	0.0
5772	Proposed Private Drive		
5752	8.5	8.5	0.0
5616	8.9	8.9	0.0
5530	9.3	9.3	0.0
5448	10.6	10.6	0.0
5281	8.0	8.0	0.0
4764	7.8	7.8	0.0
4388	8.5	8.5	0.0
4101	8.7	8.7	0.0

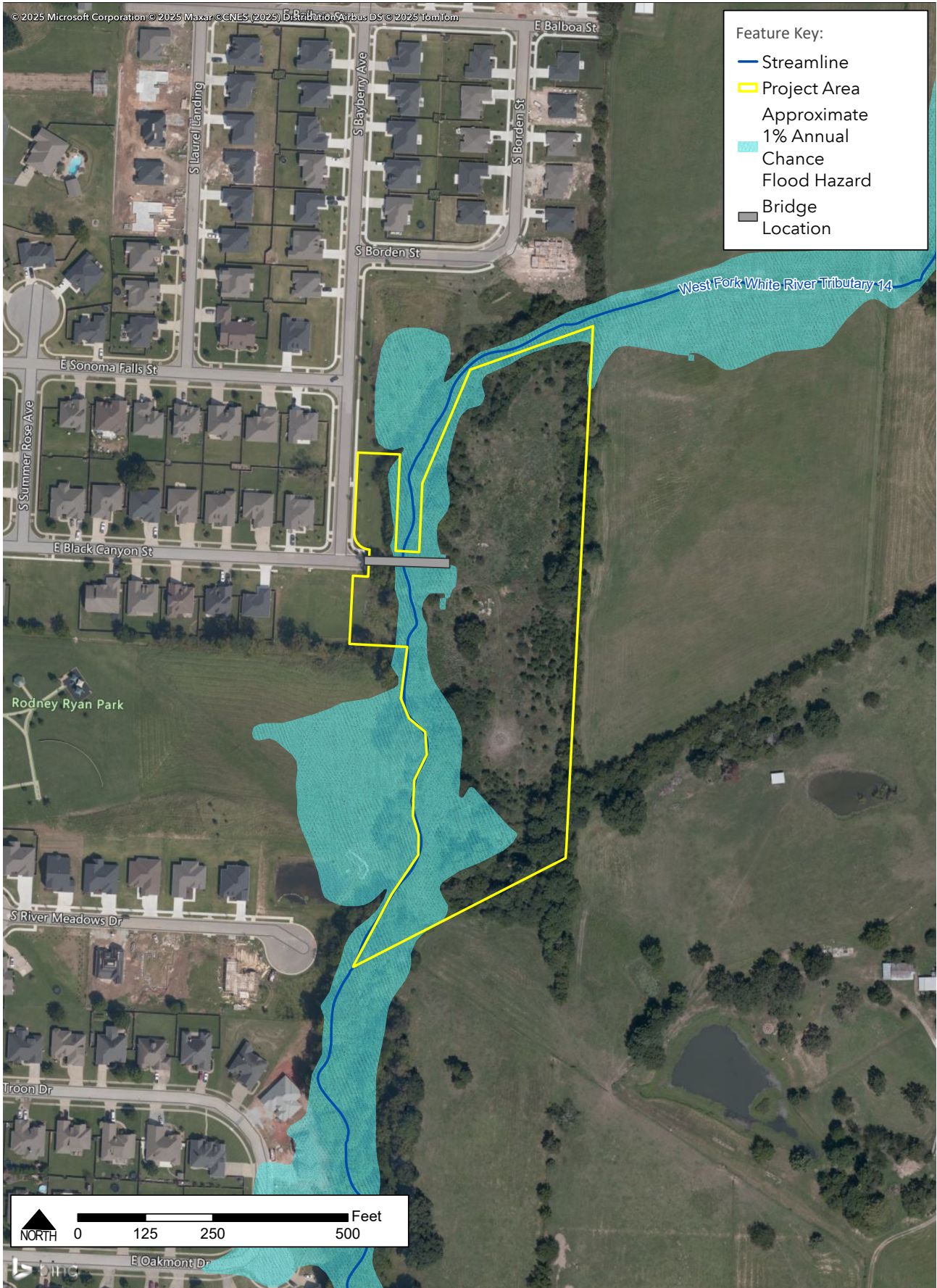
RESULTS AND CONCLUSION

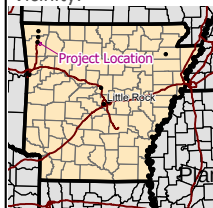
This hydraulic evaluation has determined that the proposed development, if constructed as defined by proposed plans included in Appendix A, will achieve a No Adverse Impact condition on WFWR Trib 14 and adjacent properties to Project Area (e.g., increase flood flows (0.0 cubic feet per second), flood heights (0.00 feet) or flood channel velocities (0.0 feet per second)).

This analysis was performed under the condition that the areas of alteration are limited to the information provided for this analysis and that the main channel and modeled structure crossings remains free and unobstructed of debris. Therefore, while this analysis was developed using applicable and, in Olsson's engineering judgment, conservative methods, this does not guarantee that no flooding will occur as larger and more intense flood events may occur that are above and beyond the design events and scenarios used.

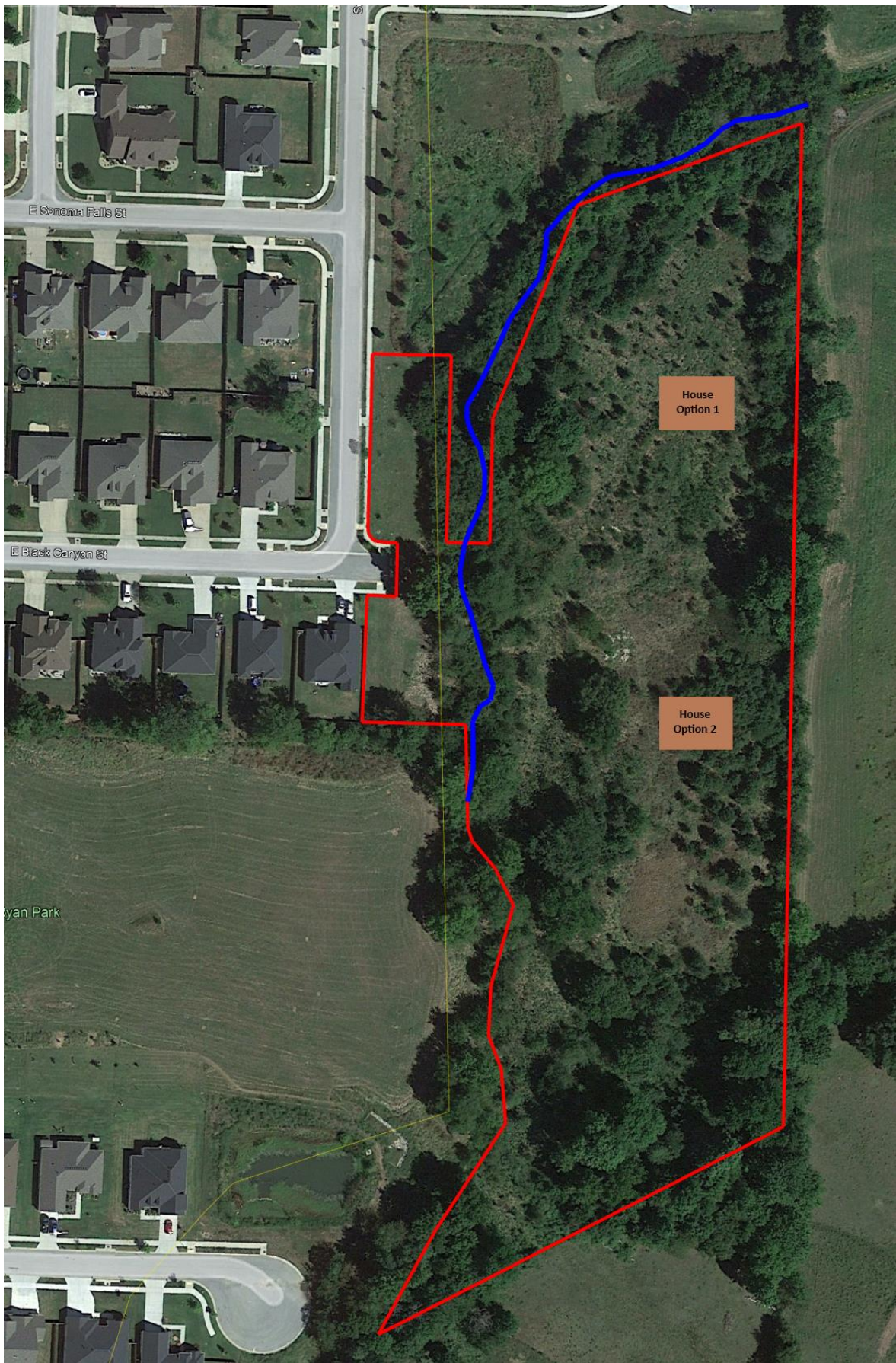


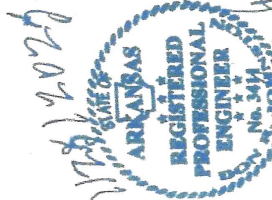
FIGURE



Client Name: Black Maple LLC		Notice of Intent: This map was created by Olsson Geospatial Analytics unit to visualize general location(s) of subject property. Unless otherwise stated, features depicted herein do not represent legal or survey boundaries. Vicinity:	 Planning Commission April 14, 2025
Project Title: West Fork White River Tributary 14 No Adverse Impact Analysis			
Project Location: Washington County Parcel No. 765-13117-100 Fayetteville, AR 72701	Description: Figure 1. Project Location.		
Date Exported: 2/25/2025 3:42 PM			

APPENDIX A PROPOSED SITE PLAN

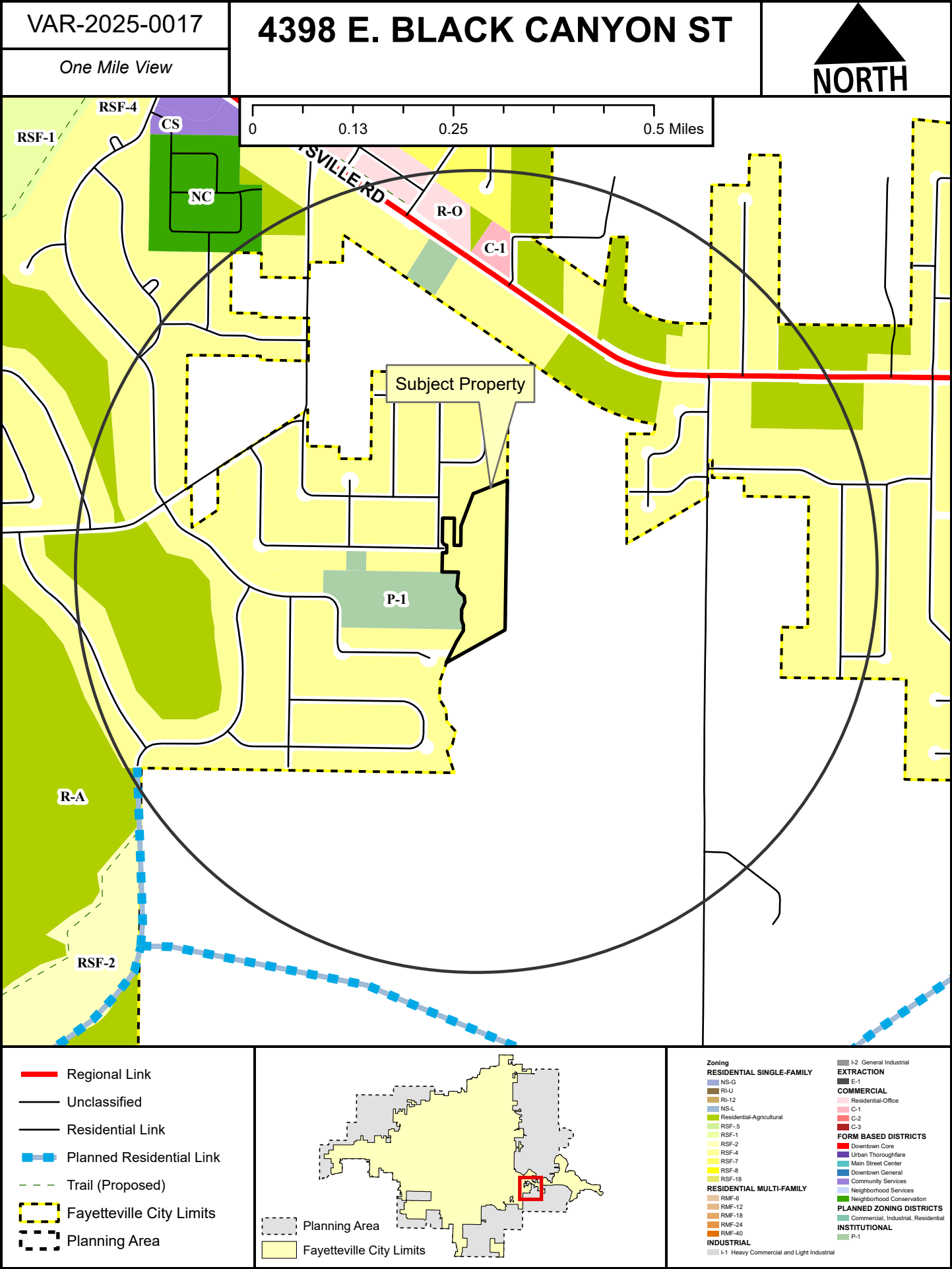


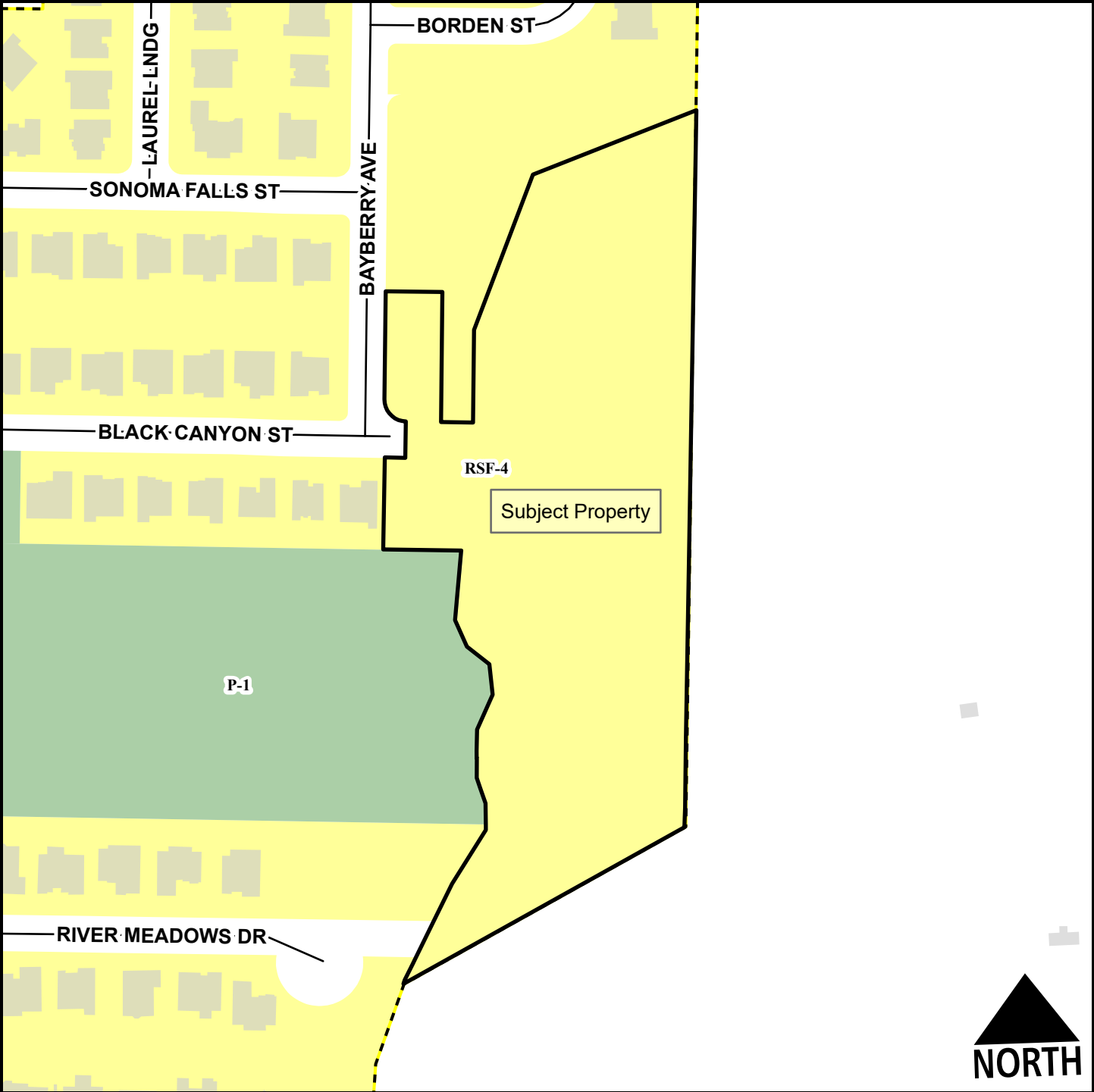


25' Bridge
E Black Canyon St.
Fayetteville, AR

Bridge Clears Flood Stage
Bridge meets HS20-44

Bridge meets HS20-44

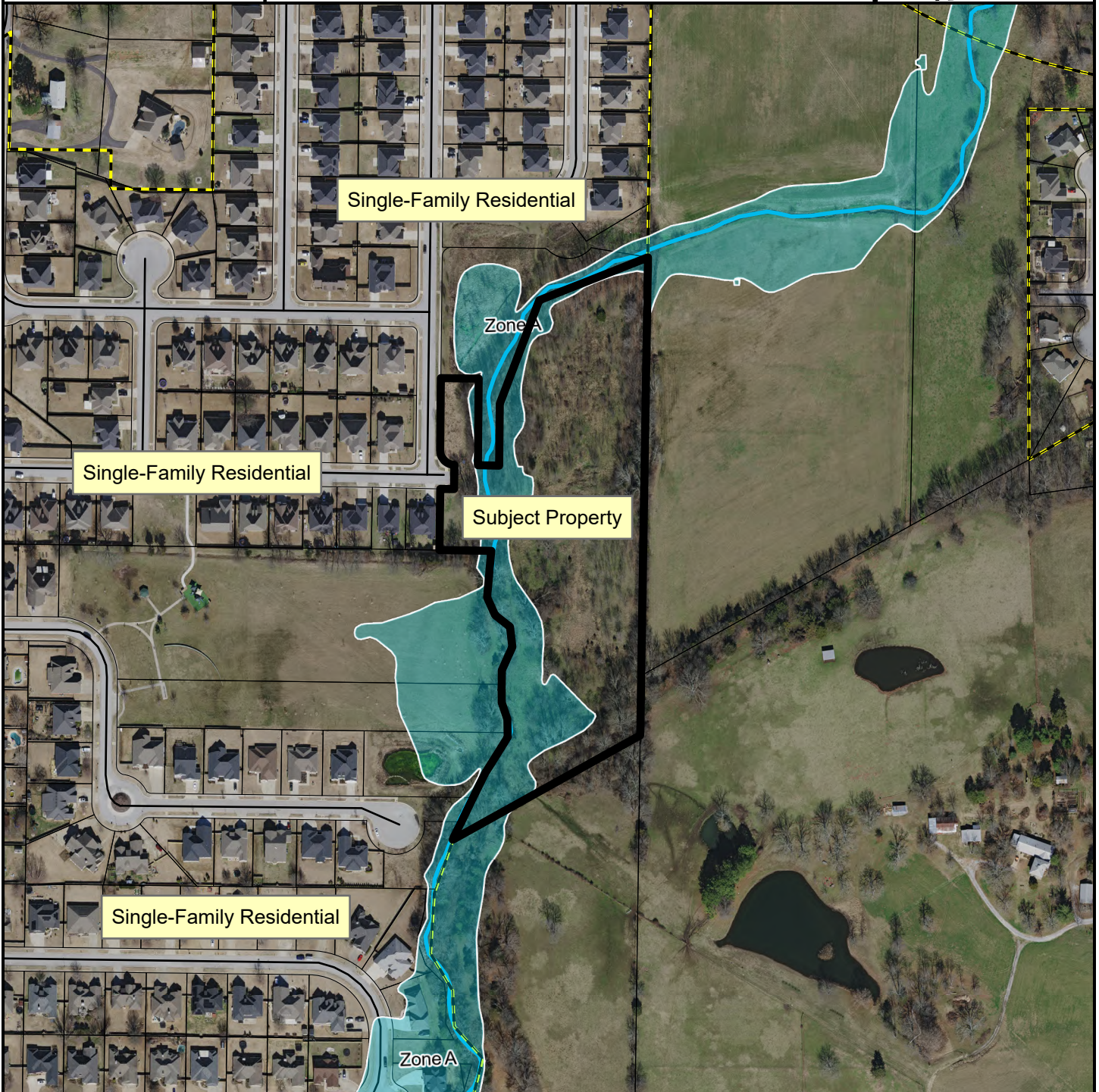




VAR-2025-0017

4398 E. BLACK CANYON ST

Current Land Use



- Unclassified
- Residential Link
- - - Planning Area
- - - Fayetteville City Limits



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Gretchen Harrison, Senior Planner

MEETING DATE: April 14, 2025

SUBJECT: **VAR-2025-0019: Planning Commission Variance (SOUTHWEST OF W. MARTIN LUTHER KING JR. BLVD. & W. HANSHEW RD./ADDISON PARK, 595):** Submitted by ENGINEERING SERVICES INC for property located SOUTHWEST OF W. MARTIN LUTHER KING JR. BLVD. & S. HANSHEW RD. The property is zoned UT, URBAN THROUGHFARE, CS, COMMUNITY SERVICES, and R-A, RESIDENTIAL-AGRICULTURAL and contains approximately 25.36 acres. The request is for a variance to double frontage and access management requirements.

RECOMMENDATION:

Staff recommends approval of **VAR-2025-0019** based on the findings herein.

RECOMMENDED MOTION:

*"I move to approve **VAR-2025-0019**, determining:*

- In favor of a variance to UDC §166.08(E)(2),*
- In favor of a variance to UDC §166.08(F)(2)(a), and*
- In favor of all other conditions as recommended by staff."*

BACKGROUND:

The subject property is located at the southwest corner of Martin Luther King Jr. Boulevard and Hanshew Road. It contains one parcel totaling approximately 25.36 acres which is split zoned with the northernmost portion of the site in UT, Urban Thoroughfare zoning, the middle portion in CS, Community Services zoning, and the southernmost position in R-A, Residential-Agricultural zoning. A large site improvement plan to develop the subject property with a 576-bedroom multi-family residential development is currently under review by city staff (LSIP-2024-0013). A lot split to subdivide the property into two lots, including one 1.14-acre outparcel and a 22.94-acre parcel, is also under review by city staff (LSP-2025-0007). Surrounding land uses and zoning are depicted in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Commercial; Undeveloped	C-1, Neighborhood Commercial; CS, Community Services
South	Rural Residential; Undeveloped	R-A, Residential-Agricultural
East	Commercial; Single-Family Residential	C-2, Thoroughfare Commercial; RSF-4, Residential Single-Family, Four Units per Acre
West	Undeveloped	UT, Urban Thoroughfare; CS, Community Services

Request: The applicant is requesting two variances from the Unified Development Code in association with a large site improvement plan that is currently in review (LSIP-2024-0013). Each variance is described further below alongside staff's recommendations.

DISCUSSION:

Variance #1: UDC §166.08(E)(2), Block Layout – Double Frontage Lots. With the exception of corner lots, double-street frontage lots are prohibited. The applicant is requesting a variance from this standard to allow for the creation of a lot that is not a corner lot with frontage along Martin Luther King Jr. Boulevard and Hanshew Road.

Staff recommendation: Staff is supportive of the applicant's request to allow for the creation of a through lot. The applicant has submitted a lot split application to subdivide the property into two parcels: a 1.14-acre corner lot reserved for future development and a 22.94-acre lot intended for multi-family residential development. While the Unified Development Code discourages the creation of double frontage lots, since they often result in one street being lined with the "back" of development, staff finds that this request merits an exception. Given the size and configuration of the site, it would be difficult to avoid a through lot without compromising the layout of development or access. The applicant has stated that access from both Martin Luther King Jr. Boulevard and Hanshew Road is necessary to provide two separate roads for fire access. The proposed development on the property would still orient buildings toward both street frontages, avoiding the typical issues associated with double frontage lots.

Variance #2: UDC §166.08(F)(2)(a), Access Management – 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 or more lots. The applicant is requesting a variance from this standard to allow for a curb cut, that is not shared, on a Regional High-Activity Link Street (Martin Luther King Jr Boulevard) on a lot that also has access to a Residential Link Street (Hanshew Road).

Staff recommendation: Staff is supportive of this variance request based on the access needs of the associated development and the constraints of this site. The subject property is a large parcel, and two points of vehicular access are needed in order to comply with fire code requirements for the associated development. While the property also has frontage along Hanshew Road, which is a lower classification street, the required points of access could not be consolidated onto that street since it is a dead-end. Another point of access onto Martin Luther King Jr. Boulevard is necessary. The proposed curb cut on that street is located so that it's aligned with Camelia Lane on the north side of the street, and it maintains the appropriate separation distance from adjacent driveways and intersections, consistent with other access management standards. The property owner also retains a legal right to access any public street adjacent to their property. Given these factors, staff finds the applicant's request to access both Hanshew Road and Martin Luther King Jr. Boulevard to be both reasonable and supportable.

Public Comment: Staff has not received any public comment regarding this request.

RECOMMENDATION: Staff recommends approval of VAR-2025-0019 with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of a variance to UDC §166.08(E)(2), Block Layout – Double Frontage Lots.** *Staff recommend approval of this variance for the reasons stated above.*
2. **Planning Commission determination of a variance to UDC §166.08(F)(2)(a), Access Management – Regional and Regional High Activity Links.** *Staff recommend approval of this variance for the reasons stated above.*
3. Approval of this item does not constitute approval of the associated lot split, large site improvement plan, necessary permits, or other variances. Review and approval of other applications shall be required in accordance with city code.

Planning Commission Action: ☐ Approved ☐ Tabled ☐ Denied
Meeting Date: <u>April 14, 2025</u>
Motion:
Second:
Vote:

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Unified Development Code:
 - §166.08 Street Design and Access Management Standards
- Applicant Request Letter
- Applicant Exhibit
- One Mile Map
- Close-Up Map
- Current Land Use Map

166.08 Street Design And Access Management Standards

- (A) *Intent.* These standards are intended to ensure that development is designed to be inherently safe, walkable, and efficient for the facilitation of traffic and pedestrian movements.
- (B) *Fitness for Development.* Based on topographic maps, soil surveys prepared by the Department of Agriculture and drainage information from the Future Land Use Plan and the Hillside/Hilltop Overlay District, the Planning Commission may require that steep grades, unstable soil and flood plains be set aside and not subdivided until corrections are made to protect life, health, and property.
- (C) *Applicability.* The standards set forth herein shall apply to land which is proposed to be developed with new primary structures and all other developments where the creation of public streets are required, or proposed, or in which new or existing access is created or modified; or developments or expansions containing non-conforming access features which meet the thresholds set forth in subsection (G).
- (D) *Street Design Principles.*
 - (1) *Extensions.* All street extensions shall be constructed to minimum street standards. Street extension stub-outs to adjacent properties are required to meet block layout/connectivity standards unless existing development or physical barriers prohibit such.
 - (2) *Substandard Widths.* Developments that adjoin existing streets shall dedicate additional right-of-way to meet the Master Street Plan.
 - (3) *Street Names.* Names of streets shall be consistent with natural alignment and extensions of existing streets, and new street names shall not duplicate or be similar to existing street names. Developers shall coordinate the naming of new streets through the GIS Office during the plat review process.
 - (4) *Pedestrian.* Pedestrian-vehicular conflict points should be controlled through signalized intersections and proven traffic calming design principles.
 - (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.
- (E) *Block Layout/Connectivity.*
 - (1) *Block Length.* Block lengths and street intersections are directly tied to the functional hierarchy of the street pattern that exists or is proposed.
 - (a) *Regional and Regional High Activity Links.* Signalized intersections should be located at a minimum of one (1) every 2,640 feet (half a mile) along regional links and should be based on traffic warrants.
 - (b) *Neighborhood Links.* Intersections should be located at a minimum of one (1) every 1,320 feet (quarter of a mile) along neighborhood links.
 - (c) *Residential Link and Downtown/Urban Street.* Intersections shall occur at a minimum of one (1) every 660 feet.
 - (d) *Variances.* Block length standards may be varied by the Planning Commission when terrain, topographical features, existing barriers or streets, size or shape of the lot, or other unusual conditions justify a departure.
 - (2) With the exception of corner lots, double-street frontage lots are prohibited except where such lots front on access restricted roadways such as expressways. Alleys are not considered as frontage. Double frontage lots may be permitted by the Planning Commission for topographical problems, feasibility issues relating to the parcel's dimensions, or other good cause which must be established and proven by the developer. The Planning Commission may impose additional landscape requirements along the back of such double-frontage lots. Unless otherwise approved by the Planning Commission, all primary structures shall be oriented toward the higher functional classification street.
 - (3) *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.
 - (4) *Topography.* Local streets should be designed to relate to the existing topography and minimize the disturbance zone.
 - (5) *Dead-End Streets.* Dead end streets are discouraged and should only be used in situations where they are needed for design and development efficiency, reduction of necessary street paving, or where proximity to floodplains, creeks, difficult topography or existing barriers warrant their use. All dead end streets shall end

in a cul-de-sac with a radius of 50 feet, or an alternative design approved by the city and the Fire Department. The maximum length of a dead end street (without a street stub-out) shall be 500 feet.

- (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.
 - (3) *Separation for Single-Family Homes.*
 - (a) For all street classifications, curb cuts shall be located a minimum of 10 feet from another driveway. Driveways serving corner lots shall be located as far from the street intersection as possible while still meeting a 5-foot separation from an adjoining property line. In no case shall a curb cut be located within the radius of an adjacent curb cut or street intersection.
 - (b) *Regional and Neighborhood Links.* Individual curb cuts along regional and neighborhood links streets shall be discouraged. When necessary, curb cuts along regional and neighborhood link streets shall be shared between two (2) or more lots.
 - (4) *Reduction in Separation Distance.* In order to protect the ingress and egress access rights to a street of an abutting property owner, the City Engineer may reduce the separation distance of existing and proposed access points where strict compliance proves impractical, provided that joint access driveways and cross access easements are provided wherever feasible, and the ingress/egress curb cut is placed at the safest functional location along the property.
 - (5) *Speed.* All streets should be designed to discourage excessive speeds.
- (G) *Non-Conforming Access Features.*
- (1) *Existing.* Permitted access connections in place on the date of the adoption of this ordinance that do not conform with the standards herein shall be designated as nonconforming features and shall be brought into compliance with the applicable standards under the following conditions:
 - (a) When new access connection permits are requested;
 - (b) Upon expansion greater than 50% of the property's appraised or market value as established by the Washington County Assessor; or
 - (c) As roadway improvements allow.
 - (d) With development of a new primary structure on the property.
- (H) *Easements.* Utility and drainage easements shall be located along lot lines and/or street right-of-way where necessary to provide for utility lines and drainage. The Planning Commission may require larger easements for major utility lines, unusual terrain or drainage problems.

(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.

March 10, 2025

City of Fayetteville
Development Services Building
125 West Mountain Street
Fayetteville, AR 72701

Re: Planning Commission Variance Submittal
Addison Park (LSIP-2024-0013, LSP 2025-0007)
MLK Jr. Blvd & Hanshew Road
Fayetteville, Arkansas

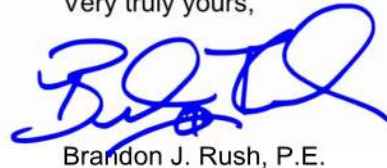
Please accept this letter as a variance request accompanying the site development plan and lot split for Addison Park. This request seeks variance from two sections of the UDC, both related to the Developer's proposed lot split to create a corner lot.

To allow this split, the project needs a variance from §166.08(E)(2) because the larger tract (to contain Addison Park) will become a double-frontage lot. The development contains 290 proposed units and thus needs two access points per Fire Code (D106.1, over 200 dwelling units requires two separate fire access roads). It is not anticipated that Addison Park will become a traffic cut-through given the apartment complex will have controlled access, the large size of the tract to be created, the dead-end nature of Hanshew Road, and the circuitous route traffic would need to take through the development between streets.

The second variance request is from §166.08(F)(2)(a), to allow a curb cut on the higher classification street adjacent to the property. As previously mentioned, this project needs two fire access roads. Two access points on Hanshew Road would not provide the redundancy necessary to meet Fire Code since it is a dead-end street. The proposed location is aligned with Camellia Lane and exceeds 250' separation from other intersections or driveways.

Please let me know if you have any questions.

Very truly yours,

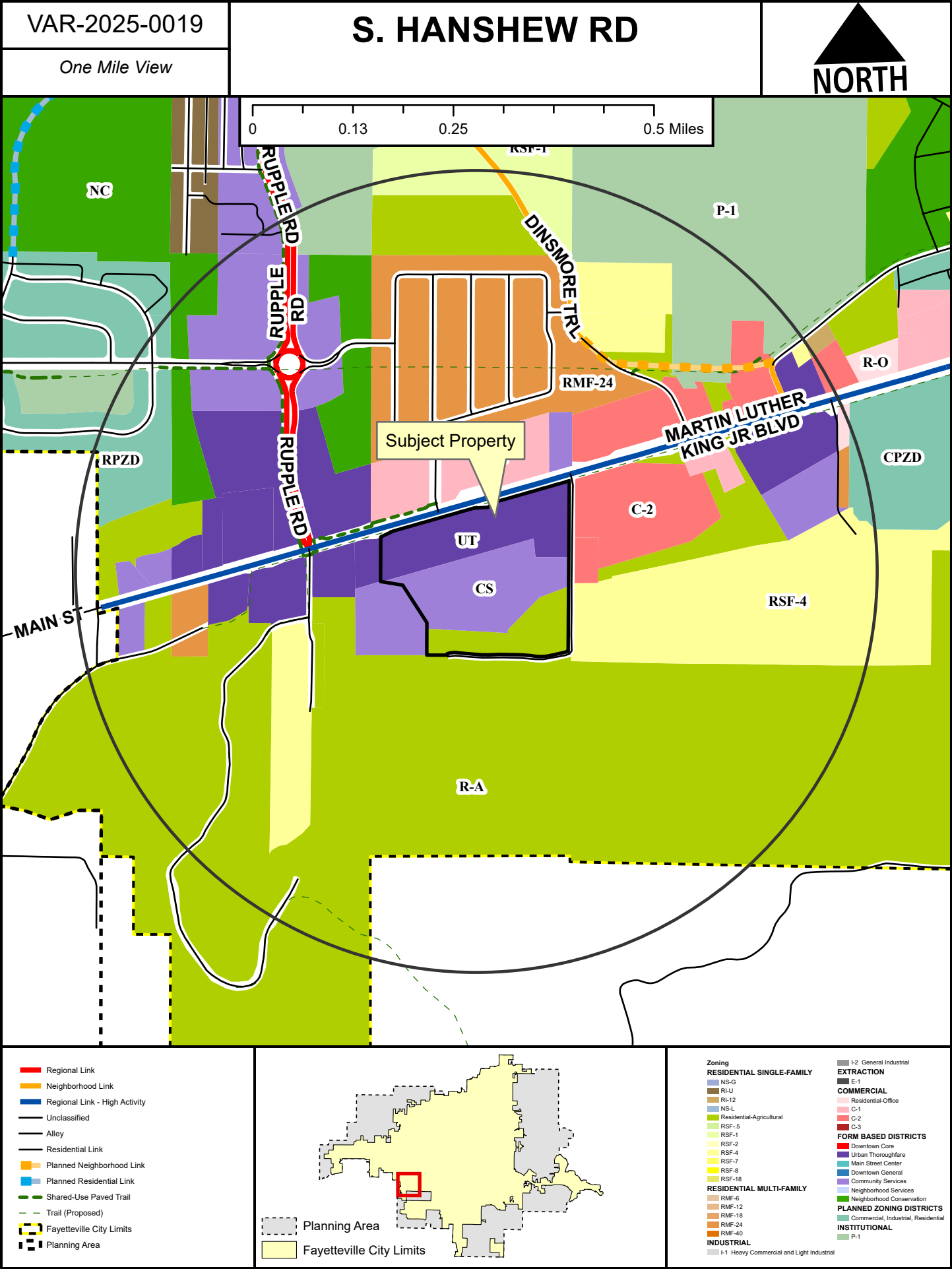


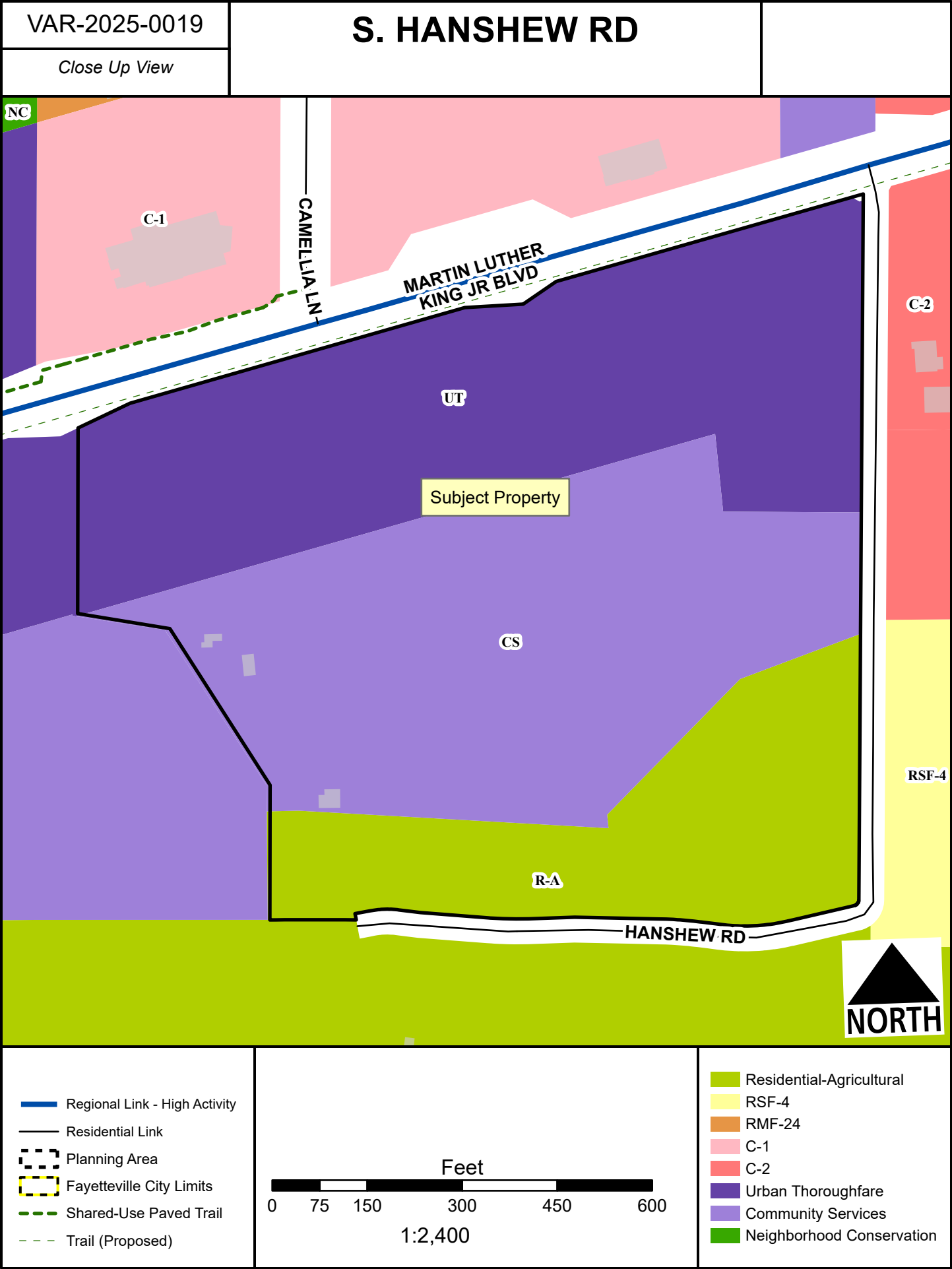
Digitally
signed by
Brandon
Rush

Brandon J. Rush, P.E.

cc Exhibits

Z:\Engineers\00 - Engineer Projects\24904 Addison Park\01 Correspondence\City\PC Variance Request.docx

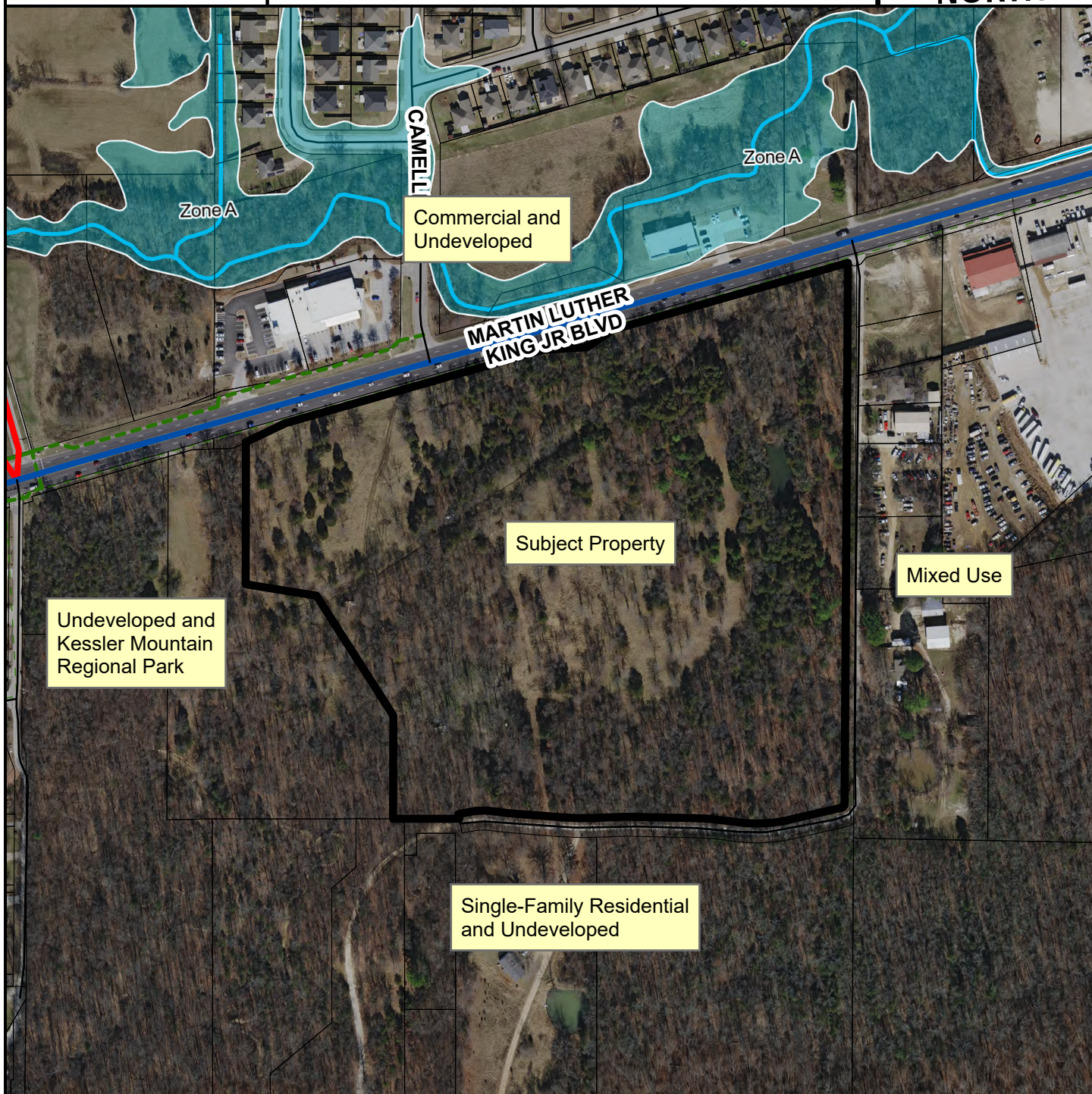




VAR-2025-0019

S. HANSHEW RD

Current Land Use



- Regional Link
- Regional Link - High Activity
- Residential Link
- Trail (Proposed)
- Planning Area
- Fayetteville City Limits



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway



TO: Fayetteville Planning Commission

FROM: Jessie Masters, Development Review Manager

MEETING DATE: April 14, 2025

SUBJECT: **VAR-2025-0020: Planning Commission Variance (2286 W. PINEHILLS DR/THE PINES AT SPRINGWOOD, 286):** Submitted by BRIAN BUCKLEY for the property located at 2286 W. PINEHILLS DR. The property is zoned RI-U, RESIDENTIAL INTERMEDIATE-URBAN and contains approximately 10.79 acres. The request is for a variance to development process.

RECOMMENDATION:

Staff recommends approval of **VAR-2025-0020**, with conditions.

RECOMMENDED MOTION:

*"I move to approve **VAR-2025-0020** determining:*

- In favor of the requested variance to UDC §166.01(C)(1)(a)(i);*
- In favor of all other conditions recommended by staff."*

BACKGROUND:

The subject property is in west Fayetteville in the Pines at Springwood development, which is just south of the Wilson Springs Preserve and east of N. Deane Solomon Road. On a site that encompasses approximately 10.79 acres, the portion in question is approximately 0.4 acres and is zoned RI-U, Residential Intermediate – Urban. The overall site is zoned as a Commercial Planned Zoning District, a designation which it received in 2003. The area in question was rezoned to RI-U in 2024, following a staff-initiated rezoning effort to rezone areas that were encumbered by expired Planned Zoning Districts. That effort was primarily focused on rezoning PZDs that were still undeveloped, but this site was included to maintain its developability. Surrounding land uses and zoning are listed in *Table 1*.

Table 1 - Surrounding Land Use and Zoning

Direction	Land Use	Zoning
North	Multi-Family Residential, Wilson Springs Preserve	CPZD, Springwoods
South	Multi-Family Residential	CPZD, Springwoods
East	Mixed-Density Residential	CPZD, Springwoods
West	Multi-Family Residential	CPZD, Springwoods

Request: The applicant is requesting one variance to the Unified Development Code in order to develop a 4-unit condo structure on the last remaining undeveloped site within the Pines at Springwood Development. Under current regulations as outlined in 166.01, the proposed development would be considered as a large-scale development based on the amount of impervious surface and overall development area. The applicant is requesting that the development be considered for review as permits, rather than as a large-scale development.

DISCUSSION:

Variance #1: §166.01(C)(1)(a)(i): The development of the following must be processed in accordance with the requirements for a large-scale development: A site 1 acre or greater in size and developing and/or redeveloping an area of more than 10,000 square feet of impervious surface. The applicant intends to have this project be reviewed as permits, bypassing the large-scale development process.

Staff recommendation: Staff recommends in favor of the request, finding that the applicant has met the burden of hardship. The applicant originally applied for 4 residential building permits to build a 4-unit townhome structure in February 2024 (RESI-2024-0085, RESI-2024-0084, RESI-2024-0083, RESI-2024-0079). The total amount of square footage that was proposed with the associated permits was 8,818, which was under the required 10,000 sq. ft. threshold, though did not incorporate any redevelopment of existing impervious surface, nor necessary driveways or pedestrian walkways. At that time, they were informed by City staff that the zoning district that encompasses the area had effectively expired, and staff were currently evaluating and proposing an overall zoning change for the area. This small site was incorporated into that request and was ultimately rezoned to RI-U following the passage of Ordinance 6758 on June 4, 2024. Following the approval of the new zoning district, the applicant was working with Engineering staff to meet the requirements for drainage on the site through necessary green stormwater practices. They did not resubmit for permit approval as they worked to get their questions answered. Further, on August 20, 2024, an ordinance was passed by City Council which changed this project's approval type and requirements to a large-scale development. In the interim period, the original permit application that was submitted on February 2024 had expired, and the applicants were therefore not granted vested interest in the former ordinance allowances. After receiving confirmation from City Engineering that the site already accommodated necessary drainage considerations from the original overall development, staff recommended that the applicant apply for this variance to process to be considered under the previous ordinance requirements for approval as far as development process. Finding that the applicant has been burdened with a series of administrative issues beyond their control but has otherwise shown a good faith effort to meet ordinance, staff recommends approval.

Public Comment: No public comment has been received to date.

RECOMMENDATION: Staff recommends Planning Commission approve VAR-2025-0020, with the following conditions:

Conditions of Approval:

- 1. Planning Commission determination of a variance to §166.01(C)(1)(a)(i) which typically requires that the development of a site 1 acre or greater in size and developing and/or redeveloping an area of more than 10,000 square feet of impervious surface be reviewed as a large-scale development. Staff recommends in favor of the variance for the reasons stated above.**
- 2. Approval of this item does not constitute approval of any associated permits, nor does it constitute approval of any variances that may be needed that have not yet been reviewed for. Review and approval of the associated permits shall be required in accordance with city code.**

Planning Commission Action: ☐ Approved ☐ Tabled ☐ Denied

Meeting Date: April 14, 2025

Motion:

Second:

Vote:

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Unified Development Code:
 - §166.01 Development Categories
 - Applicant Request Letter
 - Site Plans
 - Building Elevations
 - One Mile Map
 - Close-Up Map
 - Current Land Use Map
-

166.01 Development Categories

(A) *Property Line Adjustment.* A property line adjustment is a transfer or adjustment of a property line or lines between adjoining property owners which does not create a separate, new lot. A property line adjustment cannot dedicate new easements or right-of-way.

(B) *Subdivision of Land.*

- (1) *Lot Split.* When a property is to be subdivided into two (2), three (3) or four (4) lots, parcels the application may be processed as a lot split. Except for lot splits created pursuant §164.22 Cluster Housing Development, (C) *Development Review Process*, after the creation of more than four (4) lots from an original parent tract as established under Washington County's countywide 1985 reappraisal. Any subsequent subdivision of the parent or resulting tracts is required to be processed as a preliminary/final plat or concurrent plat. A lot split may dedicate new easements or right-of-way and may be combined with an easement plat.
- (2) *Preliminary Plat.* When a property is to be subdivided into more than four (4) lots or when a parent or resulting tract has been subdivided three (3) or more times and is proposed to be further subdivided, the application shall be processed as preliminary plat. A preliminary plat establishes the preliminary location of lot lines, streets, and utility infrastructure, and allows for the applicant to request construction plan approval and install required improvements.
- (3) *Final Plat.* After completion of the required infrastructure (water, sewer, storm drainage, utilities, street improvements, etc.) for a preliminary plat, the entity subdividing may submit an application for approval of the final plat. The final plat application may not be submitted until the final inspection for the required infrastructure has been scheduled with City Engineering staff.
- (4) *Concurrent Plat.* A concurrent plat combines the preliminary and final plat into one (1) step. A concurrent plat is permitted when a property is to be subdivided into more than four (4) lots, or when a parent or resulting tract has been subdivided three (3) or more times and is proposed to be further subdivided, and the existing and new parcels do not require construction of new infrastructure.

(C) *Site Plan.*

- (1) **Large Scale Development.** A large scale development is generally intended for development on a site of 1 acre or greater in size and proposes to a development and/or redevelopment area of more than 10,000 square feet of impervious surface and where a corresponding subdivision of land is not proposed.
 - (a) **Requirement.** The development of the following must be processed in accordance with the requirements for a large-scale development:
 - (i) A site 1 acre or greater in size and developing and/or redeveloping an area of more than 10,000 square feet of impervious surface;
 - (ii) Facilities emitting odors or handling explosives; and
 - (b) **Excluded Developments.** Proposals developing and/or redeveloping an area of 10,000 square feet or less of impervious area or a development on a site in a zoning district subject to administrative approval.
- (2) **Large Site Improvement Plan.** A large site improvement plan review is intended for a large scale development that is located on a site within a zoning district that permits administrative approval. A large site improvement plan is subject to the requirements and excluded developments for a large scale development listed in Fayetteville Unified Development Code §166.01(C)(1).
- (3) **Small Site Improvement Plan.** A small site improvement plan review is intended for development on a site that is less than 1 acre in size and proposes a development and/or redevelopment area of more than 10,000 square feet of impervious surface.
 - (a) **Requirement.** The development of the following must be processed in accordance with the requirements for a small site improvement plan:
 - (i) A development that is excluded from large scale development or large site improvement plan review and requires review by multiple city divisions;
 - (ii) A development and/or redevelopment area of more than 10,000 square feet of impervious surface on site of less than 1 acre within any zoning district.
 - (b) **Excluded Developments.** Proposals developing and/or redeveloping an area of 10,000 square feet or less of impervious surface and shall be submitted in accordance with the requirements of §166.02(E) and §166.15.
- (4) **Concept Plan.** When a developer intends to develop or redevelop greater than 6,000 square feet and less than 10,000 square feet of total impervious area within the city limits, they shall submit a concept plan to obtain feedback and recommendations from city staff prior to submitting a fully engineered development plan for review. Developments below or above this threshold, or in the city's planning area boundary, may submit a concept plan to obtain feedback and recommendations prior to submitting a fully engineered development plan for review.

(D) *Modifications.*

- (1) **Minor Modifications.** The Zoning and Development Administrator may authorize minor modifications in an approved subdivision of land or site plan. Minor modifications shall include, but are not limited to, substitutions of one approved structural type for another, minor variations in placement of buildings in such a way that the overall limits of approved floor area, open space, or rooms per acre are not increased, and minor shifts in property line locations.
- (2) **Major Modifications.** In the event that a developer wishes to make major modifications to an approved development, such modifications shall be submitted to the approving body of the subdivision or site plan, whether staff, Subdivision Committee, or the Planning Commission. After submission, the approving body shall approve or disapprove the requested modification.

(Code 1965, App. C., Art. II, §§A—D; Ord. No. 1750, 7-6-70; Ord. No. 2581, 12-4-79; Ord. No. 2789, 1-18-82; Code 1991, §§159.010; 159.11(C), 159.12, 159.13; 159.14; Ord. No. 3781, §1, 4-19-94; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 4350, §1, 11-20-01; Ord. No. 5296, 12-15-09; Ord. No. 5653, 01-21-14; Ord. No. 5945, §16, 1-17-17; Ord. No. 6067, §1, 5-1-18; Ord. No. 6446, §8(Exh. C), 6-15-21; Ord. No. 6785, §§ 1—3, 8-20-24)

In February 2024, John McGowan of McGowan Built applied for a building permit for Bruce R. Williams, PA to build four (4) condo units in The Pines at Springwoods condo subdivision. The lot (address and parcel numbers listed below) we are trying to build on is the last lot in the subdivision and we are only trying to build condos that match the existing units. When the building permit application was submitted, we were told the zoning had expired and now the lot was zoned COMMERCIAL. The zoning to commercial was done when the City of Fayetteville decided to rezone several lots in the area and for some reason, grouped this lot into commercial zoning. From that point, what we thought would be a quick resolution to the correct zoning was a three (3) to four (4) month process of going through various committees and then seeing the City Counsel table the decision on more than one occasion. Once the zoning was corrected we then had to move on to working around easements and reconfiguring out plans.

The next hurdle we had to get over was the issue of bio-swells and where we would have to place those. After several calls to the City, I was finally able to talk to a gentleman who said he would look into our bio-swell issue. After discussing with engineering, it was determined the existing retention pond was sufficient to capture the ground water runoff.

It was during this time the City changed its approval of projects our size and now require them to be sent through large scale development. This will now only further our construction delays that are hitting twelve (12) months. Due to the zoning issues and code change to the development process, I am asking for variance to the development process, specifically requesting that our project be able to follow the development review process as permits, rather than as a large-scale. Otherwise stated, we are asking for a variance of 166.01(C)(1)(a)(i), "A site 1 acre or greater in size and developing and/or redeveloping an area of more than 10,000 square feet of impervious surface."

Parcel Numbers

765-26529-000

765-26530-000

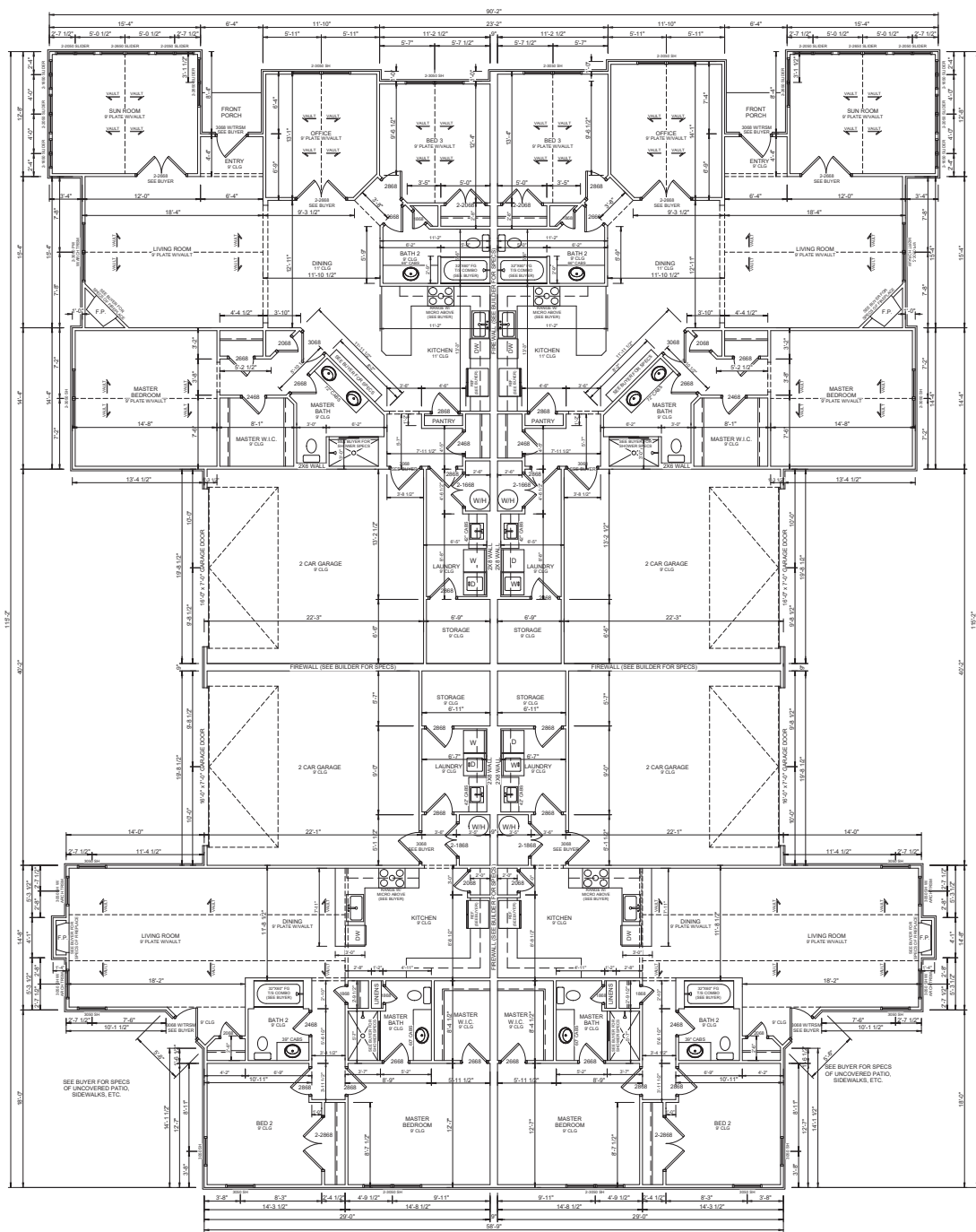
765-26531-000

765-26532-000

Address

2286 W Pinehills Dr Unit 1, 2, 3, 4

Fayetteville, AR



- GENERAL NOTES:
1. VERIFY ALL MATERIALS (SIDING & SIDING TRIM DETAILS) WITH BUYER & COMMUNITY DEVELOPMENT COMMITTEE FOR APPROVAL
 2. SEE BUYER/BUILDER FOR POTENTIAL DROP IN FOUNDATION AND ADDED WINDOW HEIGHT OPTIONS
 3. MATCH ALL EXISTING WINDOW SIZES

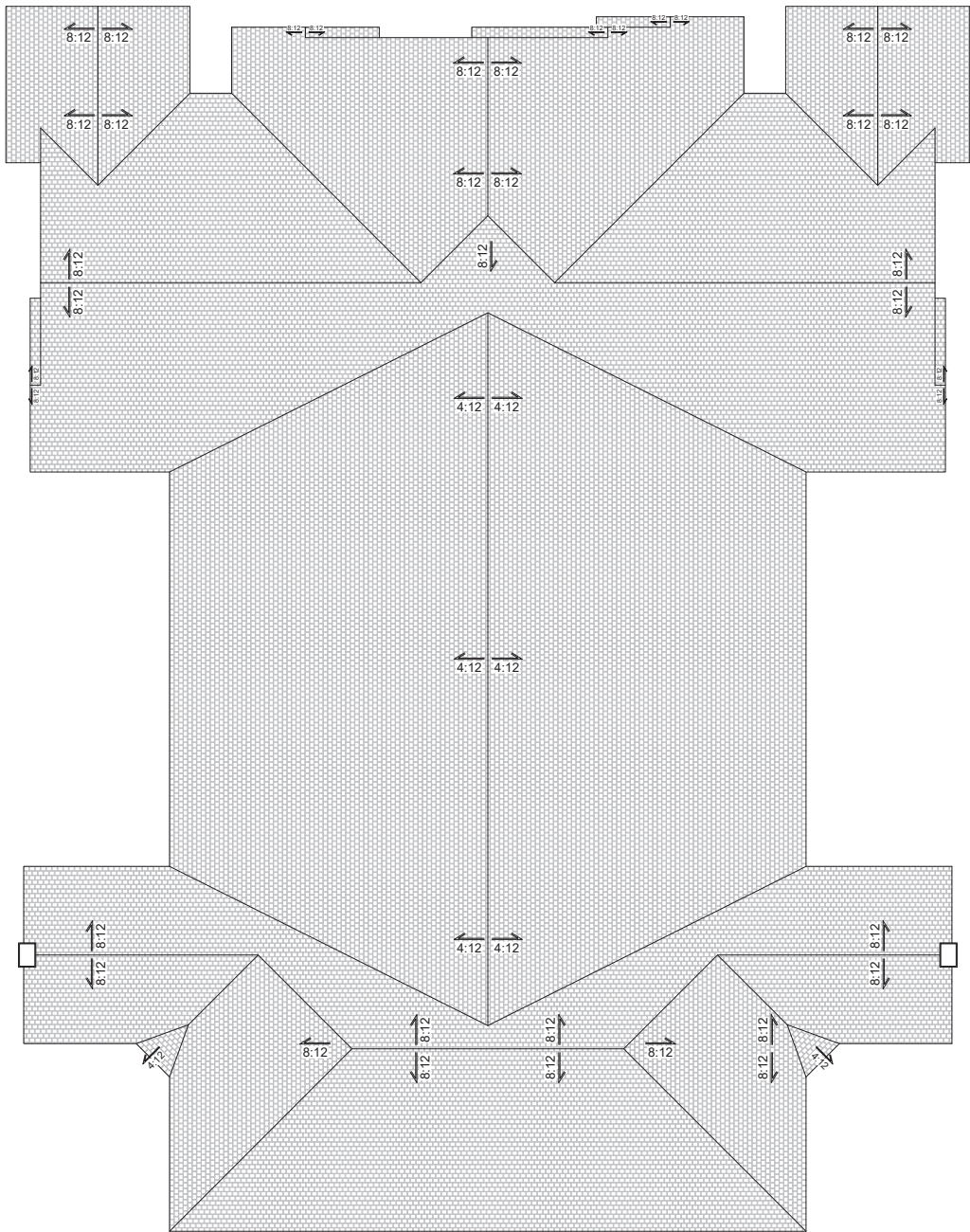
FLOOR PLAN
SCALE: 3/16" = 1'-0"

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TOTAL SQUARE FOOTAGE FOR HALF OF STRUCTURE	
SQUARE FOOTAGE FOR HALF OF STRUCTURE	
UNDER ROOF (FRAMERS)	4098
TOTAL HEATED	3181
GARAGE	884
COVERED PORCH	53
*HEATED SF IS MEASURED OUTSIDE STUD AROUND HEATED/COOLED SPACE	

PROJECT: THE PINES 4-PLEX	ADDRESS: 000	CLIENT: BRIAN BUCKLEY	DATE: 1/3/2025
Planning Commission April 14, 2025 VAR-2025-0020 (THE PINES AT SPRINGWOOD)			

*SEE BUYER/BUILDER FOR SPECS OF ROOF PITCHES,
OVERHANGS, PLATE HEIGHTS, MATERIALS, ETC.



- GENERAL NOTES:
- 1. VERIFY ALL MATERIALS (SIDING & SIDING TRIM DETAILS) WITH BUYER & COMMUNITY DEVELOPMENT COMMITTEE FOR APPROVAL
 - 2. SEE BUYER/BUILDER FOR POTENTIAL DROP IN FOUNDATION AND ADDED WINDOW HEIGHT OPTIONS
 - 3. MATCH ALL EXISTING WINDOW GRIDS

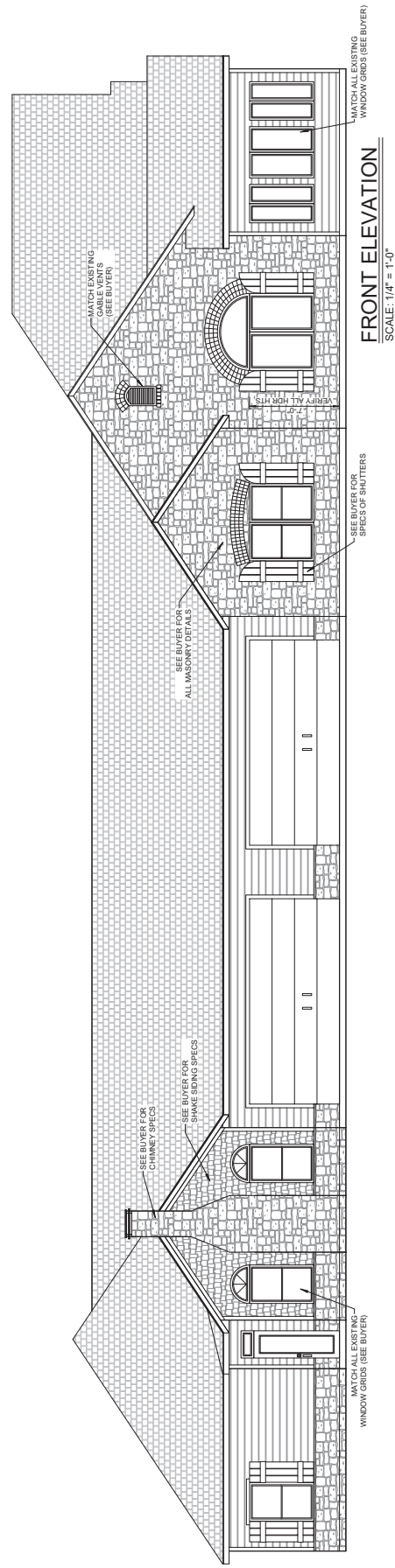
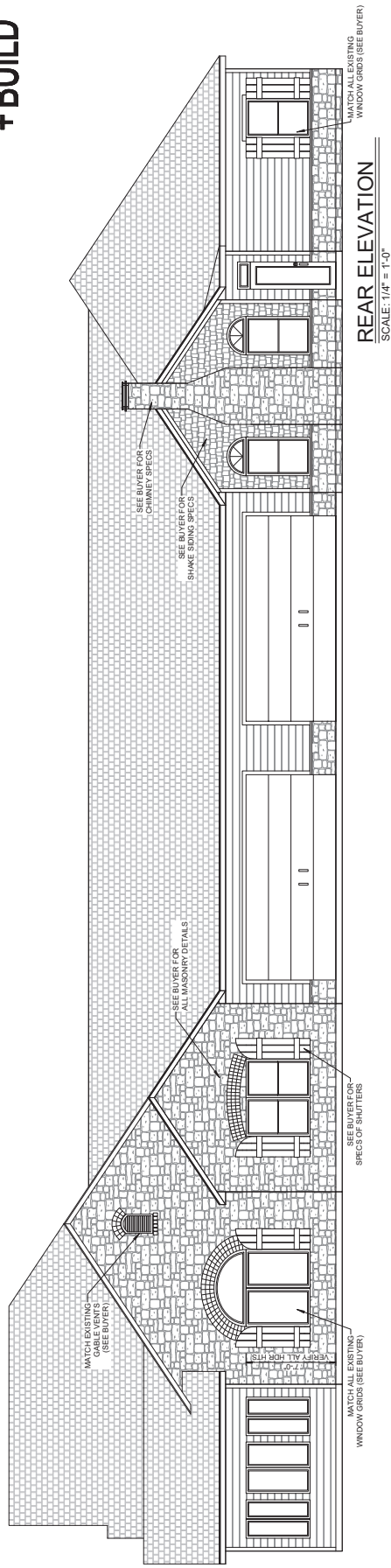
ROOF PLAN
SCALE: 3/16" = 1'-0"

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PROJECT:	ADDRESS:	CLIENT:	DATE:
THE PINES 4-PLEX	000	BRIAN BUCKLEY	1/3/2025

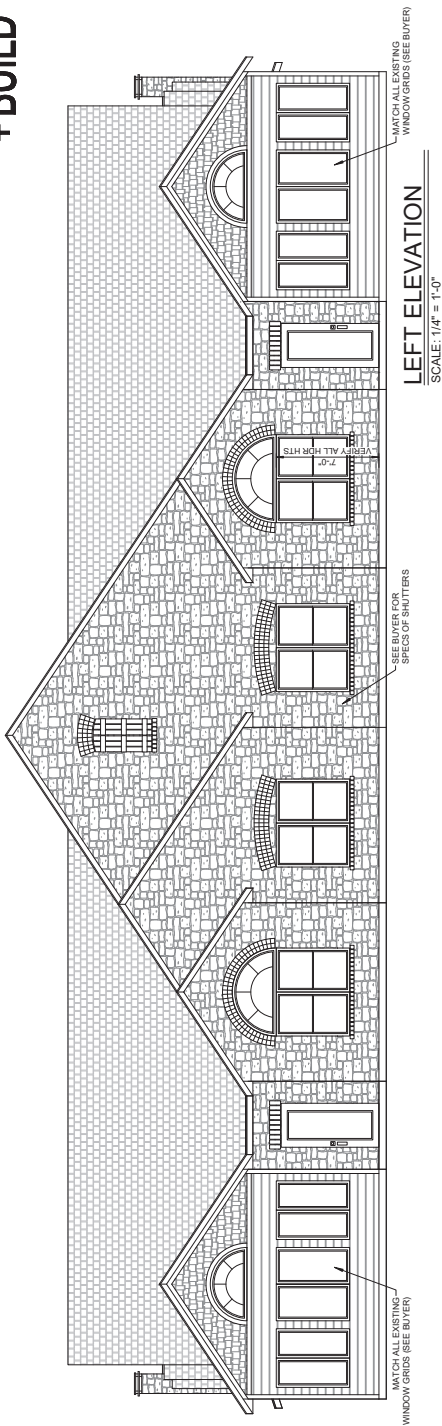
Planning Commission
April 14, 2025

VAR-2025-0020 (THE PINES AT SPRINGWOOD)

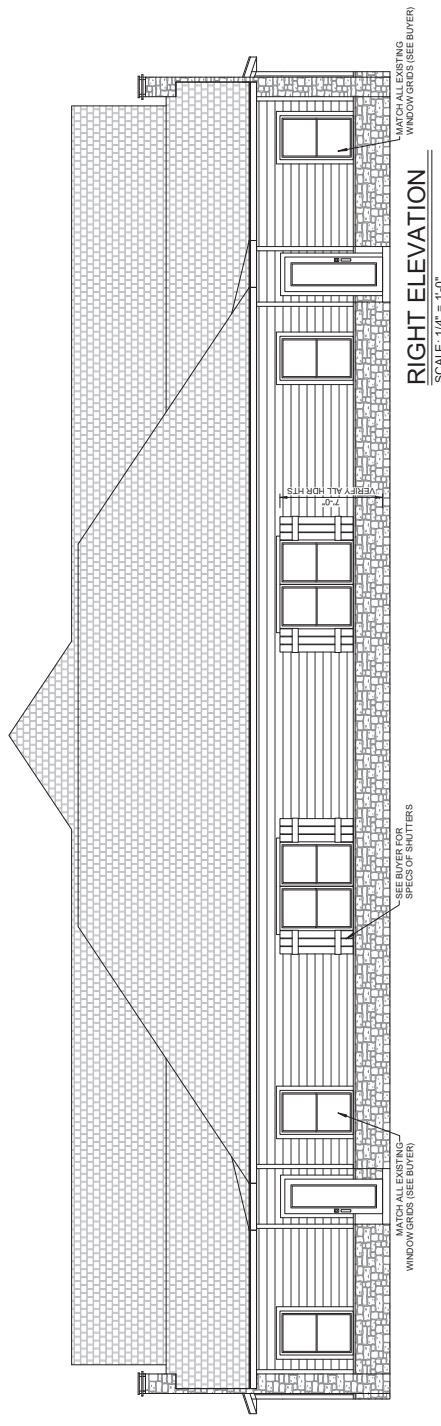


- GENERAL NOTES:
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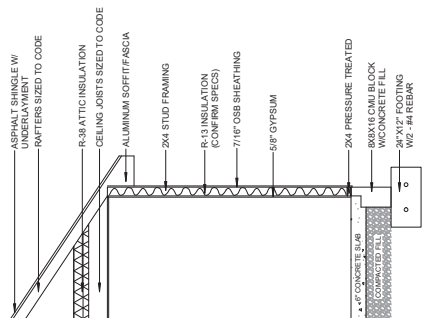
PROJECT: THE PINES 4-PLEX	ADDRESS: 000	CLIENT: BRIAN BUCKLEY	DATE: 1/3/2025
Planning Commission April 14, 2025			



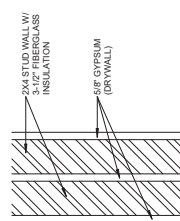
LEFT ELEVATION
SCALE: 1/4" = 1'-0"



RIGHT ELEVATION
SCALE: 1/4" = 1'-0"



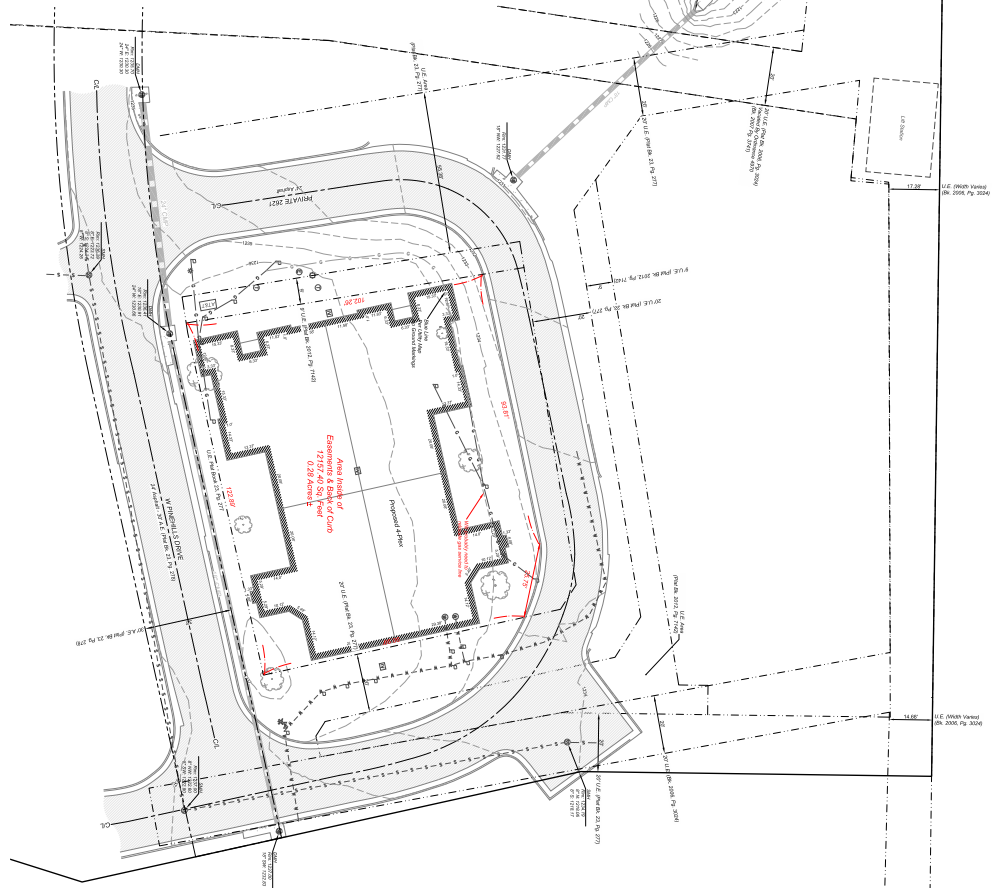
WALL SECTION
SCALE: NOT TO SCALE
*CONFIRM ALL SPECS W/ BUILDER
(SPECS PROVIDED BY BUILDER)



FIRE WALL DETAIL
SCALE: NOT TO SCALE
*CONFIRM ALL SPECS W/ BUILDER
(SPECS PROVIDED BY BUILDER)

- GENERAL NOTES:
1. VERIFY ALL MATERIALS (SIDING & SIDING TRIM DETAILS) WITH BUYER & COMMUNITY DEVELOPMENT COMMITTEE FOR APPROVAL
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PROJECT: THE PINES 4-PLEX	ADDRESS: 000	CLIENT: BRIAN BUCKLEY	DATE: 1/3/2025
			Planning Commission April 14, 2025

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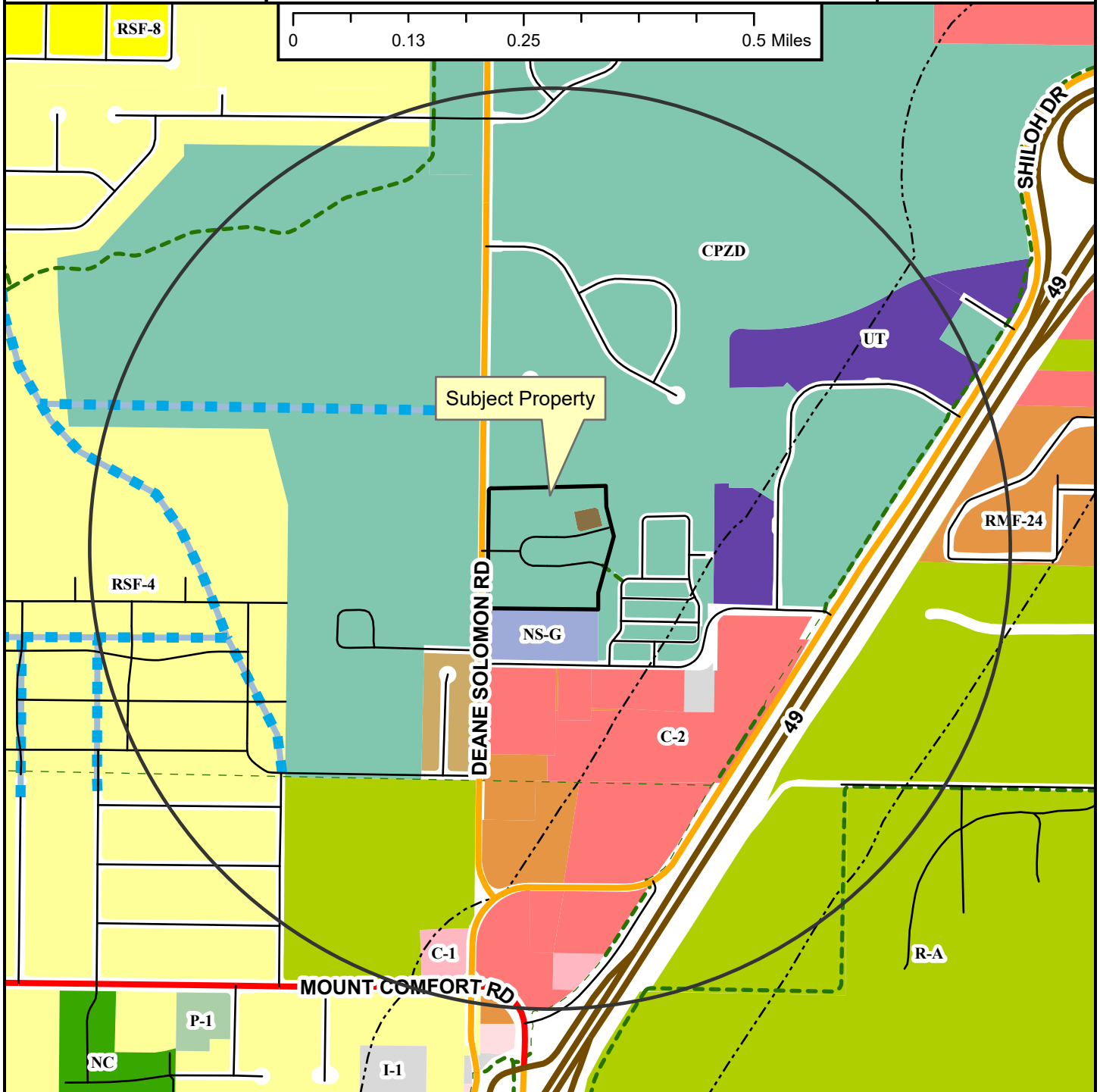
VAR-2025-0020

2286 W. PINEHILLS DR

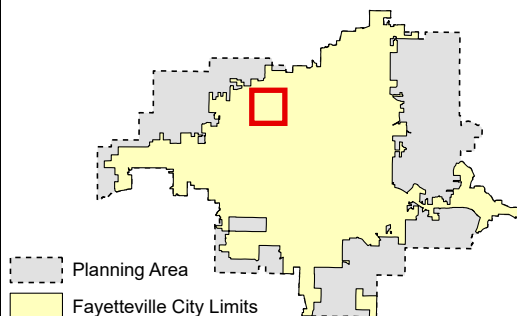
One Mile View



0 0.13 0.25 0.5 Miles



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

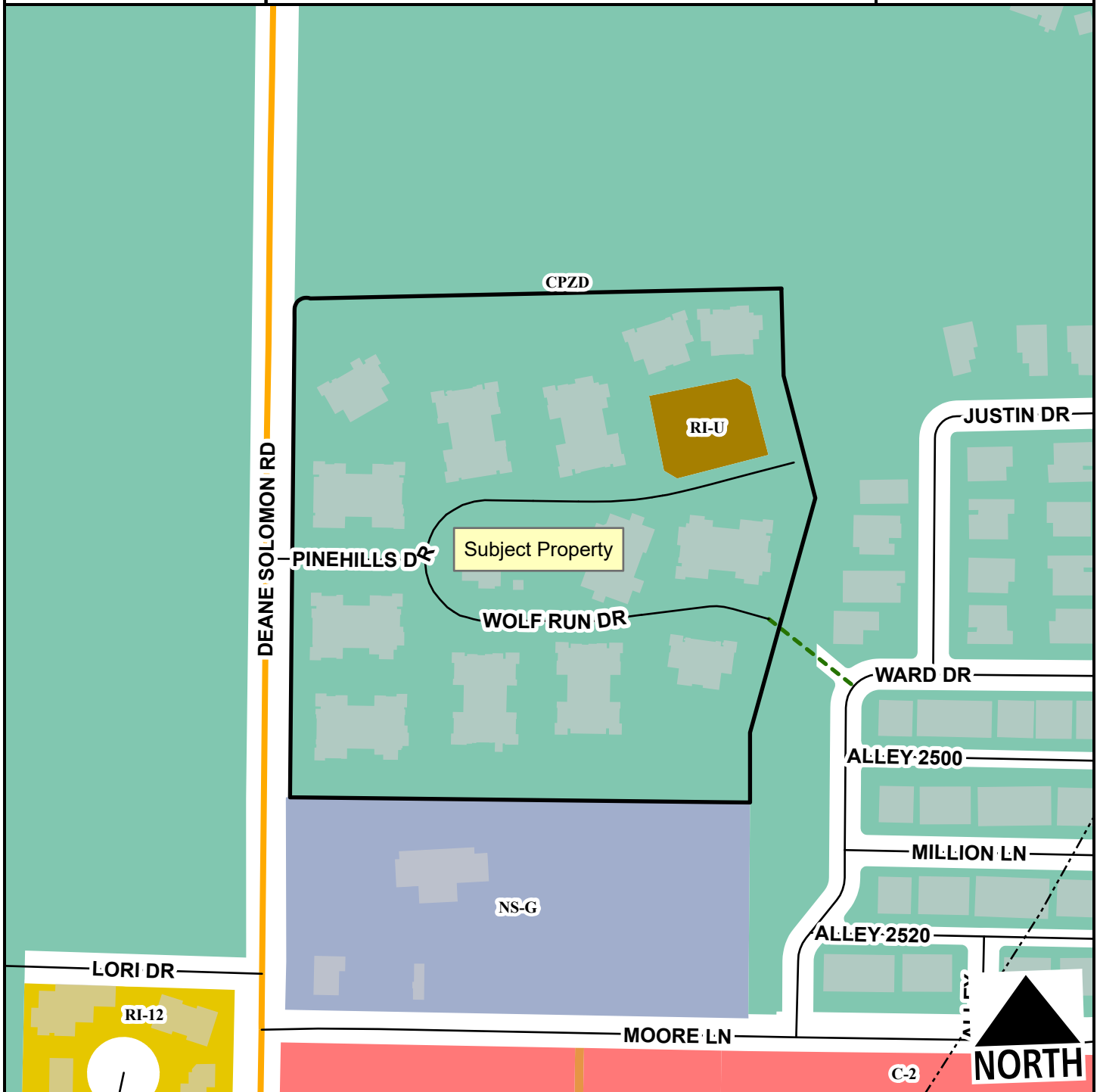


- Zoning**
- RESIDENTIAL SINGLE-FAMILY**
 - NS-G
 - RH-U
 - RH-12
 - NS-L
 - Residential-Agricultural
 - RSF-5
 - RSF-1
 - RSF-2
 - RSF-4
 - RSF-7
 - RSF-8
 - RSF-18
 - RESIDENTIAL MULTI-FAMILY**
 - RMF-6
 - RMF-12
 - RMF-13
 - RMF-24
 - RMF-40
 - INDUSTRIAL**
 - I-1 Heavy Commercial and Light Industrial
 - 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-2025-0020

2286 W. PINEHILLS DR

Close Up View



- Neighborhood Link
- Unclassified
- Alley
- Residential Link
- Planning Area
- Fayetteville City Limits
- Shared-Use Paved Trail
- Design Overlay District

- RI-12
- RI-U
- RMF-24
- C-2
- Neighborhood Services - Gen.
- Commercial, Industrial, Residential

Planning Commission

April 14, 2025

VAR-2025-0020 (THE PINES AT SPRINGWOOD)

Page 12 of 13

VAR-2025-0020

2286 W. PINEHILLS DR

Current Land Use



- Neighborhood Link
- Unclassified
- Alley
- Residential Link
- Planned Residential Link
- Planning Area
- Fayetteville City Limits
- Design Overlay District



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway



TO: Fayetteville Planning Commission

FROM: Jessie Masters, Development Review Manager

MEETING DATE: April 14, 2025

SUBJECT: **VAR-2025-0022: Planning Commission Variance (NORTHEAST OF N. OLD MISSOURI RD & E. ROLLING HILLS DR/STAGE STATION PH 2, 253 & 254):** Submitted by JORGENSEN & ASSOCIATES for property located NORTHEAST OF N. OLD MISSOURI RD & E. ROLLING HILLS DR. The property is zoned NS-G, NEIGHBORHOOD SERVICES-GENERAL, RSF-4, RESIDENTIAL SINGLE-FAMILY, FOUR UNITS PER ACRE, R-A, RESIDENTIAL AGRICULTURAL, and NC, NEIGHBORHOOD CONSERVATION and contains approximately 32.80 acres. The request is for a variance to the permitted number of model homes within a subdivision.

RECOMMENDATION:

Staff recommends approval of **VAR-2025-0022**, with conditions, based on the finding herein.

RECOMMENDED MOTION:

*"I move to approve **VAR-2025-0022**, determining:*

- In favor of a variance to UDC §164.01(A)(1)(a), to allow a maximum of 25 model homes on the property;*
- In favor of all other conditions as recommended by staff."*

BACKGROUND:

The subject property is in north Fayetteville, generally east/northeast of the intersection of N. Old Missouri Road and E. Rolling Hills Drive. It is immediately adjacent to Butterfield Trail Elementary School. The property totals approximately 32.80 acres and split-zoned NS-G, Neighborhood Services-General, RSF-4, Residential Single-Family, 4 Units per Acre, NC, Neighborhood Conservation, and R-A, Residential-Agricultural. The site is almost entirely undeveloped and covered with tree canopy. The property's frontage along N. Old Missouri Road is currently under development with Stage Station, Phase 1, a mixed-density residential development with multi-family townhomes fronting N. Old Missouri, and single-family residential as the property moves to the east. A preliminary plat was approved for this property in 2024 (PPL-2024-0004). 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/Institutional (Fellowship of Champions Church)	RSF-4, Residential Single-Family, 4 Units per Acre
East	Single-Family Residential	RSF-4, Residential Single-Family, Four Units per Acre
West	Office (Fayetteville Health and Rehab Center; Institutional (Butterfield Trail Elementary); Mixed Density Residential (Stage Station Phase 1)	R-A, Residential-Agricultural; P-1, Institutional; NS-G, Neighborhood Services – General.

Request: The applicant is requesting a variance from the Unified Development Code to construct up to 25 model homes within Stage Station, Phase 2, where ordinance typically limits the construct to a maximum of 3.

Public Comment: To date, staff has received no public comment on this item.

DISCUSSION:

Variance #1: §164.01(A)(1)(a) – A subdivision of twenty-one (21) or more single family lots may have three (3) model homes. The applicant is requesting a variance from this requirement to build up to 25 model homes prior to the completion of the final plat.

Staff recommendation: Staff recommends in favor of this variance. The intent of the ordinance is to limit the number of structures that can be built prior to final plat to ensure the adequacy of completed infrastructure and fire protection on these structures. The ordinance also clearly spells out a list of protections and infrastructure that must be in place prior to the approval of a model home. The applicant does not intend to vary from any of these required standards and does not intend to sell the homes until after the final plat has been approved and recorded. By allowing the construction to commence on a portion of the lots, this has the potential to allow homes to hit the market sooner. Further, the City of Fayetteville does offer an alternative approval path for residential subdivisions; rather than the traditional preliminary plat/final plat development model, applicants can choose to develop residential subdivisions as large-scale developments, allowing for home construction to begin at the same time as infrastructure. While the applicant did not choose this development path, staff finds that approval of this variance reaches a similar outcome, while maintaining the organizational and project management efficiency of the preliminary/final plat development model. Finding that the model home ordinance still provides necessary guardrails to ensure fire protection and adequacy of infrastructure, the Fire Marshal's office and City Engineering did not express any concerns with the proposal.

RECOMMENDATION: Staff recommends approval of VAR-2025-0022 with the following conditions:

Conditions of Approval:

1. **Planning Commission determination of a variance to §164.01(A)(1)(a), which limits the number of model homes that can be built in a subdivision of more than 21 lots to a maximum of 3.** *Staff recommends approval of this variance for the reasons stated above.*
2. Approval of this variance does not constitute approval of the final plat, any required building permits, or final certificate of occupancy for proposed model homes;
3. All proposed structures shall meet the requirements for model homes as detailed in ordinance 164.01(A)(1)(b) through (n);
4. Approved access and water must be in place prior to bringing combustible materials on-site;
5. Approval of this variance does not modify any original conditions of approval of the associated approved preliminary plat, as attached herein.

Planning Commission Action: ☐ Approved ☐ Tabled ☐ Denied Meeting Date: <u>April 14, 2025</u> Motion: Second: Vote:
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BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Unified Development Code:
 - §164.01 Accessory Commercial Uses
- Conditions of Approval – PPL-2024-0004
- Fire Marshal Memo
- Applicant Request Letter
- Site Plan/Exhibit
- One Mile Map
- Close-Up Map
- Current Land Use Map

164.01 Accessory Commercial Uses

Permitted accessory uses in RMF and R-O Districts shall include accessory commercial uses of the types included in Unit 25 provided that:

- (A) Permitted accessory uses in districts that allow single-family dwellings.
- (1) *Model Home.* In single-family detached subdivisions undergoing the preliminary and final plat process, building permits for model homes may be issued prior to final plat and subject to the following provisions.
 - (a) A subdivision of ten (10) single family lots or fewer may have one (1) model home; subdivisions of eleven (11) to twenty (20) single family lots may have two (2) model homes. A subdivision of twenty-one (21) or more single family lots may have three (3) model homes.
 - (b) The preliminary plat of the subdivision has been approved. The model home lots may be indicated on the preliminary plat for planning purposes.
 - (c) Proposed lot property corners of all lots proposed for a model home have been set by a licensed, professional land surveyor in accordance with the approved preliminary plat lot configuration.
 - (d) An applicant shall provide a building permit application and all required submittal documents for each model home.
 - (e) Setbacks for the model home(s) shall be measured from the proposed lot lines and setbacks per preliminary plat approval.
 - (f) The lots to be developed with a model home must meet one (1) of the following access options:
 - (i) Frontage upon an existing public street; or
 - (ii) The Fire Department must grant approval of temporary access road proposed to the model home.

- (g) A traffic control plan shall be presented to the satisfaction of the Fire Department and City Engineer to minimize conflicts between construction and model home traffic.
 - (h) Parking in yards or other unpaved surfaces is not permitted for the model home. Parking may be provided in the driveway, garage, or on street if the street allows parking. Unless otherwise approved as a conditional use permit, parking lots for model homes are not permitted.
 - (i) Stormwater and drainage facilities necessary for the areas of the subdivision serving the model home(s) are in place and functional to the satisfaction of the City Engineer.
 - (j) There must be an approved and available water source for connection with the model home sites. Additionally, a fire hydrant must be within 250 feet of a model home's property line. A fire hydrant shall be in good working order and shall be capable of delivering the required fire flow.
 - (k) Use of the model homes for a sales office shall require inspection and approval for compliance with applicable building and fire codes.
 - (l) Occupation as or conversion into a residential use shall require inspection and approval of all required improvements that directly or indirectly affect the model home and shall not be permitted until after recordation of the final plat.
 - (m) If a model home is constructed in a preliminary plat that expires and no extension has been granted, the model home and all associated improvements, including but not limited to any temporary sales office, shall be removed within one hundred twenty (120) days of the expiration of preliminary plat.
 - (n) A model home shall be converted into a residential use within one hundred twenty (120) days of approval of the issuance of a building permit for the final undeveloped lot of the final phase of the subdivision.
- (B) *Convenience.* Such uses are located entirely within a multi-family dwelling or office building as an accessory use for the convenience of the occupants of said building.
 - (C) *Gross Floor Area.* Do not occupy more than 10% of the gross floor area of the building in which located.
 - (D) *Signs.* Have no signs or other advertising visible from outside the zoning lot on which located.
 - (E) *Location.* Are located in or contiguous to the lobby of the principal building.
 - (F) *Lobby Entrance.* Have at least one (1) lobby entrance.

(Code 1965, App. A., Art. 7 (2); Ord. No. 1747, 6-29-70; Code 1991, §160.077; Ord. No. 4100, §2 (Ex. A), 6-16-98; Ord. No. 5312, 4-20-10; Ord. No. 6087, §2, 9-4-18)

Conditions of Approval:

1. **Planning Commission determination of right-of-way dedication.** *Staff recommends right-of-way dedication in the amount of 67 feet for E. Rolling Hills, 50 feet for the north-south portion of Street A, 40 feet for E. Roe Terrace north of Rolling Hills, 40 feet for E. Little Crew Drive West of E. Roe Terrace, and 52 feet for all other streets as shown on the site plan.*

Subdivision Committee recommended in favor.

2. **Planning Commission determination of street improvements.** *Staff recommends street improvements as follows:*
 - a. E. Rolling Hills Drive: *E. Rolling Hills Drive is a planned Neighborhood Link Street through the property per the 2040 Master Street Plan. The applicant proposes 8-foot sidewalk and 10-foot greenspace, drive lanes and road width in line with typical requirements for a Neighborhood Link Street.*
 - b. Street A: *In the north/south portion of the proposed street, the applicant is showing 50 feet of right-of-way dedication to accommodate an Alternative Residential Link Street with 6-foot sidewalk and 6-foot greenspace on the west side of the street, and two drive lanes. The east/west portion of Street A is shown to be developed with typical master street plan standards for a Residential Link Street.*
 - c. E. Roe Terrace (north of Rolling Hills): *The applicant is requesting an Alternative Residential Link street cross section in this location, with 6-foot sidewalk and 6-foot greenspace on one side of the street, and road width to accommodate two drive lanes. Staff recommends in favor of this request.*
 - d. E. Roe Terrace (south of Rolling Hills): *The applicant is showing an intent to improve E. Roe Terrace to typical Master Street Plan standards for a Residential Link Street with 6-foot sidewalk, 6-foot greenspace, drive lanes and on-street parking.*
 - e. E. Little Crew Drive (west of E. Roe Terrace): *The applicant is requesting an Alternative Residential Link street cross section in this location, with 6-foot sidewalk and 6-foot greenspace on one side of the street, and road width to accommodate two drive lanes. Staff recommends in favor of this request.*
 - f. E. Little Crew Drive (east of E. Roe Terrace): *The applicant is requesting and staff recommends in favor of 52 feet of right-of-way dedication for E. Little Crew Drive to accommodate the typical requirements for a Residential Link Street, including 6-foot sidewalk, 6-foot greenspace, two drive lanes and space for on-street parking.*

Subdivision Committee recommended in favor.

3. **Planning Commission determination of a variance to UDC §166.08(E)(1)(c): Block Length.** *Staff recommends approval of this variance with the following conditions:*
 - a. *Alley-loaded lots shall provide access solely from those alleys.*
 - b. *Prior to final plat, a six-foot-wide sidewalk shall be installed between Lots 103 and 104 to connect the alley to sidewalk on E. Little Crew Drive, with the sidewalk centered within a 10-foot-wide access easement.*

Subdivision Committee recommended in favor.

4. **Planning Commission determination of a variance to UDC §166.08(E)(3): 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. *Staff recommends denial of this variance as a request to not tie into Warwick Drive.*
- a. *Should the Planning Commission choose to approve this variance, staff recommends the following condition:*
 - i. Prior to final plat, a six-foot-wide sidewalk shall be installed between Lots 167 and 168, connecting the existing west edge of pavement on N. Warwick Drive. to sidewalk on E. Little Crew Drive, with the sidewalk centered within a 10-foot-wide access easement.
 - b. *Should the Planning Commission choose to deny this variance and require the street connection to Warwick Drive, staff recommends adding the following condition:*
 - i. The existing street shall be widened to 20 feet between this development and N. Oak Bailey Drive.

Subdivision Committee did not make a recommendation.

5. **Planning Commission determination of a variance to UDC §166.04(B)(c): Street improvements for a preliminary plat.** *Staff recommends in favor of the applicant's request to dedicate 50 feet of right-of-way for the north/south portion of Street A.*

Subdivision Committee recommended in favor.

6. **Planning Commission determination of a request to use the Alternative Residential Link Street cross section.** *Staff recommends approval of this request for the reasons outlined above.*
7. Parkland fees in lieu of dedication are required in the amount of \$148,104 based on a proposed number of 136 single-family lots. The final amount will be based upon the final number of lots to be platted at the time of final plat.
8. Streetlights shall be installed in accordance with code at all street intersections and spaced every 300 feet.
9. All remaining comments from the Planning Division shall be addressed prior to Planning Commission, as submitted through the EnerGov portal.
10. Conditions of approval from Engineering, Urban Forestry, and Parks are included in the official conditions of approval.

Standard conditions of approval:

11. All existing overhead utility lines 12kV and under shall be relocated underground. All proposed utilities shall be located underground;
12. 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;

13. 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;
14. All lots shall be labeled with addresses as approved by the 911 Coordinator on the final plat;
15. A floodplain development permit is required prior to construction for any grading or structures in the flood zone;
16. Plat Review and Subdivision comments (to include written staff comments provided to the applicant or his/her representative, and all comments from utility representative: Black Hills Energy, SWBT, Ozarks, SWEPCO, Cox Communication)
17. 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
18. Preliminary Plat approval shall be valid for one calendar year.



To: Jessie Masters, Planner

From: Captain Clint Price, Deputy Fire Marshal

CC: Division Chief Jeremy Ashley, Fire Marshal

Date: 3/31/2025

Subject: VAR-2025-0022

The Fayetteville Fire Marshal Office is in support of this variance, under the following conditions.

Construction should not begin without a site visit with a representative from the Fayetteville Fire Marshal Office to confirm the appropriate access and water are available.

Approved access and water are in place before combustible construction materials are on site.

No Certificate of Occupancies will be given until the final plat has been approved.

March 12, 2025

Subject: Variance Request to the Model Home Ordinance Stage Station Phase 2

Dear Planning Commission,

I am writing to formally request a variance as outlined by UDC 164.00(B) to allow the construction of up to 25 model homes within Stage Station Phase 2 (A variance to UDC 164.01(A)(1)(a)). The current city regulations permit only three model homes; however, we believe increasing this limit is both reasonable and beneficial for the city and the community.

Justification for Variance:

1. Addressing the Hardship Requirement:

- The standard three-house limit before Final Plat creates an undue hardship by significantly delaying the ability to bring much-needed housing to market. The 3 model homes are also an arbitrary number of homes.
- The delay increases costs for developers, which ultimately translates to higher home prices, counteracting the affordability efforts that everyone is trying to make.

2. Community Benefit:

- Fayetteville, like much of Northwest Arkansas, is experiencing a growing demand for housing. Increasing the number of houses built before Final Plat will:
 - Provide homes faster to meet the demand from new residents and local workforce needs.
 - Help with affordability by reducing delays and holding costs, which often drive-up prices.
 - Increase housing availability, reducing pressure on existing homes and rental prices.

3. Compliance with City Planning Goals

- The request aligns with Fayetteville's housing and growth strategies, as the city has emphasized the need for increased housing supply.
- The proposed 25 homes still fit within zoning and land-use plans, ensuring orderly development while avoiding urban sprawl.
- Infrastructure planning has already been accounted for in the development process, minimizing disruption.

4. Economic and Tax Revenue Impact

- Faster home construction leads to quicker property tax contributions to the city that could use the revenue.
- More housing attracts residents and businesses, fostering economic growth and stability.

To address any concerns, the same requirements for building model homes under the ordinance will still be adhered to under this request. For example: Water and sewer systems will be completed, and “live” and fire access will be available. Additionally, we understand that the homes cannot be sold until Final Plat has been completed and city inspections have been passed.

Sincerely,

Clay Morton
Mission Contractors LLC

MAP

Line Table		
Line #	Bearing	Distance
L1	N47°11'00"E	100.42'
L2	S42°28'47"E	142.81'
L3	N47°30'13"E	157.03'
L5	N64°22'08"W	177.52'
L6	N47°33'45"W	93.77'
L7	N47°38'48"E	111.22'
L8	N87°11'51"W	16.38'
L9	N87°11'51"W	105.00'
L10	S30°53'35"E	142.48'
L11	N60°58'37"W	50.00'

Curve #	Radius	Arc Length	Tangent	Chord Length	Chord Bearing	Delta
C1	175.00'	30.0 ft	15.00'	30.00'	N62°25'16"E	009°50'30"
C2	116.00'	55.0 ft	28.07'	54.50'	N60°02'31"E	027°12'34"

- THE REVIEW BY THE ENVIRONMENTAL DIVISION WAS FOR GENERAL COMPLIANCE AND DOES NOT CONSTITUTE AN ENDORSEMENT OF THE PROJECT OR ANYTHING THAT DOES NOT RELEASE THE OWNED BODILY INTO THE ENVIRONMENT WITHOUT RESTRICTION.
- DECISION NECESSARY TO COMPLY WITH CITY ORDINANCES AND CRITERIA. THE APPROVAL OF THE PROJECT DOES NOT RELY ON THE PLANS FOR WATER, SEWER, DRAINAGE, AND DRAINAGE IS NOT A GUARANTEE OF APPROVAL. OF THIS PROJECT ON THE OTHER CITY OWNERS.
- THE NUMBER OF PEOPLE SHALL PROVIDE ALL THE PROTECTION OF COLLECTED AND THAT THIS PROJECT IS NOT A GUARANTEE OF APPROVAL AND DRAINAGE CONSTRUCTION FOR THIS PROJECT.

CONTRACTOR TO CONTACT CITY TO
OBTAIN A SET OF SURVEYING
ENGINEER NO. EX SERVICES ARE AFFECTED
WHILE MAINS ARE TURNED OFF UNTIL THE
NEW MAINS ARE INSTALLED, TESTED, AND
ACCEPTED.

EX ISSUES EX WHAT TO BE FIELD VERIFIED BY
CONTRACTOR, METERS AND SERVICES
NOT PRESENT GRIN THE CORRECT
LOCATIONS, NEED TO BE INSTALLED BY
CONTRACTOR. EX SHALL BE ADJUSTED TO
FINAL GRADE. CONTRACTOR SHALL
DIRECT THE FINAL GRADE OF METER &
METER BOX INSTALLED BY CITY. TO

WATER & SEWER CONTRACTOR SHALL CLEARLY MARK ALL WATER & SEWER SERVICE LOCATIONS. PNA INSPECTION SHALL INCLUDE THESE MARKED SERVICES. FINAL PAYMENT WILL NOT BE MADE UNTIL SERVICES ARE MARKED.

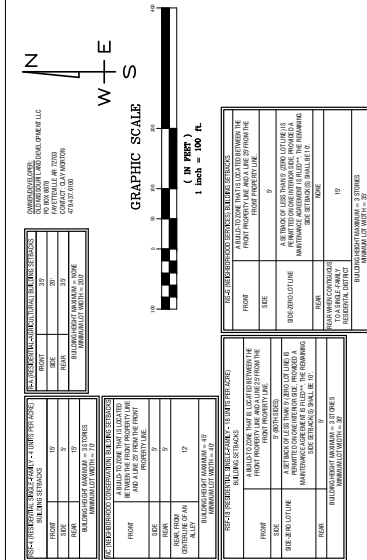
WATER & SEWER CONTRACTOR SHALL CONSULT SLOPE PROFILES AND STORMDRAIN PROFILES TO ENSURE PROPER DEPTHS OF UTILITIES TO AVOID CONFLICTS.

WATER MAIN TO BE 3' BELOW FINISHED GRADE.



STREET RIGHT-OF-WAY & SIDEWALK TABLE					
STREET	CLASSIFICATION	RIGHT-OF-WAY	STREET WIDTH	SIDEWALK	OVERLAPAGE
Rafferty Hill Dr	NEIGHBORHOOD LINK	67'	31'	8' BOPH	10'
E Elm (East of Ridge) Hill	RESIDENTIAL LINK	52'	29'	6' BOPH	6'
E Elm Tr. (North of Ridge) Hill	RESIDENTIAL LINK	40'	28'	6' BOPH	6' (ONE)
E Sage St. (S. of 1st Tr.)	RESIDENTIAL LINK	52'	29'	6' BOPH	6'
E Sage St. (S. of 1st Tr.)	RESIDENTIAL LINK	52'	29'	6' BOPH	6' (ONE)
E Sage St. (S. of 1st Tr.)	RESIDENTIAL LINK	40'	28'	6' BOPH	6' (ONE)
E Elm Crest Dr	RESIDENTIAL LINK	40'	28'	6' BOPH	6' (ONE)

THE REVIEW IS IN CHARGE OF JUDICIAL REVIEW OF DECISIONS, COMMUNICATIONS AND DELIVERABLES MANAGED FOR THE COURSE AND IS RESPONSIBLE FOR THE REVIEW OF THE COURSE. THE REVIEW IS IN CHARGE OF JUDICIAL REVIEW OF DECISIONS, COMMUNICATIONS AND DELIVERABLES MANAGED FOR THE COURSE AND IS RESPONSIBLE FOR THE REVIEW OF THE COURSE. THE REVIEW IS IN CHARGE OF JUDICIAL REVIEW OF DECISIONS, COMMUNICATIONS AND DELIVERABLES MANAGED FOR THE COURSE AND IS RESPONSIBLE FOR THE REVIEW OF THE COURSE.



1000000

X CALCULATED POINT
 FOUND IRON PIN
 SET IRON PIN & CAP
 POWER POLE

A. CENTERLINE MARKER
 B. SEWER MANHOLE
 C. FIRE HYDRANT
 D. STREET LIGHT
 E. EXISTING 8" SEWER
 F. EX. SS-8
 G. PROPOSED 8" SEWER
 H. SS-8
 I. EXISTING WATERLINE
 J. EX. WL-8
 K. PROPOSED 8" WATERLINE
 L. WL-8
 M. CENTERLINE STREET
 N. BUILDING SETBACK
 O. UTILITY EASEMENT
 P. SIDEWALK BUILT WHOLE

PARCEL No.	OWNER	MAILING ADDRESS	ZONING
N-5-16309-000	FAVE TERRACE SOUTH DISTRICT #1	PO BOX 389 - FAVETTE VILLAGE AR 72702-0389	UNRES-4
N-5-16305-000	2242 L C	PO BOX 180 - FAVETTE VILLAGE AR 72011	UNRES-4
N-5-17812-000	5007 MULVANY IN TRUST	1555 WOLF DRIVE - FAVETTE VILLAGE AR 72704-4481	UNRES-4
N-5-17811-000	DE GRUY, GLENN H & MCCOARD, KAREN	2617E WOLF DRIVE - FAVETTE VILLAGE AR 72704-4481	UNRES-4

N5-17010-QD0	DUMPLIN, CAROLYN FRYE, TRUST	QTY OF FAIRVILLE	113 W MAJORIAN ST - FAIRVILLE AR 72703	BSE-4
N5-16005-013				9-1
N5-16005-015		KINGST, TRENT J & CHRISTINA L	225 E FAIR IN - FAIRVILLE, AR 72703	BSE-4
N5-16005-016			229 BIRCHWOOD LN - FAIRVILLE AR 72703	BSE-4

70-9-10-000-000	SPRUE PROPERTIES LLC.	2715 EAST FAIRLANE - FARETTE VILLAGE 7701	359-A
NY-6-0005-012	PARK FAMILY TRUST	1817 NICKAHE DRIVE - FARETTE VILLAGE 7701	359-A
NY-5-0510-000	GORDING CHRISTIANZ & DALEY S	1106 JOYCE BLVD STE 2 - FARETTE VILLAGE 77013-5-200	359-A
NY-5-16-010-000	CAROL BENJAMIN & TANYA		359-A

765-16034-000	BALLE, STEVEN ALLEN & VIOY LEE REV. TRUST	2017 HOK DALEY DR - FAYETTEVILLE AR 72703	HS-4
765-11018-000	JONES, MARTIN J & LINDA K	2077N SHAWNEE HWY DR - FAYETTEVILLE AR 72703-6612	HS-4
765-11016-000	JONES, BRAD E & MARTHA MICHELLE	2963N SHAWNEE HWY DR - FAYETTEVILLE AR 72703-6612	HS-4
		20677570 S LAMAR DR W-70 - CLAYTON TOWNSHIP AR	

765-11015-000	JAMES, WILCOX G REV. TRUST	27070	2017N STRAWNE RYON - FAYETVILLE AR	HSF-4
765-11014-000	KEESMAN, WILLIAM W	27103	2017N STRAWNE RYON - FAYETVILLE AR	HSF-4
765-11013-000	KEESMAN, MARK G & JILL E	27203	2017N STRAWNE RYON - FAYETVILLE AR	HSF-4

N5-11012-000	SCHEUFLER, MARY	27013	STRAWNE RIVON - FAYTTEVILLE AR	15F-4
N5-11011-000	NOYAK, JOHN KATHERINE	77203	STRAWNE RIVON - FAYTTEVILLE AR	15F-4
N5-16009-000	ELGORE, JOSEPH & SUE B DAWN	77203	STRAWNE RIVON - FAYTTEVILLE AR	15F-4
N5-16009-000	ELGORE, EMAREE RIV. THLOIT	77203	STRAWNE RIVON - FAYTTEVILLE AR	15F-4

76-5-16-005-018	PRK TRUST	PO BOX 99010 - FANNETTEVILLE MO 72024	819-4
76-5-16-005-021	STAGE STATION VENTURES LLC	BT WOOD SQUARE DR STE 1 - METTIEVILLE AR 72303	814
76-5-16-005-017	OLEOMASSOULI PHOTO DEVELOPMENT LLC	PO BOX 88718 - FANNETTEVILLE MO 72023	86C

NOTES:

1. PLAT PAGE #254
2. 1308 BUILDABLE LOTS, 12 NON-BUILDABLE LOTS, 148 TOTAL LOTS & LOT 41 IS BEING RESERVED FOR A URBANHOUSE WHICH WILL GO THROUGH THE LARGE SCALE DEVELOPMENT PROCESS ON ITS OWN. LOT NUMBERS FOLLOWED WITH AN * INDICATE NON-BUILDABLE.

3. CURRENT ZONING = NS-G, NC, R3-4, REF-18, R-4.
4. PARCEL NUMBERS = 765-16065-017, 765-16065-020
5. SIDEWALK ACCESS DAMPS WILL BE INSTALLED AT INTERSECTIONS AS SHOWN ON THIS PLAT.
6. ALL UTILITY CROSSING SHALL BE 6" - 8" PVC PIPES BURIED MINIMUM 48" DEEP.
7. ALL DRAINWAYS SHALL HAVE A MINIMUM WIDTH OF 24" MEASURED AT THE HIGH OF WAY LINE.
8. SOME OF THE LOTS WITHIN THIS DEVELOPMENT HAVE SLOPED THAT ARE 15% OR GREATER.

9. THIS PROPERTY IS NOT SUBJECT TO THE 100-YEAR FLOODPLAIN MAP PER FIRM #2014-00027G, DATED 1/25/2015.
10. BUILDING SETBACKS CONFORM WITH UTILITY AGREEMENTS ON ACCESS EASEMENTS. STRICTLY
BUILDING SETBACKS SHALL BE AS PER THIS PLAN AND THE BUILDING SETBACK TABLE PROVIDED ON THIS PLAN.
11. TAPS MADE INTO DRAINING WATER AND SEWER MAINS SHALL BE MADE BY THE CITY, PAID FOR BY THE OWNER.
12. ALL NEW UTILITIES SHALL BE PLACED UNDERGROUND, AND ALL EXISTING UTILITIES UNDER 12" SHALL BE
RELOCATED UNDERGROUND.

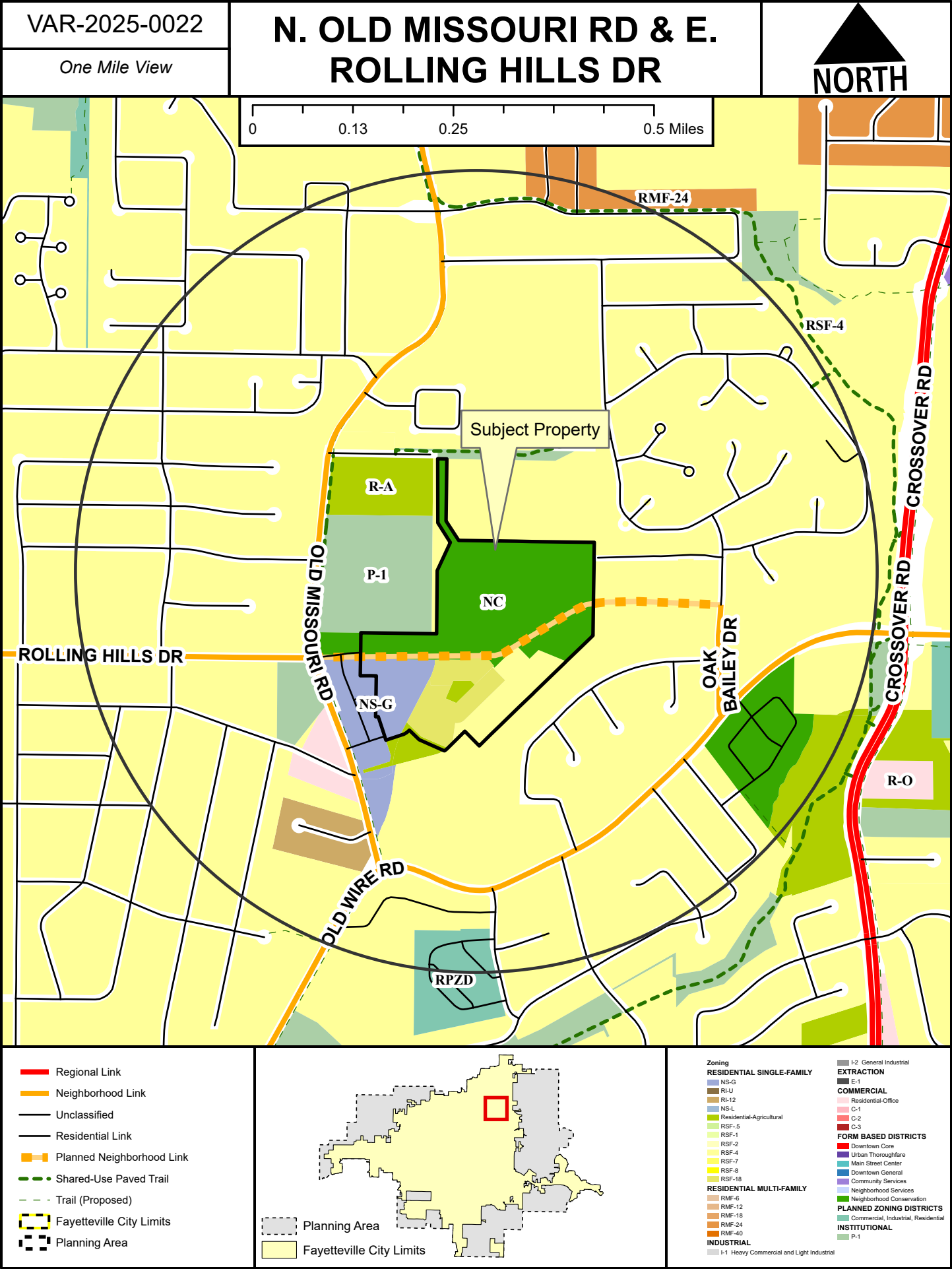
13. SITE DEVELOPMENT SHALL FOLLOW THE APPROVED ANTI-EROSION INITIAL LOT GRADING PLAN. EACH LOT MUST FOLLOW THE APPROVED WALLOW PREPARED BY THE ENGINEER OF RECORD FOR THE PROJECT.
14. RIGHT OF WAY TREES TO BE PLANTED FOLLOWING CONSTRUCTION OF INDIVIDUAL HOUSES.
15. CURB CUT SEPARATION STANDARDS APPLY TO ALL LOTS, INCLUDING REGULATIONS ABOUT DISTANCE FROM PROPERTY LINES, OTHER DRIVEWAYS, INTERSECTIONS AND CURB RACK.
16. FREE LANE LANE, AS SPECIFIED IN 2021 APC SECTION D10.30, SHALL BE LOCATED ON ONE SIDE OF FREE

APPARATUS ACCESS ROADS MORE THAN 20 FEET WIDE AND LESS THAN 32 FEET WIDE SIGNS MUST ALSO MEET SPACING REQUIREMENTS IN 2012 APC BEC CITION 503.3

17. ALL LOTS SHALL MEET ACCESS MANAGEMENT STANDARDS. ALL LOTS WITH ALLEY ACCESS SHALL HAVE ACCESS SOLELY FROM THE ALLEY.

18. ALL SIDEWAYS INDICATED ALONG UNBUILT OR OPEN SPACE LOTS SHALL BE CONSTRUCTED BY THE DEVELOPER.

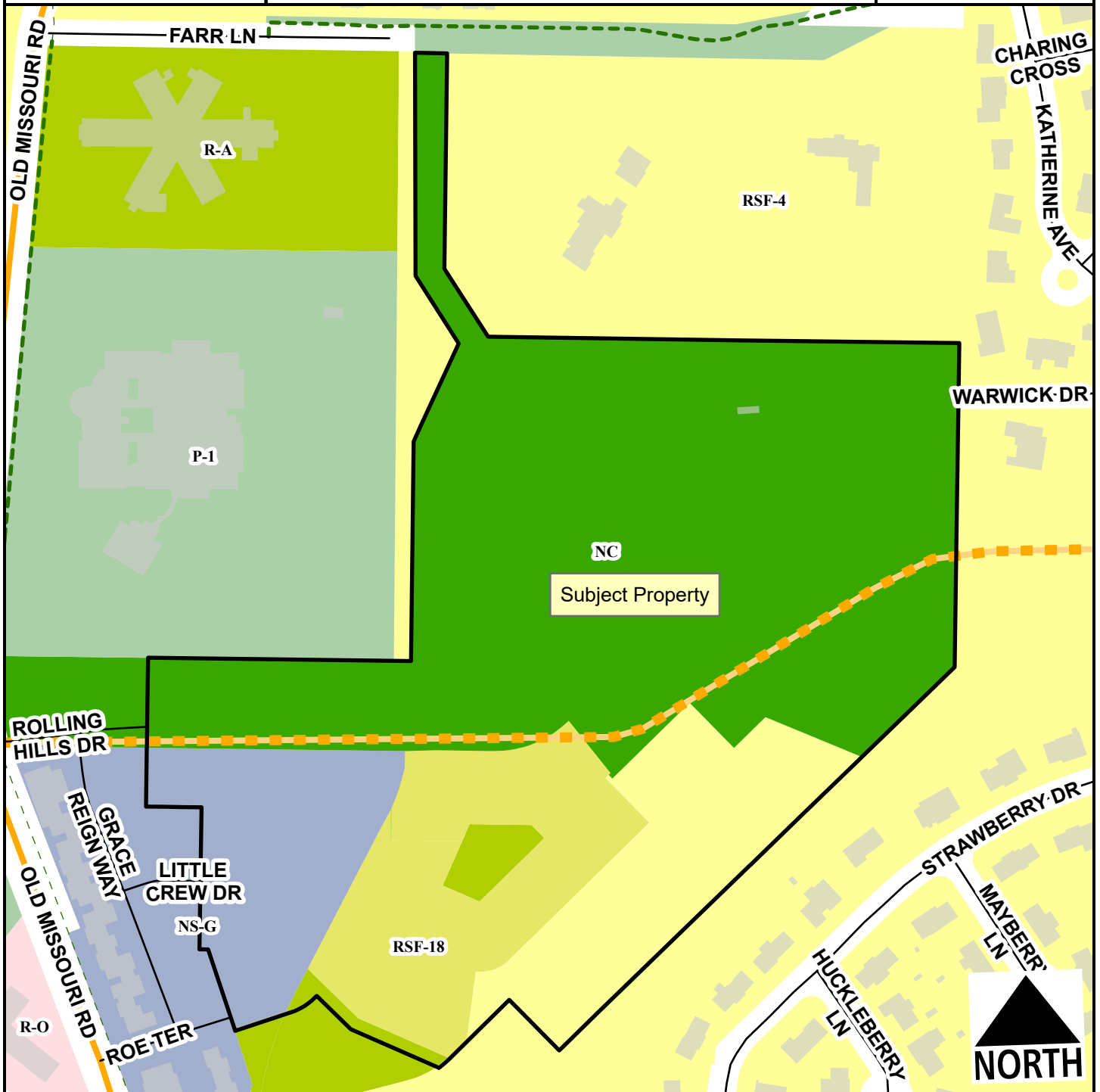
19. SMALL LOT DESIGN: ST AND/OR SIDE SHALL APPLY ON ANY LOT LESS THAN 50 FEET IN WIDTH PER 164.23.



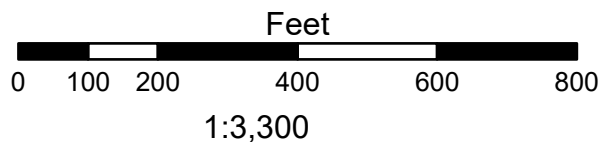
VAR-2025-0022

Close Up View

N. OLD MISSOURI RD & E. ROLLING HILLS DR



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

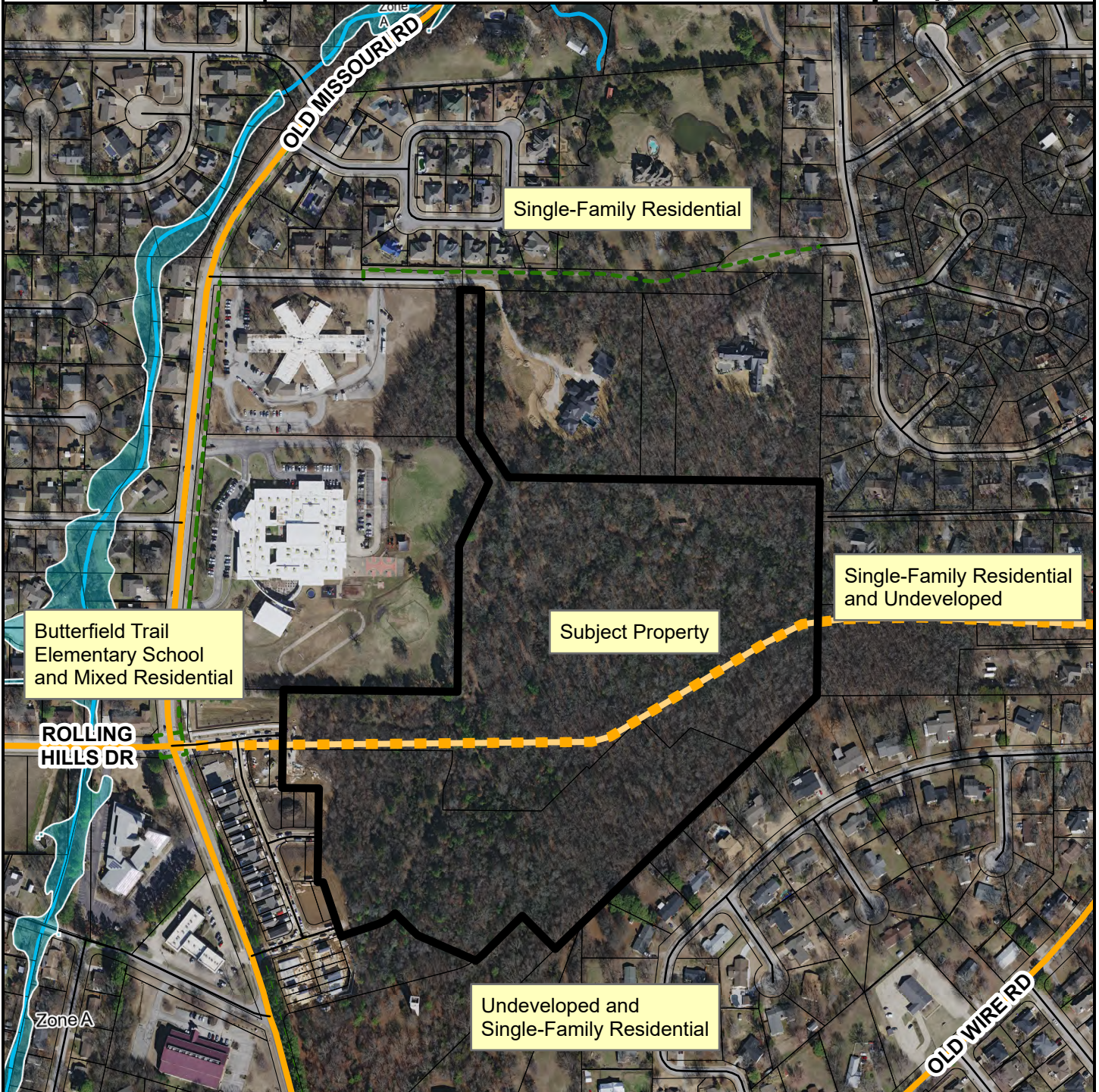


- Residential-Agricultural
- RSF-4
- RSF-18
- Residential-Office
- Neighborhood Services - Gen.
- Neighborhood Conservation
- P-1

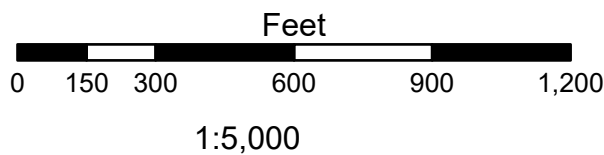
VAR-2025-0022

Current Land Use

N. OLD MISSOURI RD & E. ROLLING HILLS DR



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



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway



TO: Fayetteville Planning Commission

THRU: Jessie Masters, Development Review Manager

FROM: Gretchen Harrison, Senior Planner

MEETING DATE: April 14, 2025

SUBJECT: **VAC-2025-0009: Vacation (235 W. 7th ST./ANDERSON, 562):** Submitted by BLEW & ASSOCIATES for property located at 235 W. 7th ST. The property is zoned DG, DOWNTOWN GENERAL and contains approximately 0.43 acres. The request is to vacate 0.05 acres of right-of-way.

RECOMMENDATION:

Staff recommends forwarding **VAC-2025-0009** to the City Council with a recommendation of approval and with conditions.

RECOMMENDED MOTION:

*"I move to forward **VAC-2025-0009** to the City Council with a recommendation of approval and with conditions as recommended by staff."*

BACKGROUND:

The subject property adjacent to the right-of-way associated with this request is located at the southeast corner of 7th Street and Locust Avenue in the Walker Park Neighborhood. It contains one parcel totaling about 0.43 acres which is zoned DG, Downtown General. The property is developed with a single-family dwelling which Washington County records indicate was built in 1936. Surrounding land uses and zoning are described below in *Table 1*.

Table 1:
Surrounding Land Uses and Zoning

Direction	Land Use	Zoning
North	Church	DG, Downtown General
South	Single-Family Residential	DG, Downtown General
East	Single-Family Residential	DG, Downtown General; NC, Neighborhood Conservation
West	Undeveloped	C-2, Thoroughfare Commercial

Proposal: The applicant proposes to vacate a portion of excess street right-of-way totaling approximately 0.05 acres.

DISCUSSION:

Staff supports the applicant's request to vacate the subject right-of-way, with conditions. The existing right-of-way is wider than what is required by the Master Street Plan, and it includes the driveway and part of the house associated with the adjacent property. Vacating it would eliminate that encroachment by placing the entire house outside of the right-of-way. However, the proposed vacation would reduce the width of the right-of-way below the Master Street Plan standard. Therefore, staff recommends a condition requiring that the legal description of the vacation be

revised prior to City Council to ensure that at least 26 feet of right-of-way remains from the centerline of 7th Street and Locust Avenue in accordance with the Master Street Plan standard for a Residential Link Street.

Vacation Approval: The applicant has submitted the required vacation approval forms to relevant city departments and franchise utility companies with the following responses. The applicant also submitted the required adjacent property approval form with no objections.

<u>Utility</u>	<u>Response</u>
Cox Communications	No objections, provided any damage or relocation will be at the applicant's expense.
AEP/SWEPCO	No objections, provided a 15-foot-wide utility easement is dedicated from the overhead primary conductor on the east side of Locust Street.
Black Hills Energy	No objections, provided a 10-foot-wide utility easement remains with a gas line being the center of said utility easement.
AT&T	No objections and no comments.
Ozarks Electric	No objections and no comments.
<u>City of Fayetteville</u>	<u>Response</u>
Water/Sewer	No objections, provided a 15-foot-wide easement is dedicated along the eastern property line of proposed Tract 2 to provide adequate easement corridor for existing sewer line in vicinity.
Solid Waste & Recycling	No objections and no comments.
Transportation	No objections and no comments.

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

RECOMMENDATION: Staff recommends approval of **VAC-2025-0009** with the following conditions:

Conditions of Approval:

1. Prior to City Council, the legal description for the right-of-way vacation shall be revised so that the width of the right-of-way along 7th Street and Locust Avenue is no less than 26 feet from the centerline of the road;
2. Any damage or relocation of existing facilities will be at the property owner/developer's expense,
3. A 15-foot-wide utility easement shall be dedicated from the overhead primary conductor on the east side of Locust Street, as requested by AEP/SWEPCO,
4. A 10-foot-wide utility easement shall be dedicated with a gas line being the center of said utility easement, as requested by Black Hills Energy, and

5. A 15-foot-wide easement shall be dedicated along the eastern property line of proposed Tract 2 to provide adequate easement corridor for existing sewer line in vicinity, as requested by Water/Sewer.
-

PLANNING COMMISSION ACTION: Required <u>YES</u>			
Date: <u>April 14, 2025</u>	☐ Tabled	☐ Forwarded	☐ Denied
Motion:			
Second:			
Vote:			

BUDGET/STAFF IMPACT:

None

ATTACHMENTS:

- Applicant Request Letter
- Applicant Petition to Vacate
- Survey – Right-of-way to be Vacated
- One Mile Map
- Close-Up Map
- Current Land Use Map

BLEW

Surveying | Engineering
Environmental

March 3, 2025

To Whom It May Concern,

Right-of-Way Vacation

My client, Steve and Mary Anderson, are requesting to vacate a portion of right-of-way within South Locust Avenue at 235 West 7th Street in Fayetteville, AR 72701. This would give the property more area, although not buildable, but this portion of right-of-way has not been used by the city and contains part of the existing property's driveway. This would allow the existing home to conform to building setbacks in this area. Properties south of this one have successfully vacated their portions of right-of-way. This would not affect the adjacent properties in any way. We kindly ask for your approval of this vacation.

Sincerely,

Nikki Littrell

Senior Project Coordinator

Blew & Associates, P.A.



479-443-4506



blewinc.com



3825 N Shiloh Dr.
Fayetteville, AR 72703

Planning Commission

April 14, 2025

VAC-2025-0009 (ANDERSON)

Page 4 of 11

PETITION TO VACATE A STREET RIGHT-OF-WAY LOCATED IN LOT 1 AND PT LOT 2,
BLOCK 3 FERGUSON ADDITION 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 street right-of-way hereinafter sought

to be abandoned and vacated, lying in Lot 1 and part of Lot 2, Block 3, Ferguson Addition City of Fayetteville, Arkansas, a municipal

corporation, petition to vacate a street right-of-way which is described as follows:

PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 21,
TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, BEING
DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF THE
NORTHEAST QUARTER OF SAID SECTION 21; THENCE ALONG THE EAST LINE
THEREOF

SOUTH 03°06'58" WEST 25.00 FEET TO A FOUND 5/8" REBAR MARKING THE SOUTH
RIGHT-OF-WAY LINE OF WEST 7TH STREET; THENCE ALONG SAID RIGHT-OF-WAY LINE
NORTH 86°51'17" WEST 20.00 FEET TO A SET 5/8" REBAR; THENCE NORTH 87°04'00"
WEST

163.97 FEET TO A SET 5/8" REBAR BEING THE TRUE POINT OF BEGINNING; THENCE
LEAVING SAID RIGHT-OF-WAY LINE SOUTH 02°31'30" WEST 71.94 FEET TO A SET 5/8"
REBAR; THENCE NORTH 87°04'00" WEST 31.62 FEET TO THE EAST RIGHT-OF-WAY LINE
OF

SOUTH LOCUST AVENUE; THENCE ALONG SAID RIGHT-OF-WAY LINE NORTH 04°45'46"
EAST 71.97 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF WEST 7TH STREET; THENCE
ALONG SAID RIGHT-OF-WAY LINE SOUTH 87°04'02" EAST 28.81 FEET TO THE POINT OF
BEGINNING. CONTAINING 0.050 ACRES, MORE OR LESS. SUBJECT TO EASEMENTS
AND

RIGHT-OF-WAYS OF RECORD.

That the abutting real estate affected by said abandonment of the alley are Lot 3 Block 3 Ferguson Addition of each adjoining

lot to the area requested to be vacated) 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 street right-of-way.

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.

Dated this 3 day of March, 2025.

Mary C Anderson

Printed Name

Mary C Anderson

Signature

Stephen P Anderson

Printed Name

Stephen P Anderson

Signature

LOCATED IN: SECTION 21, TOWNSHIP 16 NORTH, RANGE 30 WEST
235 WEST 7TH STREET, WASHINGTON COUNTY, FAYETTEVILLE, ARKANSAS 72701

LOT NUMBERED ONE (1) IN BLOCK NUMBERED THREE (3) FERGUSON ADDITION TO THE CITY OF FAYETTEVILLE, AS DESIGNATED UPON THE RECORDED PLAT OF SAID ADDITION EXCEPT THAT PART ON THE NORTH SIDE NOW EMBRACES IN 7TH STREET IN THE CITY OF FAYETTEVILLE, LOT TWO (2) IN BLOCK THREE (3), OF FERGUSON'S ADDITION TO THE CITY OF FAYETTEVILLE, ARKANSAS, LOCALLY KNOWN AS 236 WEST 7TH STREET, FAYETTEVILLE, ARKANSAS.

A PORTION OF LOT 1 IN BLOCK 3 FERGUSON ADDITION TO THE CITY OF FAYETTEVILLE, BEING DESIGNATED UPON THE RECORDED PLAT OF SAID ADDITION, EXCEPT THAT PART AS THE NORTH SIDE NOW ENBRACES IN 7TH STREET IN THE CITY OF FAYETTEVILLE, AND LOT 2 IN BLOCK 3, OF FERGUSON'S ADDITION TO THE CITY OF FAYETTEVILLE, ARE AND BEING DESCRIBED AS FOLLOWS:

[illegible]

A PORTION OF LOT 1 IN BLOCK 3 FERGUSON ADDITION TO THE CITY OF FAYETTEVILLE, AS DESIGNATED UPON THE RECORDED PLAT OF SAID ADDITION, EXCEPT THAT PART THE NORTH SIDE NOW EMBRACES N 7TH STREET IN THE CITY OF FAYETTEVILLE, AND LOT 2 IN BLOCK 3, OF FERGUSON'S ADDITION TO THE CITY OF FAYETTEVILLE, AKA NANS BEING DESCRIBED AS FOLLOWS:

COMMENCING THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF THE
NORTH-EAST QUARTER OF SECTION 21, TOWNSHIP 16 NORTH, RANGE 10 WEST,
THE EAST LINE OF THE SOUTH-TO-NORTH LINE BEING 25.00 FEET A TOTAL .98
FEET LESS THAN THE FULL QUARTER SECTION SIZE OF 26 ACRES AND 36
SAY RIGHT-OF-WAY LINE NORTH 85°17' WEST 20.00 FEET TO A SET 9'
THE TRUE POINT OF BEGINNING, THENCE LEAVING SAID NORTH-OF-WAY LINE SOUTH
07°02'26" WEST 71.94 FEET TO A SET 9' THENCE NORTH 87°00' WEST 86.00
FEET TO AN IRON PILE MARKED AS THE CORNER OF THE SECTION, THENCE
RIGHT-OF-WAY LINE SOUTH 87°00' WEST 86.00 FEET TO THE POINT OF BEGINNING.
CONTAINING 6.145 ACRES, MORE OR LESS, SUBJECT TO EASEMENTS AND
RIGHT-OF-WAYS OF RECORD.

PORTION OF LAND LYING WITHIN THE PLATTED RIGHT-OF-WAY OF LOCUST STREET, PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 21, TOWNSHIP 16 NORTH, RANGE 30 WEST, WASHINGTON COUNTY, ARKANSAS, BEING DESCRIBED AS FOLLOWS:

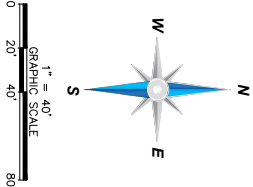
[illegible]

STATE RECORDING NUMBER:
500-16N-30W-0-21-140-72-1926

COMPLETED FIELD WORK:
SEPTEMBER 30, 2024

1. REFERENCE DOCUMENTS
RECEIVED 20090906
2. SURVEY PLAT FILED IN PLAT BOOK 2009 AT PAGE 2336.
BASED ON READING
THE SURVEY IS ORIO NORTH BASED ON ARKANSAS STATE
PLATE COORDINATE SYSTEM NORTH ZONE NAD83.
SOME PLAT FEATURES SHOWN ON THIS PLAT MAY BE SHOWN OUT OF SCALE FOR CLARITY
DIMENSIONS ON THIS PLAT ARE EXPRESSED IN FEET AND DECIMAL PARTS THEREOF
EXCEPT AS SPECIFICALLY NOTED. MONUMENTS WERE FOUND AT POINTS WHERE INDICATED
UNLESS OTHERWISE NOTED. THIS PLAT THIS SURVEY DOES NOT
SUBJECT PROPERTY BASEMENTS, OTHER THAN ROSSIBLE EASEMENTS WHICH WERE
RECORDED AS PART OF THIS SURVEY. THIS SURVEY IS NOT TO BE RELIED UPON FOR
ACQUISITION OF OTHER AND USE REGULATIONS, AND ANY OTHER FACTS WHICH
RELATE TO TITLE SEARCH MAY DISCLOSE.

THE TERM "CERTIFY" OR "CERTIFICATION" AND "CORRECT" AS NOTED HEREON AND A
PERTAINS TO LAND SURVEYING SERVICES AS SHOWN ON THIS DOCUMENT SHALL MEAN
A STATEMENT SIGNED BY THE PROFESSIONAL LAND SURVEYOR BASED ON THE FACTS
AND KNOWLEDGE KNOWN TO THE PROFESSIONAL LAND SURVEYOR AT THE TIME OF
SURVEY AND IS NOT A GUARANTEE OR WARRANTY, EITHER IMPLIED OR EXPRESSED.



●	FOUND MONUMENT (AS NO)
○	COMPUTED POINT
□	GAS METER PEDISTAL
⊗	WATER VALVE
⊕	WATER HYDRANT
⊙	WATER METER
⊗	SAINTARY SEWER
⊙	STORM MANHOLE
⊙	POINT OF COMMENCEMENT
P.O.C.	POINT OF BEGINNING
P.O.B.	
—	BOUNDARY LINE
—	RIGHT-OF-WAY LINE (RW)
—	CENTERLINE (CL)
—	FENCE LINE
—	UNDERGROUND WATER LINE
—	UNDERGROUND SEWER LINE
—	EASEMENT LINE
—	OVERHEAD POWER LINE

BY GRAPHIC PLOTTING ONLY. NO PORTION OF THIS PROPERTY IS IN ZONE "A" OR "AE" OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 05143C0216G, WHICH BEARS AN EFFECTIVE DATE OF 1/25/2024 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

THE LOCATION OF UTILITIES SHOWN HEREON ARE FROM OBSERVED EVIDENCE OF ABOVE GROUND APURTENANCES ONLY. THE SURVEYOR WAS NOT PROVIDED WITH UNDERGROUND PLANS OR SURFACE GROUND MARKINGS TO DETERMINE THE LOCATION OF ANY SUBTERRANEAN USES

SETBACK REQUIREMENTS:
FRONT - A BUILD-TO ZONE THAT IS LOCATED BETWEEN
THE FRONT PROPERTY LINE AND A LINE 25' FROM THE
FRONT PROPERTY

APN: 765-05417-000
OWNER: ANDERSON, STEVE & MARY FAMILY TRUST
MAILING: 18002 BRENTWOOD MOUNTAIN RD,
WINSLOW, AR 72959

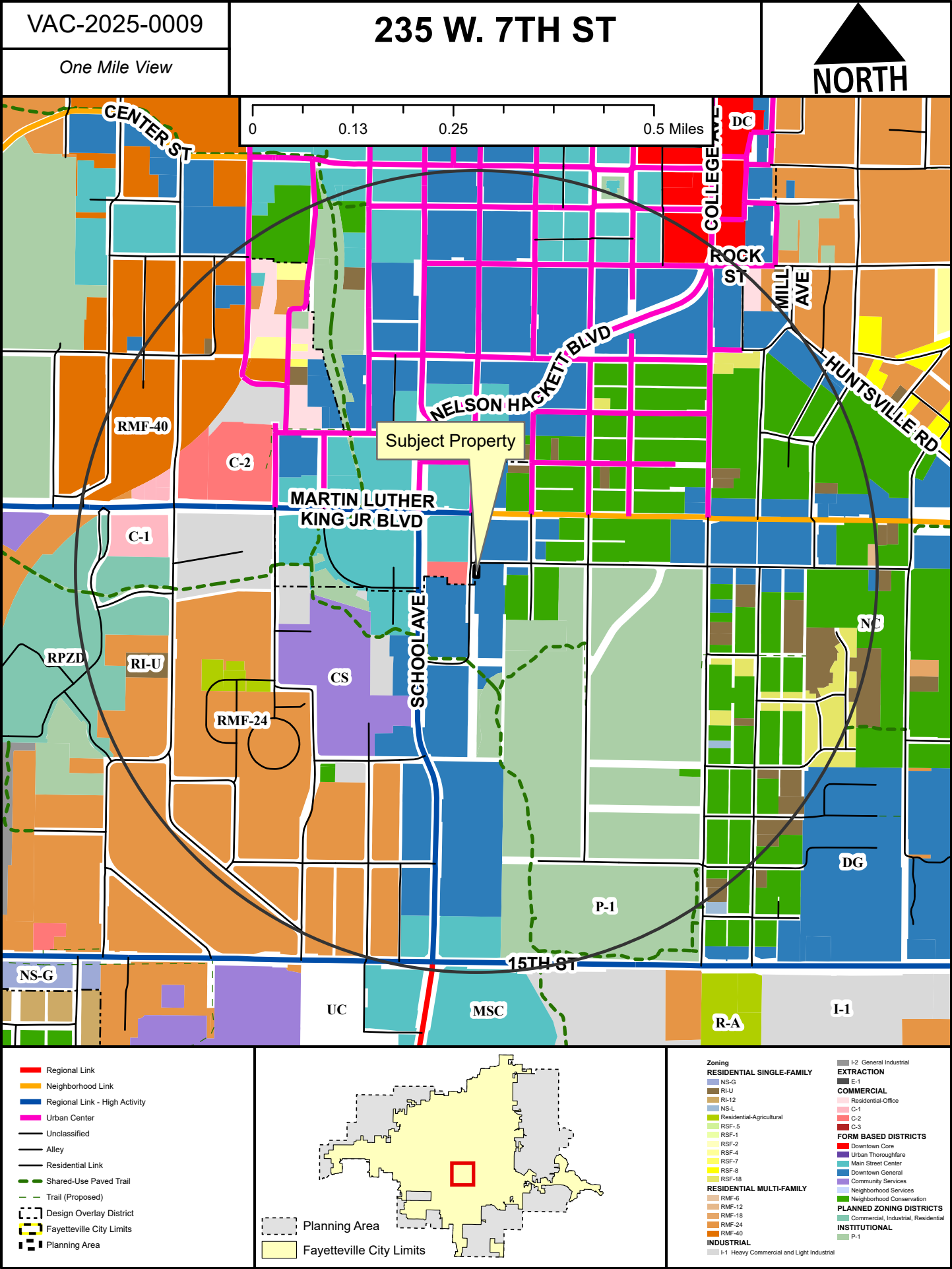
PARENT TRACT
11,770 ± SQUARE FEET
0.270 ± ACRES

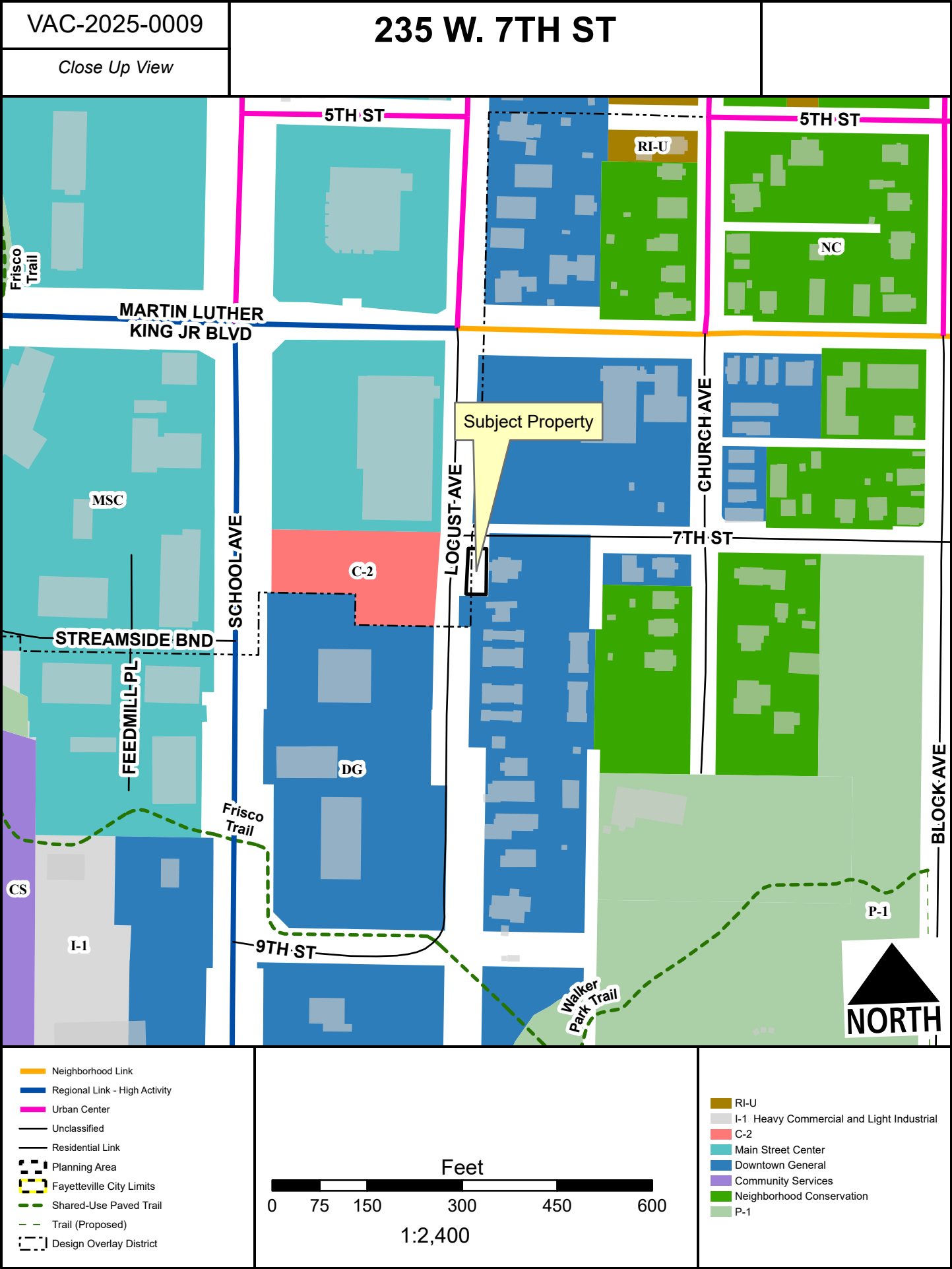
TRACT 1
5,309 ± SQUARE FEET
0.122 ± ACRES

TRACT 2
6,460 ± SQUARE FEET
0.148 ± ACRES

BY	TO
----	----

SURVEYOR JOB NUMBER: 24-7933 SURVEY DRAWN BY: AFC - 108/2024 SCALE: 1" = 40'	3825 N SHILOH DRIVE - FAYETTEVILLE, AR 72703 OFFICE 479/343-4536 - FAX 479/352-1883 SURVEYOR 479/343-4536 WWW.BLENNING.COM
PREPARED BY: TPN DESIGNED BY: TPN DATE: 10/24/2024	FOR THE USE AND BENEFIT OF: MARY ANDERSON

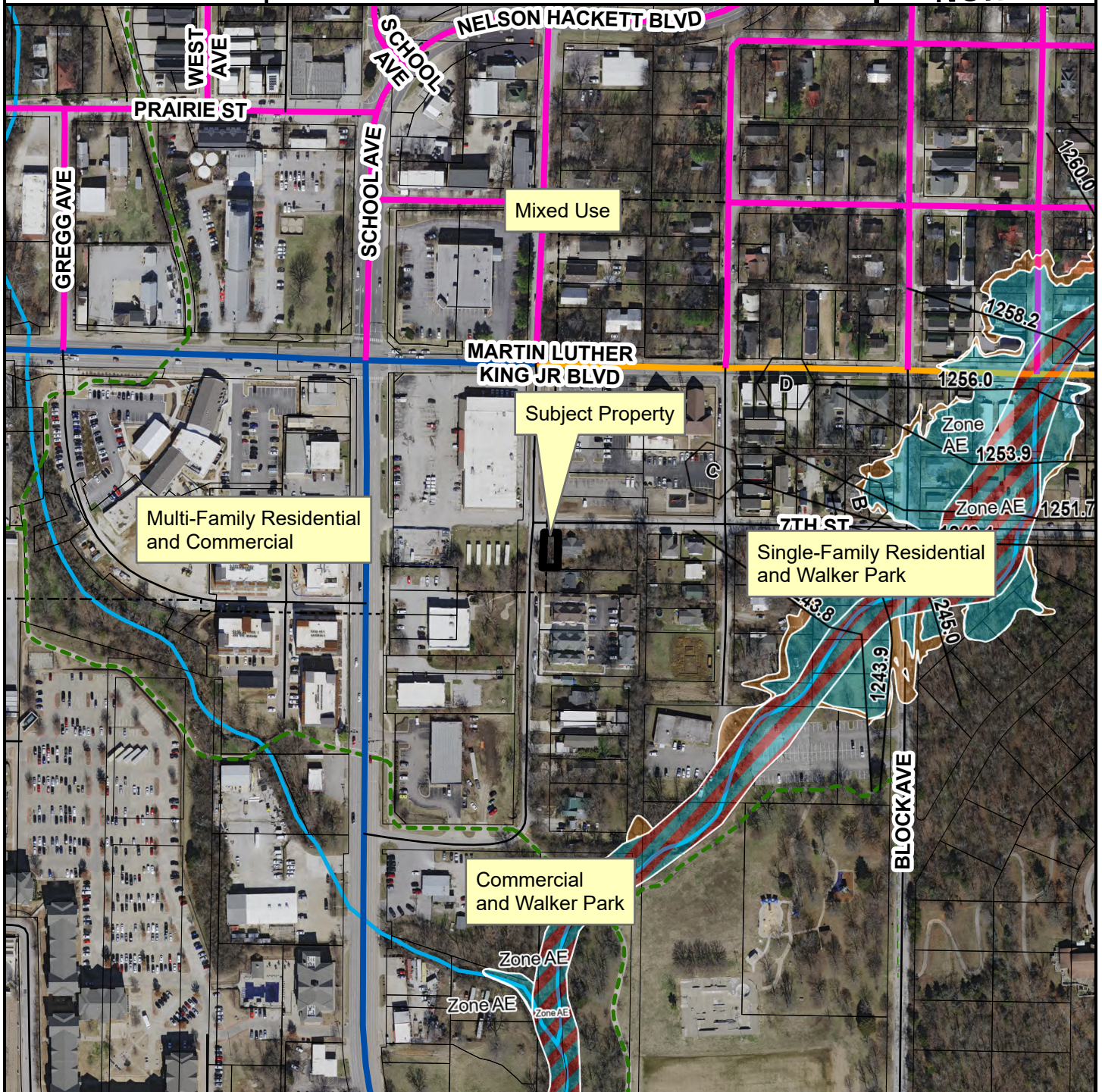




VAC-2025-0009

235 W. 7TH ST

Current Land Use



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



FEMA Flood Hazard Data

- 100-Year Floodplain
- Floodway