**May 7, 2024**

# AGENDA ITEM SUMMARY

City Council

## STAFF

Paul Sizemore, Director, Community Development & Neighborhood Services

## SUBJECT

**Mason Street Infrastructure Overall Development Plan Appeal.**

## EXECUTIVE SUMMARY

The purpose of this quasi-judicial item is to consider an appeal of the Planning and Zoning Commission's decision on February 15, 2024, approving the Mason Street Infrastructure Overall Development Plan (ODP) #ODP230001. The ODP was approved on a vote of 5-0 (Stegner did not participate due to a conflict of interest).

The Appellant, Charles Meserlian, filed a Notice of Appeal on February 27, 2024, alleging:

● That the Planning and Zoning Commission (P&Z) failed to conduct a fair hearing in that they **considered evidence relevant to their findings which was substantially false or grossly misleading**. The Appellants assert that:

> "During the staff presentation for the Mason Street Infrastructure Overall Development Plan (ODP), it was stated that there is plenty of space for the ultimate regional detention pond. It is believed that this is grossly misleading since there is no evidence or analysis provided to reference that the ultimate regional [detention] pond is feasible with the proposed ODP improvements."

● That the Planning and Zoning Commission (P&Z) **failed to properly interpret and apply relevant provisions of the Land Use Code and City Code –** specifically Land Use Code subsection 3.3.2(D)(5) regarding requirements for a building permit to be issued, specifically stormwater drainage facilities and appurtenances as required by Section 26-544 of the City Code. The appeal also lists City Code Section 26-543(a)(4) regarding adoption of the Dry Creek Basin Master Drainage Plan by reference.

## BACKGROUND / DISCUSSION

**Mason Street Infrastructure Overall Development Plan Overview:**

The Land Use Code states the purpose of an overall development plan to "establish general planning and development parameters for projects that will be developed in phases with multiple submittals." ODPs vary in their level of detail, and part of the purpose is to "provide flexibility for detailed planning in subsequent submittals."

The approved ODP comprises three plan sheets that show parameters and alignments for infrastructure facilities on property at the west end of Hibdon Court and extending south to Hickory Street in the North College Avenue corridor area. The infrastructure comprises a stormwater detention pond, a proposed new segment of North Mason Street, and water, sewer, and electric lines.

The property in the ODP currently comprises two land parcels. The ODP outlines proposed reconfiguration of the two existing parcels into three future lots and street right-of-way, which would be implemented in a subsequent subdivision plat. The ODP does not indicate any land uses – it only shows the infrastructure parameters.

The stormwater detention pond in the ODP is an interim pond serving potential development on the subject property. It has been coordinated with City Stormwater Master Planning for a larger future regional pond that will be part of a larger system serving the west side of North College. The ultimate future pond will expand upon what is constructed at this time by the ODP applicant team, and will be designed and constructed with Stormwater Capital Improvement Project prioritization and funding.

In other words, the pond shown in the ODP represents partial, interim development toward the ultimate regional pond. The future regional pond would incorporate the work shown in the ODP while enlarging, expanding, and adjusting it as needed.

The ODP shows a new developable lot with additional street frontage which is currently proposed for a Fort Collins Rescue Mission homeless shelter in a separate development plan submittal.

**First Issue on Appeal:**

**Fair Hearing.** The first question for Council is: Did the Planning and Zoning fail to conduct a fair hearing by considering evidence relevant to its findings which was substantially false or grossly misleading? *[New evidence allowed.]*

The appeal involves a stormwater detention pond shown in the ODP.

This allegation refers to Land Use Code subsection 3.3.2(D)(5) - *Stormwater Drainage* which requires a building permit applicant to provide stormwater facilities and appurtenances as required by City Code subsection 26-544(a) for a subdivision plat.

The record does not mention these code subsections.

Neither of these subsections pertains to ODPs.

Land Use Code subsection 3.3.2(D)(5) pertains to building permits. It is under the heading *"Required Improvements Prior to Issuance of Building Permit".* Building Permits are much later steps in the process of land development.

Similarly, City Code subsection 26-544(a) pertains to final approval of subdivision plats and construction plans, which are much later steps in the process of land development.

The bulk of the allegation's explanations involves the text of 26-544(a) shown here with bold added to highlight applicability:

> "26-544(a) - **Prior to the final approval of the plat of any subdivision, or prior to commencement of construction** upon any lot or parcel of land for which a drainage report and construction plan for the installation of stormwater facilities has not been prepared and approved by the City, the owners of the property being subdivided or upon which construction is being commenced shall, at such owners cost, prepare a detailed drainage report and construction plans for the installation of all stormwater facilities required for such subdivision or lot, including any off-site facilities required to convey stormwater to existing drains, channels, streams, detention ponds or other points, <u>all in conformity with the master plan of the stormwater basins</u>, the Fort Collins Stormwater Criteria Manual adopted pursuant to § 26-500, and the Water Utilities Development Construction Standards adopted pursuant to §26-29."

The detailed drainage report and construction plans mentioned here would be part of Project Development Plans and Final Development Plans.

The allegation underlines the requirement for stormwater facilities to be installed in conformity with the master plan of the stormwater basin. The ODP is in Dry Creek Basin, and the allegation mentions master plan documents for the basin. Those are not part of the record, but they were used by staff in the review of the ODP and recommendation of approval. Staff's recommendation of approval was then part of the basis for approval by the P&Z Commission.

The allegation continues with this explanation, with bold added to highlight the allegation:

> "Throughout the "Overall Drainage Report — Mason Street Infrastructure", prepared by Northern Engineering, dated December I5th, 2023, it is stated that the "regional" pond proposed is an interim pond that will account for the existing detention volume in addition to the developments required detention volume. The drainage report acknowledges that "notable offsite-runoff passes directly through the project site. It will not be quantified with the interim drainage design..." It also states that "Fort Collins will provide analysis of the upstream basins and the design of the ultimate regional Detention Pond." **During the Staff presentation for the Mason Street Infrastructure Overall Development Plan (ODP), it was stated that there is plenty of space for the ultimate regional detention pond. It is believed that this is grossly misleading since there is no evidence or analysis provided to reference that the ultimate regional pond is feasible with the proposed ODP improvements."**

Regarding the assertion that staff stated there is plenty of space for the ultimate pond, staff does not find that statement per se in the record.

The record includes slightly more nuanced explanations to that effect; and it is true that staff finds that the space in the ODP can work for master planned regional detention, using the level of detail in the ODP.

Specifically, staff explained that drainage in the area has been studied for approximately the past 20 years or so; the regional detention pond is identified as a need; and the ODP represents an interim, partial step which is a major advantage to the City with parameters for earthwork that would help create an initial portion of the future regional system, which will continue to be formulated by the City.

Pertinent evidence includes:

- Transcript p. 5, lines 39-41.
- Transcript p. 7, lines 11-12.
- Transcript p. 9, lines 24-36.

The Overall Drainage Report mentioned in the allegation was not included in the package for the P&Z hearing.

However, staff's evaluation of the ODP was based on the Overall Drainage Report and master planning studies mentioned in the allegation.

Staff's recommendation of approval reflects analysis which indicates that the proposed interim pond can be adapted into an ultimate regional pond. The future capital project design will include a public outreach effort to obtain input and incorporate multi-objective benefits and considerations as well as technical aspects including hydrologic and hydraulic parameters. These considerations will influence the size, shape and character of the regional pond.

Appeal allegations conclude with this further explanation (underline added for emphasis):

> "An Overall Development Plan (ODP) is the groundwork or masterplan for future development. Without knowing what all entails the requirements of the regional pond, dependent on upstream analysis provided by the City of Fort Collins, this should be considered an incomplete masterplan or incomplete ODP for future developments to reference. There is no evidence provided that the ultimate regional pond is achievable. It is necessary to provide this analysis and evidence at the ODP level to ensure a guarantee to the upstream property owners, stakeholders, that a regional benefit could be satisfied."

**ODP Level Requirements – Land Use Code.** For reference, pertinent Land Use Code Requirements for ODPs are:

- 2.1.3(B)(1) *Purpose and Effect*. The purpose of the overall development plan is to establish general planning and development control parameters for projects that will be developed in phases with multiple submittals while allowing sufficient flexibility to permit detailed planning in subsequent submittals.
- 2.3.2(H) The overall development plan shall be consistent with…general development standards (Article 3) that can be applied at the level of detail required for an overall development plan submittal.
- 2.3.2H(6) The overall development plan shall be consistent with the appropriate Drainage Basin Master Plan.

**ODP Level Requirements – Stormwater Criteria Manual.** The Stormwater Criteria Manual also has requirements for ODPs with pertinent quotes below.

- An ODP "does not normally entail a detailed drainage analysis but does require a general presentation of the project's features and effects on drainage and land disturbance."

Staff did not include their calculations and analysis in the record because the level of detail in the ODP is adequate for the purposes of an ODP.

**Second Issue on Appeal:**

The second question for City Council is: Did the Planning and Zoning Commission fail to properly interpret and apply relevant provisions of the Land Use Code subsection 3.3.2(D)(5) and City Code Sections 26-543(a)(4) and 26-544(a)?

The appeal does not include any explanation specific to this allegation. Neither of these subsections pertains to ODPs. The explanation of the 'fair hearing' allegation of considering false or grossly misleading evidence addresses these code subsections.

## PUBLIC OUTREACH

None.

## ATTACHMENTS

1. Notice of Hearing, Site Visit Notice and Mailing List
2. Notice of Appeal
3. Staff Report to Planning and Zoning Commission
4. Staff Presentation to Planning and Zoning Commission
5. Applicant Presentation to Planning and Zoning Commission
6. Roll Call and Attendance
7. Verbatim Transcript
8. Video Link to Planning and Zoning Commission Meeting
9. Applicant Response (Subject to Review at Hearing)
10. Presentation to Council

# Public Hearing Notice
# Site Inspection Notice
# Mailing List

Mailed April 16, 2024

**City Clerk**
300 LaPorte Avenue
PO Box 580
Fort Collins, CO 80522

**970.221.6515**
970.221-6295 - fax
*fcgov.com/cityclerk*

# PUBLIC HEARING NOTICE

## Appeal of the Planning and Zoning Commission Decision regarding the Mason Street Infrastructure ODP located at Hibdon Court and the existing access drive on a North Mason Street alignment north of Hickory Street in the North College Corridor.

The Fort Collins City Council will hold a public hearing on the enclosed appeal.

**Appeal Hearing Date**: May 7, 2024

**Time**: 6:00 pm (or as soon thereafter as the matter may come on for hearing)

**Location:** Council Chambers, City Hall, 300 LaPorte Avenue, Fort Collins, CO

**Agenda Materials**: Available after 3 pm, May 2, 2024, in the City Clerk's office and at fcgov.com/agendas.

*Why am I receiving this notice*? City Code requires that a Notice of Hearing be provided to Parties-in-Interest, which means you are the applicant of the project being appealed, have a possessory or proprietary interest in the property at issue, received a City mailed notice of the hearing that resulted in the decision being appealed, submitted written comments to City staff for delivery to the decision maker prior to the hearing resulting in the decision being appealed, or addressed the decision maker at the hearing that resulted in the decision being appealed.

Further information is available in the Appeal guidelines online at fcgov.com/appeals.

The Notice of Appeal and any attachments, any new evidence that has been submitted and presentations for the Appeal Hearing can be found at fcgov.com/appeals.

If you have questions regarding the appeal process, please contact the City Clerk's Office (970.221.6515). For questions regarding the project itself, please contact Paul Sizemore, Community Development and Neighborhood Services Director (psizemore@fcgov.com or 970.224.6140).

*Upon request, the City of Fort Collins will provide language access services for individuals who have limited English proficiency, or auxiliary aids and services for individuals with disabilities, to access City services, programs and activities. Contact 970.221.6515 (V/TDD: Dial 711 for Relay Colorado) for assistance. Please provide advance notice. Requests for interpretation at a meeting should be made by noon the day before.*

*A solicitud, la Ciudad de Fort Collins proporcionará servicios de acceso a idiomas para personas que no dominan el idioma inglés, o ayudas y servicios auxiliares para personas con discapacidad, para que puedan acceder a los servicios, programas y actividades de la Ciudad. Para asistencia, llame al 970.221.6515 (V/TDD: Marque 711 para Relay Colorado). Por favor proporcione aviso previo cuando sea posible. Las solicitudes de interpretación en una reunión deben realizarse antes del mediodía del día anterior.*

Heather L. Walls

Heather Walls, Interim City Clerk

**Notice Mailed:** April 16, 2024
Cc: City Attorney
Community Development and Neighborhood Services
Planning and Zoning Commission

**Secretario municipal.**
300 LaPorte Avenue
PO Box 580
Fort Collins, CO 80522

**970.221.6515**
970.221-6295 - fax
*fcgov.com/cityclerk*

## AVISO DE AUDIENCIA PÚBLICA

**Apelación de la Decisión de la Comisión de Planificación y Zonificación sobre el ODP de infraestructura de Mason Street ubicado en Hibdon Court y la unidad de acceso existente en una alineación de North Mason Street al norte de Hickory Street en el corredor de North College.**

El Concejo Municipal de Fort Collins llevará a cabo una audiencia pública sobre la apelación adjunta.

**Fecha de la audiencia de apelación**: 7 de mayo de 2024

**Hora:** 6:00 p.m. (o tan pronto como el asunto pueda llegar a la audiencia)

**Ubicación:** Council Chambers, City Hall, 300 LaPorte Avenue, Fort Collins, CO

**Materiales de la agenda**: Disponibles después de las 3 p.m., 2 de mayo de 2024, en el Edificio Municipal y en fcgov.com/agendas.

*¿Por qué estoy recibiendo este aviso*? El Código de la Ciudad requiere que se proporcione un Aviso de audiencia a las partes interesadas, lo que significa que usted es el solicitante del proyecto que se está apelando, tiene un interés posesorio o de propiedad en la propiedad en cuestión, recibió un aviso por correo de la Ciudad sobre la audiencia que dio lugar a la apelación de la decisión, presentó comentarios por escrito al personal de la Ciudad para que se entregue al encargado de tomar decisiones antes de la audiencia que resultó en la apelación de la decisión o se comunicó con la persona que tomó la decisión en la audiencia que dio lugar a la apelación de la decisión.

Puede obtener más información en las directrices de apelación en línea en fcgov.com/appeals.

El Aviso de apelación y los anexos, las nuevas pruebas que se hayan presentado y las presentaciones para la audiencia de apelación se pueden encontrar en fcgov.com/appeals.

Si tiene preguntas sobre el proceso de apelación, comuníquese con el Edificio Municipal (970.221.6515). Si tiene preguntas sobre el proyecto en sí, comuníquese con Paul Sizemore, director de Desarrollo comunitario y servicios para vecindarios (psizemore@fcgov.com o 970.224.6140).

*Previa solicitud, la ciudad de Fort Collins proporcionará servicios de acceso lingüístico para personas que tienen un dominio limitado del inglés, o ayudas y servicios auxiliares para personas con discapacidades, para acceder a los servicios, programas y actividades municipales. Comuníquese al 970.221.6515 (V/TDD: Marque 711 para Relay Colorado) para obtener ayuda. Avise con antelación. Las solicitudes de interpretación en una reunión deben hacerse antes del mediodía del día anterior.*

Heather L. Walls

Heather Walls, secretaria municipal interina

**Aviso enviado por correo:** 16 de abril de 2024

Cc: Fiscal municipal
Community Development and Neighborhood Services
Planning and Zoning Commission

City Clerk
300 LaPorte Avenue
PO Box 580
Fort Collins, CO 80522
970.221.6515
970.221-6295 - fax
fcgov.com/cityclerk

# NOTICE OF SITE INSPECTION

An appeal of the Planning and Zoning Commission decision of February 15, 2024 regarding the Mason Street Infrastructure at Hibdon Court and the existing access drive on a North Mason Street alignment north of Hickory Street in the North College Corridor will be heard by the Fort Collins City Council on May 7, 2024.

Pursuant to Section 2-53 of the City Code, members of the City Council will be inspecting the site of the proposed project on May 6, 2024 at 2:30 pm. Notice is hereby given that this site inspection constitutes a meeting of the City Council that is open to the public, including the appellants and all parties-in-interest. The gathering point for the site visit will be 1311 North College, on Hibdon Ct., west of the 1311 building, Fort Collins, Colorado.

The purpose of the site inspection is for the City Council to view the site and to ask related questions of City staff to assist Council in ascertaining site conditions. There will be no opportunity during the site inspection for the applicant, appellants, or members of the public to speak, ask questions, respond to questions, or otherwise provide input or information, either orally or in writing. Other than a brief staff overview and staff responses to questions, all discussion and follow up questions or comments will be deferred to the hearing on the subject appeal to be held on May 7, 2024.

Any Councilmember who inspects the site, whether at the date and time above, or independently shall, at the hearing on the appeal, state on the record any observations they made or conversations they had at the site which they believe may be relevant to their determination of the appeal.

If you have any questions or require further information, please feel free to contact the City Clerk's Office at 970.221.6515.

Heather L. Walls

Heather Walls, Interim City Clerk

Notice Mailed: April 16, 2024

Cc: City Attorney
Community Development and Neighborhood Services

**Secretario municipal.**
300 LaPorte Avenue
PO Box 580
Fort Collins, CO 80522

**970.221.6515**
970.221-6295 - fax
*fcgov.com/cityclerk*

# AVISO DE INSPECCIÓN DEL SITIO

El 7 de mayo de 2024, el Concejo Municipal de Fort Collins escuchará una apelación de la decisión de la Comisión de Planificación y Zonificación del 15 de febrero de 2024 con respecto a la infraestructura de Mason Street en Hibdon Court y la unidad de acceso existente en una alineación de North Mason Street al norte de Hickory Street en el corredor de North College.

De conformidad con la sección 2-53 del Código de la Ciudad, los miembros del Concejo Municipal inspeccionarán el sitio del proyecto propuesto el 6 de mayo de 2024 a las 2:30 p.m. Por la presente se notifica que esta inspección del sitio constituye una reunión del Concejo Municipal que está abierta al público, incluidos los apelantes y todas las partes interesadas. El punto de reunión para la visita del sitio será 1311 North College, en Hibdon Ct., al oeste del edificio 1311, Fort Collins, Colorado.

El propósito de la inspección del sitio es para que el Concejo Municipal vea el sitio y haga preguntas relacionadas al personal de la Ciudad para ayudar al Concejo a determinar las condiciones del sitio. No habrá oportunidad durante la inspección del sitio para que el solicitante, los apelantes o los miembros del público hablen, hagan preguntas, respondan preguntas o proporcionen información o aportes, ya sea de manera oral o por escrito. Aparte de una breve descripción general del personal y las respuestas del personal a las preguntas, todas las preguntas o comentarios de debate y seguimiento se aplazarán hasta la audiencia sobre la apelación en cuestión que se llevará a cabo el 7 de mayo de 2024.

Cualquier miembro del Concejo que inspeccione el sitio, ya sea en la fecha y hora anteriores, o de forma independiente, en la audiencia sobre la apelación, declarará en el expediente cualquier observación que haya hecho o conversaciones que haya tenido en el sitio que crea que puede ser relevante para su determinación de la apelación.

Si tiene alguna pregunta o necesita más información, no dude en comunicarse con el Edificio Municipal al 970.221.6515.

Heather L. Walls

Heather Walls, secretaria municipal interina

Aviso enviado por correo: 16 de abril de 2024

Cc: Fiscal municipal
Community Development and Neighborhood Services

113 HICKORY FORT COLLINS LLC
4700 MARKETPLACE DR
JOHNSTOWN, CO 80534

115 HICKORY LLC
2775 IRIS AVE
BOULDER, CO 80304

1209 N COLLEGE LLC
109 S SHERWOOD ST
FORT COLLINS, CO 80521

1298 NORTH COLLEGE LLC
912 9TH AVE
GREELEY, CO 80631

1314 RED CEDAR CIRCLE LLC
1314 RED CEDAR CIR
FORT COLLINS, CO 80524

1415 BLUE SPRUCE LLC
401 W MOUNTAIN AVE
FORT COLLINS, CO 80521

325 HICKORY STREET LLC (.10)
CLANDERSON LLC (.20)
VERMILYEA SCOTT L/NANCY M
(.30) CSNBM LLC (.20)
1401 RIVERSIDE AVE
FORT COLLINS, CO 80524

A C F V I HOMES LLC
400 HICKORY ST
FORT COLLINS, CO 80524

ACEVEDO MA AUXILIO
ACEVEDO HUGO
FORT COLLINS, CO 80524

ALCARAZ PULIDO MARTIN
RODRIQUEZ PAUL
400 HICKORY ST LOT 194
FORT COLLINS, CO 80524

ALLEMOND LANCE
1601 N COLLEGE AVE LOT 88
FORT COLLINS, CO 80524

ALLEN ANN ROBIN
MORRIS ANGELA F
1601 N COLLEGE AVE LOT 1
FORT COLLINS, CO 80524

ALTAMIRANO CLAUDIA SANCHEZ
400 HICKORY ST LOT 161
FORT COLLINS, CO 80524

ALVAREZ ANGEL SERVANDO
GONZALEZ
400 HICKORY ST LOT 183
FORT COLLINS, CO 80524

ALVAREZ BERNARDINO
FLORES OLIVIA
400 HICKORY ST LOT 181
FORT COLLINS, CO 80524

ALVAREZ BRITRO
YOLANDA/MERA GARCIA DORA
400 HICKORY ST LOT 167
FORT COLLINS, CO 80524

ALVAREZ DANIEL
400 HICKORY ST LOT 20
FORT COLLINS, CO 80524

AMICK KENNETH R
PO BOX 1299
LAPORTE, CO 80535

ANDRESS DALE A/CARRIE L
1601 N COLLEGE AVE LOT 256
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ARK DEFENSE LLC
331 HICKORY ST UNIT 110
FORT COLLINS, CO 80524

ARMSTRONG RANDALL DEAN
MOORE CHARLOTTE MAE
1601 N COLLEGE AVE LOT 76A
FORT COLLINS, CO 80524

AUTOZONE INC
PO BOX 2198 DEPT 8700
MEMPHIS, TN 38101

AVENDANO CANDELARIA
A YURI M PEREZ
400 HICKORY ST LOT 160
FORT COLLINS, CO 80524

BAESA EDGAR ANARBOL
CONTRERAS
400 HICKORY ST LOT 143
FORT COLLINS, CO 80524

BAILEY DEBRA
1601 N COLLEGE AVE LOT 25
FORT COLLINS, CO 80524

BAKER PATTI
1601 N COLLEGE AVE LOT 9
FORT COLLINS, CO 80524

BARAY B TERECITA
400 HICKORY ST LOT 93
FORT COLLINS, CO 80524

BARBARA YANT
1601 N COLLEGE AVE LOT 331
FORT COLLINS, CO 80524

BARTZEN JULIETTE ADELE
1601 N COLLEGE AVE LOT 16
FORT COLLINS, CO 80524

BARWOOD HOLDINGS LIMITED
LLC
220 E MULBERRY ST
FORT COLLINS, CO 80524

BATES SHARILEE KATHRYN
1601 N COLLEGE AVE LOT 3
FORT COLLINS, CO 80524

BEAN DELL H
1601 N COLLEGE AVE LOT 219
FORT COLLINS, CO 80524

BEARD BRIAN R
1601 N COLLEGE AVE LOT 216
FORT COLLINS, CO 80524

BECK ROBERT R
1601 N COLLEGE AVE LOT 347
FORT COLLINS, CO 80524

BECK WALDEMAR R
1601 N COLLEGE AVE LOT 109
FORT COLLINS, CO 80524

BELVING LOUIS
1206 ALAMEDA ST
FORT COLLINS, CO 80521

BICYCLE COOPERATIVE OF
FORT COLLINS INC
331 N COLLEGE AVE
FORT COLLINS, CO 80524

BILL FULBRIGHT TRUST
FULBRIGHT WILLIAM W
400 HICKORY ST LOT 145
FORT COLLINS, CO 80524

BINKLEY DAVID
1601 N COLLEGE AVE LOT 92
FORT COLLINS, CO 80524

BLACKMAN DAVID
1601 N COLLEGE AVE LOT 341
FORT COLLINS, CO 80524

BLAKESLEE THEODORE W
1601 N COLLEGE AVE LOT 263
FORT COLLINS, CO 80524

BOJORQUEZ VICTORIA
400 HICKORY ST LOT 182
FORT COLLINS, CO 80524

BORDONI MARGARET MADELINE
1601 N COLLEGE AVE LOT 144
FORT COLLINS, CO 80524

BORREGO ERNIE
DARLING RAMONA
400 HICKORY ST LOT 147
FORT COLLINS, CO 80524

BORTH TERRY L/RONALD F SR
400 HICKORY ST LOT 83
FORT COLLINS, CO 80524

BOYER CAROL
1601 N COLLEGE AVE LOT 110
FORT COLLINS, CO 80524

BOYER DENNIS/ALMA
1601 N COLLEGE AVE LOT 34
FORT COLLINS, CO 80524

BRACKIN KENNETH TULLY JR
1601 N COLLEGE AVE LOT 53
FORT COLLINS, CO 80524

BRADBERRY DEBORAH K
1601 N COLLEGE AVE LOT 349
FORT COLLINS, CO 80524

BRAUCH RICHARD L
624 W DOUGLAS RD
FORT COLLINS, CO 80524

BROSS DEBORAH A
1601 N COLLEGE AVE LOT 68
FORT COLLINS, CO 80524

BROWELL HEIDI
400 HICKORY ST LOT 121
FORT COLLINS, CO 80524

BROWER DANA CLAUDE
1601 N COLLEGE AVE LOT 116
FORT COLLINS, CO 80524

BROWN CRAIG DAVID
1601 N COLLEGE AVE LOT 319
FORT COLLINS, CO 80524

BROWN GERALD ALVIN
1601 N COLLEGE AVE LOT 355
FORT COLLINS, CO 80524

BROWNFIELD B L
1601 N COLLEGE AVE LOT 254
FORT COLLINS, CO 80524

BUCKENDORF EARL DUANE
1601 N COLLEGE AVE LOT 365
FORT COLLINS, CO 80524

BUCKNER RJ VRIAN/YOLANDA
3701 COUNTY ROAD 11
FORT COLLINS, CO 80524

BUNN DIANNE
1601 N COLLEGE AVE LOT 258
FORT COLLINS, CO 80524

BURGESS PATRICIA
1601 N COLLEGE AVE LOT 76B
FORT COLLINS, CO 80524

BURNETT MONTE L
BURNETT MIKE
1601 N COLLEGE AVE LOT 354
FORT COLLINS, CO 80524

BYRD TONISHA
GATES CHRISTINE J
1601 N COLLEGE AVE LOT 329
FORT COLLINS, CO 80524

CAHILL KELLY
1601 N COLLEGE AVE LOT 218
FORT COLLINS, CO 80524

CALDERAS AMILCAR
LOPEZ LORENA ELIZABETH
DELGADO
400 HICKORY ST LOT 134
FORT COLLINS, CO 80524

CARACHURE SILVINO
RUIZ ELOISA
400 HICKORY ST LOT 198
FORT COLLINS, CO 80524

CARBAJAL ALMANZA MARCO
ANTONIO
400 HICKORY ST LOT 91
FORT COLLINS, CO 80524

CARBAJAL SEFERINO
400 HICKORY ST LOT 14
FORT COLLINS, CO 80524

CARLSON VIRGINIA E
1601 N COLLEGE AVE LOT 240
FORT COLLINS, CO 80524

CARREON MARTA
400 HICKORY ST LOT 94
FORT COLLINS, CO 80524

CARRICABURU ROBERT
1601 N COLLEGE AVE LOT 293
FORT COLLINS, CO 80524

CARRILLO MARISELA PEREZ
PEREZ A SANTIAGO
400 HICKORY ST LOT 92
FORT COLLINS, CO 80524

CASEY DANIEL
1601 N COLLEGE AVE LOT 11
FORT COLLINS, CO 80524

CHAVEZ JORGE LUIS CRUZ
400 HICKORY ST LOT 113
FORT COLLINS, CO 80524

CHAVEZ RENEE
CHAVEZ SANDRA
PO BOX 270554
FORT COLLINS, CO 80527

CHAVEZ REYNA
400 HICKORY ST LOT 38
FORT COLLINS, CO 80524

CHAVEZ RICKIE
1601 N COLLEGE AVE LOT 99
FORT COLLINS, CO 80524

CHAVIRA MARIA CONSUELO
400 HICKORY ST LOT 195
FORT COLLINS, CO 80524

CHENEY RICHARD
1601 N COLLEGE AVE LOT 126
FORT COLLINS, CO 80524

CHINO IGNACIA PATRICIO
400 HICKORY ST LOT 132
FORT COLLINS, CO 80524

CHOATE KEVIN J
1601 N COLLEGE AVE LOT 100
FORT COLLINS, CO 80524

CHRISTI MATTHEW
1601 N COLLEGE AVE LOT 317
FORT COLLINS, CO 80524

CITY OF FORT COLLINS
PO BOX 580
FORT COLLINS, CO 80522

CLAYTON JAMES/SHEILA
1601 N COLLEGE AVE LOT 294
FORT COLLINS, CO 80524

COBB RICHARD T/COBB TERESA
C
COBB-JONES BOBBI JO
400 HICKORY ST LOT 57
FORT COLLINS, CO 80524

COBBLESTONE DENVER
PROPCO LLC
8900 E BAHIA DR
SCOTTSDALE, AZ 85260

COLLIER SHARON
1601 N COLLEGE AVE LOT 10
FORT COLLINS, CO 80524

COLLINGS ROBERT
COLLINGS KRISTI D
1601 N COLLEGE AVE LOT 275
FORT COLLINS, CO 80524

COLVIN CATHERINE
1601 N COLLEGE AVE LOT 226
FORT COLLINS, CO 80524

CONNELL ELIZABETH A
PO BOX 1634
FORT COLLINS, CO 80522

CONTRERAS ANGELES
LOPEZ BECERRA ACENCION
400 HICKORY ST LOT 178
FORT COLLINS, CO 80524

CORDOVA MARTY/JESSICA
1601 N COLLEGE AVE LOT 358
FORT COLLINS, CO 80524

CORONA CESAR
400 HICKORY ST LOT 142
FORT COLLINS, CO 80524

CORTEZ ESTHER
1601 N COLLEGE AVE LOT 225
FORT COLLINS, CO 80524

COWAN KEITH
3240 IRIS CT
WHEAT RIDGE, CO 80033

COWAN KEITH
400 HICKORY ST LOT 68
FORT COLLINS, CO 80524

CRAIG DANNY
CRAIG MARILYN
1601 N COLLEGE AVE LOT 342
FORT COLLINS, CO 80524

CRONE MARTHA ANN
1601 N COLLEGE AVE LOT 324
FORT COLLINS, CO 80524

CROSSLAND RICHARD ALAN
1601 N COLLEGE AVE LOT 39
FORT COLLINS, CO 80524

CRUZ SAMATHA
400 HICKORY ST LOT 35
FORT COLLINS, CO 80524

CRUZ SANTIAGO SERGIO
SERRANO LUIS
400 HICKORY ST LOT 1
FORT COLLINS, CO 80524

CRUZ THERESA
400 HICKORY ST LOT 34
FORT COLLINS, CO 80524

C-THREE LLC
3500 S TIMBERLINE RD
FORT COLLINS, CO 80525

CULBERT JODEAN
1601 N COLLEGE AVE LOT 38
FORT COLLINS, CO 80524

CULBERT PEGGY LYNN
1601 N COLLEGE AVE LOT 220
FORT COLLINS, CO 80524

CULLING RANDAL W
1601 N COLLEGE AVE LOT 340
FORT COLLINS, CO 80524

CURRY LYDIA JUNE/ROBERT
JAMES
1601 N COLLEGE AVE LOT 66
FORT COLLINS, CO 80524

D AND M LARSEN FAMILY LLLP
2700 BEVAN CIR
FORT COLLINS, CO 80524

D AND S MOTELS INC
1405 N COLLEGE AVE
FORT COLLINS, CO 80524

D3 PROPERTIES LLC
5102 DAYLIGHT CT
FORT COLLINS, CO 80528

DAB FORT COLLINS LLC
PO BOX 115
FORT COLLINS, CO 80522

DALE GARY W
LAWS DORIS D
1601 N COLLEGE AVE LOT 301
FORT COLLINS, CO 80524

DAUBERT JANET L
KELLEMEYER JOHN A
1601 N COLLEGE AVE LOT 266
FORT COLLINS, CO 80524

DAVIES KIMBERLY L
KEMPER DARRYL R
1601 N COLLEGE AVE LOT 271
FORT COLLINS, CO 80524

DAVIS JAMES
VALDEZ CRUZ
5110 HOGAN CT
FORT COLLINS, CO 80528

DE LA LUZ-REBOLLO JORGE
400 HICKORY ST LOT 150
FORT COLLINS, CO 80524

DE REZA JESUS MANUEL
PUENTE
400 HICKORY ST LOT 76
FORT COLLINS, CO 80524

DEBORA JUAN M
YEPEZ DE DEBORA MARIA
DOLORES
400 HICKORY ST LOT 123
FORT COLLINS, CO 80524

DEF ENTERPRISES LLC
309 N 42ND AVE
GREELEY, CO 80634

DELGADO LUIS JOSE
1601 N COLLEGE AVE LOT 113
FORT COLLINS, CO 80524

DELREFUGIO FLORES MARIA
400 HICKORY ST LOT 116
FORT COLLINS, CO 80524

DEMATTEI RENE S
1601 N COLLEGE AVE LOT 128
FORT COLLINS, CO 80524

DESERSA LEON GALE
1601 N COLLEGE AVE LOT 90
FORT COLLINS, CO 80524

DESERSA LEON GALE/KELLY ANNE
1601 N COLLEGE AVE LOT 310
FORT COLLINS, CO 80524

DESTER JAMES L
1601 N COLLEGE AVE LOT 77
FORT COLLINS, CO 80524

DEVLIN ALICIA LYNN
1601 N COLLEGE AVE LOT 91
FORT COLLINS, CO 80524

DEVORA YEPEZ RAMONA MANUELA A
400 HICKORY ST LOT 176
FORT COLLINS, CO 80524

DIAZ CONSUELO
400 HICKORY ST LOT 163
FORT COLLINS, CO 80524

DILLER CINDY
DILLER DAVID G
1601 N COLLEGE AVE LOT 47
FORT COLLINS, CO 80524

DIOSDADA ZAPATA ANGEL
400 HICKORY ST LOT 48
FORT COLLINS, CO 80524

DLUG DIANNA L
1601 N COLLEGE AVE LOT 303
FORT COLLINS, CO 80524

DOG WALKS INTO A BAR LLC
1121 BELAIRE DR
FORT COLLINS, CO 80521

DOWNING TERRY E
400 HICKORY ST LOT 75
FORT COLLINS, CO 80524

DOYLE TERRY
1601 N COLLEGE AVE LOT 279
FORT COLLINS, CO 80524

DUGAN LACHELLE R
1601 N COLLEGE AVE LOT 212
FORT COLLINS, CO 80524

DUNHILL TOMMY
1601 N COLLEGE AVE LOT 78
FORT COLLINS, CO 80524

EARNEY JOSIE
EARNEY DONALD L
400 HICKORY ST LOT 174
FORT COLLINS, CO 80524

EICHMAN CHARLES M
1601 N COLLEGE AVE LOT 241
FORT COLLINS, CO 80524

ELLIOTT KRISTINE L
ELLIOTT LISA L
1601 N COLLEGE AVE LOT 45
FORT COLLINS, CO 80524

ELLIOTT KRISTINE L
ELLIOTT LISA L
1601 N COLLEGE AVE LOT 123
FORT COLLINS, CO 80524

ENGEL JERRY R
ENGEL ROGER D
2609 16TH AVE
GREELEY, CO 80631

ESCAJEDA JULIO CESAR MUNOZ
GARAY OLGA LETICIA ESCAJEDA
400 HICKORY ST LOT 3
FORT COLLINS, CO 80524

ESCAMILLA JERONIMO
SALGADO KARINA GAMBOA
400 HICKORY ST LOT 124
FORT COLLINS, CO 80524

EUBANK THURZA
1601 N COLLEGE AVE LOT 351
FORT COLLINS, CO 80524

FAMILY CENTER THE/LA FAMILIA
309 HICKORY ST 4
FORT COLLINS, CO 80524

FAMILY CENTER THE/LA FAMILIA
309 HICKORY ST 5
FORT COLLINS, CO 80524

FARMER SUSAN K
BROWN CHERYL L
400 HICKORY ST LOT 11
FORT COLLINS, CO 80524

FAUSTINO-CAMACHO JOSE LUIS
QUEZADA JOAQUIN
400 HICKORY ST LOT 65
FORT COLLINS, CO 80524

FEIT DONALD
1601 N COLLEGE AVE LOT 57
FORT COLLINS, CO 80524

FIRST NATIONAL BANK
1620 DODGE ST STOP 3120
OMAHA, NE 68197

FISHER RALPH
1601 N COLLEGE AVE LOT 27
FORT COLLINS, CO 80524

FITZPATRICK NICKIE C
1601 N COLLEGE AVE LOT 8
FORT COLLINS, CO 80524

FLORES LUIS ALBERTO
400 HICKORY ST LOT 100
FORT COLLINS, CO 80524

FRANK JULIE L
1601 N COLLEGE AVE LOT 261
FORT COLLINS, CO 80524

FRANK KEITH/VICKI
SELWAY LORETTA
106 ELK VALLEY RD
RED FEATHER LAKES, CO 80545

FRASCO ROGER D
VOLTZ TONI
1601 N COLLEGE AVE LOT 228
FORT COLLINS, CO 80524

FRASER FREDERICK R
FRASER TERESA A
1601 N COLLEGE AVE LOT 55
FORT COLLINS, CO 80524

FRENCH THERESA
FRENCH MICHAEL
1601 N COLLEGE AVE LOT 106
FORT COLLINS, CO 80524

FRIESEN STANLEY J SR/GALE M
REVOCABLE TRUST
8119 WHITE OWL CT
WINDSOR, CO 80550

FULFORD WILLIAM D
1601 N COLLEGE AVE LOT 230
FORT COLLINS, CO 80524

GALLEGOS JOSE M
BECERRA MAPAULA
400 HICKORY ST LOT 42
FORT COLLINS, CO 80524

GALLEGOS VELMA
VALDEZ ANDREW J
400 HICKORY ST LOT 72
FORT COLLINS, CO 80524

GARCIA ALVAREZ MARIA
GUADALUPE
3288 AMBUSH DR
WELLINGTON, CO 80549

GARCIA DANIEL
ALMARAZ ALMA ALICIA
400 HICKORY ST LOT 192
FORT COLLINS, CO 80524

GARCIA JESUS
RODRIGUEZ YENI
400 HICKORY ST LOT 15
FORT COLLINS, CO 80524

GARCIA JOSE
2903 CRUSADER ST
FORT COLLINS, CO 80524

GARCIA SANCHEZ
JOSUE/GARCIA ALICIA
1601 N COLLEGE AVE LOT 149
FORT COLLINS, CO 80524

GARRISON DAVID N
1601 N COLLEGE AVE LOT 356
FORT COLLINS, CO 80524

GARZA MADELENA
GARZA RAUL C
400 HICKORY ST LOT 96
FORT COLLINS, CO 80524

GAYTAN ROMELIA
400 HICKORY ST LOT 188
FORT COLLINS, CO 80524

GEISS JESSIE
KOEBNICK DANIEL
400 HICKORY ST LOT 78
FORT COLLINS, CO 80524

GERHARDT JACK
HAUSE PAULINE
1601 N COLLEGE AVE LOT 93
FORT COLLINS, CO 80524

GIDDENS JAMES A
1642 BIRMINGHAM DR
FORT COLLINS, CO 80526

GIFFIN AMY/LEE
2654 E 131ST PL
THORNTON, CO 80241

GILL ELVIA
1601 N COLLEGE AVE LOT 265
FORT COLLINS, CO 80524

GINKY TRUST
1601 N COLLEGE AVE LOT 318
FORT COLLINS, CO 80524

GIRON TONY JR
112 E LINCOLN AVE
FORT COLLINS, CO 80524

GLASS MICHAEL A
1601 N COLLEGE AVE LOT 257
FORT COLLINS, CO 80524

GLEBECO LLC
309 HICKORY ST UNIT 1
FORT COLLINS, CO 80524

GLEBECO LLC
309 HICKORY ST UNIT 2
FORT COLLINS, CO 80524

GLOBOK LLC
928 N LINCOLN AVE
LOVELAND, CO 80537

GOAD TERRY W
1420 N COLLEGE AVE
FORT COLLINS, CO 80524

GOMORA ROBERT J SR
GOMORA GERALDINE
1601 N COLLEGE AVE LOT 112
FORT COLLINS, CO 80524

GONDINI RUSSELL
1601 N COLLEGE AVE LOT 285
FORT COLLINS, CO 80524

GONZALEZ CRUZ FELIPE
400 HICKORY ST LOT 120
FORT COLLINS, CO 80524

GONZALEZ EBIL ARTURO LUNA
400 HICKORY ST LOT 135
FORT COLLINS, CO 80524

GONZALEZ LETICIA JULIAN
JULIAN CIRO DAMIAN PEREZ
400 HICKORY ST LOT 109
FORT COLLINS, CO 80524

GONZALEZ TERESA
ROSALES MARIA
400 HICKORY ST LOT 146
FORT COLLINS, CO 80524

GONZLAEZ OROZCO YESENIA
IBETH
MUNOZ-GRANADOS OSCAR
400 HICKORY ST LOT 199
FORT COLLINS, CO 80524

GOODRICH DEBORAH L
1601 N COLLEGE AVE LOT 200
FORT COLLINS, CO 80524

GORBAS PAUL
1601 N COLLEGE AVE LOT 204
FORT COLLINS, CO 80524

GORMAN THOMAS F
GORMAN ROCHELLE J
1601 N COLLEGE AVE LOT 338
FORT COLLINS, CO 80524

GRADO SARA L
400 HICKORY ST LOT ST 137
FORT COLLINS, CO 80524

GRANADOS ERICK BENJAMIN
GARCIA
415 HARROW ST
SEVERANCE, CO 80550

GRATITUDE LLC
PO BOX 270695
FORT COLLINS, CO 80527

GRAUBERGER ADRIANA JEAN
1601 N COLLEGE AVE LOT 236
FORT COLLINS, CO 80524

GRAVES FRANK
1601 N COLLEGE AVE LOT 142
FORT COLLINS, CO 80524

GRAY KATHLEEN MARIE
1601 N COLLEGE AVE LOT 321
FORT COLLINS, CO 80524

GRIEBEL LYNN
1601 N COLLEGE AVE LOT 299
FORT COLLINS, CO 80524

GROVER DEBORA/RANDY
1601 N COLLEGE AVE LOT 221
FORT COLLINS, CO 80524

GUEVARA GLORIA CHAVEZ
400 HICKORY ST LOT 114
FORT COLLINS, CO 80524

GULDEN JAMISON DAVID
1601 N COLLEGE AVE LOT 114
FORT COLLINS, CO 80524

GULLE LAURA E
1601 N COLLEGE AVE LOT 359
FORT COLLINS, CO 80524

GURULE MINARCA J
BREIT SHAWNA
400 HICKORY ST LOT 190
FORT COLLINS, CO 80524

GUTIERREZ JESUS R
SANTIESTEBAN FLORES
ROBERTO
400 HICKORY ST LOT 130
FORT COLLINS, CO 80524

GUTIERREZ ROSA
CISNEROS RITO
400 HICKORY ST LOT 82
FORT COLLINS, CO 80524

HAINES BRANDON KUHRT
1295 N COLLEGE AVE
FORT COLLINS, CO 80524

HANLEY TRACY SUE
424 7TH ST
GREELEY, CO 80631

HANSON WILLIAM A/MERIAM P
430 HEMLOCK ST
FORT COLLINS, CO 80524

HARLIN CAROLYN S
HARLIN RUDOLPH B
1601 N COLLEGE AVE LOT 269
FORT COLLINS, CO 80524

HARMON SUSAN A
1601 N COLLEGE AVE LOT 296
FORT COLLINS, CO 80524

HARPER MARY KATHLEEN
1601 N COLLEGE AVE LOT 273
FORT COLLINS, CO 80524

HARRIS VETA I
NEAR GARY W
400 HICKORY ST LOT 203
FORT COLLINS, CO 80524

HARVEY CHARLES
1601 N COLLEGE AVE LOT 145
FORT COLLINS, CO 80524

HARVEY CHARLES R
1601 N COLLEGE AVE LOT 117
FORT COLLINS, CO 80524

HAUCK RICHARD
ARTHUR/ROBIN ELIZABETH
1601 N COLLEGE AVE LOT 42
FORT COLLINS, CO 80524

HAYHURST JAMES E
VARDEMAN JEWEL
1601 N COLLEGE AVE LOT 227
FORT COLLINS, CO 80524

HEALTH SERVICES DISTRICT OF
NORTHERN LARIMER COUNTY
120 BRISTLECONE DR
FORT COLLINS, CO 80524

HELMUT JUNE C
400 HICKORY ST LOT 162
FORT COLLINS, CO 80524

HENDERSON GLORIA J
1601 N COLLEGE AVE LOT 348
FORT COLLINS, CO 80524

HENKE SHEA
HENKE HEATHER
400 HICKORY ST LOT 106
FORT COLLINS, CO 80524

HENTHORN FRANK II
1601 N COLLEGE AVE LOT 46
FORT COLLINS, CO 80524

HERNANDEZ MARIA ELBIA
G MIGUEL ANGEL OLIVA
400 HICKORY ST LOT 102
FORT COLLINS, CO 80524

HERNANDEZ MARIANA
HERNANDEZ MARCO A
1706 BIRMINGHAM DR
FORT COLLINS, CO 80526

HERNANDEZ MARISELA
HERNANDEZ ALDO A
400 HICKORY ST LOT 112
FORT COLLINS, CO 80524

HERNANDEZ ORTIZ JOSE
RIVERO LOPEZ MARIA DEL
REFUGI O
400 HICKORY ST LOT 101
FORT COLLINS, CO 80524

HERNANDEZ ROJAS JOSE LUIS
400 HICKORY ST LOT 177
FORT COLLINS, CO 80524

HERNANDEZ ROSA
ELIZABETH DOMINGUEZ
400 HICKORY ST LOT 64
FORT COLLINS, CO 80524

HERRERA IVETTE
TORRES MARISELA
400 HICKORY ST LOT 157
FORT COLLINS, CO 80524

HICKMAN RUSSELL SCOTT
1601 N COLLEGE AVE LOT 12
FORT COLLINS, CO 80524

HICKORY 309 LLC
262 E MOUNTAIN AVE
FORT COLLINS, CO 80524

HICKORY 337 LLC
145 N COLLEGE AVE STE F
FORT COLLINS, CO 80524

HICKORY VILLAGE COLORADO
LLC
51 W CENTER ST STE 600
OREM, UT 84057

HICKORY WAREHOUSE
DEVELOPMENT INC
PO BOX 1443
FORT COLLINS, CO 80522

HICKORY WAREHOUSE
DEVELOPMENT INC
700 N COLLEGE AVE
FORT COLLINS, CO 80524

HILPERT DAVID J
1601 N COLLEGE AVE LOT 131
FORT COLLINS, CO 80524

HINES SHARON
1601 N COLLEGE AVE LOT 330
FORT COLLINS, CO 80524

HOAG COMMERCIAL RENTALS
LLC
5856 CROOKED STICK DR
WINDSOR, CO 80550

HOLMER CONNIE R
1601 N COLLEGE AVE LOT 208
FORT COLLINS, CO 80524

HORIZON PROPERTY
MANAGEMENT INC
PO BOX 341
LAPORTE, CO 80535

HOWE BRIAN M
1601 N COLLEGE AVE LOT 232
FORT COLLINS, CO 80524

HOYT JOHN R
3600 TERRY LAKE RD
FORT COLLINS, CO 80524

HUGG TAMARA
1601 N COLLEGE AVE LOT 247
FORT COLLINS, CO 80524

HUNER SAMUEL
1601 N COLLEGE AVE LOT 334
FORT COLLINS, CO 80524

HUNTER JACKLINE
1601 N COLLEGE AVE LOT 278
FORT COLLINS, CO 80524

HUTCHINS MAX R/BONNIE A
HOBSON RONNIE
1601 N COLLEGE AVE LOT 97
FORT COLLINS, CO 80524

INTERNATIONAL CHURCH OF
THE FOURSQUARE GOSPEL
1201 N COLLEGE AVE
FORT COLLINS, CO 80524

IRON GOAT LLC
PO BOX 369
BELLVUE, CO 80512

JAQUEZ KEVIN
JAQUEZ JOSE
400 HICKORY ST LOT 44
FORT COLLINS, CO 80524

JAUKEN DOUG
1601 N COLLEGE AVE LOT 326
FORT COLLINS, CO 80524

JIMENEZ ANALISA
400 HICKORY ST LOT 88
FORT COLLINS, CO 80524

JOG LLC
4629 N OVERLAND TRL
LAPORTE, CO 80535

JOHNSON JAMES P
215 W MAGNOLIA ST STE 200
FORT COLLINS, CO 80521

JOHNSON LARRY A/JANICE H
1601 N COLLEGE AVE LOT 215
FORT COLLINS, CO 80524

JOHNSTON LYNETTE KAY
1601 N COLLEGE AVE LOT 37
FORT COLLINS, CO 80524

JONES ALLEN E
JONES EVELYN S
1601 N COLLEGE AVE LOT 115
FORT COLLINS, CO 80524

JONES BEVERLY K/BRAD A
1601 N COLLEGE AVE LOT 210
FORT COLLINS, CO 80524

JONES CHANDRA
8945 RAGING BULL LN
WELLINGTON, CO 80549

JONES ELIZABETH J
1601 N COLLEGE AVE LOT 327
FORT COLLINS, CO 80524

JONES ROXANNA
JONES TOD R/JONES NICHOLAS
1601 N COLLEGE AVE LOT 346
FORT COLLINS, CO 80524

JSPERGM INC
15737 E PRENTICE DR
AURORA, CO 80015

KALTENBERGER JAMES W
1601 N COLLEGE AVE LOT 274
FORT COLLINS, CO 80524

KAMANDY FAHIMA TRUST THE
1710 LINDEN WAY
FORT COLLINS, CO 80524

KAREN MORAK LLC (.7873)
HAPPY HOME RENTALS LLC
(2127)
4914 N COUNTY ROAD 3
FORT COLLINS, CO 80524

KEEFE KEVIN PATRICK
1601 N COLLEGE AVE LOT 248
FORT COLLINS, CO 80524

KENNA WENDY
1601 N COLLEGE AVE LOT 211
FORT COLLINS, CO 80524

KERN PEGGY JO
1601 N COLLEGE AVE LOT 270
FORT COLLINS, CO 80524

KINARD SUSAN M
1601 N COLLEGE AVE LOT 280
FORT COLLINS, CO 80524

KOSS PATRICIA
TABER RICHARD JR
1601 N COLLEGE AVE LOT 333
FORT COLLINS, CO 80524

KUTCHAR JIMMY DEAN
KUTCHAR PATRICIA ANN
1601 N COLLEGE AVE LOT 152
FORT COLLINS, CO 80524

LARSON BRADLEY RAY
1601 N COLLEGE AVE LOT 201
FORT COLLINS, CO 80524

LASCH KATHY D
1601 N COLLEGE AVE LOT 43
FORT COLLINS, CO 80524

LAUER CAROLYN
400 HICKORY ST LOT 172
FORT COLLINS, CO 80524

LAVELLE JUDITH
1601 N COLLEGE AVE LOT 83
FORT COLLINS, CO 80524

LEE-5 LLC
1908 MOHAWK ST
FORT COLLINS, CO 80525

LIVINGHOUSE KENNETH LEE
1601 N COLLEGE AVE LOT 345
FORT COLLINS, CO 80524

LLAMAS GEORGE
1601 N COLLEGE AVE LOT 82
FORT COLLINS, CO 80524

LLOYDS HOLDINGS LLC
808 E ELIZABETH ST
FORT COLLINS, CO 80524

LOMELI JOSE ANTONIO RUIZ
RUIZ ANTHONY B
400 HICKORY ST LOT 9
FORT COLLINS, CO 80524

LOPEZ ADRIANA
400 HICKORY ST LOT 153
FORT COLLINS, CO 80524

LOPEZ LISA
400 HICKORY ST LOT 41
FORT COLLINS, CO 80524

LOPEZ LORENA K
400 HICKORY ST LOT 164
FORT COLLINS, CO 80524

LOPEZ LUIS JOSE
CASTILLO ISABEL
400 HICKORY ST LOT 89
FORT COLLINS, CO 80524

LOPEZ RITA
400 HICKORY ST LOT 4
FORT COLLINS, CO 80524

LOPEZ SONIA
LEOS ALFONOSO
400 HICKORY ST LOT 104
FORT COLLINS, CO 80524

LUCAS CLINT J/STACEY R
400 HEMLOCK ST
FORT COLLINS, CO 80524

LUCAS KETURAH M
400 HICKORY ST LOT 202
FORT COLLINS, CO 80524

LUCERO MARIA E
400 HICKORY ST LOT 138
FORT COLLINS, CO 80524

LUGO ALCARAZ GREGORIO
HOLGUIN CHAVIRA
CONCEPCION
400 HICKORY ST LOT 99
FORT COLLINS, CO 80524

LUKAS FAMILY LTD
PARTNERSHIP
LUFAMCO INC
6550 GUNPARK DR
BOULDER, CO 80301

M2Y HOLDINGS LLC
1401 MAIN ST
LONGMONT, CO 80501

MADRID NELDA/JUAN M
400 HICKORY ST LOT 70
FORT COLLINS, CO 80524

MAES JOSEPH ANTHONY
400 HICKORY ST LOT 19
FORT COLLINS, CO 80524

MAES TRACY JOE
400 HICKORY ST LOT 54
FORT COLLINS, CO 80524

MAESTRY GEORGE/ANTHONY
4009 CHERRY HILLS DR
FORT COLLINS, CO 80524

MAJOR MINDY LEE
1601 N COLLEGE AVE LOT 138
FORT COLLINS, CO 80524

MALDONADO LUPE/OFELIA
400 HICKORY ST LOT 204
FORT COLLINS, CO 80524

MANTOVANI CINDY
1601 N COLLEGE AVE LOT 277
FORT COLLINS, CO 80524

MANZANARES NICK
1601 N COLLEGE AVE LOT 74
FORT COLLINS, CO 80524

MARIO LOPEZ
400 HICKORY ST LOT 122
FORT COLLINS, CO 80524

MARKS RONALD L
MARKS MARJORIE A
1601 N COLLEGE AVE LOT 291
FORT COLLINS, CO 80524

MARKUSON JANIS LOUISE
1601 N COLLEGE AVE LOT 95
FORT COLLINS, CO 80524

MARQUEZ ARMANDO JR
400 HICKORY ST LOT 98
FORT COLLINS, CO 80524

MARQUEZ GUADALUPE O
400 HICKORY ST LOT 29
FORT COLLINS, CO 80524

MARTIN FOREST R/MARIE C
1601 N COLLEGE AVE LOT 147
FORT COLLINS, CO 80524

MARTIN ROBIN
PO BOX 112
FORT COLLINS, CO 80522

MARTINEZ ANDAZOLA BERTHA RITA
400 HICKORY ST LOT 87
FORT COLLINS, CO 80524

MARTINEZ IVAN J/NOEL
400 HICKORY ST LOT 60
FORT COLLINS, CO 80524

MARTINEZ JESSICA
CHAY SON PEDRO
400 HICKORY ST LOT 69
FORT COLLINS, CO 80524

MARTINEZ POLLY ANN
MARATINEZ JIMMY
1601 N COLLEGE AVE LOT 18
FORT COLLINS, CO 80524

MARTINEZ ROSA E
CONTRERAS JOSE LUIS
400 HICKORY ST LOT 141
FORT COLLINS, CO 80524

MARYOTT JAN
1601 N COLLEGE AVE LOT 302
FORT COLLINS, CO 80524

MATTESON LOUISE P
1601 N COLLEGE AVE LOT 223
FORT COLLINS, CO 80524

MAVRICK LUCINDA
1601 N COLLEGE AVE LOT 29
FORT COLLINS, CO 80524

MCAFEE NEVA
1601 N COLLEGE AVE LOT 298
FORT COLLINS, CO 80524

MCCAFFREY SEAN MICHAEL
KADERKA ALEXANDRA ELIZABETH
400 HICKORY ST LOT 97
FORT COLLINS, CO 80524

MCCARVER ROBERT
1601 N COLLEGE AVE LOT 118
FORT COLLINS, CO 80524

MCCOLLOUM LANCE R
MARYOTT JAN M
1601 N COLLEGE AVE LOT 297
FORT COLLINS, CO 80524

MCCOY CONNIE
1601 N COLLEGE AVE LOT 251
FORT COLLINS, CO 80524

MCCULLOCH DOUGLAS K
1601 N COLLEGE AVE LOT 73
FORT COLLINS, CO 80524

MCCULLOCH MICHAELENE
1601 N COLLEGE AVE LOT 202
FORT COLLINS, CO 80524

MCFARLAND SHARON E
1601 N COLLEGE AVE LOT 119
FORT COLLINS, CO 80524

MCGARVEY LORRI JEAN
1601 N COLLEGE AVE LOT 325
FORT COLLINS, CO 80524

MCGRAW REBECCA ANN
1601 N COLLEGE AVE LOT 17
FORT COLLINS, CO 80524

MCINTYRE ROSS EDWIN
MCINTYRE BEVERLY ROSE
1601 N COLLEGE AVE LOT 44
FORT COLLINS, CO 80524

MCKEE JAMES
1601 N COLLEGE AVE LOT 264
FORT COLLINS, CO 80524

MCKENRICK MATTHEW
400 HICKORY ST LOT 111
FORT COLLINS, CO 80524

MCKUNE JAMES
MCKUNE LISA
400 HICKORY ST LOT 201
FORT COLLINS, CO 80524

MCNUTT PATRICIA
KISNER SHEILA
1601 N COLLEGE AVE LOT 272
FORT COLLINS, CO 80524

MCRAE JAMES M
PETTUS KAREN
1601 N COLLEGE AVE LOT 249
FORT COLLINS, CO 80524

MEDDLES VICTORIA
1601 N COLLEGE AVE LOT 283
FORT COLLINS, CO 80524

MEDINA ANGELICA M
GALLEGOS ERIKA
400 HICKORY ST LOT 151
FORT COLLINS, CO 80524

MEDINA CLIFF
1601 N COLLEGE AVE LOT 111
FORT COLLINS, CO 80524

MEJIA ROSENDA
1601 N COLLEGE AVE LOT 52
FORT COLLINS, CO 80524

MENDOZA REBECA
400 HICKORY ST LOT 55
FORT COLLINS, CO 80524

MENJARES THOMAS
MENJARES BEATRICE
400 HICKORY ST LOT 18
FORT COLLINS, CO 80524

MICHELE CATHERINE
1601 N COLLEGE AVE LOT 125
FORT COLLINS, CO 80524

MILAN RANDOLPH S/DEBRA A
1402 CATALPA CT
FORT COLLINS, CO 80521

MILLER DEEANN/DAVID
1601 N COLLEGE AVE LOT 50
FORT COLLINS, CO 80524

MILLS BOYD
2601 S LEMAY AVE UNIT 7-102
FORT COLLINS, CO 80525

MOORE CAROL G
1601 N COLLEGE AVE LOT 312
FORT COLLINS, CO 80524

MORALES ARMIDA HERNANDEZ
OLMOS ALEJANDRO QUINONES
400 HICKORY ST LOT 159
FORT COLLINS, CO 80524

MORDINI DENIELE
1601 N COLLEGE AVE LOT 246
FORT COLLINS, CO 80524

MORENG COMMERCIAL LLC
327 E COUNTY ROAD 60
FORT COLLINS, CO 80524

MORENO ANGELIQUA
400 HICKORY ST LOT 58
FORT COLLINS, CO 80524

MORENO KINGLSEY/FELIPA N
400 HICKORY ST LOT 67
FORT COLLINS, CO 80524

MOSMAN JACQUELINE
1601 N COLLEGE AVE LOT 238
FORT COLLINS, CO 80524

MUILLO JORGE TERAN
VEGA M ZULEMA
400 HICKORY ST LOT 133
FORT COLLINS, CO 80524

MUNGUIA EVA
400 HICKORY ST LOT 117
FORT COLLINS, CO 80524

MUNKRES DAVID W
1601 N COLLEGE AVE LOT 323
FORT COLLINS, CO 80524

MUNOZ MARIANO E
400 HICKORY ST LOT 155
FORT COLLINS, CO 80524

MUNOZ MARQUEZ JESUS
MARQUEZ JESUS MUNOZ
400 HICKORY ST LOT 140
FORT COLLINS, CO 80524

MURTISHAW JERRI J/DONALD
LESLIE
1601 N COLLEGE AVE LOT 151
FORT COLLINS, CO 80524

NASS STEPHEN L
1601 N COLLEGE AVE LOT 316
FORT COLLINS, CO 80524

NCFS LLC
300 HICKORY ST
FORT COLLINS, CO 80524

NELSON DONNA M
PO BOX 1353
WELLINGTON, CO 80549

NELSON HOLLIS JANE
1601 N COLLEGE AVE LOT 295
FORT COLLINS, CO 80524

NEWTON STEVEN J
400 HICKORY ST LOT 47
FORT COLLINS, CO 80524

NORDSTROM BARBARA
1601 N COLLEGE AVE LOT 360
FORT COLLINS, CO 80524

NORTH C33 TRUST
TRUSTEE YEJEE HOFFMAN
PO BOX 31
WINDSOR, CO 80550

NORTH COLLEGE COMMUNITY
LLC
1601 N COLLEGE AVE OFFICE
FORT COLLINS, CO 80524

NORTH COLLEGE LLC
1601 N COLLEGE AVE 48
FORT COLLINS, CO 80524

NORTH COLLEGE LLC
1601 N COLLEGE AVE LOWR
FORT COLLINS, CO 80524

NORTH COLLEGE LLC
1601 N COLLEGE AVE
FORT COLLINS, CO 80524

NORTH COLLEGE LLC
1601 N COLLEGE AVE OFC
FORT COLLINS, CO 80524

NORTH COLLEGE LLC
30262 CROWN VALLEY PKWY
#B457
LAGUNA NIGUEL, CA 92677

NORTHSIDE FOCO LLC
1600 BRENTFORD LN
FORT COLLINS, CO 80525

NOWAKOWSKI STEPHEN
NOWAKOWSKI HENRY
1601 N COLLEGE AVE LOT 245
FORT COLLINS, CO 80524

O L ENTUP LLC
PO BOX 1428
FORT COLLINS, CO 80522

OCCUPANT
1601 N COLLEGE AVE LOT 255
FORT COLLINS, CO 80524

OCHOA-CHACON RUBEN
OCHOA RUBEN
400 HICKORY ST LOT 8
FORT COLLINS, CO 80524

OLIVAS CHAVIRA JOSE LUIS
OLIVAS LUISA NALLELY
400 HICKORY ST LOT 119
FORT COLLINS, CO 80524

OLIVAS GLORIA
OLIVAS SERGIO E
400 HICKORY ST LOT 165
FORT COLLINS, CO 80524

OLSON LINNEA
1601 N COLLEGE AVE LOT 320
FORT COLLINS, CO 80524

OPM HOLDINGS LLC
3641 STAGECOACH RD
LONGMONT, CO 80504

OQUELI BALBINO
1601 N COLLEGE AVE LOT 72
FORT COLLINS, CO 80524

ORDAZ JOSE
400 HICKORY ST LOT 2
FORT COLLINS, CO 80524

ORNELAS BARBARA
400 HICKORY ST LOT 144
FORT COLLINS, CO 80524

ORTA LUIS DANIEL CARO
GRADO-WILSON ANNA L
400 HICKORY ST LOT 73
FORT COLLINS, CO 80524

ORTIZ LUISANA
ISAAC JESUS
400 HICKORY ST LOT 129
FORT COLLINS, CO 80524

ORTIZ ROBERTO
400 HICKORY ST LOT 10
FORT COLLINS, CO 80524

OVALLE ANA MARIA
400 HICKORY ST LOT 39
FORT COLLINS, CO 80524

OWL CANYON PROPERTIES LLC
525 W COUNTY ROAD 70
FORT COLLINS, CO 80524

PADGETT DEBRA DENISE
400 HICKORY ST LOT 46
FORT COLLINS, CO 80524

PADGETT STARLA J
PADGETT JOHN R
400 HICKORY ST LOT 179
FORT COLLINS, CO 80524

PAEZ DAILET MARISSA FLORES
400 HICKORY ST LOT 131
FORT COLLINS, CO 80524

PAEZ LESLY HERNANDEZ
PAEZ ERIKA
400 HICKORY ST LOT 169
FORT COLLINS, CO 80524

PANELLA DEBORAH KAYE
RUIZ ROSE MARIE
1601 N COLLEGE AVE LOT 70
FORT COLLINS, CO 80524

PARGA ALEMAN JUAN ABRAHAM
MARTINEX BANUELOS ERIKA
400 HICKORY ST LOT 80
FORT COLLINS, CO 80524

PARMELEE HELEN L
1601 N COLLEGE AVE LOT 80
FORT COLLINS, CO 80524

PAYNE PAULA
CLIFTON TERRY
1601 N COLLEGE AVE LOT 107
FORT COLLINS, CO 80524

PEREZ ANGELICA
NEVAREZ YASMIN
400 HICKORY ST LOT 126
FORT COLLINS, CO 80524

PEREZ ARACELI/JUAN
400 HICKORY ST LOT 197
FORT COLLINS, CO 80524

PEREZ BIANEY
400 HICKORY ST LOT 110
FORT COLLINS, CO 80524

PEREZ CORONA MISDRAIN
PEREZ CORONA CERSAR
400 HICKORY ST LOT 32
FORT COLLINS, CO 80524

PEREZ DANIEL A
400 HICKORY ST LOT 149
FORT COLLINS, CO 80524

PEREZ GARCIA LUCIO
RIVERA MARISA S MERA
400 HICKORY ST LOT 166
FORT COLLINS, CO 80524

PEREZ RAUL VARGAS
OBISPO JUANA
1601 N COLLEGE AVE LOT 287
FORT COLLINS, CO 80524

PETERS MARIE
1601 N COLLEGE AVE LOT 229
FORT COLLINS, CO 80524

PETRI ROBERT
1601 N COLLEGE AVE LOT 313
FORT COLLINS, CO 80524

PETTIT COLLEEN
1601 N COLLEGE AVE LOT 69
FORT COLLINS, CO 80524

PIAZZA MARIANNE
1601 N COLLEGE AVE LOT 239
FORT COLLINS, CO 80524

PITTMAN KENNA
1601 N COLLEGE AVE LOT 127
FORT COLLINS, CO 80524

PLETCHER DANIEL III
1601 N COLLEGE AVE LOT 276
FORT COLLINS, CO 80524

PLOCK WALDEN E JR
1601 N COLLEGE AVE LOT 209
FORT COLLINS, CO 80524

POINTER BONNIE LOU
1601 N COLLEGE AVE LOT 22
FORT COLLINS, CO 80526

POLICICCHIO TONY JOHN
1601 N COLLEGE AVE LOT 63
FORT COLLINS, CO 80524

PONCE CRUZ VELIA RUIZ
400 HICKORY ST LOT 185
FORT COLLINS, CO 80524

POUDRE VALLEY HEALTH CARE
INC
2315 E HARMONY RD STE 200
FORT COLLINS, CO 80528

PRADO VANESSA C
400 HICKORY ST LOT 118
FORT COLLINS, CO 80524

PRESTON SUSAN K
1601 N COLLEGE AVE LOT 231
FORT COLLINS, CO 80524

PWS PROPERTIES LLC
PO BOX 448
FORT COLLINS, CO 80522

QR INC
PO BOX 2112
FORT COLLINS, CO 80522

QUAM ROGER K
1601 N COLLEGE AVE LOT 102
FORT COLLINS, CO 80524

QUEZADA BARDERRAMA
MONICA J
QUEZADA NATALIE
400 HICKORY ST LOT 6
FORT COLLINS, CO 80524

R AND S HOLDINGS LLC
1235 N COLLEGE AVE
FORT COLLINS, CO 80524

RAMIREZ BENIGNO
1601 N COLLEGE AVE LOT 308
FORT COLLINS, CO 80524

RAMIREZ NANCY A
400 HICKORY ST LOT 186
FORT COLLINS, CO 80524

RANDOLPH SCOT F
1601 N COLLEGE AVE LOT 60
FORT COLLINS, CO 80524

RASCON HERMILA RANGEL
GALAZ MIGUEL ARELLANO
400 HICKORY ST LOT 31
FORT COLLINS, CO 80524

RED CEDAR CIRCLE LLC
4731 WESTRIDGE DR
FORT COLLINS, CO 80526

REED DAYNE A
1601 N COLLEGE AVE LOT 353
FORT COLLINS, CO 80524

RENLEY DENNIS D
1601 N COLLEGE AVE LOT 233
FORT COLLINS, CO 80524

RENTERIA VERONICA
400 HICKORY ST LOT 43
FORT COLLINS, CO 80524

REYES GABRIELA QUINTERO
400 HICKORY ST LOT 196
FORT COLLINS, CO 80524

REYES GREGORIO ANTONIO
SANCHEZ
400 HICKORY ST LOT 17
FORT COLLINS, CO 80524

REYNA JESUS ISAAC
400 HICKORY ST LOT 170
FORT COLLINS, CO 80524

REYNOLDS SPECIAL LLC
1633 KIT ST
SEVERANCE, CO 80550

RHLJBL LLC
3715 COPPER SPRING DR
FORT COLLINS, CO 80528

RIBOTA CATALINA
WHITE ANDREW J
400 HICKORY ST LOT 13
FORT COLLINS, CO 80524

RICE BRUCE
1601 N COLLEGE AVE LOT 284
FORT COLLINS, CO 80524

RICE JEROME C
1601 N COLLEGE AVE LOT 290
FORT COLLINS, CO 80524

RICE WILMA JEAN
1601 N COLLEGE AVE LOT 282
FORT COLLINS, CO 80524

RICHARDSON HENRIETTA A
1601 N COLLEGE AVE LOT 81
FORT COLLINS, CO 80524

RICHEY ADDIE
KILLERMAN CATRINE
301 RIDGEWOOD CT
FORT COLLINS, CO 80524

RICKETSON JAMES H
1601 N COLLEGE AVE LOT 104
FORT COLLINS, CO 80524

RIGGS LOIS J
RIGGS DANIEL B
1601 N COLLEGE AVE LOT 235
FORT COLLINS, CO 80524

RIVAS NORMA V
400 HICKORY ST LOT 52
FORT COLLINS, CO 80524

ROBERTS JERRY A
GARRISON EARL R
1601 N COLLEGE AVE LOT 281
FORT COLLINS, CO 80524

RODRIGUEZ CHRISTY L
RODRIGUEZ MIKE P
400 HICKORY ST LOT 139
FORT COLLINS, CO 80524

RODRIGUEZ ESCAMILLA
GAMALIEL
400 HICKORY ST LOT 56
FORT COLLINS, CO 80524

RODRIGUEZ MIRNA
CANO R MARIA MARTHA
400 HICKORY ST LOT 49
FORT COLLINS, CO 80524

RODRIGUEZ TARIN MARTINA
IBANEZ TREJO NOE ISRAEL
400 HICKORY ST LOT 81
FORT COLLINS, CO 80524

ROJAS EDITH HERNANDEZ
SILVESTRE BELLO
PO BOX 1221
FORT COLLINS, CO 80522

ROMERO ALICIA LOPEZ
400 HICKORY ST LOT 37
FORT COLLINS, CO 80524

ROMERO ANNIE MARIE
1601 N COLLEGE AVE LOT 224
FORT COLLINS, CO 80524

ROSENFELDER PATTI R
1601 N COLLEGE AVE LOT 307
FORT COLLINS, CO 80524

ROSTAD KENNETH O
3630 TERRYRIDGE RD
FORT COLLINS, CO 80524

RUA MARY
1601 N COLLEGE AVE LOT 262
FORT COLLINS, CO 80524

RUIZ CARLOS A JR
1601 N COLLEGE AVE LOT 54
FORT COLLINS, CO 80524

RUPP JULIE A
1601 N COLLEGE AVE LOT 41
FORT COLLINS, CO 80524

RUSH FAMILY LLC
5095 MCINTYRE ST
GOLDEN, CO 80403

SADD MICHELE M
1601 N COLLEGE AVE LOT 234
FORT COLLINS, CO 80524

SAGE DAROLD
1601 N COLLEGE AVE LOT 65
FORT COLLINS, CO 80524

SALVATION ARMY
PO BOX 2369
DENVER, CO 80201

SANTOS SELINA MARIE
RODRIGUEZ CASTILLO VICTOR MANUEL
400 HICKORY ST LOT 53
FORT COLLINS, CO 80524

SAPIEN JUAN CARLOS
400 HICKORY ST LOT 90
FORT COLLINS, CO 80524

SAUCEDO-ZURICH KATHY
1601 N COLLEGE AVE LOT 306
FORT COLLINS, CO 80524

SCHAEFER CARL M
1601 N COLLEGE AVE LOT 64
FORT COLLINS, CO 80524

SCHMIDT LORETTA DEE
SUAREZ RACHEL
1601 N COLLEGE AVE LOT 305
FORT COLLINS, CO 80524

SERRANO YARICZA
712 SITKA ST
FORT COLLINS, CO 80524

SHAH AZHAR MEHDI
1601 N COLLEGE AVE LOT 366
FORT COLLINS, CO 80524

SHANNON JENNIFER
400 HICKORY ST LOT 125
FORT COLLINS, CO 80524

SHEAMAN GLORIA JEAN
1601 N COLLEGE AVE LOT 243
FORT COLLINS, CO 80524

SHIELDS SANDRA
1601 N COLLEGE AVE LOT 222
FORT COLLINS, CO 80524

SHINE JODY
1601 N COLLEGE AVE LOT 352
FORT COLLINS, CO 80524

SHOLAR DIANE
1601 N COLLEGE AVE LOT 98
FORT COLLINS, CO 80524

SIMONTON KENDALL R
1601 N COLLEGE AVE LOT 253
FORT COLLINS, CO 80524

SKOGLUND PENNELOPE
1601 N COLLEGE AVE LOT 206
FORT COLLINS, CO 80524

SMILIE DENNIS
1232 RED CEDAR CIR
FORT COLLINS, CO 80524

SMITH BARBARA D
400 HICKORY ST LOT 148
FORT COLLINS, CO 80524

SMITH HAWELL DANIEL
LUCERO DONNA KAY
1601 N COLLEGE AVE LOT 79
FORT COLLINS, CO 80524

SMITH SARA L
SMITH CARMEN T HERRERA
1601 N COLLEGE AVE LOT 121
FORT COLLINS, CO 80524

SMOLE SHERRY
COOLEY RANDY
400 HICKORY ST LOT 45
FORT COLLINS, CO 80524

SMYTHE JOHN M
1601 N COLLEGE AVE LOT 364
FORT COLLINS, CO 80524

SNAP BRIGHTON LLC
88 INVERNESS CIR E STE B104
ENGLEWOOD, CO 80112

SNOOK PATRICIA A
1601 N COLLEGE AVE LOT 304
FORT COLLINS, CO 80524

SOLOMON ALBERTA R
1601 N COLLEGE AVE LOT 150
FORT COLLINS, CO 80524

SORTAIS BIRTHE L
COLLINGS KRISTI D
1601 N COLLEGE AVE LOT 214
FORT COLLINS, CO 80524

STAATS ROBERT BRYANT II
1919 EDINBURGH ST
RAWLINS, WY 82301

STACKHOUSE JOHN
OAKLEY BARBARA
1601 N COLLEGE AVE LOT 260
FORT COLLINS, CO 80524

STARKE WILLIAM
DILLON CHARLES R
PO BOX 1102
LAPORTE, CO 80535

STATON MARK
STATON SUSAN
1601 N COLLEGE AVE LOT 30
FORT COLLINS, CO 80524

STEVENS SHELLI
1601 N COLLEGE AVE LOT 363
FORT COLLINS, CO 80524

STEWART ISABELLE MARION
1601 N COLLEGE AVE LOT 335
FORT COLLINS, CO 80524

STEWART ROMA K
1601 N COLLEGE AVE LOT 288
FORT COLLINS, CO 80524

STOKES CHRIS ALLEN
1601 N COLLEGE AVE LOT 122
FORT COLLINS, CO 80524

STOUT BOBBY G
STOUT PATRICIA L
400 HICKORY ST LOT 27
FORT COLLINS, CO 80524

STULTZ JOHNNIE KENT/ROSALIE
1601 N COLLEGE AVE LOT 267
FORT COLLINS, CO 80524

SUSSEX JOHN
DAUBERT LOIS
1601 N COLLEGE AVE LOT 143
FORT COLLINS, CO 80524

SWITZER CONSTANCE A
1601 N COLLEGE AVE LOT 344
FORT COLLINS, CO 80524

TEAGER REX A
1601 N COLLEGE AVE LOT 242
FORT COLLINS, CO 80524

TEEGARDEN FRANKLIN
1601 N COLLEGE AVE LOT 213
FORT COLLINS, CO 80524

TEICH ALLEN
TEICH MARY LOU
2659 W 45TH ST
LOVELAND, CO 80538

THIELEN ROBERT A
PO BOX 664
LAPORTE, CO 80535

THOMPSON KATHLEEN M
1601 N COLLEGE AVE LOT 203
FORT COLLINS, CO 80524

THOMPSON PROPERTIES LLC
PO BOX 1167
LAPORTE, CO 80535

TILRAY FORT COLLINS LLC
655 MADISON AVE STE 1900
NEW YORK, NY 10065

TOMLINSON PHILLIP F JR
TOMLINSON SUSAN
1601 N COLLEGE AVE LOT 101
FORT COLLINS, CO 80524

TONGATE LEWANDA LEE
1601 N COLLEGE AVE LOT 7
FORT COLLINS, CO 80524

TOROK GERALDINE L
1601 N COLLEGE AVE LOT 4
FORT COLLINS, CO 80524

TORRES VANESSA
SOTO VICTOR
400 HICKORY ST LOT 115
FORT COLLINS, CO 80524

TORREZ CARMEN
1601 N COLLEGE AVE LOT 6
FORT COLLINS, CO 80524

TREJO ALONSO
RIOS DIANA
400 HICKORY ST LOT 105
FORT COLLINS, CO 80524

TRENT DAVID W
GRENEMYER ALLYNE A
1601 N COLLEGE AVE LOT 314
FORT COLLINS, CO 80524

TROUDT WILLIAM LEE
1601 N COLLEGE AVE LOT 105
FORT COLLINS, CO 80524

TRUDEAU AMY E
1601 N COLLEGE AVE LOT 336
FORT COLLINS, CO 80524

TUPICA AMY
400 HICKORY ST LOT 21
FORT COLLINS, CO 80524

UNION PACIFIC RAILROAD CO
1400 DOUGLAS ST STOP 1640
OMAHA, NE 68179

UNITED STATES OF AMERICA
BUREAU OF LAND MANAGEMENT
1313 SHERMAN ST
DENVER, CO 80203

VALDEZ FERMIN JR
1601 N COLLEGE AVE LOT 87
FORT COLLINS, CO 80524

VALDEZ LILY
1601 N COLLEGE AVE LOT 14
FORT COLLINS, CO 80524

VALDEZ MARY A/ANDREW D
1601 N COLLEGE AVE LOT 361
FORT COLLINS, CO 80524

VALENCIA RUIZ ANGEL R
400 HICKORY ST LOT 5
FORT COLLINS, CO 80524

VAQUERA RUBEN
VENEGAS SILVINA
400 HICKORY ST LOT 168
FORT COLLINS, CO 80524

VARGAS ROSA MARTINEZ
400 HICKORY ST LOT 62
FORT COLLINS, CO 80524

VEGA LAURA LISA
CHAVEZ MARTIN ADRIAN
SALDIVAR
400 HICKORY ST LOT 95
FORT COLLINS, CO 80524

VENEGAS MAYRA
GONZALEZ HUGO
400 HICKORY ST LOT 171
FORT COLLINS, CO 80524

VENEGAS MIRANDA RODOLFO
400 HICKORY ST LOT 128
FORT COLLINS, CO 80524

VENZOR BRISSA
400 HICKORY ST LOT 154
FORT COLLINS, CO 80524

VENZOR SOCORRO
400 HICKORY ST LOT 108
FORT COLLINS, CO 80524

VENZOR SONIA
400 HICKORY ST LOT 103
FORT COLLINS, CO 80524

VERGARA MERCEDES
400 HICKORY ST LOT 187
FORT COLLINS, CO 80524

VILLALOBOS EVA PEREZ
SILVERIO NICHOLAS
400 HICKORY ST LOT 86
FORT COLLINS, CO 80524

WALKER VALERIE C
1601 N COLLEGE AVE LOT 339
FORT COLLINS, CO 80524

WANDER LLC
6400 SW 107TH ST
PINECREST, FL 33156

WANKIER LANCE
WINGATE SUSAN
3107 SERRANO DR
CARLSBAD, CA 92009

WARES CYNTHIA ANN
WARES JENNIFER RAE
1601 N COLLEGE AVE LOT 337
FORT COLLINS, CO 80524

WEAVER JOHN CRAIG/MONICA
1601 N COLLEGE AVE LOT 140
FORT COLLINS, CO 80524

WEBB DEE
1601 N COLLEGE AVE LOT 67
FORT COLLINS, CO 80524

WEIS MICHAEL LEE
1601 N COLLEGE AVE LOT 137
FORT COLLINS, CO 80524

WENNERSTEN DARLENE
400 HICKORY ST LOT 7
FORT COLLINS, CO 80524

WERTH LUNETTE K
1601 N COLLEGE AVE LOT 244
FORT COLLINS, CO 80524

WEST DONNA
1601 N COLLEGE AVE LOT 259
FORT COLLINS, CO 80524

WEST RODNEY I/SHARON L
DAVIS PATRICIA A
1601 N COLLEGE AVE LOT 19
FORT COLLINS, CO 80524

WEYMOUTH SANDRA MORGAN
400 HICKORY ST LOT 25
FORT COLLINS, CO 80524

WHITE DALE ALBERT
1601 N COLLEGE AVE LOT 273A
FORT COLLINS, CO 80524

WHITZEL CONSTANCE K/BRAD
WILLIAM
1601 N COLLEGE AVE LOT 309
FORT COLLINS, CO 80524

WILLIAMS LORI D
WARREN PAMELA G
1601 N COLLEGE AVE LOT 332
FORT COLLINS, CO 80524

WILSON DANIEL/PEGGY
2828 WAKONDA DR
FORT COLLINS, CO 80521

WILSON RODNEY A
544 N HOLLYWOOD ST
FORT COLLINS, CO 80521

WILSON SARAH
508 SUNRISE DR
LYONS, CO 80540

WINSLOW ANGELEE C
400 HICKORY ST LOT 16
FORT COLLINS, CO 80524

WIRFS VALERIE
1601 N COLLEGE AVE LOT 36
FORT COLLINS, CO 80524

WISE BRIAN
1601 N COLLEGE AVE LOT 24
FORT COLLINS, CO 80524

WOOD JR WILBUR ARTHUR
1601 N COLLEGE AVE LOT 32
FORT COLLINS, CO 80524

WOOD RONALD G/JENNIFER
L/WILLARD E
122 HIBDON CT
FORT COLLINS, CO 80524

WORRELL RICHARD
1601 N COLLEGE AVE LOT 250
FORT COLLINS, CO 80524

WRAY MARK DOUGLAS
1601 N COLLEGE AVE LOT 322
FORT COLLINS, CO 80524

WURST PAMELA C
1601 N COLLEGE AVE LOT 61
FORT COLLINS, CO 80524

YOUNG WILLIAM KENT
1601 N COLLEGE AVE LOT 311
FORT COLLINS, CO 80524

ZAMORA CHAD
400 HICKORY ST LOT 156
FORT COLLINS, CO 80524

ZAMORA FUENTES MONICA
ZAMORA MARIA
400 HICKORY ST LOT 63
FORT COLLINS, CO 80524

ZAMORA FUENTES MONICA
AVALOS A JUAN DANIEL
400 HICKORY ST LOT 184
FORT COLLINS, CO 80524

ZARCO RICHARD
DUMAS RICHELLE/CHRISTOPHER
1601 N COLLEGE AVE LOT 300
FORT COLLINS, CO 80524

ZENDER JACQUELINE D
ZENDER DOUGLAS
1601 N COLLEGE AVE LOT 141
FORT COLLINS, CO 80524

ZEPHYR FORT COLLINS LP
8100 E UNION AVE UNIT 1104
DENVER, CO 80237

ZERVOS CLAUDIA
1601 N COLLEGE AVE LOT 289
FORT COLLINS, CO 80524

ZFH LLC
3501 BAYSHORE RD
FORT COLLINS, CO 80524

ZUNIGA JOSE LUIS
400 HICKORY ST LOT 61
FORT COLLINS, CO 80524

Charlie Meserlian
700 N College Ave
Fort Collins, CO 80524

Dave Garner
1505 N College Ave
Fort Collins, CO 80524

# Notice of Appeal

Filed by
Charles Meserlian
February 27, 2024

# NOTICE OF APPEAL

FOR CITY CLERK'S USE ONLY:
DATE FILED:
INITIALS:

REC'D BY CITY CLERK
FEB27'24PM3:57

**Action Being Appealed:** Mason Street Infrastructure - ODP Approval

**Date of Action:** 02/15/2024 **Decision Maker:** Planning & Zoning Commision

**Appellant/Appellant Representative (if more than one appellant):**

**Name:** Charles Mesulian **Phone #:** 970-490-1251

**Address:** 700 No. College Ave Ft Collins Co. 80524 **Email:** FTC Talks @ yahoo.com

**INSTRUCTIONS**

For *each allegation* marked below**, attach a separate summary of the facts contained in the record which support the allegation** of no more than two pages, Times New Roman 12-point font. Please restate allegation at top of first page of each summary.

**GROUNDS FOR APPEAL**

**The Decision Maker committed one (1) or more of the following errors** (check all that apply):

☑ Failure to properly interpret and apply relevant provisions of the City Code, the Land Use Code, and Charter. **List relevant Code and/or Charter provision(s) here, by specific Section and subsection/ subparagraph**:

LUC Division 3.3.2(d)(5) - Stormwater Drainage
Subsequent MUC Section 26-543(a)(4) - Master Drainage Plan: Dry Creek Basin
Subsequent MUC Section 26-544(a) - Conformity with master plan of the storm water facilities

Failure to conduct a fair hearing in that:

☐ (a) The Board, Commission, or other Decision Maker exceeded its authority or jurisdiction as contained in the Code or Charter. [*New evidence not allowed*]

☐ (b) The Board, Commission or other Decision Maker substantially ignored its previously established rules of procedure. [*New evidence not allowed*]

☑ (c) The Board, Commission or other Decision Maker considered evidence relevant to its findings which was substantially false or grossly misleading. [*New evidence allowed*]

☐ (d) The Board, Commission or other Decision Maker improperly failed to receive all relevant evidence offered by the appellant. [*New evidence allowed*]

☐ (e) The Board, Commission or other Decision Maker was biased against the appellant by reason of a conflict of interest or other close business, personal or social relationship that interfered with the Decision Maker's independence of judgment. [*New evidence allowed*]

**NEW EVIDENCE**

**All new evidence the appellant wishes Council to consider at the hearing on the appeal must be submitted to the City Clerk within seven (7) calendar days after the deadline for filing a Notice of Appeal and must be clearly marked as new evidence**. No new evidence will be received at the hearing in support of these allegations unless it is submitted to the City Clerk by the deadline (7 days after the deadline to file appeal) or offered in response to questions posed by Councilmembers at the hearing.

# APPELLANTS

*Parties-in-interest* have the right to file an appeal.

A party-in-interest is a person who, or organization which, has standing to appeal the final decision of a board, commission or other decision maker. Such standing to appeal is limited to the following:

- The applicant.
- Anyone who owns or occupies the property which was the subject of the decision made by the board, commission or other decision maker.
- Anyone who received the mailed notice of, or spoke at, the hearing of the board, commission or other decision maker.
- Anyone who provided written comments to the appropriate City staff for delivery to the board, commission or other decision maker prior to or at the hearing on the matter that is being appealed.
- A City Councilmember.

| | |
|---|---|
| **Signature:** Charley M[illegible] | **Date:** 2-27-24 |
| **Name:** Charles Meserlion | **Email:** FTC TRUCKS@YAHOO.Com |
| **Address:** 700 N. College Ft Collins | **Phone #:** 970-490-1251 |
| **Describe how you qualify as a party-in-interest:** | |

| | |
|---|---|
| **Signature:** | **Date:** |
| **Name:** | **Email:** |
| **Address:** | **Phone #:** |
| **Describe how you qualify as a party-in-interest:** | |

| | |
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| **Signature:** | **Date:** |
| **Name:** | **Email:** |
| **Address:** | **Phone #:** |
| **Describe how you qualify as a party-in-interest:** | |

**ATTACH ADDITIONAL SIGNATURE SHEETS AS NECESSARY**

Appeal of approval for the Mason Street Infrastructure – Overall Development Plan on the basis that the Board, Commission or other Decision Maker considered evidence relevant to its findings which was substantially false or grossly misleading.

Here are the codes in reference:

> Land Use Code Division 3.3.2(D)(5) – *Stormwater Drainage.* The applicant shall provide stormwater facilities and appurtenances as required by Section 26-544 of the City Code and, where applicable, such facilities shall conform to Section 10-37 of the City Code.

Subsequent Sections:

> Municipal Code Section 26-543(a)(4) – *Master Drainage Plans: Dry Creek Basin*:
> - Dry Creek Master Plan, prepared by URS Corporation, Inc., dated December 2002;
> - Stormwater Quality and Stream Restoration Update to the Dry Creek Basin Stormwater Master Drainage Plan, prepared by Ayres Associates, dated October 2012.
>
> Municipal Code Section 26-544(a) - Prior to the final approval of the plat of any subdivision, or prior to commencement of construction upon any lot or parcel of land for which a drainage report and construction plan for the installation of stormwater facilities has not been prepared and approved by the City, the owners of the property being subdivided or upon which construction is being commenced shall, at such owners' cost, prepare a detailed drainage report and construction plans for the installation of all stormwater facilities required for such subdivision or lot, including any off-site facilities required to convey stormwater to existing drains, channels, streams, detention ponds or other points, all *in conformity with the master plan of the stormwater basins*, the Fort Collins Stormwater Criteria Manual adopted pursuant to § 26-500, and the Water Utilities Development Construction Standards adopted pursuant to § 26-29.

Throughout the "Overall Drainage Report – Mason Street Infrastructure", prepared by Northern Engineering, dated December 15th, 2023, it is stated that the "regional" pond proposed is an interim pond that will account for the existing detention volume in addition to the developments required detention volume. The drainage report acknowledges that "notable offsite-runoff passes directly through the project site. It will not be quantified with the interim drainage design…" It also states that "Fort Collins will provide analysis of the upstream basins and the design of the ultimate regional Detention Pond." During the Staff presentation for the Mason Street Infrastructure Overall Development Plan (ODP), it was stated that there is plenty of space for the ultimate regional detention pond. It is believed that this is grossly misleading since there is no evidence or analysis provided to reference that the ultimate regional pond is feasible with the proposed ODP improvements.

An Overall Development Plan (ODP) is the groundwork or masterplan for future development. Without knowing what all entails the requirements of the regional pond, dependent on upstream analysis provided by the City of Fort Collins, this should be considered an incomplete masterplan or incomplete ODP for future developments to reference. There is no evidence provided that the ultimate regional pond is achievable. It is necessary to provide this analysis and evidence at the ODP level to ensure a guarantee to the upstream property owners, stakeholders, that a regional benefit could be satisfied.

Item 17.

REC'D BY CITY CLERK
FEB27'24PM3:57

# AVISO DE APELACIÓN

Infraestructura de Mason Street - Aprobación del ODP

**Medida apelada:**

PARA USO EXCLUSIVO DEL SECRETARIO MUNICIPAL

FECHA DE PRESENTACIÓN:

INICIALES: REC'D BY CITY CLERK FEB27'24PM3:57

**Fecha de la medida**: 02/15/2024 **Responsable de la toma de decisiones:** Comisión de Planificación y Zonificación

**Apelante/Representante del apelante (si hay más de un apelante):**


**Nombre:** Charles Meserlian **Teléfono:** 970-490-1251

**Dirección:** 700 No. College Ave Ft Collins Co. 80524 **Correo electrónico:** FTC TALLICS @ YAHOO.com


## INSTRUCCIONES

Para *cada acusación* marcada a continuación, **adjunte un resumen separado de los hechos que se encuentran en el expediente que respaldan la alegación** de no más de dos páginas, fuente Times New Roman de 12 puntos. Vuelva a exponer la acusación en la parte superior de la primera página de cada resumen.

## MOTIVOS PARA LA APELACIÓN

**El responsable de la toma de decisiones cometió uno (1) o más de los siguientes errores** (marque todos los que correspondan):

- [x] No interpretó ni aplicó correctamente las disposiciones pertinentes del Código de la Ciudad, el Código de Uso del Suelo (LUC) y los estatutos. **Mencione aquí las disposiciones pertinentes del Código o de los estatutos, por sección específica y subsección/subpárrafo:**

División 3.3.2(d)(5) del LUC: Drenaje de aguas pluviales
Sección 26-543(a)(4) de MUG subsiguiente: Plan maestro de drenaje: Ory Creek Basin
Sección 26-544(a) de MUG subsiguiente: Conformidad con el plan maestro de las instalaciones de aguas pluviales

Falta de celebración de una audiencia imparcial sobre el hecho de que:

- [ ] (a) La Junta, la Comisión u otro responsable de la toma de decisiones se excedió en su autoridad o jurisdicción según lo dispuesto en el Código o los estatutos. ***[Nueva** evidencia no permitida]*
- [ ] (b) La Junta, la Comisión u otro responsable de la toma de decisiones ignoró sustancialmente sus reglas de procedimiento previamente establecidas. ***[Nueva** evidencia no permitida]*
- [x] (c) La Junta, la Comisión u otro responsable de la toma de decisiones consideró que las pruebas que respaldaban sus conclusiones eran sustancialmente falsas o muy engañosas. *[Se permiten nuevas evidencias]*
- [ ] (d) La Junta, la Comisión u otro responsable de la toma de decisiones omitieron indebidamente presentar todas las evidencias pertinentes ofrecidas por el apelante. *[Se permiten nuevas evidencias]*
- [ ] (e) La Junta, la Comisión u otro responsable de la toma de decisiones estaba sesgado en contra del apelante por razón de un conflicto de intereses u otra relación comercial, personal o social cercana que interfería con la independencia para juzgar del responsable de la toma de decisiones. *[Se permiten nuevas evidencias]*

## NUEVAS EVIDENCIAS

**Todas las evidencias nuevas que el apelante desee que el Concejo considere en la audiencia sobre la apelación deben presentarse al secretario municipal dentro de los siete (7) días calendario posteriores a la fecha límite para presentar un Aviso de apelación y deben estar marcadas con claridad como evidencias nuevas.** No se recibirán nuevas evidencias en la audiencia en apoyo de estas acusaciones, a menos que se presenten al secretario municipal antes de la fecha límite (7 días después de la fecha límite para presentar la apelación) o se ofrezcan en respuesta a las preguntas planteadas por los concejales en la audiencia.

# APELANTES

*Las partes interesadas* tienen derecho a presentar una apelación.

Una parte interesada es una persona u organización que tiene legitimación para apelar la decisión final de una junta, comisión u otro responsable de la toma de decisiones. Dicha legitimación para apelar se limita a lo siguiente:

- El solicitante.
- Cualquier persona que posea u ocupe la propiedad que fue objeto de la decisión tomada por la junta, comisión u otro encargado de tomar decisiones.
- Cualquier persona que haya recibido el aviso enviado por correo o que haya hablado en la audiencia de la junta, comisión u otra persona encargada de tomar decisiones.
- Cualquier persona que haya proporcionado comentarios por escrito al personal municipal correspondiente para que los entregue a la junta, comisión u otro responsable de la toma de decisiones antes o durante la audiencia sobre el asunto que se está apelando.
- Un integrante del Concejo Municipal.

| | |
|---|---|
| **Firma:** [signature] | **Fecha:** 2-27-24 |
| **Nombre:** Charles Mesnlion | **Correo electrónico:** FTC TRUCKS@ YAHOO.COM |
| **Dirección:** 700 N. College Ft Collins | **Teléfono:** 970-490-1251 |
| **Describa cómo califica como parte interesada:** | |

| | |
|---|---|
| **Firma:** | **Fecha:** |
| **Nombre:** | **Correo electrónico:** |
| **Dirección:** | **Teléfono:** |
| **Describa cómo califica como parte interesada:** | |

| | |
|---|---|
| **Firma:** | **Fecha:** |
| **Nombre:** | **Correo electrónico:** |
| **Dirección:** | **Teléfono:** |
| **Describa cómo califica como parte interesada:** | |

**ADJUNTE HOJAS DE FIRMA ADICIONALES SI ES NECESARIO**

Apelación de la aprobación del Plan general de desarrollo de la infraestructura de Mason Street sobre la base de que la Junta, la Comisión u otro responsable de la toma de decisiones consideró evidencia relevante para sus conclusiones que era sustancialmente falsa o muy engañosa.

Estos son los códigos de referencia:

> División 3.3.2(0)(5) del Código de Uso de la Tierra: *Drenaje de aguas pluviales.* El solicitante deberá proporcionar instalaciones y accesorios de aguas pluviales, según lo requerido por la sección 26-544 del Código de la Ciudad y, cuando corresponda, dichas instalaciones deberán cumplir con la sección 10-37 del Código de la Ciudad.

Secciones posteriores:

> Sección 26-543(a)(4) del Código Municipal: *Planes maestros de drenaje: Dry Creek Basin:*
>
> - Plan maestro de Dry Creek, preparado por URS Corporation, Inc., con fecha de diciembre de 2002.
> - Actualización de la calidad de las aguas pluviales y restauración de arroyos al Plan maestro de drenaje de aguas pluviales de Dry Creek Basin, preparado por Ayres Associates, con fecha de octubre de 2012.
>
> Sección 26-544(a) del Código Municipal: antes de la aprobación final del plano catastral de cualquier subdivisión o antes del comienzo de la construcción en cualquier lote o parcela de terreno para el cual la Ciudad no haya preparado ni aprobado un informe de drenaje y un plan de construcción para la instalación de aguas pluviales, los propietarios de la propiedad que se subdivide o sobre la cual se inicia la construcción deberán, a costo de dichos propietarios, preparar un informe detallado de drenaje y planes de construcción para la instalación de todas las instalaciones de aguas pluviales requeridas para dicha subdivisión o lote, incluidas las instalaciones fuera del sitio requeridas para transportar aguas pluviales a desagües, canales, arroyos, estanques de retención u otros puntos existentes, todo *de conformidad con el plan maestro de las cuencas de aguas pluviales,* el Manual de Criterios de Aguas Pluviales de Fort Collins adoptado de conformidad con la sección 26-500, y los estándares de construcción para el desarrollo de servicios públicos de agua adoptados de conformidad con la sección 26-29.

A lo largo del "Informe general de drenaje: infraestructura de Mason Street", elaborado por Northern Engineering, con fecha del 15 de diciembre de 2023, se afirma que el estanque "regional" propuesto es un estanque provisional que representará del volumen de retención existente además del volumen de retención requerido por los desarrollos. El informe de drenaje reconoce que "la escorrentía notable fuera del sitio pasa directamente a través del sitio del proyecto. No se cuantificará con el diseño de drenaje provisional...".

También establece que "Fort Collins proporcionará un análisis de las cuencas aguas arriba y el diseño del estanque de retención regional definitivo". Durante la presentación del personal para el Plan de desarrollo general (ODP) de la infraestructura de Mason Street, se indicó que hay mucho espacio para el estanque de retención regional definitivo. Se cree que esto es muy engañoso, ya que no se proporcionan pruebas ni análisis que hagan referencia a que el estanque regional definitivo sea factible con las mejoras propuestas para el ODP.

Un Plan de desarrollo general (ODP) es la base o plan maestro para el desarrollo futuro. Sin saber lo que implican los requisitos del estanque regional, que depende del análisis aguas arriba proporcionado por la ciudad de Fort Collins, esto debe considerarse un plan maestro incompleto o un ODP incompleto para futuros desarrollos como referencia. No hay pruebas de que se pueda lograr el estanque regional definitivo. Es necesario proporcionar este análisis y evidencia a nivel del ODP para asegurar una garantía a los propietarios de propiedades aguas arriba, a las partes interesadas, de que se podría satisfacer un beneficio regional.

# Staff Report
*(with attachments)*

# Presented to the
Planning & Zoning Commission
February 15, 2024

# Development Review Staff Report



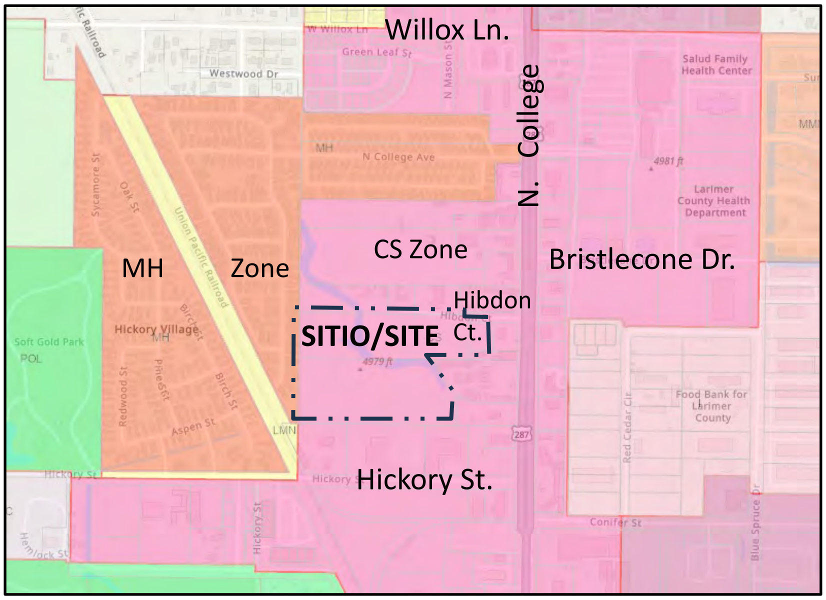
Planning and Zoning Commission Hearing February 15, 2024

**Mason Street Infrastructure Overall Development Plan**

## Summary of Request

This is a proposed Overall Development Plan (ODP), #ODP230001, for infrastructure improvements associated with a new segment of North Mason Street extending south from Hibdon Court.

## Zoning Map




## Next Steps

The ODP sets the stage for subsequent Project Development Plans (PDPs).

## Location

Hibdon Court and the existing access drive on a North Mason Street alignment north of Hickory Street in the North College Corridor. Parcel #'s 9702100918 and 9702100007.

## Property Owner

North College 1311, LLC
262 E. Mountain Avenue
Fort Collins, Colorado 80524

## Applicant/Representative

Klara Rossouw
Ripley Design Inc.
419 Canyon Avenue Ste. 200
Fort Collins, CO 80521

## Staff

Clark Mapes, City Planner

## Contents



## Staff Recommendation

Approval of the ODP.

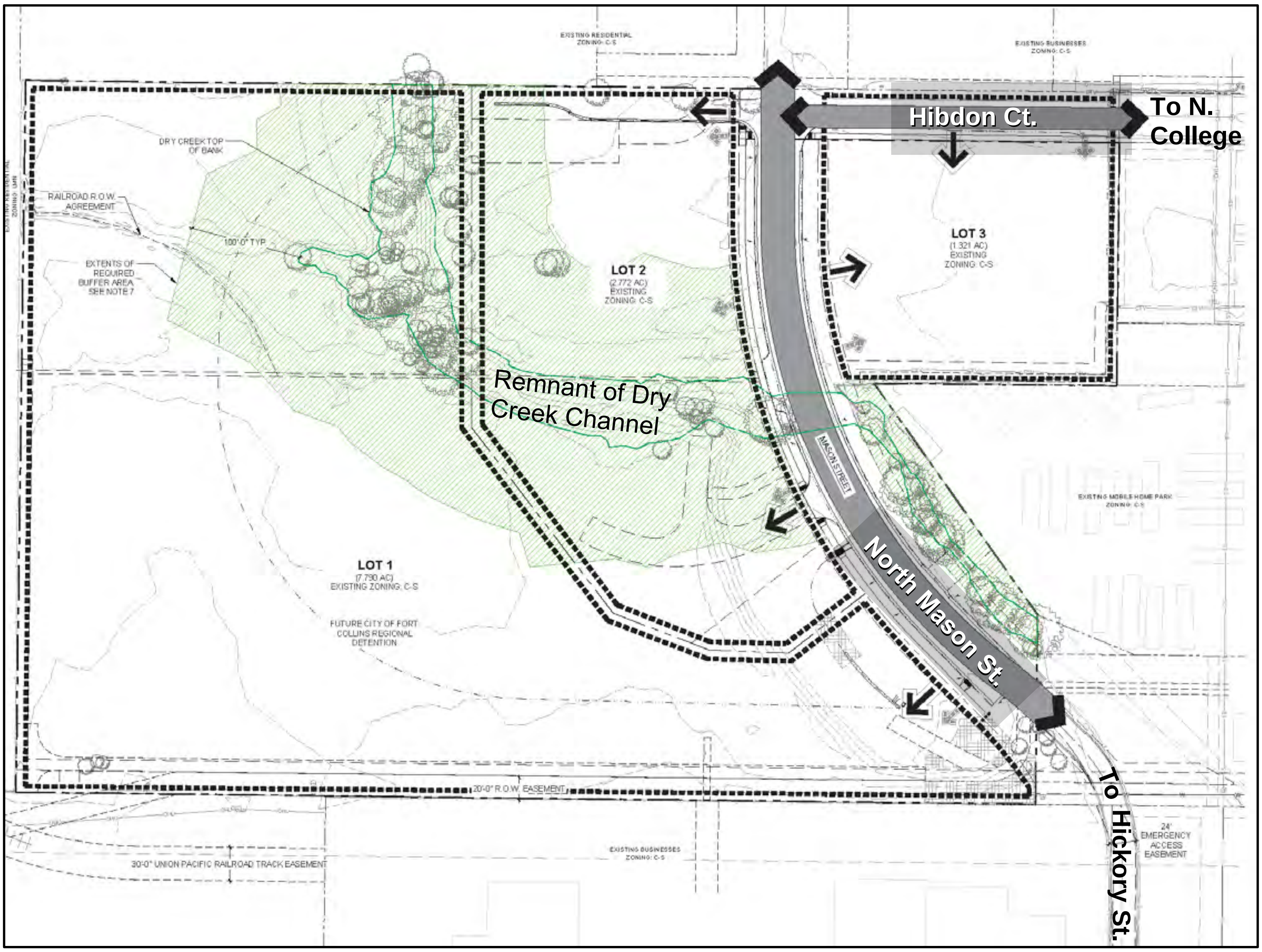
## 1. Project Introduction

### A. PROJECT DESCRIPTION

The purpose of this proposed ODP is to guide pending and future development plans by outlining some key parameters for any development on the subject property.

The property currently comprises two unplatted land parcels. The ODP outlines reconfiguration of the existing parcels into 3 future lots and right-of-way (ROW) for a segment of a future North Mason Street, to be created in a future subdivision plat. The parcel reconfiguration and a drainage plan provide for a planned regional stormwater detention facility, and for a developable lot with additional street frontage.

The plan provides a framework for vehicular access points and pedestrian connectivity, and identifies a significant natural feature -- a remnant of the original Dry Creek channel -- that will need to be addressed in detail in any subsequent Project Development Plans.



The proposed street right-of-way represents improvement of a segment of an existing 24-foot drive in an access easement, which is a step toward long-planned retrofitting of Mason Street into the area along with drainage and utility infrastructure.


The reconfiguration of land parcels as shown in the ODP involves a transaction between the owners of the two existing parcels—the applicant and the City. Negotiation of a beneficial configuration has involved significant exploration of stormwater drainage and detention needs, and implications of a natural habitat buffer zone for Dry Creek which would be required in any development.

## B. DEVELOPMENT STATUS/BACKGROUND

### 1. Annexation and Planning

The land was annexed as part of the 1959 North College Annex. The North College corridor area had been divided into multiple parcel ownership in private transactions through the first half of the 20th century. Parcels along the west side of North College were developed with a commercial strip of buildings along the highway with full-movement vehicle access to every parcel and no defined edge improvements or coordinated drainage system. Original ad hoc development included little to no attention to rear areas behind the highway frontage in terms of infrastructure or development.

Retrofitting an extension of Mason Street west of North College Avenue has been an important part of planning for the evolving North College corridor since the first North College Corridor Plan in 1995.

Extensive City planning and related investment since that time has led to numerous incremental improvements in the corridor plan area including a drainage master plan and a 2016 North College Improvements capital project that built a drainage system along the highway, sidewalks, curbs and gutters, medians, and the existing access drive. The drive exists in an access easement.

## 2. Surrounding Zoning and Land Use

| | North | South | East | West |
|---|---|---|---|---|
| **Zoning** | Service Commercial (CS) | Service Commercial (CS) | Service Commercial (CS) | Manufactured Housing (MH) |
| **Land Use** | Two houses, auto repair with outdoor storage, Montclair mobile homes with outdoor storage | Industrial operations (steel supply) | Commercial buildings along the highway, Stonecrest mobile homes | Hickory Village Manufactured Housing Development |

## 3. Dry Creek

An isolated remnant of Dry Creek runs across the subject property. Dry Creek was a significant tributary of the Poudre River prior to settlement of the area in the late 1800s and early land development in what is now the North College corridor. Its drainage basin extends 20 miles north of the city. Original development of the North College corridor was built up across the channel and floodplain, virtually eliminating the channel and most evidence of it. A few small remnants of the channel still exist, and one of those runs through the subject property. A major City capital project upstream removed the floodplain in 2006.

# 2. Comprehensive Plan

## A. CITY PLAN (2019)

*City Plan* is the comprehensive plan for the City of Fort Collins. It provides a forward-looking vision and overall policy framework for land use and transportation citywide. Land Use Code standards then implement policy direction in *City Plan*. Policy is not regulatory in the manner of the Land Use Code, but staff still considers pertinent policy direction when it aids interpretation of the standards in the review of development proposals.

## B. NORTH COLLEGE CORRIDOR PLAN (2006)

The *North College Corridor Plan* is a related element of City Plan with much more specific, pertinent policy direction tailored to the circumstances of the area. It specifically describes the need to evolve a more complete network of streets, drives, and alleyways serviced by public access and utilities, behind the highway frontage. It emphasizes the need to adapt citywide standards to fit specific circumstances when retrofitting streets into existing developed and partially developed areas.

Relatedly, it explains that "Almost any (re)development project has multiple infrastructure needs and one requirement leads to another, all the way down to the lack of a drainage system for the entire area. While a drainage system is not an end in itself, it is perhaps the first priority in land development." It explains the issue and need in detail, and notes that a drainage system report was completed in the same time frame as the corridor plan.

And likewise, it explains the need and issues related to other utility infrastructure which is aging or lacking.

A number of infrastructure improvements have been completed consistent with the plan since 2006, with one example being the alley-like access drive which will become a segment of North Mason Street.

The proposed ODP is directly consistent with the corridor plan.

# 3. Land Use Code Article 2

## A. DIVISION 2.2 – DEVELOPMENT REVIEW PROCEDURES

| Applicable Code Standard | Summary of Code Requirement and Staff Analysis | Staff Findings |
|---|---|---|
| **2.2.1-2.2.8 Procedural Steps** | These subsections outline the required steps for processing development applications. Pertinent steps have been:<br>**Preliminary Design Review**<br>A Preliminary Design Review meeting for the original concept for infrastructure and a Fort Collins Rescue Mission development held on 10/14/22.<br>**First Submittal**<br>The application was submitted on May 26, 2023.<br>**Neighborhood Meeting**<br>A neighborhood meeting was held May 10, 2023.<br>**Notice (Posted, Written and Published)**<br>Posted Notice: Sign posted June 7, 2023, Sign #740.<br>Written Hearing Notice: January 31, 2024, 234 addresses mailed.<br>Published Hearing Notice: Scheduled for February 4, 2024. | Complies |

## B. DIVISION 2.3 - OVERALL DEVELOPMENT PLAN

Division 2.3 contains the standards for ODPs.

| Applicable Code Standard | Summary of Code Requirement and Analysis | Staff Findings |
|---|---|---|
| **2.3.1 Purpose** | The purpose of the overall development plan (ODP) is to establish general planning and development control parameters for projects that will be developed in phases with multiple development plan submittals while allowing sufficient flexibility to permit detailed planning in subsequent submittals. Approval of an overall development plan does not establish any right to develop property in accordance with the plan. | Complies |

| | | |
|---|---|---|
| **2.3.2 (H)(1) and (3)-(6)** | An ODP must comply with the following pertinent criteria, slightly paraphrased:<br><br>(1) The plan shall be consistent with the permitted uses and pertinent zone district standards in Article 4 and pertinent general development standards in Article 3 that can be applied at the level of detail required for an overall development plan submittal.<br><br>• The ODP does not indicate land uses.<br>• It indicates street improvements consistent with standards for vehicular, pedestrian, and bicycle access in Article 3 at an appropriate level of detail.<br>• It indicates drainage and stormwater detention improvements, and utilities that would be needed to enable development, at an appropriate level of detail.<br><br>(3) The plan shall conform to the Master Street Plan requirements and street pattern/connectivity standards, and demonstrate how the development, when fully constructed, will meet the Transportation Level of Service Requirements in Section 3.6.4, with submittal of a Master Plan Level Transportation Impact Study (TIS).<br><br>• The Mason Street improvements help to fulfill the Master Street Plan.<br>• A TIS was prepared, reviewed and accepted by staff. It uses certain assumptions for land use including a homeless shelter along the lines of the proposed shelter. Its conclusions are not dependent on the exact uses that may be developed because the additional trips have little or no impact on the operations of the study intersections when compared to the background scenario. Relatedly, it concludes that the Master Street Plan identifies Mason Street as a collector, however the study indicates that projected volumes are well below the capacity threshold and can be accommodated with a local street cross-section unless significant development occurs beyond the assumptions.<br><br>(4) The plan shall provide for the location of transportation connections to adjoining properties in such manner as to ensure connectivity into and through the overall development plan site from neighboring properties for vehicular, pedestrian and bicycle movement.<br><br>• The two streets and an existing unpaved drive access to a mobile home development on the east provide this connectivity.<br>• No new connections are feasible due to physical conditions around the site comprising existing development, the large stormwater detention pond, the natural habitat buffer zone for Dry Creek, and a railroad spur and power transmission corridor along the south edge of the plan.<br><br>(5) The plan shall show the general location and approximate size of any natural habitats and features and shall indicate a proposed rough estimate of the natural area buffer zones pursuant to code Section 3.4.1(E) which governs the buffer zones.<br><br>• An Environmental Characterization Study (ECS) was by a professional firm. The study is attached.<br>• A remnant of Dry Creek is a prominent natural feature that runs across the site. The Ecological Characterization Study suggests that drainage has not been present on the property in a long time as no riparian vegetation | Complies |

| | | |
|---|---|---|
| | is found in the area. Rather, the majority of the vegetation that is present comprises upland species. Wildlife use of the site is low due to the surrounding urban development, seasonal mowing, and dominance by non-native species.<br><br>• Any impacts to the habitat will be addressed at the time of a subsequent PDP. A tree inventory, and any needed tree mitigation plans will be included in any PDP review process<br><br>(6) The plan shall be consistent with the appropriate Drainage Basin Master Plan.<br><br>• The ODP incorporates crucial parameters for master planned regional detention at an appropriate level of detail. The reconfiguration of the two existing parcels reflects the parameters. | |

## 4. Land Use Code Article 3

Article 3 standards do not apply to ODP's except for the few references found in Section 2.3, as explained above.

## 5. Land Use Code Article 4

No Article 4 zone district standards are pertinent to the ODP.

## 6. Findings of Fact/Conclusion

In evaluating the request for the Mason Street Infrastructure Overall Development Plan #ODP230001, staff makes the following findings of fact and conclusions:

1. The Overall Development Plan complies with the applicable procedural and administrative requirements of Article 2 of the Land Use Code.
2. The Overall Development Plan complies with the applicable standards for Overall Development Plans which are located in Division 2.3 of the Land Use Code.

## 7. Recommendation

Staff recommends that the Planning and Zoning Commission approve the Mason Street Infrastructure Overall Development Plan #ODP230001, based on the Findings of Fact and supporting explanations found in the staff report.

## 8. Attachments

1. Applicant Narrative
2. Overall Development Plan Set
3. Ecological Characterization Study
4. Traffic Impact Study
5. Staff Presentation
6. Applicant Presentation

ripley design
LANDSCAPE ARCHITECTURE, LAND PLANNING

# Mason Street Infrastructure | Overall Development Plan
## Project Narrative

*May 24th, 2023*
*Revised January 22nd, 2024*

**Past Meeting Dates:**

| | |
|---|---|
| Preliminary Design Review: | October 12th, 2022 |
| Neighborhood Meeting: | May 5th, 2023 |

**Applicant:** 1311 N. College, LLC.

**General Information:**
The Mason Street Overall Development Plan (ODP) is located in the North College Corridor along Mason Street between Hibdon Court and Hickory Lane. The site currently exists as two parcels, one of which is owned by 1311 N College LLC, and the other, City of Fort Collins. The existing zoning for the two parcels is Community Service District (C-S), and no changes to the zoning are being proposed. As part of the ODP, the existing parcels are being reconfigured into 3 lots to benefit the future detention volumes needed for the regional detention facility, and provide additional lot frontage along Mason for future development.

The Mason Street ODP provides framework for potential vehicular access points, pedestrian connectivity, and identified significant natural features that should be addressed in detail with subsequent Project Development Plans (PDP). Mason Street and Hibdon Court are considered and noted as part of the required public roadways.

As required per the Land Use Code, any site-specific information such as parking, buildings, use, etc. will be evaluated with subsequent Project Development Plan submittals.

**Transportation Improvements**
With the ODP, 71' of Right-of-Way (R.O.W) is noted for the future of Mason Street. The ultimate R.O.W will accommodate a widened sidewalk, a tree lawn, a designated bike lane, and two vehicular drive lanes. A traffic study was conducted and is submitted with this proposal. For each of the new lots, vehicular and pedestrian access points are identified in relationship to the proposed roadways.

**Neighborhood Meeting Summary:**
A neighborhood meeting was held for the ODP. Several people attended the meeting both in-person and virtually, and the tone was that of curiosity and general interest. Most comments related to detention and tie-in to the surrounding infrastructure, and how Mason Street would be aligned in the future. Specific comments related to Mason Street along our property frontage noted a desire for a bicycle and pedestrian friendly street section.

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**ODP Site Design:**
Although no site-specific information is proposed with this ODP, it is noted that that there is a habitat feature located in the center of the site in the north associated with the Dry Creek Drainage. The Ecological Characterization Study suggests that drainage has not been present on the property in a long time as no riparian vegetation is found in the area. Interestingly, the majority of the vegetation that is present on site are upland species.
Any impacts to the habitat shall be addressed at the time of a subsequent PDP submittal for on-site work. A tree inventory, and any needed tree mitigation plans will be provided during the PDP review process.

The ODP is proposing to improve the regional sanitation line and the regional water line. An 8” water line will be installed in Mason Street and connect the existing water lines in Hibdon Court and Hickory Street. A 12” sanitary line will also be installed from north to south along Mason Street. The 12” sanitary line will connect at Hibdon Court and run south and tie into an existing manhole which is in a 20’ Utility Easement just east of Lot 2. These sanitary and water line alignments follow the concepts laid out in the City’s Mason Street Master Plan.

**Phasing:**
Regarding the future uses of the property, the intent of the ODP is for the land to be developed as separate proposals and at different times. Currently the timeline and phasing of future development is uncertain.

**Comment Response Letter:**
A copy of the letter received at Preliminary Design Review in October is submitted along with this first round package. The comment responses reflect those that are specific to this ODP, and the infrastructure package. Any comments related to buildings and site-specific design will be addressed when subsequent PDPs are submitted.

## NOTES

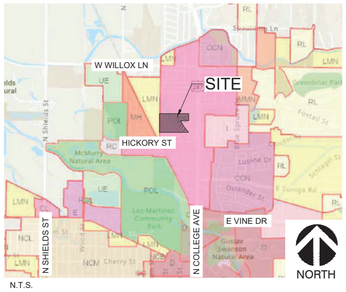
1. THE PURPOSE OF THE OVERALL DEVELOPMENT PLAN IS TO ESTABLISH GENERAL PLANNING AND DEVELOPMENT CONTROL PARAMETERS FOR PROJECTS THAT WILL BE DEVELOPED IN PHASES WITH MULTIPLE SUBMITTALS WHILE ALLOWING SUFFICIENT FLEXIBILITY TO PERMIT DETAILED PLANNING IN SUBSEQUENT SUBMITTALS. APPROVAL OF AN OVERALL DEVELOPMENT PLAN DOES NOT ESTABLISH ANY VESTED RIGHT TO DEVELOP PROPERTY IN ACCORDANCE WITH THE PLAN.
2. THE MASON STREET OVERALL DEVELOPMENT PLAN IS PLANNED TO BE MIXED USE DEVELOPMENT, AND THE PARCELS SHALL CONSIST OF USES ALLOWABLE IN THE COMMERCIAL SERVICE (C-S) ZONE DISTRICT PER THE LAND USE (LUC SEC 4.22). AS CHANGES OCCUR IN THE REQUIREMENTS OF THE OVERALL DEVELOPMENT, IT MAY BE NECESSARY TO MODIFY THE OVERALL DEVELOPMENT PLAN. THE DEPICTIONS ON THIS PLAN ARE BASED UPON THE BEST ESTIMATE OF THE DEVELOPMENT AT THIS TIME. AS CHANGES OCCUR IN THE REQUIREMENTS OF THE OVERALL DEVELOPMENT PLAN, IT MAY BE NECESSARY TO MODIFY THE OVERALL DEVELOPMENT PLAN.
3. FIRE HYDRANTS WILL BE PROVIDED AS REQUIRED BY THE POUDRE FIRE AUTHORITY STANDARDS.
4. BOUNDARY CONNECTIONS SHALL BE IN COMPLIANCE WITH APPLICABLE LAND USE CODE AND LARIMER COUNTY URBAN AREA STREET STANDARDS IN PLACE AT THE TIME OF DEVELOPMENT APPLICATION SUBMITTAL UNLESS MODIFICATIONS AND/OR ENGINEERING VARIANCES ARE APPROVED.
5. ALL DEVELOPMENT MUST COMPLY WITH APPLICABLE STANDARDS CONTAINED IN THE LAND USE CODE ARTICLE 3, CITY CODE CHAPTER 10 AT THE TIME OF APPLICATION FOR A PROJECT DEVELOPMENT PLAN.
6. THIS OVERALL DEVELOPMENT PLAN SHOWS THE GENERAL LOCATION AND APPROXIMATE SIZE OF ALL , HABITATS AND FEATURES WITHIN ITS BOUNDARIES, AND THE ROUGH ESTIMATE OF THE REQUIRED NATURAL AREA BUFFER ZONES. ANY SUBSEQUENT DEVELOPMENT REVIEW APPLICATIONS SHALL BE SUBJECT TO THE REQUIREMENTS OF LAND USE CODE SECTION 3.4.1 AND THE PERFORMANCE STANDARDS OUTLINED THEREIN.
7. PLEASE SEE SECTION 3.4.1 OF THE LAND USE CODE FOR ALLOWABLE USES WITHIN THE NATURAL HABITAT BUFFER ZONES.

## SITE DATA

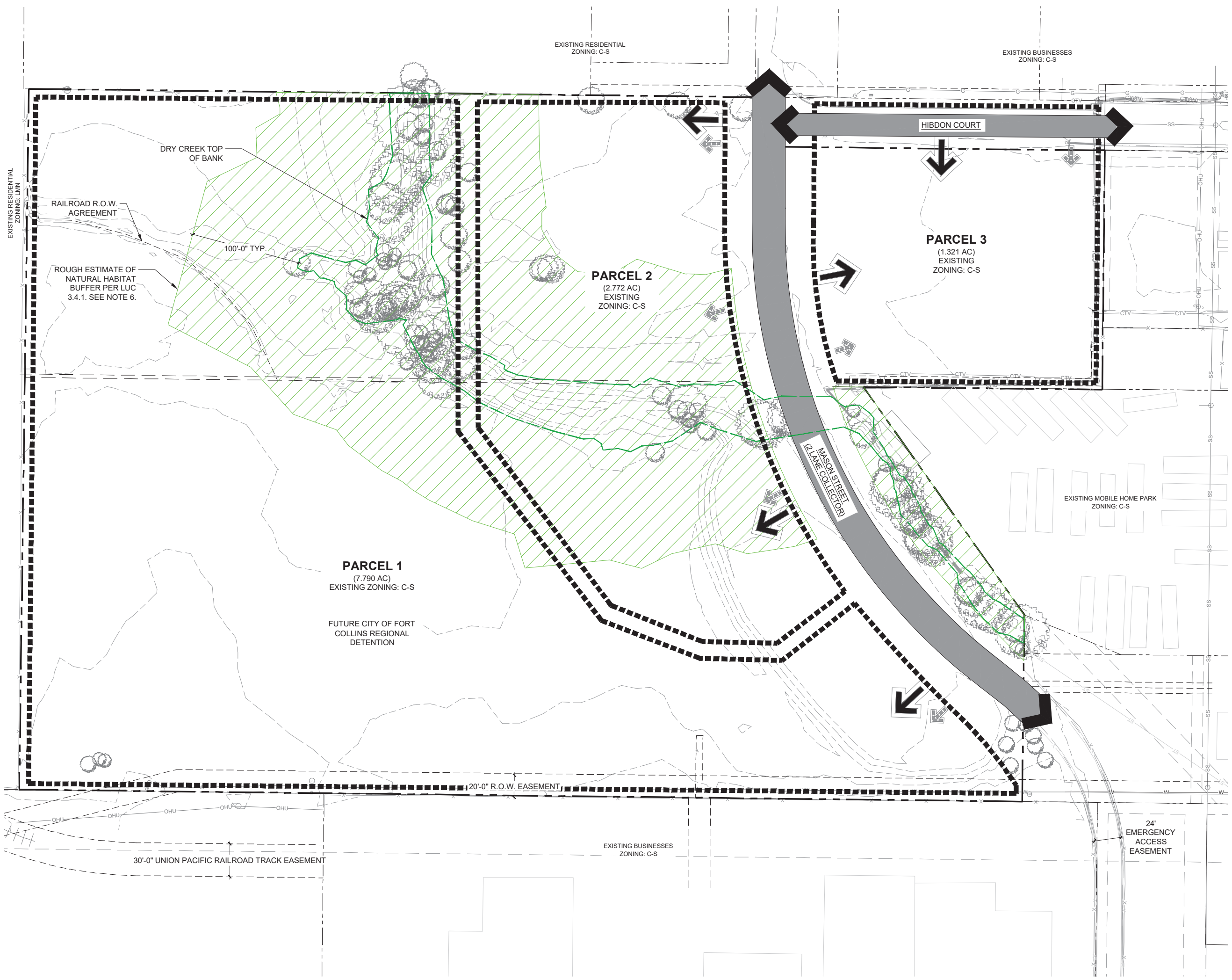
| LOT | ZONE DISTRICT | APPROXIMATE GROSS AREA (ACRES) |
|---|---|---|
| 1 | SERVICE COMMERCIAL (C-S) | 7.790 |
| 2 | SERVICE COMMERCIAL (C-S) | 2.772 |
| 3 | SERVICE COMMERCIAL (C-S) | 1.321 |
| | TOTAL: | 11.88 |

NOTE: BUSINESS TYPES, HEIGHT AND FLOOR AREA SHALL COMPLY WITH CURRENT ZONING REGULATIONS AT TIME OF DEVELOPMENT. LAND USE ACREAGE MAY CHANGE BASED ON FUTURE PDP SUBMITTALS. OPEN SPACE AREA WILL CONFORM WITH CURRENT LAND USE CODE AND REGULATIONS AT TIME OF PROJECT DEVELOPMENT PLAN SUBMITTAL.

## VICINITY MAP




N.T.S.




## LEGEND

- ODP BOUNDARY
- PARCEL BOUNDARIES
- EXISTING TREES
- FUTURE PUBLIC STREET
- TOP OF BANK
- ROUGH ESTIMATE OF NATURAL HABITAT BUFFER PER LUC 3.4.1. SEE NOTE 6.
- VEHICULAR ACCESS POINT
- PEDESTRIAN ACCESS POINT

## UTILITY LEGEND

- FO = FIBER OPTIC
- G = GAS
- = STORM DRAIN
- SS = SANITARY SEWER
- T = TELEPHONE
- UE = UNDERGROUND ELECTRIC
- W = WATER LINE
- OHU = OVERHEAD UTILITY LINE
- CTV = CABLE TV LINE

UTILITIES SHOWN FOR REFERENCE ONLY

## PLANNING CERTIFICATE

APPROVED BY THE DIRECTOR OF COMMUNITY DEVELOPMENT AND NEIGHBORHOOD SERVICES OF THE CITY OF FORT COLLINS, COLORADO ON THIS ________ DAY OF ________, 20__.

________________________
DIRECTOR SIGNATURE

## OWNER'S CERTIFICATE

THE UNDERSIGNED DOES/DO HEREBY CERTIFY THAT I/WE ARE THE LAWFUL OWNERS OF THE REAL PROPERTY DESCRIBED ON THIS SITE PLAN AND DO HEREBY CERTIFY THAT I/WE ACCEPT THE CONDITIONS AND RESTRICTIONS SET FORTH ON SAID SITE PLAN.

________________________ ____________
OWNER (SIGNED) Date

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME

THIS ____________ DAY OF ____________ A.D., 20 ______. BY

________________________
(PRINT NAME)

AS ________________________

MY COMMISSION EXPIRES: ____________

WITNESS MY HAND AND OFFICIAL SEAL.

________________________ ________________________
NOTARY PUBLIC ADDRESS

# MASON STREET

ODP SUBMITTAL

FORT COLLINS, CO

**PREPARED BY:**

ripley design
LANDSCAPE ARCHITECTURE, LAND PLANNING
419 Canyon Ave. Suite 200 Fort Collins, CO 80521
phone 970.224.5828 | fax 970.225.6657 | www.ripleydesigninc.com

**LAND PLANNER**
RIPLEY DESIGN INC.
Klara Rossouw
419 Canyon Ave. Suite 200
Fort Collins, CO 80521
p. 970.224.5828

**OWNER/APPLICANT**
NORTH COLLEGE 1311, LLC
262 E. Mountain Ave.
Fort Collins, CO 80524
p. 970.490.2626

**ENGINEER**
NORTHERN ENGINEERING
Blaine Mathisen
301 N Howes St, Suite 100
Fort Collins, CO 80521
p. 970.221.4158

NORTH
0 25 50 100
SCALE: 1"=50'-0"
ORIGINAL SIZE 24X36

ISSUED

| No. | DESCRIPTION | DATE |
|---|---|---|
| 01 | ODP | 05/04/2023 |

REVISIONS

| No. | DESCRIPTION | DATE |
|---|---|---|

## ODP SITE PLAN

SEAL:

ENTITLEMENT DRAWINGS NOT FOR CONSTRUCTION

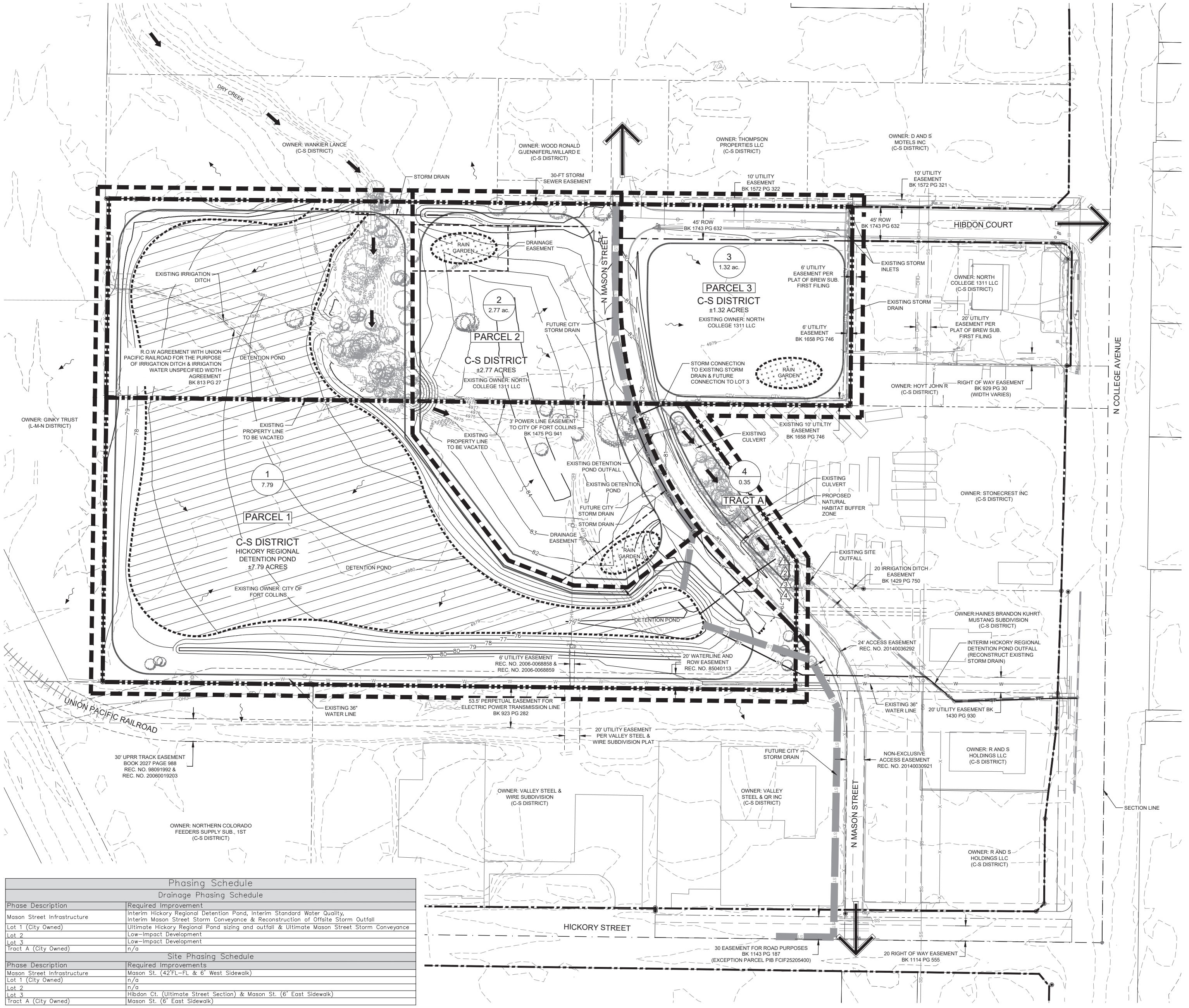
| | |
|---|---|
| PROJECT No.: | R23-008 |
| DRAWN BY: | LO |
| REVIEWED BY: | KR |

DRAWING NUMBER:

1 OF 1

Plotted By: Hailey Jorgensen Layout: ODP SITE PLAN Printed On: 2/14/2024 4:54 PM File Name: ODP SITE PLAN.dwg

Item 17.




| Phasing Schedule | |
|---|---|
| **Drainage Phasing Schedule** | |
| Phase Description | Required Improvement |
| Mason Street Infrastructure | Interim Hickory Regional Detention Pond, Interim Standard Water Quailty, Interim Mason Street Storm Conveyance & Reconstruction of Offsite Storm Outfall |
| Lot 1 (City Owned) | Ultimate Hickory Regional Pond sizing and outfall & Ultimate Mason Street Storm Conveyance |
| Lot 2 | Low–Impact Development |
| Lot 3 | Low–Impact Development |
| Tract A (City Owned) | n/a |
| **Site Phasing Schedule** | |
| Phase Description | Required Improvements |
| Mason Street Infrastructure | Mason St. (42'FL–FL & 6' West Sidewalk) |
| Lot 1 (City Owned) | n/a |
| Lot 2 | n/a |
| Lot 3 | Hibdon Ct. (Ultimate Street Section) & Mason St. (6' East Sidewalk) |
| Tract A (City Owned) | Mason St. (6' East Sidewalk) |

NORTH

60 0 60 120 180

( IN FEET )
1 INCH = 60 FEET

## LEGEND:

PROPERTY BOUNDARY

RIGHT–OF–WAY

*DEVELOPMENT PARCEL BUBBLE (FOR GRAPHICAL PURPOSES ONLY)

PROPOSED NATURAL HABITAT BUFFER ZONE

DRAINAGE BASIN LABEL — BASIN DESIGNATION C, BASIN AREA (AC) 0.60 ac

BASIN DESIGN POINT

DRAINAGE BASIN BOUNDARY

VEHICULAR & BIKE/PED ACCESS POINT

EXISTING DRAINAGE FLOW ARROW (DIRECT FLOW)

EXISTING DRAINAGE FLOW ARROW (OVERLAND FLOW)

## NOTES:

1. ALL PROJECT DATA IS ON THE CITY OF FORT COLLINS VERTICAL DATUM; NAVD88. SEE OVERALL DEVELOPMENT PLAN FOR BENCHMARK REFERENCES.
2. ACCESS POINTS SHOWN ON THE ODP ARE APPROXIMATE. EXACT LOCATIONS TO BE DETERMINED DURING THE PDP PROCESS. TWO POINTS OF FIRE ACCESS HAVE BEEN PLANNED TO SERVICE DEVELOPMENT.
3. PLANNING AREA ACREAGE AND BOUNDARIES ARE PRELIMINARY AND SUBJECT TO CHANGE WITH DETAILED PLANNING.
5. PLEASE SEE SECTION 3.4.1 OF THE LAND USE CODE FOR ALLOWABLE USES WITHIN THE NATURAL HABITAT BUFFER ZONE
6. REFER TO ODP AND OVERALL DRAINAGE REPORT FOR ADDITIONAL INFORMATION.

CALL UTILITY NOTIFICATION CENTER OF COLORADO

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

CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

No. Revisions: By: Date:

REVIEW SET
NOT FOR CONSTRUCTION
02/14/2024

These drawings are instruments of service provided by Northern Engineering Services, Inc. and are not to be used for any type of construction unless signed and sealed by a Professional Engineer in the employ of Northern Engineering Services, Inc.

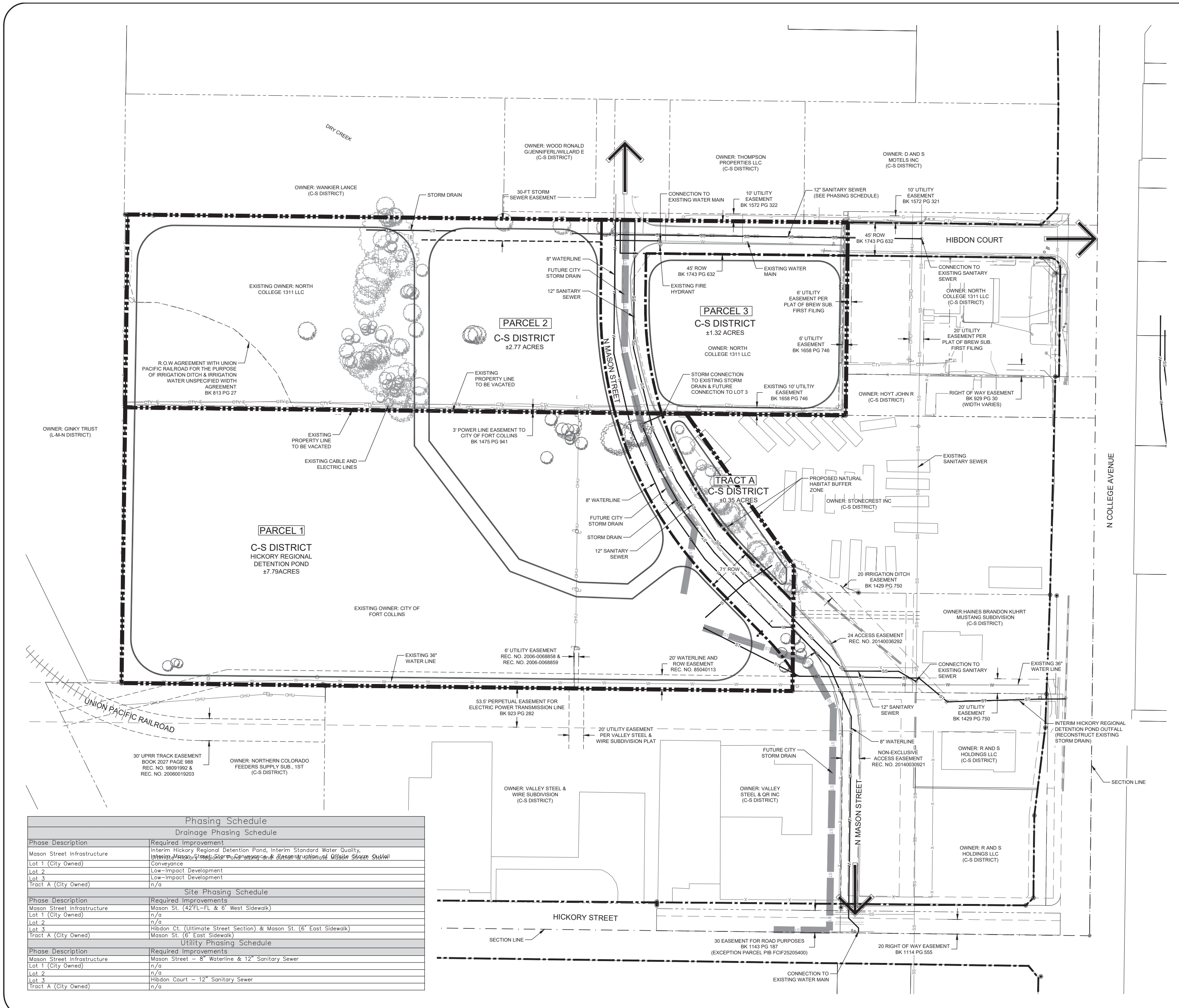
NORTHERN ENGINEERING
SURVEY | MUNICIPAL | LAND DEVELOPMENT
FORT COLLINS | GREELEY 970.221.4158 NORTHERNENGINEERING.COM

DATE: 02/14/2024
SCALE: 1" = 60'
P. MANAGER: B.MATHISON
PROJECT: 1971-001
DESIGNED BY: M. RUEBEL
DRAWN BY: M. RUEBEL

# FORT COLLINS RESCUE MISSION
# MASTER DRAINAGE PLAN

Sheet
MDP

Item 17.




| Phasing Schedule | |
|---|---|
| **Drainage Phasing Schedule** | |
| Phase Description | Required Improvement |
| Mason Street Infrastructure | Interim Hickory Regional Detention Pond, Interim Standard Water Quailty, Interim Mason Street Storm Conveyance & Reconstruction of Offsite Storm Outfall / Ultimate Hickory Regional Pond sizing and outfall & Ultimate Mason Street Storm |
| Lot 1 (City Owned) | Conveyance |
| Lot 2 | Low-Impact Development |
| Lot 3 | Low-Impact Development |
| Tract A (City Owned) | n/a |
| **Site Phasing Schedule** | |
| Phase Description | Required Improvements |
| Mason Street Infrastructure | Mason St. (42'FL-FL & 6' West Sidewalk) |
| Lot 1 (City Owned) | n/a |
| Lot 2 | n/a |
| Lot 3 | Hibdon Ct. (Ultimate Street Section) & Mason St. (6' East Sidewalk) |
| Tract A (City Owned) | Mason St. (6' East Sidewalk) |
| **Utility Phasing Schedule** | |
| Phase Description | Required Improvements |
| Mason Street Infrastructure | Mason Street - 8" Waterline & 12" Sanitary Sewer |
| Lot 1 (City Owned) | n/a |
| Lot 2 | n/a |
| Lot 3 | Hibdon Court - 12" Sanitary Sewer |
| Tract A (City Owned) | n/a |

## LEGEND:

- PROPERTY BOUNDARY
- RIGHT-OF-WAY
- *DEVELOPMENT PARCEL BUBBLE (FOR GRAPHICAL PURPOSES ONLY)
- EXISTING WATER MAIN
- EXISTING SANITARY SEWER
- PROPOSED WATER MAIN
- PROPOSED SANITARY SEWER
- PROPOSED STORM DRAIN
- PROPOSED NATURAL HABITAT BUFFER ZONE
- VEHICULAR & BIKE/PED ACCESS POINT

## NOTES:

1. ALL WATER LINES AND SANITARY SEWER LINES ARE PART OF THE CITY OF FORT COLLINS.
2. PROPOSED SERVICES CONNECTIONS ARE PLANNED TO BE MADE FROM EXISTING UTILITY MAINS. PROPOSED UTILITIES SHOWN WITH THE MASTER UTILITY PLAN ARE CONCEPTUAL IN NATURE AND ARE SUBJECT TO CHANGE WITH SUBSEQUENT PROJECT DEVELOPMENT PLAN APPLICATIONS.
3. PLANNING AREA ACREAGES AND BOUNDARIES ARE PRELIMINARY AND SUBJECT TO CHANGE WITH DETAILED PLANNING.
4. REFER TO ODP AND MASTER DRAINAGE PLAN FOR ADDITIONAL INFORMATION.
5. PLEASE SEE SECTION 3.4.1 OF THE LAND USE CODE FOR ALLOWABLE USES WITHIN THE NATURAL HABITAT BUFFER ZONE

CALL UTILITY NOTIFICATION CENTER OF COLORADO

811

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REVIEW SET
NOT FOR CONSTRUCTION
01/24/2024

Revisions: No.

These drawings are instruments of service provided by Northern Engineering Services, Inc. and are not to be used for any type of construction unless signed and sealed by a Professional Engineer in the employ of Northern Engineering Services, Inc.

NE NORTHERN ENGINEERING
SURVEY | MUNICIPAL | LAND DEVELOPMENT
FORT COLLINS | GREELEY

| | |
|---|---|
| PROJECT: 1971-001 | DATE: 01/24/2024 |
| DESIGNED BY: M. RUEBEL | SCALE: 1" = 60' |
| DRAWN BY: M. RUEBEL | P. MANAGER: B.MATHISON |

# NORTH MASON STREET OVERALL DEVELOPMENT PLAN
# MASTER UTILITY PLAN

Sheet MUP

# Technical Memo

PO Box 272150
Fort Collins, CO 80527

11Date: February 17, 2023

To: City of Fort Collins, Planning, Development, and Transportation, Environmental Department

From: Cedar Creek Associates, Inc.

Subject: 1311 North College Ecological Characterization Study

---

This Ecological Characterization Study (ECS) Memo is submitted to address City of Fort Collins Land Use Code (Section 3.4.1) requirements to identify habitats and natural resource areas on or within proximity of proposed developments. The Project Site is comprised of parcels 9702100007 and 9702100918 and is situated between Willox Lane and Hickory Street to the north/south. Mason street generally runs along the Project Site's eastern boundary (Figure 1). Ecological characteristics were evaluated on September 13, 2022.

A data review was conducted to gather information and assist in the evaluation of potential natural biological resources within the property. The data review entailed an evaluation of online resources and publications to determine the presence or potential occurrence of important natural and biological resources. This data review included:

- U.S. Fish and Wildlife Service (USFWS) Federally Listed and Proposed Endangered, Threatened, and Candidate Species and Critical Habitat as identified by the USFWS Information, Planning, and Conservation System (IPaC) Official Species List and Critical Habitat Mapper;
- Migratory Bird Treaty Act (MBTA) and Bald and Golden Eagle Protection Act (BGEPA) protected species as identified on the IPAC Trust Resources Report;
- The Colorado Natural Heritage Program database statewide species and natural community tracking list for Larimer County;
- Colorado Parks and Wildlife (CPW) Threatened and Endangered Species List;
- City's Natural Areas Species of Concern list (Restoration Plan 2016-2025, 2016);
- The City's Land Use Code (Article 3, Section 3.4.1);
- The City's Natural Habitat and Features Inventory Map (2000);
- The Colorado Wetland Inventory (CWI);
- USFWS National Wetlands Inventory (NWI); and
- US Natural Resources Conservation Service (NRCS) Web Soil Survey.

The following provides a summary of information required by Fort Collins Land Use Code under 3.4.1 (D) (1) items (a) through (k).

ECOLOGICAL STUDY CHARACTERIZATION CHECKLIST

(a & j – General Ecological Function and Wildlife Use). Dominant vegetation supported in the uplands are non-native pasture species such as smooth brome (*Bromus inermis*) and orchard grass (*Dactylis glomerata*) along with non-native forbs such as alfalfa (*Medicago sative*) and prickly lettuce (*Lactuca serriola*). Non-native species also dominate Dry Creek, which does not exhibit bed and bank, throughout all strata. Dominant trees include the non-native species crack willow (*Salix fragilis*), Siberian elm (*Ulmus pumila*) and white popular (*Populus alba*) while smooth brome is dominant in the herbaceous layer.

Wildlife use of the Project Site is low due to the surrounding urban development, seasonal mowing, and dominance by non-native species. The mature trees located along the drainage channel and SE boundary of the Project Site provides suitable perching, nesting, and foraging habitat for songbirds and raptors. No raptors or nests were observed in trees on the property during the site visit. Future raptor nesting in trees within the Project Site is unlikely due to surrounding human activities and the lack of suitable, adjacent foraging habitats. Wildlife species capable of existing within or using the Project Site are limited to those species that are either habitat generalists capable of existing in modified urban environments or species which use a wide variety of habitats for foraging over a large area.

According to the NCRS Web Soil Survey, the Project Site is comprised mainly of Nunn clay loam 0-1 percent slopes. This is a poorly drained, not highly erosive soil and is not classified as hydric. The topography of the Project Site is generally level with gradual drainage into Dry Creek.

Attached Photos provide representative views of the Project Site.

A winter raptor nesting survey was conducted on December 5th 2022, which was after leaf fall to facilitate observation of nests. There were no raptor nests identified on any trees in or adjacent to the project area.

(b & f – Wetland and Water Delineation) Dry Creek is not considered a wetland by the NWI or CWI. Additionally, an investigation of the area using methodology described in the USACE wetland delineation manual show no dominant wetland species. There is no high-water mark or evidence of flowing water, and no bed or bank is established within the extent of the channel.

(c – Prominent Views) The Project Site does not provide any significant or unobstructed views of natural areas or other important visual features.

(d – Native Vegetation Summary) Native vegetation is limited on the Project Site and is only present in a few small patches of Western wheatgrass (*Pascopyrum smithii*) in the upland pastures and horse tail (*Equisetum sp.*) and showy milkweed (*Asclepias speciosa*) in the drainage channel. Other native woody species observed on the Project site include rose (*Rosa woodsii*), wild licorice (*Glycyrrhiza lepidota*) and narrowleaf willow (Salix exigua). A linear stand of cottonwood (*Populus deltoides*) trees is also present along the SE boundary of the Project Site but is lacking an herbaceous understory due to residential development.

(e – Non-native Vegetation Summary) The trees present along the drainage channel and road provide suitable foraging, perching, and nesting habitat for urban adapted avifauna. They create shade, provide canopy cover, and offer aesthetic and cooling value. The ecological value of these trees is diminished by the proximity to the residences, limited suitable habitat in the surrounding area and lack of a native herbaceous understory.

(g – Sensitive Species Habitat) Showy milkweed is present in the NW portion of the Project Site. This genus (*Asclepias sp.*) serves as the obligate host plant for the Monarch butterfly (*Danaus* *plexippus*), a USFWS candidate species.

The project area was also evaluated with regards to potential habitat for state and federal listed threatened and endangered species, and it was determined that no suitable habitat exists for Preble's meadow jumping mouse (*Zapus hudsonius preblei*), Ute ladies'-tresses (*Spiranthes diluvialis*), or Western prairie fringed orchid (*Platanthera praeclara*).

(h – Special Habitat Features) The most prominent ecological feature on the Project Site is Dry Creek bisecting the property, which is considered a Natural Habitat Feature by the City of Fort Collins. In accordance with Section 3.4.1, this feature requires a 100-foot buffer zone. The channel is comprised mainly of non-native vegetation and exhibits no indication of flowing water with no establishment of a stream bed or bank.

(i – Wildlife Movement Corridors) Dry Creek provides some cover and movement potential for highly mobile, urbanized wildlife species such as mule deer (*Odocoileus hemionus*), raccoon (Procyon lotor), and coyote (*Canis latrans*). Lack of flowing water, significant native vegetation or quality surrounding habitat limits the Project Sites potential as a wildlife movement corridor.

(k – Timing Issues) Nesting avifauna should be considered during development planning of the Project Site. Mature trees provide suitable nesting habitat for several species. To the extent possible, tree removal and ground disturbing activities should be limited during the migratory bird nesting season (February 1st to July 31st). Raptor avoidance should also be observed and should follow CPW recommended buffer zones and seasonal restrictions.

(l – Proposed Mitigation) In accordance with Section 3.4.1, a 100-foot buffer zone around the Dry Creek is warranted for the Project Site. Impacts to showy milkweed should be avoided, if possible. However, if they are disturbed, seeding of showy milkweed should be implemented in the Natural Habitat Buffer Zone as mitigation. Additionally, a qualified biologist should survey any trees that are slated for removal during the nesting season (from February 1st to July 31st). These surveys ensure compliance with the Migratory Bird Treaty Act by verifying no active bird nests are disturbed.


Miles
0 0.025 0.05

N W E S

**Map Legend**

1131 North College Project Boundary

1311 North College
Project Area

CEDAR CREEK
ASSOCIATES, INC.

Coordinate System:
NAD 1983 HARN
StatePlane Colorado FIPS 0501

Sources:
Cedar Creek, City of Fort Collins

Figure 1: Ecological Characterization Study

**Project Name:**
1311 North College

**Location:**
Fort Collins, Colorado

**Photo ID Number:**
IMG_1063

**Date:**
9/13/22

**Site ID:**
South Pasture

**Description:**

Representative of the vegetation community within the mowed pastures.


**Project Name:**
1311 North College

**Location:**
Fort Collins, Colorado

**Photo ID Number:**
IMG_1072

**Date:**
9/13/22

**Site ID:**
Cottonwood

**Description:**

Cottonwood stand along Mason St.

| | | |
|---|---|---|
| **Project Name:** 1311 North College | **Location:** Fort Collins, Colorado | |
| **Photo ID Number:** IMG_1177 | **Date:** 9/13/22 | |
| **Site ID:** Dry Creek | | |
| **Description:** Representative of Dry Creek and associated upland vegetation communities. | | |


| | | |
|---|---|---|
| **Project Name:** 1311 North College | **Location:** Fort Collins, Colorado | |
| **Photo ID Number:** IMG_1179 | **Date:** 9/13/22 | |
| **Site ID:** Dry Creek | | |
| **Description:** Representative of Dry Creek and associated upland vegetation communities. | | |

**Project Name:**
1311 North College

**Location:**
Fort Collins, Colorado

**Photo ID Number:**
IMG_1069

**Date:**
9/13/22

**Site ID:**
North Pasture

**Description:**

Representative of the north pasture un-mowed vegetation community. Milkweed present.


**Project Name:**
1311 North College

**Location:**
Fort Collins, Colorado

**Photo ID Number:**
IMG_1070

**Date:**
9/13/22

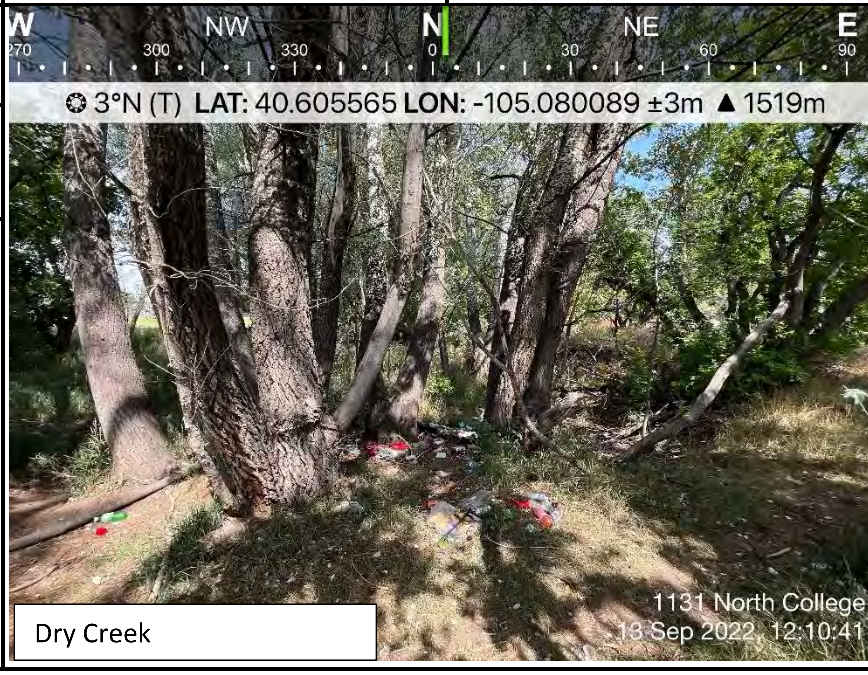
**Site ID:**
North Pasture 01

**Description:**

Representative of the north pasture non-mowed vegetation community. Wild licorice present.

Item 17.

| Project Name: 1311 North College | Location: Fort Collins, Colorado | |
|---|---|---|
| Photo ID Number: IMG_1176 | Date: 9/13/22 | |
| Site ID: Dry Creek | | |
| Description: Representative of misuse within Dry Creek. | | |




| Project Name: 1311 North College | Location: Fort Collins, Colorado | |
|---|---|---|
| Photo ID Number: 1311 N College12-59-00 | Date: 8/17/22 | |
| Site ID: Dry Creek | | |
| Description: Dry Creek along the eastern boundary | | |

# North College 1311
# Overall Development Plan
## Traffic Impact Study

**1st Submittal Date:** May 24, 2023

**Updated:** October 11, 2023

**Submitted To:**
North College 1311, LLC
262 E. Mountain Avenue
Fort Collins, CO 80524

**Submitted By:**
Fox Tuttle Transportation Group, LLC
1580 Logan Street, 6th Floor
Denver, CO 80203

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**LIST OF FIGURES**



**APPENDIX**

# NORTH COLLEGE 1311 ODP

# TRAFFIC IMPACT STUDY

## 1.0 Introduction

The Fox Tuttle Transportation Group prepared this traffic impact study for the North College 1311 Overall Development Plan (ODP), which includes three properties along Mason Street, between Hickory Street and Hibdon Court. The two properties in the southwest corner of Mason Street and Hibdon Court is proposed to include a new Fort Collins Rescue Mission campus which will include a day-use area and an overnight shelter area to serve and aid men that are currently experiencing homelessness. This portion of the ODP was included in a previous traffic impact study and is the baseline for this current traffic study. The third property is located in the southeast corner of Mason Street and Hibdon Court and is planned to be developed in the future with a facility that complements the Rescue Mission and provides support for the community. **Figure 1** includes a vicinity map for the proposed project.

The purpose of this study is to assist in identifying potential traffic impacts within the study area as a result of this project. The traffic study addresses existing, short-term (Year 2025), and long-term (Year 2045) peak hour intersection conditions in the study area with and without the project generated traffic. The information contained in this study is anticipated to be used by City of Fort Collins staff to identify any intersection or roadway deficiencies and potential improvements for the short-term future conditions. This study focused on the weekday AM and PM peak hours which are typically the highest traffic volumes for the adjacent roadway network.

The traffic impact study is consistent with the requirements of the City of Fort Collins' standards set forth in Chapter 4 of the *Larimer County Urban Area Street Standards* (revised 2019). A copy of the approved Transportation Impact Study Base Assumptions Form is attached in the **Appendix** for reference.

## 2.0 Project Description

For the west two lots, the Fort Collins Rescue Mission Project proposes to construct a new 43,000 square foot building with up to 200 beds for people experiencing homelessness and the shelter will also include restrooms, showers, living and dining areas, library, meeting rooms, kitchen, donation storage, laundry rooms, business offices, and outdoor space. The facility also plans to include administrative offices for staff and volunteers. It is understood the shelter will be open 24 hours per day, seven (7) days a week to provide services to those in need.

The east lot is approximately 1.29± acres and the exact land use that will be constructed on this site. There is potential for a community garden, multi-family dwelling units, day care center, recreational uses, food catering services, music/arts studio, or other complimentary services for the Rescue Mission. For the purpose of this traffic study, it was assumed that a 10,000 square foot day care facility would be constructed since it was estimated to create the highest level of traffic of the permitted uses.

Currently, the sites are vacant and the adjacent land uses include a couple single-family residents, mobile home park, lodging, small retail, and light industrial. The North College 1311 ODP location is in close proximity to services across College Avenue including the Food Bank of Larimer County, Larimer County Department of Human Services, and the Murphy Center for Hope.

Access to the Rescue Mission site is planned via two new full-movement, side-street stop-controlled access points on Mason Street. The north access will become the west leg to the existing intersection of Mason Street at Hibdon Court. The south access on Mason Street is proposed to be approximately 650 feet south of Hibdon Court. For the east site, a site plan has not been developed therefore one full movement access was assumed to be located on Hibdon Court. **Figure 2** includes a conceptual site plan and access for the project.

## 3.0 Study Considerations

### 3.1 Data Collection

Intersection turning movement volumes were collected by Idax Data Solutions in early December 2022 at four (4) existing intersections during the weekday AM and PM peak hours. Daily (24-hour) traffic volumes were gathered on Hibdon Court east of Mason Street and on Mason Street south of Hibdon Court. Historic daily volumes and future forecasts along College Avenue (US 287) within the vicinity of the project site were gathered from the CDOT's Transportation Data Management System (TDMS).

The existing traffic volumes are illustrated on **Figure 3**. The existing intersection geometry and traffic control are also shown on this figure. Count data sheets are provided in the **Appendix**.

## 3.2 Evaluation Methodology

The traffic operations analysis addressed the unsignalized intersection operations using the procedures and methodologies set forth by the *Highway Capacity Manual (HCM)* [1]. Existing Peak Hour Factor (PHF) were applied to the intersections for all evaluation scenarios. Study intersections were assessed using Synchro (v11) software.

## 3.3 Level of Service Definitions

A level of service analysis was conducted to determine the existing and future performance of the study intersections and to determine the most appropriate traffic control device and need for auxiliary lanes.

To measure and describe the operational status of the study intersections, transportation engineers and planners commonly use a grading system referred to as "Level of Service" (LOS) that is defined by the HCM. LOS characterizes the operational conditions of an intersection's traffic flow, ranging from LOS A (indicating very good, free flow operations) and LOS F (indicating congested and sometimes oversaturated conditions). These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with traveling through the intersections. The intersection LOS is represented as a delay in seconds per vehicle for the intersection as a whole and for each turning movement. A more detailed discussion of the LOS methodology is contained in the **Appendix** for reference.

The Fort Collins standards within the *Larimer County Urban Area Street Standards (LUCASS)* consider LOS A through D to be good for the overall intersection operations with LOS E or better as acceptable in peak hours. For individual movements, LOS E and F may be acceptable for left-turns or minor streets. Specific standards are provided in Table 4-3 in *LUCASS* and as shown to the right.

**Table 4-3**
**Fort Collins (GMA and City Limits)**
**Motor Vehicle LOS Standards (Intersections)**

| Intersection type | Land Use (from structure plan) | | | |
|---|---|---|---|---|
| | | Other corridors within: | | |
| | Commercial corridors | Mixed use districts | Low density mixed use residential | All other areas |
| Signalized intersections (overall) | D | E* | D | D |
| Any Leg | E | E | D | E |
| Any Movement | E | E | D | E |
| Stop sign control (arterial/collector or local—any approach leg) | N/A | F** | F** | E |
| Stop sign control (arterial/arterial, arterial/collector, or collector/local—any approach leg) | N/A | C | C | C |

* mitigating measures required
** considered normal in an urban environment

[1] Highway Capacity Manual, Highway Research Board Special Report 209, Transportation Research Board, National Research Council, 6th Edition (2016).

# 4.0 Existing Conditions

## 4.1 Roadways

The study area boundaries are based on the amount of traffic to be generated by the project and potential impact to the existing roadway network. The study area was defined in coordination with the City of Fort Collins staff and is outlined in the *Transportation Impact Study Base Assumptions Form* (located in the **Appendix**). The primary public roadways that serve the project site are discussed in the following text and illustrated on **Figure 3**.

***North College Avenue (US 287)*** is a four-lane arterial that provides north-south connectivity through the entirety of Fort Collins and connects to several communities within Northern Colorado and Southern Wyoming. This section of North College Avenue is part of an interstate commerce truck route and is subject to access management documents developed by the Colorado Department of Transportation, Larimer County, and the City of Fort Collins. The roadway provides two (2) through lanes in each direction, on-street bike lanes, a landscaped parkway, and 8-foot sidewalks. Access control is provided via a raised, landscaped median. The posted speed limit is 40 mph within the vicinity of the project site. North College Avenue currently serves approximately 25,100 vpd north of Hibdon Court (Year 2021, CDOT). North College Avenue will provide the primary north/south access for the proposed Fort Collins Rescue Mission.

***Hickory Street*** is a collector street that travels west of North College and provides access to the Hickory Village neighborhood, light industrial businesses, and recreational areas. At North College Avenue, Hickory Street is the western leg of an offset intersection with Conifer Street. In its current configuration, Hickory Street provides a single through lane per direction, on-street parking, and attached sidewalks. Near the Mason Street intersection, this roadway has an approximately 56-foot-wide paved section. The posted speed limit is 25 mph. Although Hickory Street currently terminates at South Gold Park, the City's *Master Street Plan* shows Hickory Street extending west to Shield Street.

***Mason Street*** is a local roadway with a paved 22-foot section, within the study area, that provides rear-lot access to several properties fronting North College Avenue. This portion of Mason Street is approximately 0.3-mile in length starting north of Hickory Street and does not connect to Midtown. The roadway is located within a permanent public access easement and provides a single travel lane per direction. Currently, there is no curb and gutter nor sidewalk. There is no posted speed limit, but assumed to be 25 miles per hour, a typical speed for local streets. Mason Street currently serves approximately 140 vpd south of Hibdon Court (Year 2022, Count).

Per the City of Fort Collins' *Master Street Plan* and comments provided by City staff in the *Preliminary Development Review Document*, Mason Street is classified as a "Collector – With

Parking". This street classification includes one (1) travel lane per direction, on-street bicycle lanes, on-street parking, a landscaped parkway, and 5-foot sidewalks.

***Hibdon Court*** is a local street that connects Mason Street and North College Avenue. Starting at North College Avenue and extending west approximately 300', Hibdon Court is a 36-foot-wide roadway with curb and gutter and accommodates a single travel lane in each direction. Pedestrian connectivity is provided via a 5-foot attached sidewalk on the south side of the road. Continuing west to Mason Street, Hibdon Court transitions to a 22-foot-wide roadway with no curb and gutter nor sidewalks. There are no designated on-street bicycle lanes. There is no posted speed limit, however, it is assumed to be 25 miles per hour, a typical speed for local streets. Hibdon Court currently serves approximately 260 vpd east of Mason Street (Year 2022, Count).

## 4.2 Intersections

The study area includes four intersections that are listed below with the current traffic control and were analyzed for existing and future background year traffic operations:

1. Mason Street at Hibdon Court (side-street stop-controlled)
2. North College Avenue at Hibdon Court (side-street stop-controlled)
3. Mason Street at Hickory Street (side-street stop-controlled)
4. North College Avenue at Hickory Street (signalized)

The existing lane configuration at each of the study locations is illustrated on **Figure 3**.

## 4.3 Pedestrian and Bicycle Facilities

The City of Fort Collins adheres to the *Larimer County Urban Area Street Standards* *(LUCASS)* and the roadway cross sections defined therein. All of the study roadways are identified as "complete streets" and are anticipated to provide amenities promoting and encouraging multimodal activity while balancing with the vehicular needs.

North College Avenue provides on-street bicycle lanes and 8-foot sidewalk on both sides of the roadway. These improvements extend along North College Avenue, connecting Old Town Fort Collins to the city limits at Highway 1. These facilities serve as the multimodal backbone for North Fort Collins and provide access to various commercial, residential, recreational, and community services. Hickory Street also provides defined multimodal connectivity though on-street bicycle lanes and variable width, attached sidewalks.

There is currently a 5-foot sidewalk on Hibdon Court on the south side for approximately 300 feet west of North College Avenue. The remaining segment of Hibdon Court does not have sidewalks. As is typical on local streets, on-street bike lanes are not striped; however, bicyclists are permitted to ride with traffic.

In its current configuration, Mason Street does not have dedicated multimodal improvements.

## 4.4 Transit

The City of Fort Collins has a dedicated transit service, Transfort, that serves the community. Transfort's primary hub is the Downtown Transit Center (DTC), located on the east side of Mason Street between Maple Street and Laporte Avenue. For a fee, community members can access various destinations throughout Fort Collins from the DTC. Two routes, #8 and #81, serve Northern Fort Collins and the project area


Routes #8 and #81 utilize the same loop, but travel in opposite directions. Both routes utilize the same transit stops, including stops located on the far sides of the Hibdon Court intersection which is anticipated to be useful for future patrons of the Fort Collins Rescue Mission.

## 4.5 Existing Intersection Capacity Analysis

The existing volumes, lane configuration, and traffic control are illustrated on **Figure 3**. The results of the LOS calculations for the study intersections are summarized in **Table 1**. The 95th percentile queues are summarized in **Table 2**. The intersection level of service worksheets and queue reports are attached in the **Appendix**. **All study intersections are currently operating at LOS A in the AM and PM peak hours, with all movements and approaches operating at LOS D or better.** The 95$^{th}$ percentile queues were calculated to be maintained within the existing storage lengths at all of the study intersections.

# 5.0 Future Traffic Conditions

## 5.1 Annual Growth Factor and Future Volume Methodology

In order to forecast the future peak hour traffic volumes, background traffic growth assumptions were based on the Colorado Department of Transportation's (CDOT) 20-year factors and discussed with City of Fort Collins staff. Based on the CDOT forecasts on North College Avenue, it was assumed there will be an annual growth rate of 1.0% on this arterial. Based on discussions with the City of Fort Collins, there are no known developments occurring within the study area to be included in the growth along Mason Street or Hibdon Court. Therefore, 1.0% annual growth was assumed along the local roadways for consistency with the growth on North College Avenue.

Using these assumptions, the Year 2025 background traffic was estimated and summarized on **Figure 4** and the Year 2045 background traffic is shown on **Figure 5.**

## 5.2 Future Roadway Assumptions

It was assumed that the study roadways will remain the same as existing in the future. Although Mason Street is defined as a Collector roadway in the future per the City's *Master Street Plan*, the future analyses assumed the existing lane configuration and traffic control at the study intersections due to the low volumes and unknown development potential beyond the current proposed for North College 1311 ODP. The currently proposed changes to the City's *Land Use Code* may downgrade Mason Street to a local street within the study area. The traffic analysis assumed that Mason Street would include one travel lane per direction, which will be the case regardless of the roadway classification (local or collector).

## 5.3 Year 2025 Background Intersection Capacity Analysis

The study area intersections were evaluated to determine baseline operations for the Year 2025 background scenario and to identify any capacity constraints associated with background traffic. The background volumes, lane configuration, and traffic control are illustrated on **Figure 4**.

The level of service criteria discussed previously was applied to the study area intersections to determine the impacts with the short-term background volumes. The results of the LOS calculations for the intersections are summarized in **Table 1.** The intersection level of service worksheets and queue reports are attached in the **Appendix**.

**The study intersections were shown to operate similarly to the existing conditions with LOS A overall in the AM and PM peak hours in Year 2025 Background, as well as all of the movements and approaches estimated to continue to operate at LOS D or better.** The 95th percentile queues for 2025 Background traffic also remain essentially unchanged as identified in **Table 2** and continue to be maintained within the existing storage lengths.

### 5.4 Year 2045 Background Intersection Capacity Analysis

The study area intersections were evaluated to determine baseline operations for the Year 2045 background scenario and to identify any capacity constraints associated with background traffic. The background volumes, lane configuration, and traffic control are illustrated on **Figure 5**.

The level of service criteria discussed previously was applied to the study area intersections to determine the impacts with the short-term background volumes. The results of the LOS calculations for the intersections are summarized in **Table 1.** The intersection level of service worksheets and queue reports are attached in the **Appendix**.

**The study intersections were estimated to continue to operate overall at LOS A in both peak hours with the majority of movements operating at LOS D or better.** The 95th percentile queues for 2045 Background were calculated to remain within the existing storage lengths as shown in **Table 2**.

At the intersection of **North College Avenue and Hibdon Court**, it was estimated that the eastbound approach will begin to operate at LOS E in the AM peak hour. The 95th percentile queue was calculated to be 15 feet (one vehicle or less). *LUCASS* permits this level of delay on side-streets along arterial roadways. Based on the low volume on the side-street and minimal queuing, no mitigation measure is recommended. This is a typical situation along major arterials during peak periods.

## 6.0 Proposed North College 1311 ODP Project

### 6.1 Rescue Mission (West Lots) Trip Generation

With no comparable trip generation category within Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, local data from a comparable shelter was gathered and utilized to estimate the number of vehicular trips associated with the proposed Fort Collins Rescue Mission. Denver Rescue Mission provided detailed information on the staffing, operational needs, and anticipated number of people served on a daily basis for the new shelter. The new shelter will be open 24 hours per day, seven (7) days a week, year-round. The summary of future operations is listed below:

- **Employees – 34 people daily**
  - Three (3) staffing shifts:
    - Daytime Shift (8:30 am to 4:30 pm): 16 employees
    - Swing Shift (2:00 pm to 10:30 pm): 11 employees
    - Overnight shift (10:00 pm to 8:30 am): 7 employees
  - Majority of staff drives to the facility.

- Once on site, staff cannot leave the site.
- Based on the peak commuting hours, the Daytime Shift and the Overnight Shift will contribute to the AM and PM peak hour trips.

- **Interns/Volunteers – 27 people daily**
  - Similar work shifts to employees.
    - Daytime Shift (8:30 am to 4:30 pm): 2 interns, 12 volunteers
    - Swing Shift (2:00 pm to 10:30 pm): 0 interns, 13 volunteers
    - Overnight shift (10:00 pm to 8:30 am): 0 interns, 0 volunteers
  - Majority arriving to the site via driving a vehicle.
  - Once on site, interns and volunteers cannot leave the site.

- **Visitors – 10 people daily**
  - This is community members who visit the site but are not users of the facility.
  - Typically arrive during the Daytime shift and not within the AM or PM peak hours.
  - Majority of visitors arrive by vehicle.

- **Deliveries – 2 per day**
  - These deliveries support the facility's operational needs with supplies and donations.
  - Typically arrive during the Daytime shift but not within the AM or PM peak hours.
  - All deliveries arrive by vehicle.

- **Partner Organization Visitors – up to 5 vehicles per day**
  - These are people visiting the site to provide services for patrons.
  - Typically arrive during the Daytime shift but not within the AM or PM peak hours.
  - All Partner Organization Visitors arrive by vehicle.

- **Patrons (Users of the Facility) – typically 100 per day and 40 per night**
  - These are the people who are served by the shelter as they are currently experiencing homelessness.
  - Typically arrive by walking, biking, or transit. It is rare for a patron to arrive by vehicle.
  - Patrons arrive and depart at any time during the day or night, typically before and after a meal. Some stay for a short period of time while others remain for days.

The trip generation estimates are summarized in **Table 3**. **It is estimated that the shelter facility will generate 156 new trips per day, with 35 trips occurring in the AM peak hour and 26 trips occurring in the PM peak hour.**

***Table 3. Rescue Mission Trip Generation Summary***

| Users of Facility | Quantity | Unit | Average Daily Trips | | | AM Peak Hour Trips | | | PM Peak Hour Trips | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Total | In | Out | Total | In | Out | Total | In | Out |
| Employees | 34 | People | 68 | 34 | 34 | 23 | 16 | 7 | 16 | 0 | 16 |
| Volunteers/Interns | 27 | People | 54 | 27 | 27 | 12 | 8 | 4 | 10 | 10 | 0 |
| Visitors* | 10 | People | 20 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| Deliveries* | 2 | Veh. | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Partner Organization Visitors* | 5 | Veh. | 10 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| Patrons * | 100 | People | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | ***156*** | ***78*** | ***78*** | ***35*** | ***24*** | ***11*** | ***26*** | ***10*** | ***16*** |

*Source: Data from Denver Rescue Mission facilities of similar size and operations, as well as expected operations for new facilitie*

** Trips not included as they do not occur during the Peak Hours*

## 6.2 East Lot Trip Generation

A trip generation estimate was performed to determine the traffic characteristics of the assumed day care center on the East Lot of the North College 1311 ODP. The trip rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*[2] were applied to estimate the traffic associated with the potential day care center. **Table 4** provides the detailed trip generation for the East Lot.

***Table 4. East Lot Trip Generation Summary***

| Land Use | Size | Unit | Average Daily Trips | | | | AM Peak Hour Trips | | | | PM Peak Hour Trips | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Rate | Total | In | Out | Rate | Total | In | Out | Rate | Total | In | Out |
| ITE#565: Day Care Center | 10 | KSF | 47.62 | 476 | 238 | 238 | 11.00 | 110 | 58 | 52 | 11.12 | 111 | 52 | 59 |

*Source: ITE Trip Generation 11th Edition, 2021.*

2 *Trip Generation Manual, 11th Edition*, Institute of Transportation Engineers, 2021.

The proposed project is expected to experience mostly new trips, also known as 'primary trips', as discussed below:

> Primary Trips. These trips are made specifically to visit the site and are considered "new" trips. Primary trips would not have been made if the proposed project did not exist. Therefore, this is the only trip type that increases the total number of trips made on a regional basis.

There is potential for families to walk, bike, or use transit to access the future day care center; however, for conservative purposes, a non-auto reduction was not taken. **It was estimated that a day care center in the East Lot will generate approximately 476 daily vehicle trips with 110 vehicle trips in the AM peak hour and 111 vehicle trips in the PM peak hour.**

### 6.3 Trip Distribution and Assignment

The estimated trip volumes presented in **Table 3** and **Table 4** were distributed onto the study area roadway network based on existing traffic characteristics of the area, existing and future land uses, and the relationship of this project to the greater Fort Collins community. Two distribution scenarios were assumed: one for the Rescue Mission and the other for the day care center assumed in the East Lot.

Based on information provided by Denver Rescue Mission, it was assumed that 25% of vehicular traffic will come from North College Avenue and the remaining 75% will come from South College Avenue for the shelter. For the East Lot, it was assumed 35% will come from North College Avenue, 5% will come from West Hickory Street, and the remaining 60% will come from South College Avenue.

The trip distribution through the study intersections for the shelter is shown on **Figure 6A** and the distribution for the day care center is shown on **Figure 6B.** The projected site traffic was assigned to the study area roadway network and proposed accesses for the weekday AM and PM peak hour periods. The site generated volumes for the shelter are shown on **Figure 7A** and the site generated volumes for the day care center are shown on **Figure 7B**.

## 7.0 Future Traffic Conditions with Site Development

This section projects the future traffic conditions with the completion of the proposed Fort Collins Rescue Mission project and the development of the East Lot, assuming a day care center.

### 7.1 Year 2025 Background + Project Intersection Capacity Analysis

For the purpose of this traffic study for the North College 1311 ODP, it was assumed the Rescue Mission and day care center would be constructed and in use by Year 2025. The site-generated volumes were added to the projected Year 2025 background volumes and are illustrated on **Figure 8**. The results of the LOS calculations for the intersections are summarized on **Table 1.** The 95$^{th}$ percentile queues are summarized in **Table 2**. The intersection level of service worksheets and queue reports are attached in the **Appendix**.

**The project trips have little to no impact on the operations of the study intersections when compared to the background scenario**. All intersections were calculated to continue to operate at a LOS A overall in the AM and PM peak hours. The 95$^{th}$ percentile queues were calculated to be maintained within the existing storage lengths at all of the study intersections.

At the intersection of **North College Avenue and Hibdon Court**, it was estimated that the eastbound approach will begin to operate at LOS E in the AM peak hour due to slightly increased volume. The 95$^{th}$ percentile queue was calculated to be 25 feet (one vehicle or less). *LUCASS* permits this level of delay on side-streets along arterial roadways. Based on the low volume on the side-street and minimal queuing, no mitigation measure is recommended. This is a typical situation along major arterials during peak periods.

### 7.2 Year 2045 Background + Project Intersection Capacity Analysis

The site-generated volumes were added to the projected Year 2045 background volumes and are illustrated on **Figure 9**. The results of the LOS calculations for the intersections are summarized in **Table 1.** The 95$^{th}$ percentile queues are summarized in **Table 2**. The intersection level of service worksheets and queue reports are attached in the **Appendix**.

**The project trips have little to no impact on the operations of the study intersections when compared to the background scenario**. The majority of the study intersections were calculated to continue to operate at a LOS A overall in the AM and PM peak hours. The 95$^{th}$ percentile queues were calculated to be maintained within the existing storage lengths at all of the study intersections.

At the intersection of **North College Avenue and Hibdon Court**, the overall performance was estimated to change to LOS B in the PM peak hour with all movements operating at LOS D or better. During the AM peak hour, it was estimated that the eastbound approach will begin to operate at LOS F due to slightly increased volume on Hibdon Court and the increase in volume on North College Avenue. The 95$^{th}$ percentile queue was calculated to be 45 feet (two vehicles or less). *LUCASS* permits this level of delay on side-streets along arterial roadways. Based on the low volume on the side-street and minimal queuing, no mitigation measure is recommended. This is a typical situation along major arterials during peak periods.

## 8.0 Future Multi-Modal Trips and Facilities

In discussions with the Denver Rescue Mission, it is anticipated that all users of the shelter will be arriving and departing to/from the site by walking, biking, or using transit. It is likely they will utilize the existing multi-modal facilities through Fort Collins. The proposed northern shelter will add 200 beds for men currently experiencing homelessness and the numbers of patrons at one time can vary greatly by time of day, day of week, weather, or season of the year. It is challenging to calculate the number of multi-modal trips and the pattern at which they would occur. However, it is anticipated that the sidewalks, bike lanes, trails, and bus routes connected to the study area will have an increase in people utilizing them.

The City of Fort Collins endorses “complete streets” for all roadway classifications, which are streets that serve both vehicular and multi-modal traffic. With Hibdon Court being defined as a local street and Mason Street being currently defined as a collector level street, both streets will be able to accommodate and provide multimodal use. Hibdon Court will need the south sidewalk to be continued to Mason Street. Mason Street will need a sidewalk on at least one side of the roadway to connect to existing sidewalks; however, there are portions of Mason Street that are adjacent to other property owners that are not currently developing. If the Hibdon Court sidewalk is completed, then at a minimum people who walk, bike, or use transit can easily connect between North College Avenue and the proposed shelter.

It is our understanding that the City’s *Municipal Code* obligates the owner of a parcel to construct local street improvements adjacent to the parcel’s frontage at the time of development. With the new Fort Collins Rescue Mission project, Mason Street will likely need to be upgraded along the property frontage. The City’s *Master Street Plan* currently would require Mason Street to be constructed as a collector, however, this traffic study indicates the projected volumes can be accommodated with a local street cross-section.

*LCUASS* does not provide functional parameters for Fort Collins but includes parameters for Loveland, which were used for comparison purposes. The standards state that “Major Collectors” are intended to serve between 3,000 and 7,000 vpd. Existing counts on Mason Street, south of Hibdon Court, indicated there are approximately 140 vpd. With background growth and the proposed project, the daily vehicle volume was calculated to increase to 525 vpd. The estimated future volumes on Mason Street are significantly lower than the collector volume threshold; therefore, the city may consider changing the roadway classification to “local” for this segment of Mason Street. To reach the bottom of the collector volume range, other properties on Mason Street would have to redevelop and generate traffic. For informational purposes, this would be a minimum of 265 single-family detached homes or 370 multi-family units (market-rate) or 37,000 square feet of commercial retail.

## 9.0 Pedestrian LOS

The pedestrian LOS is based on five (5) criteria: directness, continuity, street crossings, visual interest and amenity, and security as outlined in the *Fort Collins Pedestrian Plan*[3]. The City's plan describes the categories as follows:

- **Directness** is the measurement of walking trip length and how well the environment provides direct pedestrian connections to destinations such as transit stops, schools, parks, commercial areas, or activity areas.
- **Continuity** is the measurement of the completeness of the sidewalk system by looking at the physical consistency, type of sidewalk, and visual connection from block to block. This category also evaluates if the pedestrian facility meets the current design standards.
- **Street Crossings** is the evaluation of safe crossings that encourages people to walk. There are four (4) street crossing types that are based on traffic control and roadway classification (minor or major). Street crossing LOS is based on pedestrian exposure and design elements that increase awareness of pedestrian presence, including number of lanes, crosswalk markings, signal indication, lighting level, pedestrian signal indication, pedestrian character, sight distance, and corner ramps.
- **Visual Interest and Amenity** considers the attractiveness and features of the pedestrian system and compatibility with local architecture.
- **Security** is the evaluation of a pedestrian's perspective of security with visual sight lines, separation from vehicles, and lighting level.

Each of the areas was evaluated for the study area and the LOS for each is discussed on the following pages.

**DIRECTNESS – LOS B**

The directness LOS is based on six (6) destinations anticipated to be visited by patrons of the proposed project. Only one (1) of the listed destinations is within the recommended 0.25-mile radius, which is the southbound bus stop on College Road. The remaining destinations are within 0.7-miles in actual walking distance. **Table 5** contains the actual walking distance, minimum distance, comparison ratios, and LOS for

3 *Fort Collins Pedestrian Plan*, https://www.fcgov.com/fcmoves/files/ped-plan.pdf?1592323966, 2011.

each destination as measured from the intersection of Mason Street and Hibdon Court. The LOS letter grade was determined from information provided in Table P.1 of the *Fort Collins Pedestrian Plan*.

***Table 5. Directness Level-of-Service***

| Destination | Actual Distance | Minimum Distance | Ratio | LOS |
|---|---|---|---|---|
| Bus Stop - Northbound College Road | 1,797 ft. (0.45 mi) | 1,236 ft. (0.23 mi) | 1.45 | C |
| Bus Stop - Southbound College Road | 1,203 ft. (0.23 mi) | 1,203 ft. (0.23 mi) | 1.00 | A |
| Grocery - King Soopers | 3,247 ft. (0.61 mi) | 3,376 ft. (0.64 mi) | 0.96 | A |
| Food Bank of Larimer County | 3,700 ft. (0.70 mi) | 2,407 ft. (0.46 mi) | 1.54 | C |
| Larimer County Department of Human Services | 3,371 ft. (0.64 mi) | 2,208 ft. (0.42 mi) | 1.53 | C |
| Murphy Center for Hope | 3,329 ft. (0.63 mi) | 2,821 ft. (0.53 mi) | 1.18 | A |
| ***Average*** | ***2,775 ft. (0.53 mi)*** | ***2,209 ft. (0.42 mi)*** | ***1.26*** | ***B*** |

**CONTINUITY – LOS D**

In the study area, there are quality sidewalks on some of the streets. Unfortunately, neither of the adjacent streets, Mason Street and Hibdon Court, have sidewalks currently. Per the City standards, LOS D reflects areas where sidewalks are not provided on both sides of the street or there are breaches in the system. Therefore, the continuity of the study area is considered LOS D.

**STREET CROSSINGS (SIGNALIZED) – LOS C**

There are two (2) signalized intersections in the study area: North College Road at Hickory Court/Conifer Street and North College Road at Willox Lane. Both intersections include curb ramps, colored crosswalks, pedestrian push buttons and signals, pedestrian and roadway level lighting, and good sight distance.

At both intersections, crossing North College Road requires pedestrians to walk across six (6) lanes including a wide median and bike lanes. Therefore, both signalized intersections are categorized were determined to be LOS C for street crossings due to the number of lanes.

**VISUAL INTEREST AND AMENITY – LOS D**

Although some of the neighboring streets could be classified as a LOS B others are classified as LOS D. The lowest level of service was selected for this category.

North College Road within the study area is classified as LOS B due to generous sidewalks, landscaping, street furniture, and lighting. Hickory Street is classified as LOS C since the sidewalks are functional but there is little to no visual interest or amenities. Mason Street and Hibdon Court are classified as LOS D since there are limited or no pedestrian facilities. These adjacent roadways have no visual interest for amenities for pedestrians and there is a lack of comfort.

**SECURITY - LOS E**

The streets adjacent to the project side, Mason Street and Hibdon Court, have a low level of pedestrian security. The majority of these streets do not have sidewalks which does not create separation between pedestrians and vehicles. There is minimal lighting and large recreational vehicles were observed to be parked along the limited portions of sidewalk along Hibdon Court. Additionally, Mason Street contains breaches in pedestrian visibility due to horizontal curvature and fencing.

**SUMMARY**

In summary, the existing pedestrian facilities meet some of the minimum LOS by category while others are not met, as shown on **Table 6**.

***Table 6. Pedestrian Level-of-Service Summary***

| | Directness | Continuity | Street Crossing | Visual Interest and Amenity | Security |
|---|---|---|---|---|---|
| Minimum LOS Threshold | C | C | C | C | C |
| Existing Facilities | B | D | C | D | E |
| ***Met?*** | ***Yes*** | ***No*** | ***Yes*** | ***No*** | ***No*** |

The North College 1311 ODP project plans to construct multimodal facilities adjacent to the project site, which is anticipated to improve the pedestrian LOS. As Hibdon Court's continuity, visual interest, and security improve with the site completion, it will provide a direct pedestrian route to North College Road. It should be noted that Mason Street will not meet the minimum LOS thresholds until properties south of the project properties are redeveloped to include upgraded multimodal facilities.

## 10.0 Conclusion

The North College 1311 ODP includes three properties along Mason Street between Hickory Street and Hibdon Court. The two properties in the southwest corner of Mason Street and Hibdon Court is proposed to include a new Fort Collins Rescue Mission to provide people experiencing homelessness with basic needs and resources to enter permanent housing and self-sufficiency. It is understood that there will be 200 beds and the shelter will also include restrooms, showers, living and dining areas, library, meeting rooms, kitchen, donation storage, laundry rooms, business offices, and outdoor space. The facility also plans to include administrative offices for staff and volunteers. Access to the Rescue Mission is planned via two full movement, side-street stop-controlled intersections on Mason Street.

The third property is located in the southeast corner of Mason Street and Hibdon Court and is planned to be developed in the future with a facility that complements the Rescue Mission and provides supportive services for the community. For conservative purposes for this traffic study, it was assumed that a day care center would be constructed on the East Lot.

Vehicular traffic volumes associated with the Rescue Mission have been developed through in-depth conversations with Denver Rescue Mission staff to account for anticipated staff, interns, volunteers, visitors, and operational services at full build out. Traffic associated with the potential day care center was estimated by utilizing national trip rates. Volumes were analyzed for the existing, short-term (Year 2025, anticipated construction year), and long-term (Year 2045) scenarios. The three properties are anticipated to generate approximately 632 trips daily, 145 AM peak hour, and 137 PM peak hour trips at buildout during the weekday.

**In summary, the existing roadways and intersections within the study area can accommodate the trips associated with the North College 1311 ODP.** There are no mitigation measures needed to support the vehicular traffic. It is recommended that multi-modal connectivity be provided along the project frontage to support the patrons that are likely to arrive/depart via walking, biking, or using transit.

Although the City's *Master Street Plan* identifies Mason Street as a collector roadway, the volumes associated with the site are well below the capacity threshold for a local street. Unless significant development occurs (or is anticipated to occur), Mason Street could functionally operate as a local street.

# *Tables and Figures:*

## Table 1 - Peak Hour Intersection Level of Service Summary

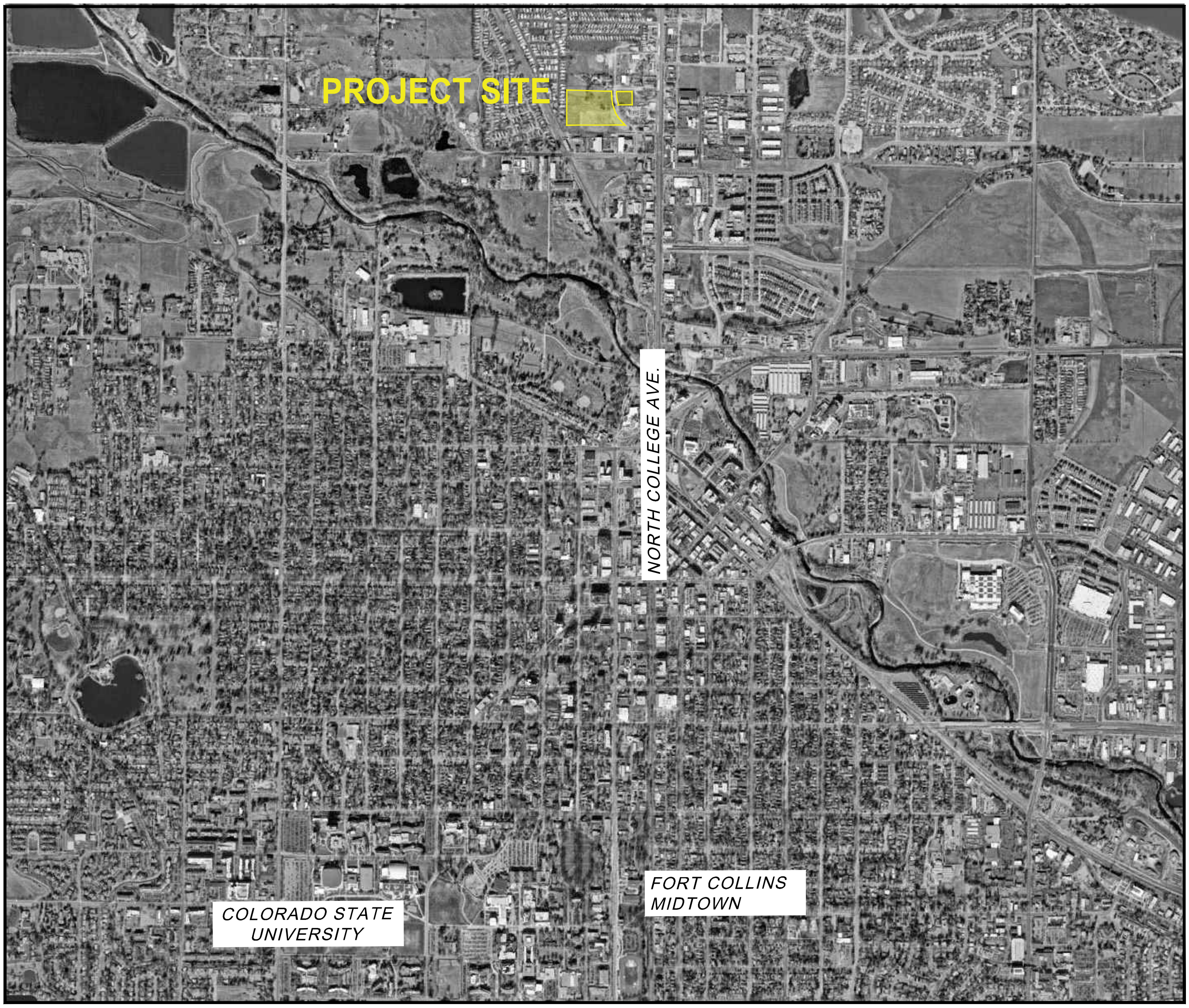
| Intersection and Critical Movements/Approaches | Existing | | | | Year 2025 Background | | | | Year 2025 Background + Project | | | | Year 2045 Background | | | | Year 2045 Background + Project | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | AM Peak | | PM Peak | | AM Peak | | PM Peak | | AM Peak | | PM Peak | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| **STOP SIGN CONTROL** | | | | | | | | | | | | | | | | | | | | |
| **1. Mason St & Hibdon Ct** | **4** | **A** | **5** | **A** | **4** | **A** | **5** | **A** | **7** | **A** | **6** | **A** | **4** | **A** | **5** | **A** | **7** | **A** | **6** | **A** |
| Eastbound Left+Through+Right | | | | | | | | | *9* | *A* | *9* | *A* | | | | | *9* | *A* | *9* | *A* |
| Westbound Left+Right | *10* | *A* | *9* | *A* | *10* | *A* | *9* | *A* | | | | | *9* | *A* | *9* | *A* | | | | |
| Westbound Left+Through+Right | | | | | | | | | *11* | *B* | *10* | *A* | | | | | *11* | *B* | *10* | *A* |
| Northbound Through+Right | *0* | *A* | *0* | *A* | *0* | *A* | *0* | *A* | | | | | *0* | *A* | *0* | *A* | | | | |
| Northbound Left+Through+Right | | | | | | | | | *7* | *A* | *7* | *A* | | | | | *7* | *A* | *7* | *A* |
| Southbound Left+Through | *0* | *A* | *7* | *A* | *0* | *A* | *7* | *A* | | | | | *0* | *A* | *7* | *A* | | | | |
| Southbound Left+Through+Right | | | | | | | | | *0* | *A* | *7* | *A* | | | | | *0* | *A* | *7* | *A* |
| **2. North College Ave & Hibdon Ct** | **0** | **A** | **0** | **A** | **0** | **A** | **0** | **A** | **1** | **A** | **1** | **A** | **1** | **A** | **0** | **A** | **2** | **A** | **1** | **A** |
| Eastbound Left+Through+Right | *25* | *C* | *14* | *B* | *26* | *D* | *15* | *B* | *37* | *E* | *17* | *C* | *43* | *E* | *18* | *C* | *61* | *F* | *22* | *C* |
| Westbound Left+Through+Right | *0* | *A* | *11* | *B* | *0* | *B* | *11* | *B* | *0* | *A* | *11* | *B* | *0* | *B* | *12* | *B* | *0* | *A* | *12* | *B* |
| Northbound Left | *11* | *B* | *10* | *B* | *11* | *A* | *10* | *B* | *12* | *B* | *11* | *B* | *13* | *A* | *11* | *B* | *13* | *B* | *11* | *B* |
| Northbound Through | *0* | *A* | *0* | *A* | *0* | *A* | *0* | *A* | *0* | *A* | *0* | *A* | *0* | *A* | *0* | *A* | *0* | *A* | *0* | *A* |
| Southbound Through+Right | *0* | *A* | *9* | *A* | *0* | *A* | *9* | *A* | *0* | *A* | *9* | *A* | *0* | *A* | *10* | *A* | *0* | *A* | *10* | *A* |
| **3. Mason St & Hickory St** | **0** | **A** | **1** | **A** | **0** | **A** | **1** | **A** | **2** | **A** | **2** | **A** | **0** | **A** | **1** | **A** | **1** | **A** | **2** | **A** |
| Eastbound Left+Through | *8* | *A* | *8* | *A* | *8* | *A* | *8* | *A* | *8* | *A* | *8* | *A* | *8* | *A* | *8* | *A* | *8* | *A* | *8* | *A* |
| Westbound Through+Right | *0* | *A* | *0* | *A* | *0* | *A* | *0* | *A* | *0* | *A* | *0* | *A* | *0* | *A* | *0* | *A* | *0* | *A* | *0* | *A* |
| Southbound Left+Right | *11* | *B* | *11* | *B* | *11* | *B* | *11* | *B* | *12* | *B* | *11* | *B* | *11* | *B* | *11* | *B* | *13* | *B* | *13* | *B* |
| **101. Hibdon Ct at Access** | *Project Intersection* | | | | *Project Intersection* | | | | **6** | **A** | **5** | **A** | *Project Intersection* | | | | **6** | **A** | **5** | **A** |
| Eastbound Through+Right | | | | | | | | | *0* | *A* | *0* | *A* | | | | | *0* | *A* | *0* | *A* |
| Westbound Left+Through | | | | | | | | | *7* | *A* | *7* | *A* | | | | | *7* | *A* | *7* | *A* |
| Northbound Left+Right | | | | | | | | | *9* | *A* | *9* | *A* | | | | | *9* | *A* | *9* | *A* |
| **102. Mason St at Rescue Mission Access** | *Project Intersection* | | | | *Project Intersection* | | | | **1** | **A** | **0** | **A** | *Project Intersection* | | | | **1** | **A** | **0** | **A** |
| Eastbound Left+Right | | | | | | | | | *9* | *A* | *9* | *A* | | | | | *9* | *A* | *9* | *A* |
| Northbound Left+Through | | | | | | | | | *7* | *A* | *7* | *A* | | | | | *7* | *A* | *7* | *A* |
| Southbound Through+Right | | | | | | | | | *0* | *A* | *0* | *A* | | | | | *0* | *A* | *0* | *A* |
| **SIGNAL CONTROL** | | | | | | | | | | | | | | | | | | | | |
| **4. North College Ave & Hickory St** | **6** | **A** | **8** | **A** | **7** | **A** | **8** | **A** | **8** | **A** | **10** | **A** | **7** | **A** | **9** | **A** | **9** | **A** | **11** | **B** |
| Eastbound Left | *33* | *C* | *45* | *D* | *33* | *C* | *45* | *D* | *32* | *C* | *43* | *D* | *32* | *C* | *44* | *D* | *31* | *C* | *42* | *D* |
| Eastbound Right | *43* | *D* | *54* | *D* | *43* | *D* | *54* | *D* | *41* | *D* | *53* | *D* | *42* | *D* | *53* | *D* | *40* | *D* | *52* | *D* |
| Northbound Left | *7* | *A* | *7* | *A* | *8* | *A* | *7* | *A* | *11* | *B* | *10* | *A* | *12* | *B* | *10* | *B* | *19* | *B* | *15* | *B* |
| Northbound Through | *3* | *A* | *4* | *A* | *3* | *A* | *4* | *A* | *4* | *A* | *5* | *A* | *4* | *A* | *5* | *A* | *4* | *A* | *6* | *A* |
| Southbound Through | *4* | *A* | *4* | *A* | *4* | *A* | *4* | *A* | *5* | *A* | *5* | *A* | *5* | *A* | *4* | *A* | *6* | *A* | *5* | *A* |
| Southbound Right | *3* | *A* | *3* | *A* | *3* | *A* | *3* | *A* | *3* | *A* | *3* | *A* | *3* | *A* | *3* | *A* | *3* | *A* | *4* | *A* |

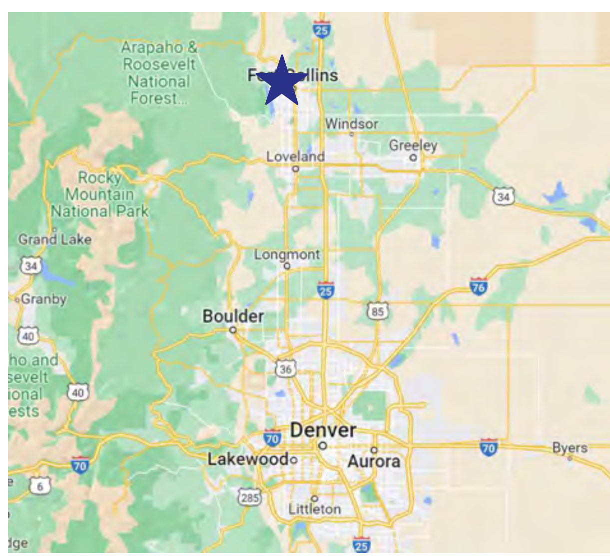
*Note: Delay represented in average seconds per vehicle.*

## Table 2 - Peak Hour Estimated 95th Percentile Queues

| Intersections and Lane Groups | Ex. Storage Length (ft) | Year 2022 Existing | | Year 2025 Background | | Year 2025 with Project | | Year 2045 Background | | Year 2045 with Project | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| **1. Mason St & Hibdon Ct** | | *Stop-Control* | | *Stop-Control* | | *Stop-Control* | | *Stop-Control* | | *Stop-Control* | |
| Eastbound Left+Through+Right | - | | | | | 0' | 0' | | | 0' | 0' |
| Westbound Left+Right | - | 0' | 3' | 0' | 3' | | | 0' | 3' | | |
| Westbound Left+Through+Right | - | | | | | 25' | 8' | | | 25' | 8' |
| Northbound Through+Right | - | 0' | 0' | 0' | 0' | | | 0' | 0' | | |
| Northbound Left+Through+Right | - | | | | | 3' | 0' | | | 3' | 0' |
| Southbound Left+Through | - | 0' | 0' | 0' | 0' | | | 0' | 0' | | |
| Southbound Left+Through+Right | - | | | | | 0' | 0' | | | 0' | 0' |
| **2. North College Ave & Hibdon Ct** | | *Stop-Control* | | *Stop-Control* | | *Stop-Control* | | *Stop-Control* | | *Stop-Control* | |
| Eastbound Left+Through+Right | - | 8' | 5' | 8' | 10' | 25' | 15' | 15' | 5' | 45' | 20' |
| Westbound Left+Through+Right | - | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' |
| Northbound Left | 100' | 3' | 3' | 3' | 3' | 5' | 5' | 3' | 5' | 8' | 5' |
| Northbound Through | - | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' |
| Southbound Through+Right | - | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' |
| **3. Mason St & Hickory St** | | *Stop-Control* | | *Stop-Control* | | *Stop-Control* | | *Stop-Control* | | *Stop-Control* | |
| Eastbound Left+Through | - | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' |
| Westbound Through+Right | - | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' | 0' |
| Southbound Left+Right | - | 0' | 3' | 0' | 3' | 8' | 10' | 0' | 3' | 10' | 18' |
| **4. North College Ave & Hickory St** | | *Signalized* | | *Signalized* | | *Signalized* | | *Signalized* | | *Signalized* | |
| Eastbound Left | 200' | 29' | 81' | 30' | 82' | 41' | 98' | 33' | 93' | 45' | 110' |
| Eastbound Right | - | 39' | 35' | 44' | 35' | 63' | 38' | 68' | 48' | 89' | 79' |
| Northbound Left | 160' | 53' | 57' | 56' | 60' | 94' | 78' | 90' | 83' | 166' | 113' |
| Northbound Through | - | 91' | 188' | 94' | 196' | 98' | 200' | 112' | 247' | 116' | 252' |
| Southbound Through | - | 153' | 140' | 158' | 145' | 162' | 148' | 195' | 178' | 198' | 182' |
| Southbound Right | 90' | 12' | 12' | 13' | 12' | 13' | 12' | 16' | 15' | 16' | 15' |
| **101. Hibdon Ct at Access** | | *Project Intersection* | | *Project Intersection* | | *Stop-Control* | | *Project Intersection* | | *Stop-Control* | |
| Eastbound Through+Right | - | | | | | 0' | 0' | | | 0' | 0' |
| Westbound Left+Through | - | | | | | 3' | 3' | | | 3' | 3' |
| Northbound Left+Right | - | | | | | 5' | 5' | | | 5' | 5' |
| **102. Mason St at Rescue Mission Access** | | *Project Intersection* | | *Project Intersection* | | *Stop-Control* | | *Project Intersection* | | *Stop-Control* | |
| Eastbound Left+Right | - | | | | | 0' | 0' | | | 0' | 0' |
| Northbound Left+Through | - | | | | | 0' | 0' | | | 0' | 0' |
| Southbound Through+Right | - | | | | | 0' | 0' | | | 0' | 0' |

Item 17.

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NORTH COLLEGE 1311 ODP TRAFFIC IMPACT STUDY - FORT COLLINS, CO

## VICINITY MAP

| | | | | | | | |
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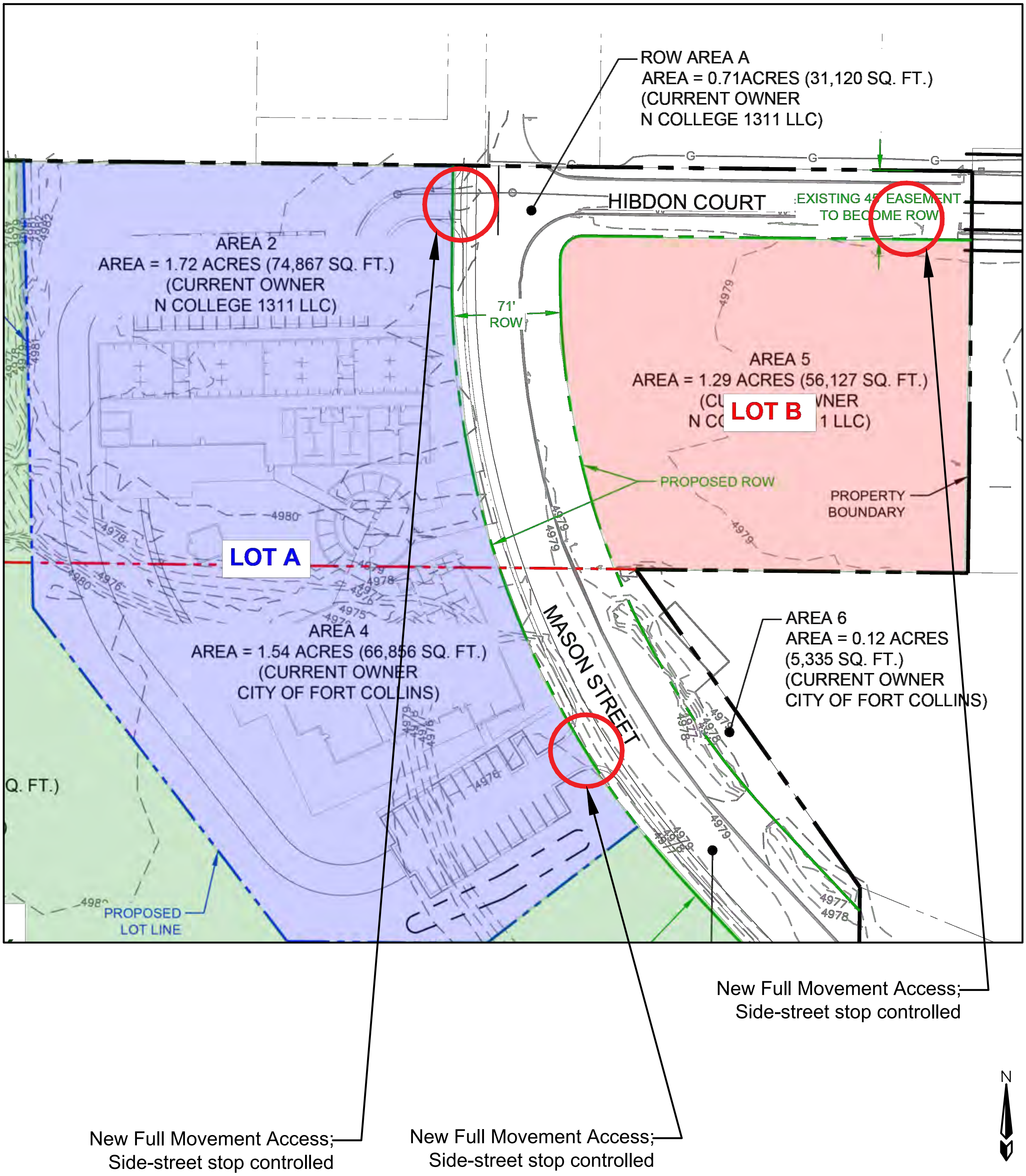


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CONCEPTUAL SITE PLAN

| | | | | | | | | |
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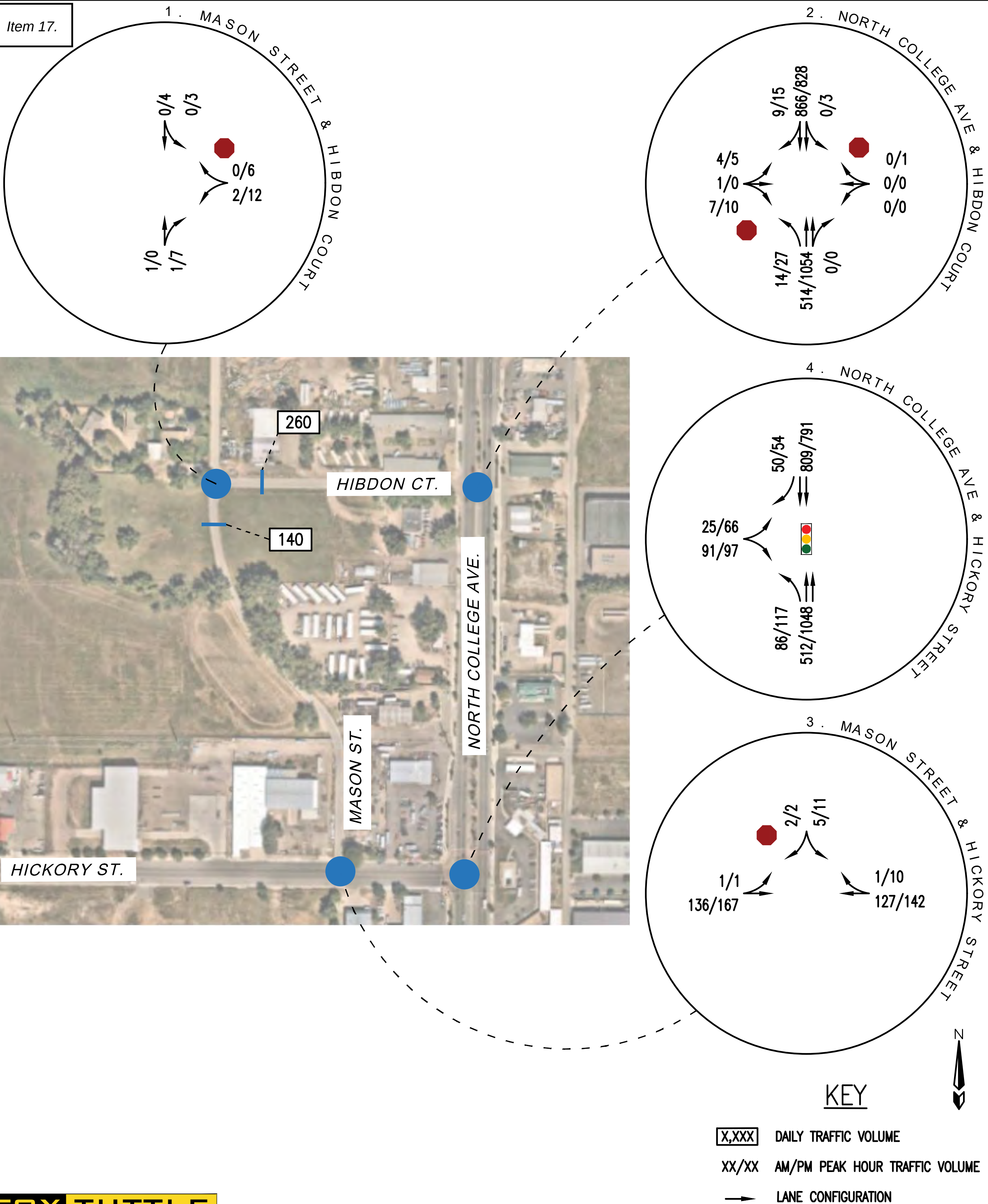


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YEAR 2022 EXISTING TRAFFIC VOLUMES

| | | | | | | | | | |
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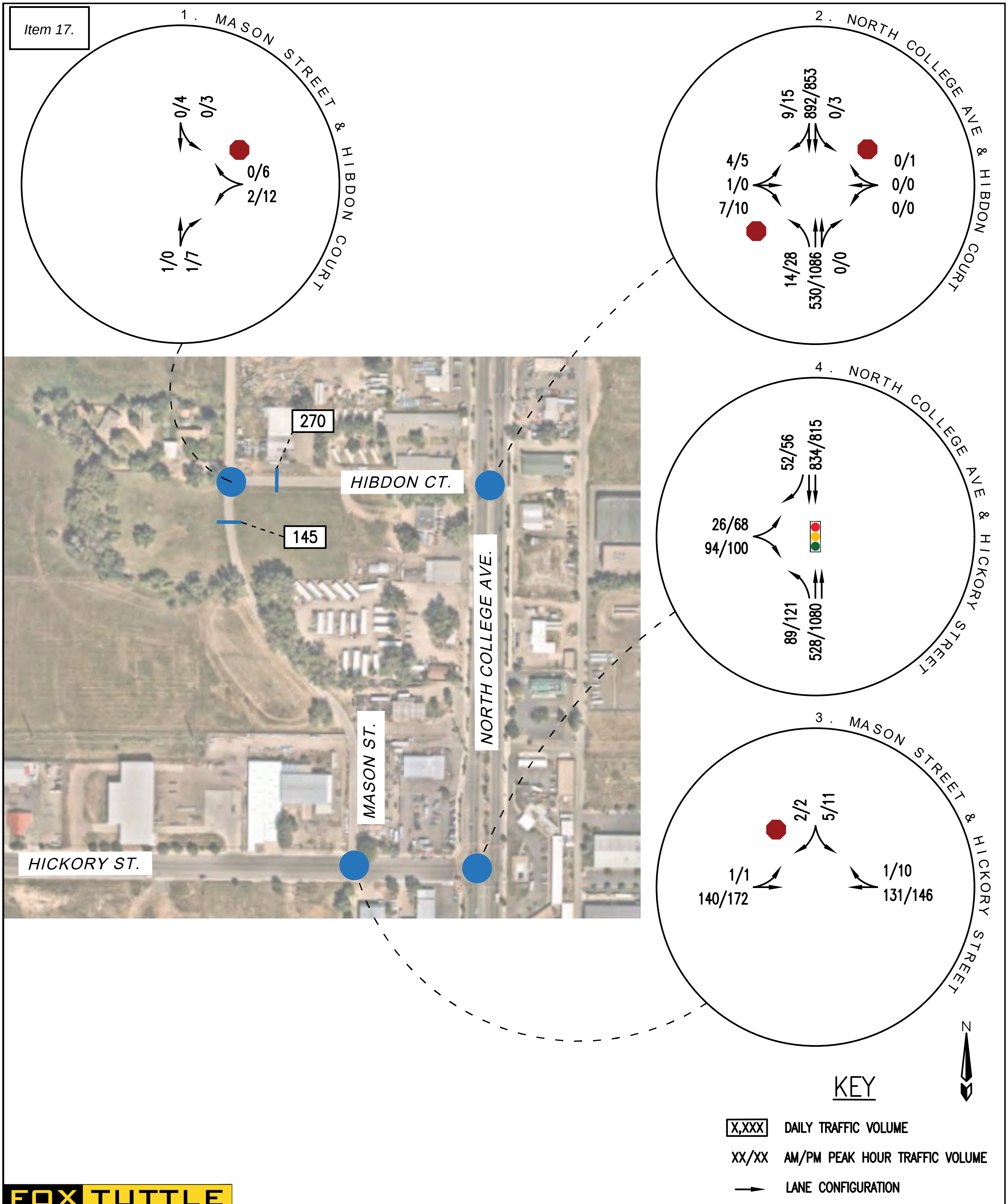


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## YEAR 2025 BACKGROUND TRAFFIC VOLUMES

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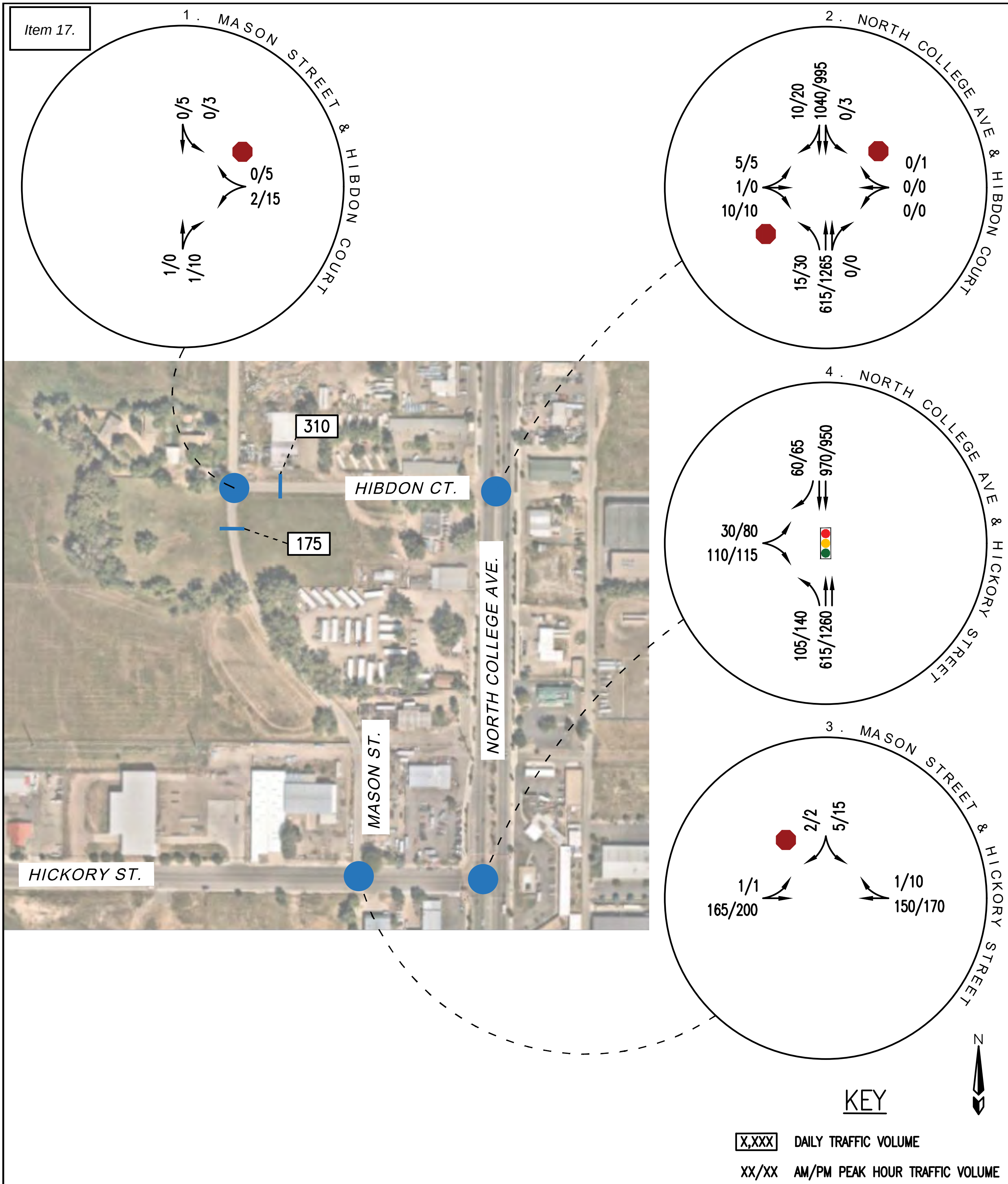


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YEAR 2045 BACKGROUND TRAFFIC VOLUMES

| | | | | | | | | | |
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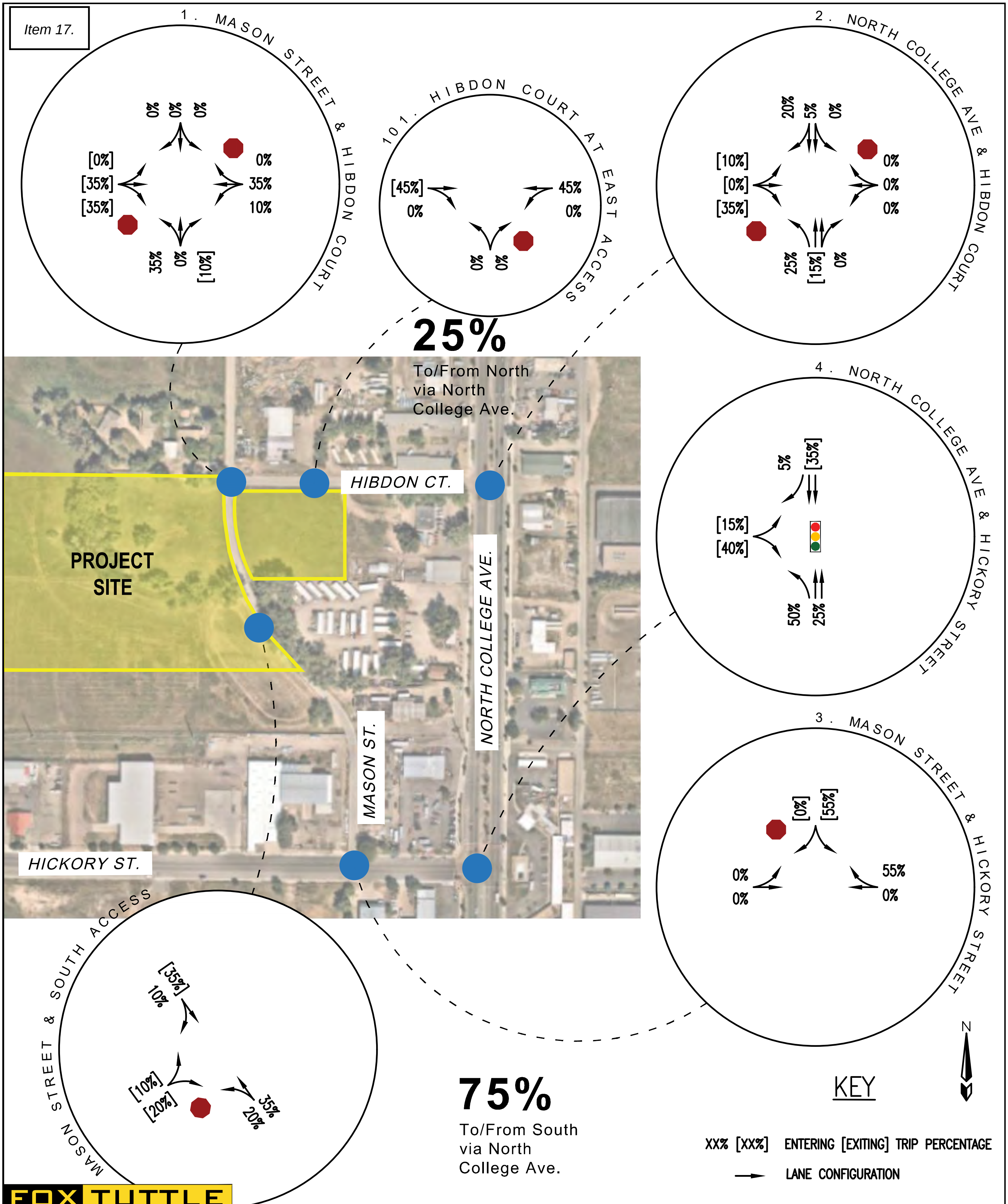


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SITE TRIP DISTRIBUTION - RESCUE MISSION

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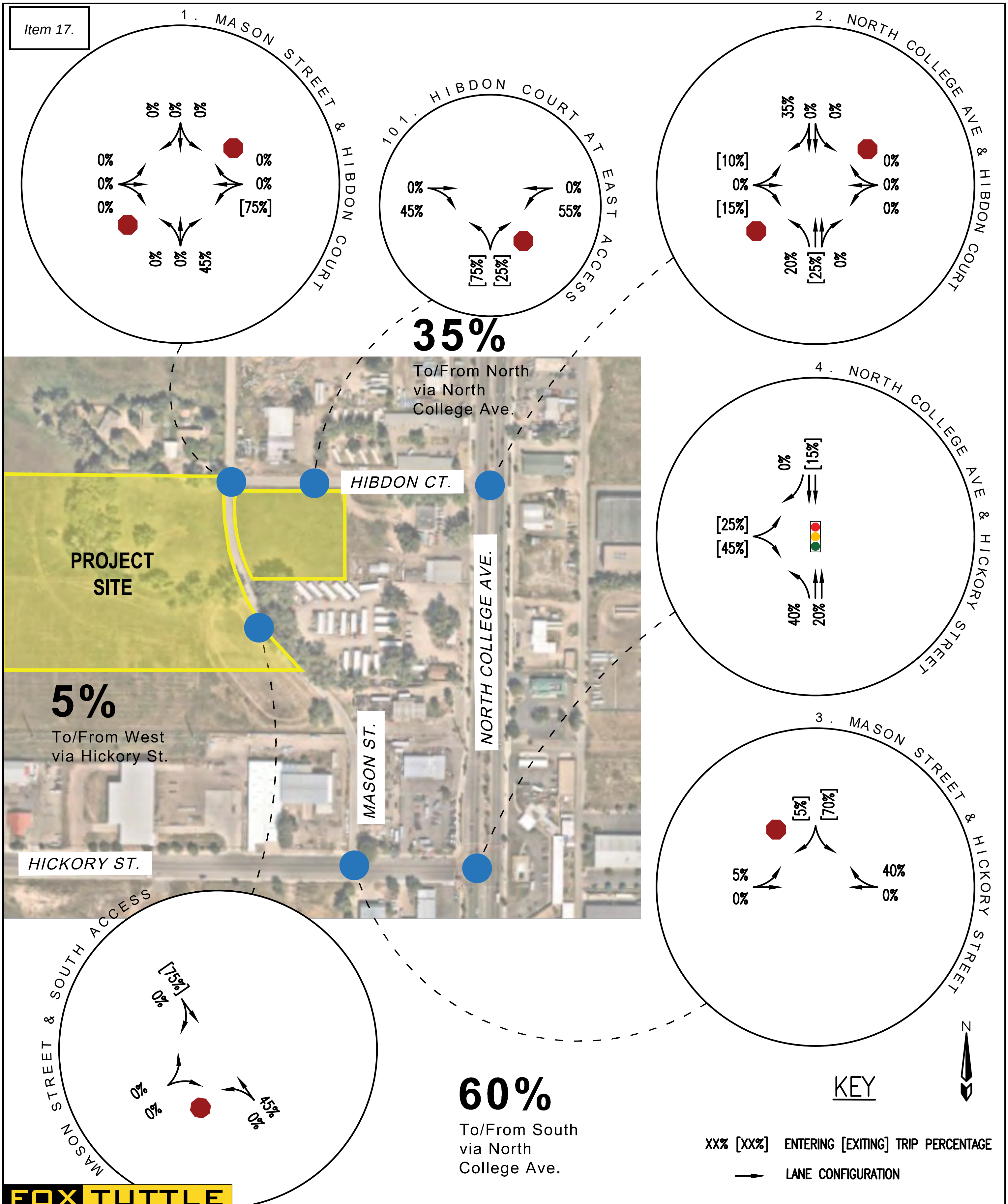


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NORTH COLLEGE 1311 ODP TRAFFIC IMPACT STUDY - FORT COLLINS, CO

SITE TRIP DISTRIBUTION - EAST LOT

| | | | | | | | | | |
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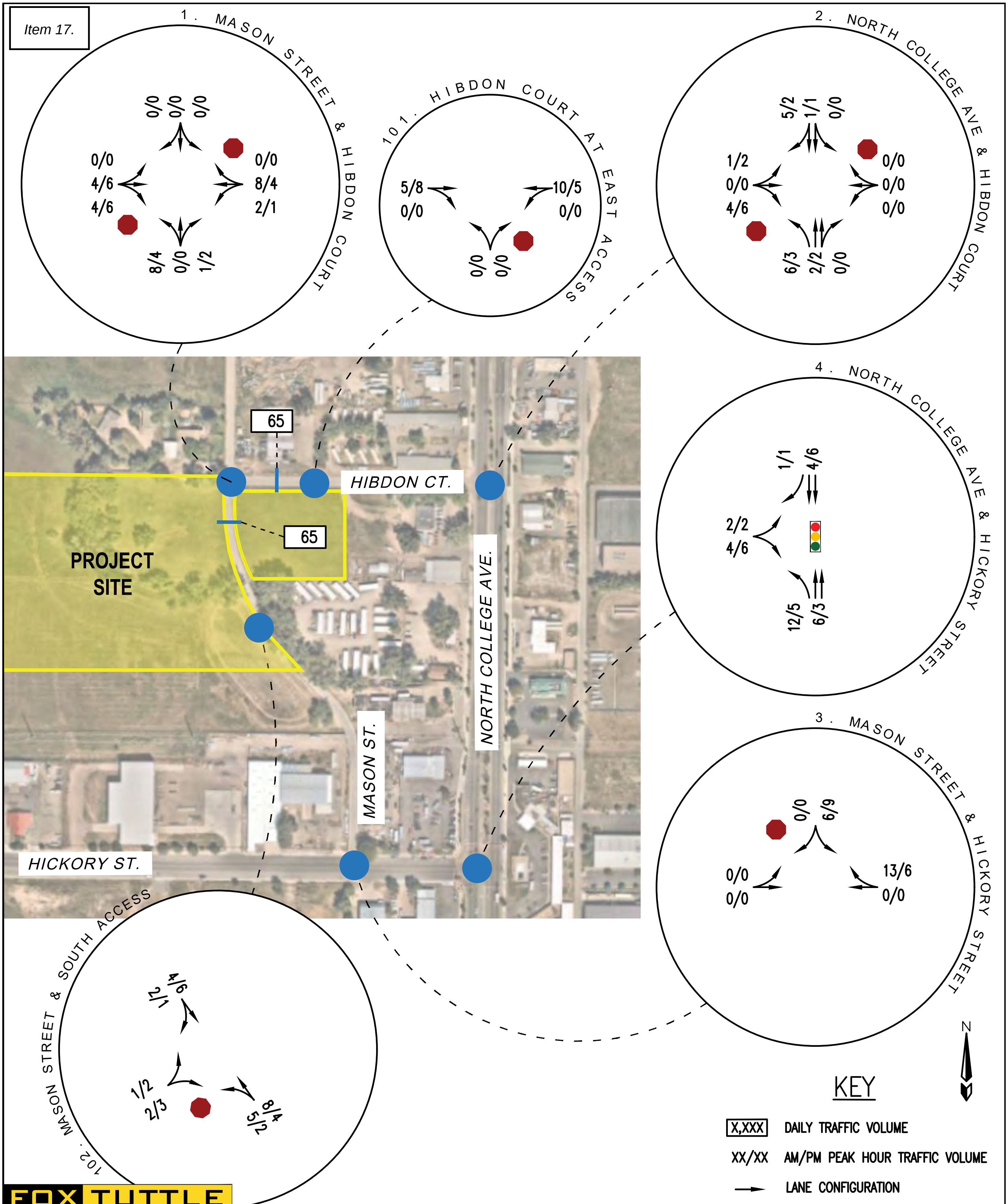


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SITE-GENERATED TRIP VOLUMES - RESCUE MISSION

| | | | | | | | | | |
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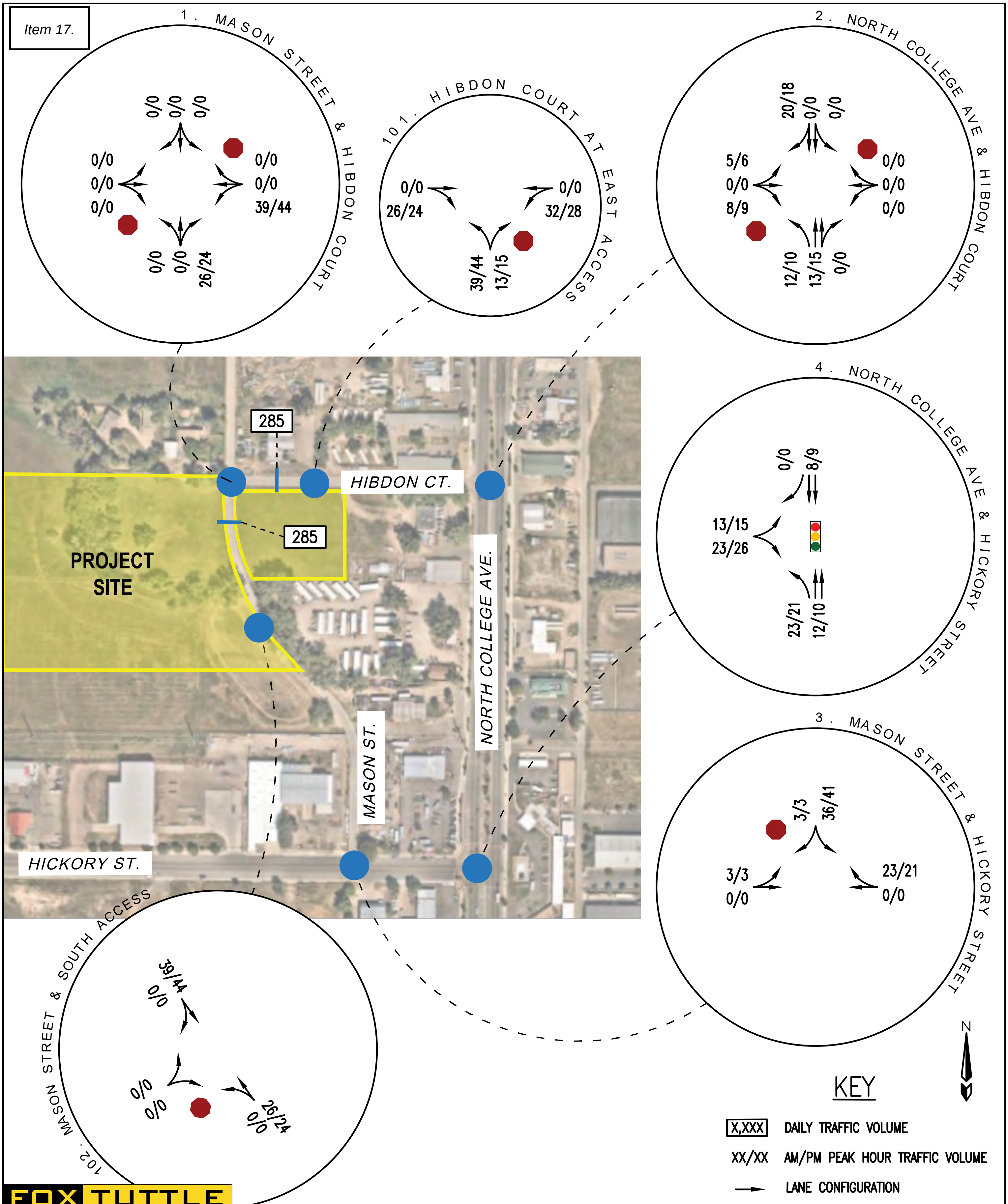


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SITE-GENERATED TRIP VOLUMES - EAST LOT

| | | | | | | | | |
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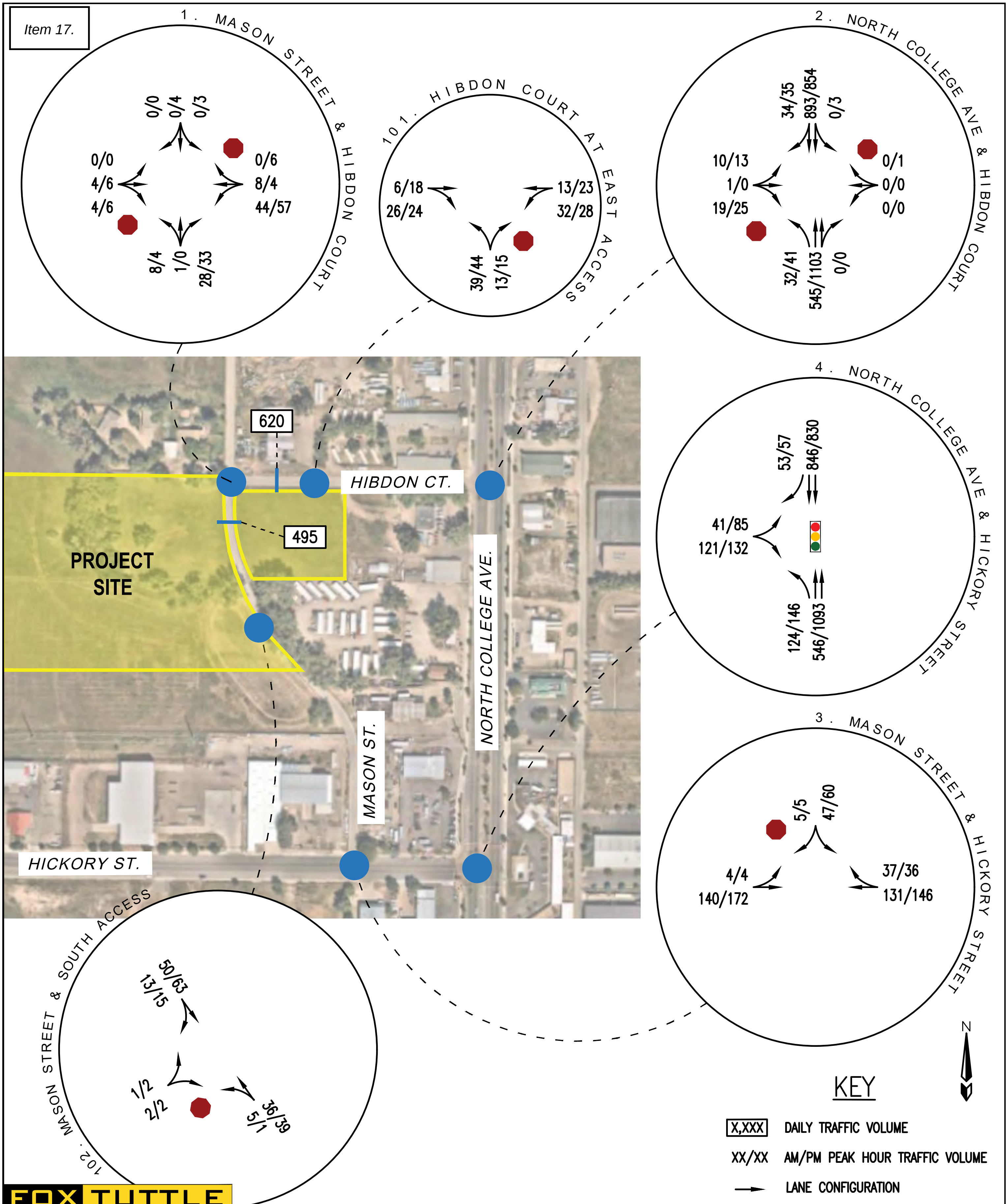


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YEAR 2025 BACKGROUND + SITE-GENERATED TRAFFIC VOLUMES

| | | | | | | | | | |
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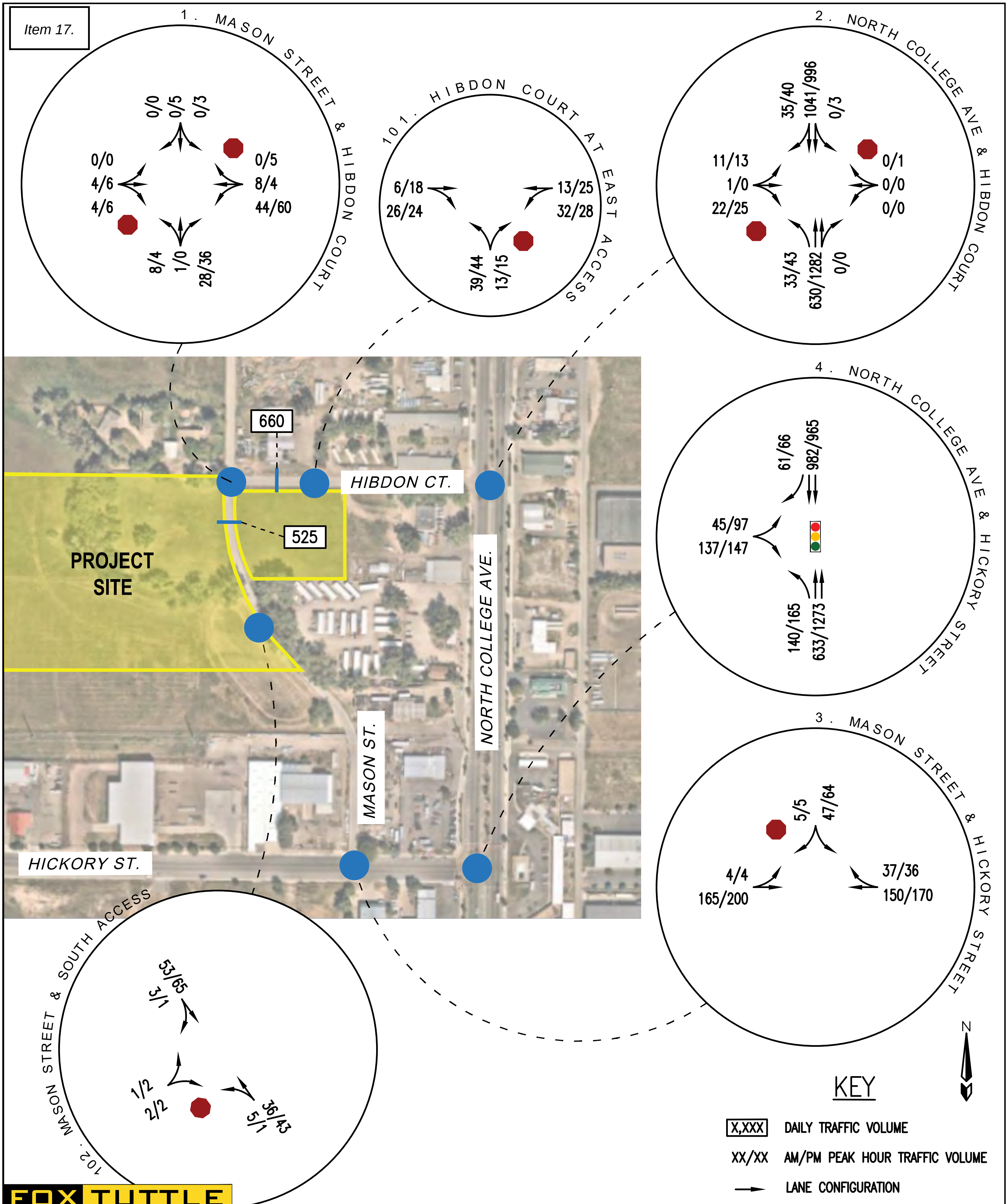


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NORTH COLLEGE 1311 ODP TRAFFIC IMPACT STUDY - FORT COLLINS, CO

YEAR 2045 BACKGROUND + SITE-GENERATED TRAFFIC VOLUMES

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
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# *Appendix:*

*Transportation Impact Study Base Assumptions Form*

*Level of Service Definitions*

*Existing Traffic Data*

*Intersection Capacity Worksheets*

# *Transportation Impact Study*
# *Base Assumptions Form*

# Attachment A
# Transportation Impact Study Base Assumptions

| | | | |
|---|---|---|---|
| **Project Information** | | | |
| Project Name | Fort Collins Rescue Mission | | |
| Project Location | Parcel west and south of the Mason Street & Hibdon Ct. Intersection | | |
| **TIS Assumptions** | | | |
| Type of Study | Full: | Intermediate: X | |
| | MTIS: | Memo: | |
| Study Area Boundaries | North: Hibdon Ct. | South: Hickory St. | |
| | East: North College Ave. | West: Mason St. | |
| Study Years | Short Range: 2025 | Long Range: N/A | |
| Future Traffic Growth Rate | 1% growth (per 11/30/22 discussion and CDOT OTIS data) | | |
| Study Intersections | 1. All access drives | 5. N. College Ave. & Hickory St. | |
| | 2. Mason St. & Hibdon Ct. | 6. | |
| | 3. N. College Ave. & Hibdon Ct. | 7. | |
| | 4. Mason St. & Hickory St. | 8. | |
| Time Period for Study | AM: 7:00-9:00 | PM: 4:00-6:00 | Sat Noon: |
| Trip Generation Rates | Trip generation rates based on similar sized facility with similar services and shifts. Propose 33 trips AM Peak, 26 Trips PM Peak | | |
| Trip Adjustment Factors | Passby: N/A | Captive Market: N/A | |
| Overall Trip Distribution | SEE ATTACHED SKETCH | | |
| Mode Split Assumptions | No multi-modal adjustments since trip generation is based on people who drive to the location. | | |
| Design Vehicle Information | Anticipating typical passenger vehicles for trips associated with staff and volunteers. | | |
| Committed Roadway Improvements | To be determined during development review process. Current analysis using a 1% growth factor and projected trips associated with site does not warrant specific turn lanes along North College. | | |
| Other Traffic Studies | None. | | |
| Areas Requiring Special Study | Multimodal activity associated with users of facility. | | |

Date: ______________________

Traffic Engineer: Cassie Slade 01/05/2023

Local Entity Engineer: Steven Gilchrist 01/04/2023

# Attachment B
# Transportation Impact Study
# Pedestrian Analysis Worksheet

| Origin (project land use) | DESTINATION: Rec. | Res.← | Inst. | Ofc/Bus. | Com. | Ind. | Other (Specify) |
|---|---|---|---|---|---|---|---|
| Recreation | | | | | | | |
| 1) Residential | | See Attached Spreadsheet | | | | | |
| Institution (school, church, civic) | | | | | | | |
| Office/Business | | | | | | | |
| Commercial | | | | | | | |
| Industrial | | | | | | | |
| Other (specify) Ft. Collins Rescue Mission | | | | | | | |

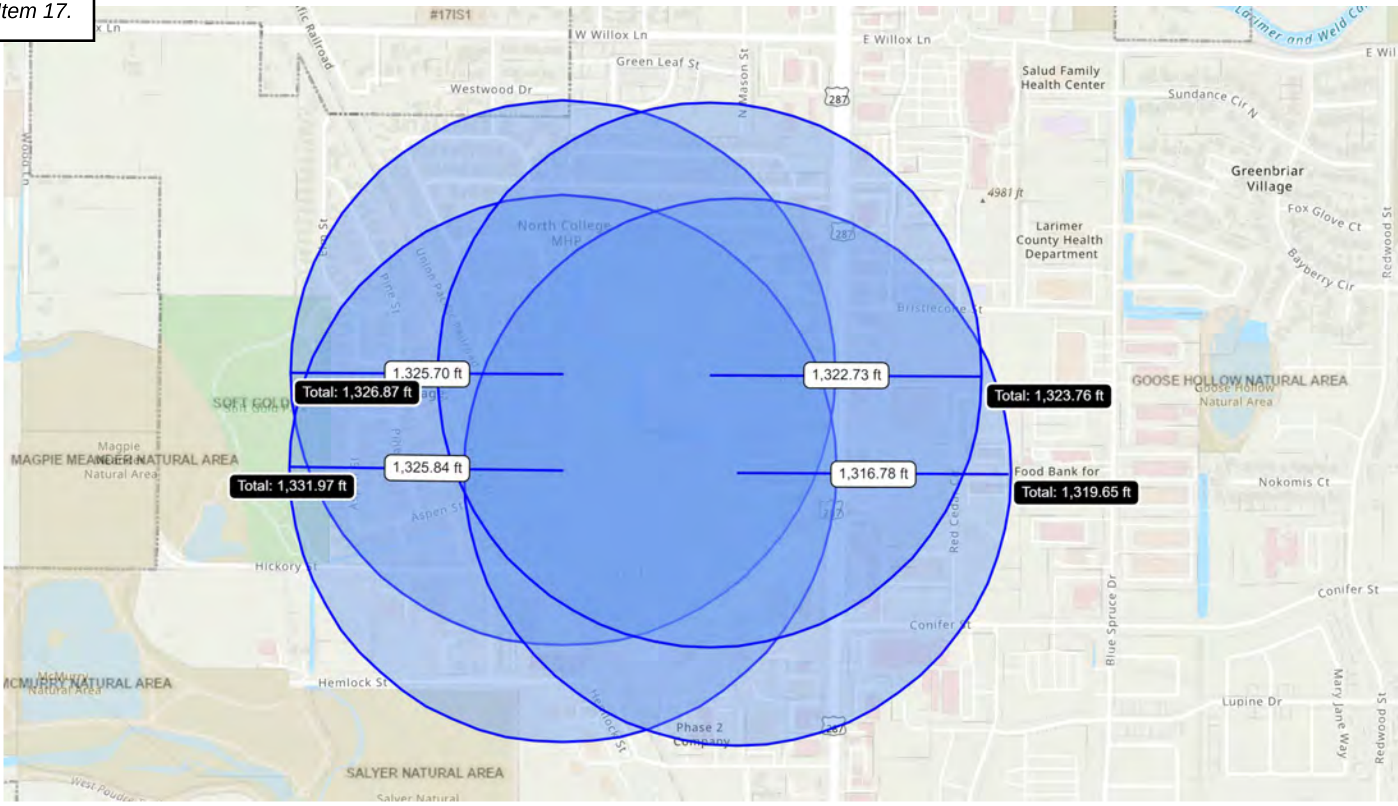
*INSTRUCTIONS:*
*Identify the pedestrian destinations within 1320' (1.5 miles for schools) of the project boundary in the spaces above. The pedestrian Level of Service for the facility/corridor linking these destinations to the project site will be based on the directness, continuity, types of street crossings, walkway surface condition, visual interest/amenity, and security of the selected route(s).*

← 12 Dwelling units or more.

Transportation Impact Study
Pedestrian Analysis Worksheet

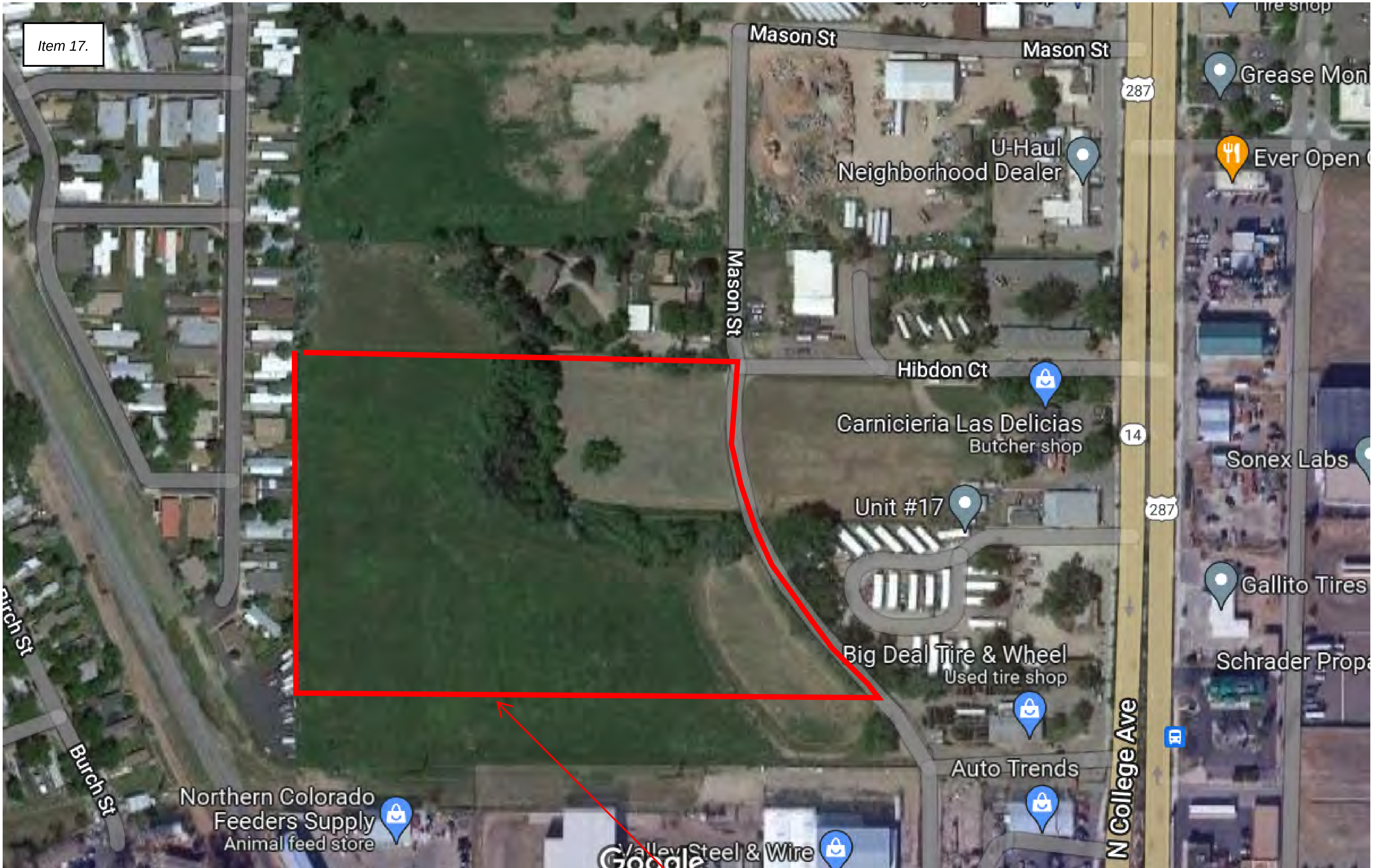
| | Recreation | Residential | Inst. | Ofc/Bus. | Com. | Ind. | Other |
|---|---|---|---|---|---|---|---|
| Recreation | | | | | | | |
| Residential | | | | | | | |
| Institution | | | | | | | |
| Office/Business | | | | | | | |
| Commercial | | | | | | | |
| Industrial | | | | | | | |
| Other (Fort Collins Rescue Mission | Hickory Trail, Soft Gold Park, Salyer Natural Area | North College Mobile Home Park, Revive, Hickory Village, Stonecrest Mobile Home Park, single family home adjacent to site. | Food Bank for Larimer County* | Various auto oriented repair services | Various Businesses off North College, JAX, banks, the Lyric, touches Country Club Corners Development** | Rocky Mountain Recycling, Valley Steel and Wire, | Several North College Hotels fall within the 1320' radius. |

*Other services, including Larimer County Services off Willox, the Murphy Center, Homeward Alliance, the Health District Family Dental Clinic, WIC, and Salud are near the site but outside the 1320' radius.
** North College Marketplace near the development but outside the 1320' radius.



1,325.70 ft
Total: 1,326.87 ft
1,325.84 ft
Total: 1,331.97 ft
1,322.73 ft
Total: 1,323.76 ft
1,316.78 ft
Total: 1,319.65 ft
W Willox Ln
E Willox Ln
Green Leaf St
Westwood Dr
N Mason St
Salud Family Health Center
Sundance Cir N
Greenbriar Village
Larimer County Health Department
Fox Glove Ct
Bayberry Cir
Redwood St
North College MHP
Bristlecone St
GOOSE HOLLOW NATURAL AREA
Goose Hollow Natural Area
MAGPIE MEANDER NATURAL AREA
Magpie Meander Natural Area
Food Bank for
Nokomis Ct
Hickory St
Aspen St
Red Cedar
Conifer St
Blue Spruce Dr
MCMURRY NATURAL AREA
McMurry Natural Area
Hemlock St
Phase 2 Company
Lupine Dr
Mary Jane Way
SALYER NATURAL AREA
Larimer and Weld Canal

*Item 17.*




Proposed location for new Ft. Collins Rescue Mission campus

FOX TUTTLE

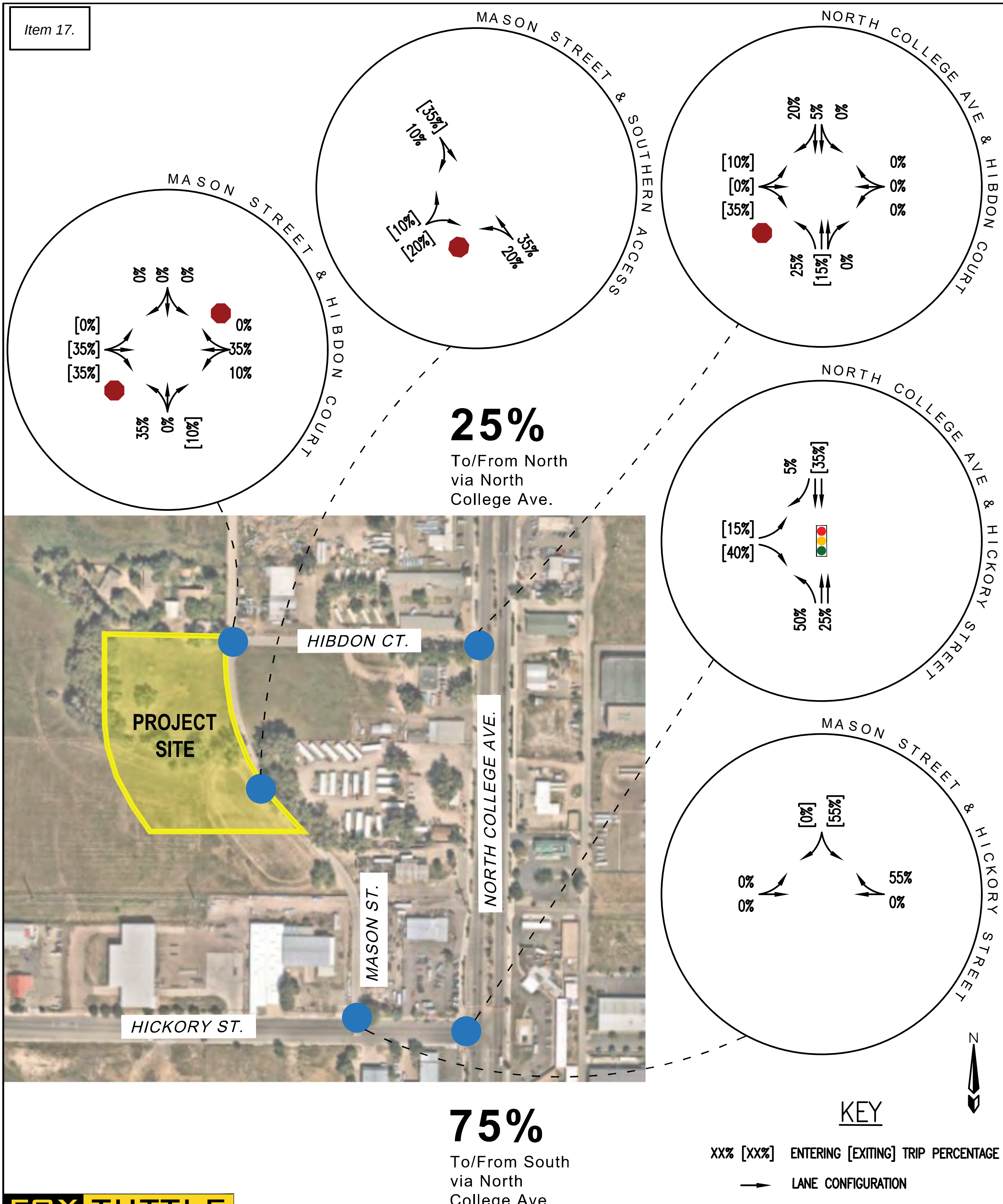
**Table 3 - Trip Generation Summary**

| Users of Facility | Unit | Non-Auto Factor | Average Daily Trips Rate | Average Daily Trips Total | Average Daily Trips In | Average Daily Trips Out | AM Peak Hour Trips Rate | AM Peak Hour Trips Total | AM Peak Hour Trips In | AM Peak Hour Trips Out | PM Peak Hour Trips Rate | PM Peak Hour Trips Total | PM Peak Hour Trips In | PM Peak Hour Trips Out |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Employees (16 total) | People | 1.00 | | 68 | 34 | 34 | | 23 | 16 | 7 | | 16 | 0 | 16 |
| Volunteers/Interns (10 Total) | People | 1.00 | | 44 | 22 | 22 | | 10 | 10 | 0 | | 10 | 0 | 10 |
| Visitors* | People | 1.00 | | 20 | 10 | 10 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Deliveries* | People | 1.00 | | 4 | 2 | 2 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Partner Organization Visitors* | People | 1.00 | | 10 | 5 | 5 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Patrons * | People | 0.00 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| | | ***Total New Trips*** | | ***146*** | ***73*** | ***73*** | | ***33*** | ***26*** | ***7*** | | ***26*** | ***0*** | ***26*** |

***Source: Data from Denver Rescue Mission facilities of similar siz and operations.***

**** Trips not included as they do not occur during the Peak Hours***

Item 17.




FOX TUTTLE
TRANSPORTATION GROUP

FORT COLLINS RESCUE MISSION TRAFFIC ANALYSIS STUDY - FORT COLLINS, CO

SITE TRIP DISTRIBUTION

| | | | | |
|---|---|---|---|---|
| 22099 | Original Scale NTS | Date 12/19/22 | Drawn by JKL | Figure # 6 |

# *Level of Service Definitions*

# LEVEL OF SERVICE DEFINITIONS

In rating roadway and intersection operating conditions with existing or future traffic volumes, "Levels of Service" (LOS) A through F are used, with LOS A indicating very good operation and LOS F indicating poor operation. Levels of service at signalized and unsignalized intersections are closely associated with vehicle delays experienced in seconds per vehicle. More complete level of service definitions and delay data for signal and stop sign controlled intersections are contained in the following table for reference.

| Level of Service Rating | Delay in seconds per vehicle *(a)* | | Definition |
|---|---|---|---|
| | Signalized | Unsignalized | |
| A | 0.0 to 10.0 | 0.0 to 10.0 | Low vehicular traffic volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within the traffic stream. Drivers are able to maintain their desired speeds with little or no delay. |
| B | 10.1 to 20.0 | 10.1 to 15.0 | Stable vehicular traffic volume flow with potential for some restriction of operating speeds due to traffic conditions. Vehicle maneuvering is only slightly restricted. The stopped delays are not bothersome and drivers are not subject to appreciable tension. |
| C | 20.1 to 35.0 | 15.1 to 25.0 | Stable traffic operations, however the ability for vehicles to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail, but adverse signal coordination or longer vehicle queues cause delays along the corridor. |
| D | 35.1 to 55.0 | 25.1 to 35.0 | Approaching unstable vehicular traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in ability to maneuver and selection of travel speeds due to congestion. Driver comfort and convenience are low, but tolerable. |
| E | 55.1 to 80.0 | 35.1 to 50.0 | Traffic operations characterized by significant approach delays and average travel speeds of one-half to one-third the free flow speed. Vehicular flow is unstable and there is potential for stoppages of brief duration. High signal density, extensive vehicle queuing, or corridor signal progression/timing are the typical causes of vehicle delays at signalized corridors. |
| F | > 80.0 | > 50.0 | Forced vehicular traffic flow and operations with high approach delays at critical intersections. Vehicle speeds are reduced substantially, and stoppages may occur for short or long periods of time because of downstream congestion. |

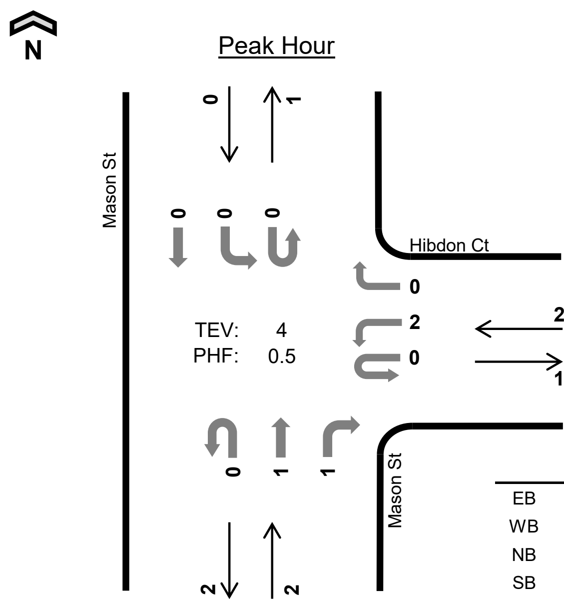
*(a)* Delay ranges based on Highway Capacity Manual (6$^{th}$ Edition, 2016) criteria.

# *Existing Traffic Data*

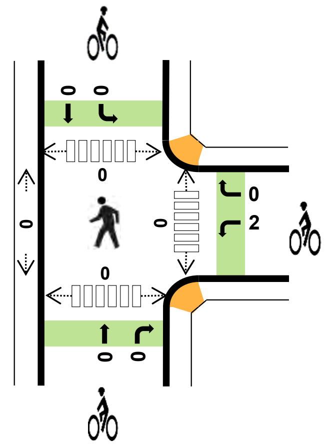
# Mason St
# Hibdon Ct

Date: 12/07/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 100.0% | 0.25 |
| NB | 0.0% | 0.25 |
| SB | - | - |
| TOTAL | 50.0% | 0.50 |




## Two-Hour Count Summaries

| Interval Start | n/a Eastbound UT | LT | TH | RT | Hibdon Ct Westbound UT | LT | TH | RT | Mason St Northbound UT | LT | TH | RT | Mason St Southbound UT | LT | TH | RT | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **2** | 3 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 3 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **4** |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 0 |
| **Peak Hour All** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **4** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** |
| **Peak Hour HV%** | **-** | **-** | **-** | **-** | **-** | **100%** | **-** | **-** | **-** | **-** | **0%** | **0%** | **-** | **-** | **-** | **-** | **50%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals EB | WB | NB | SB | Total | Bicycles EB | WB | NB | SB | Total | Pedestrians (Crossing Leg) East | West | North | South | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:30 AM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **2** | **0** | **0** | ***2*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:00 AM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:15 AM** | **0** | **2** | **0** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:30 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 3 | 0 | *3* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 3 | 0 | 0 | *3* | 0 | 2 | 3 | 0 | *5* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hr** | **0** | **2** | **0** | **0** | ***2*** | **0** | **2** | **0** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** |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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | n/a | | | | Hibdon Ct | | | | Mason St | | | | Mason St | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 1 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 1 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **2** |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | n/a | | | Hibdon Ct | | | Mason St | | | Mason St | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:30 AM** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 2 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 2 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 |
| Count Total | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*


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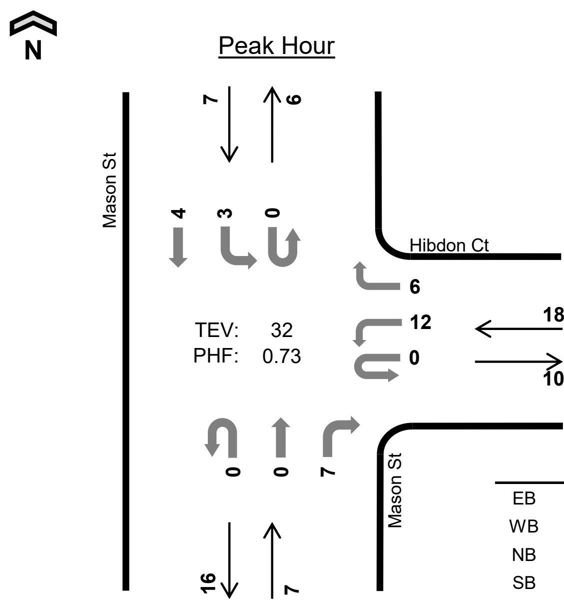
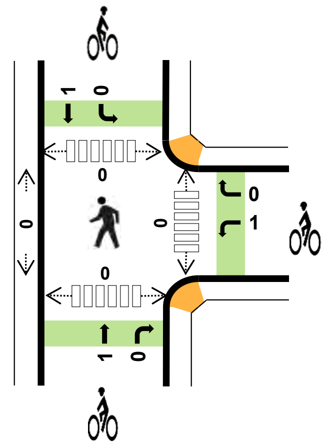
# Mason St
# Hibdon Ct

Date: 12/07/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM

## Peak Hour




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 11.1% | 0.75 |
| NB | 0.0% | 0.58 |
| SB | 14.3% | 0.44 |
| TOTAL | 9.4% | 0.73 |




## Two-Hour Count Summaries

| Interval Start | n/a Eastbound UT | LT | TH | RT | Hibdon Ct Westbound UT | LT | TH | RT | Mason St Northbound UT | LT | TH | RT | Mason St Southbound UT | LT | TH | RT | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **3** | **0** | **0** | **1** | **0** | **5** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **7** | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **2** | **0** | **0** | **0** | **2** | **0** | **2** | **2** | **0** | **11** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **1** | **0** | **0** | **9** | **32** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 29 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 5 | 27 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 19 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 13 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 10 | 0 | 0 | 1 | 7 | 0 | 4 | 7 | 0 | 45 | 0 |
| **Peak Hour All** | **0** | **0** | **0** | **0** | **0** | **12** | **0** | **6** | **0** | **0** | **0** | **7** | **0** | **3** | **4** | **0** | **32** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **3** | **0** |
| **Peak Hour HV%** | **-** | **-** | **-** | **-** | **-** | **0%** | **-** | **33%** | **-** | **-** | **-** | **0%** | **-** | **0%** | **25%** | **-** | **9%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals EB | WB | NB | SB | Total | Bicycles EB | WB | NB | SB | Total | Pedestrians (Crossing Leg) East | West | North | South | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **4:00 PM** | **0** | **1** | **0** | **1** | ***2*** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | *0* |
| **4:15 PM** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **4:30 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **0** | **0** | *0* |
| **4:45 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:00 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:15 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:30 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 2 | 0 | 1 | *3* | 0 | 1 | 1 | 1 | *3* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hr** | **0** | **2** | **0** | **1** | ***3*** | **0** | **1** | **1** | **1** | ***3*** | **0** | **0** | **0** | **0** | ***0*** |



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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | n/a | | | | Hibdon Ct | | | | Mason St | | | | Mason St | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **2** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **3** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | n/a | | | Hibdon Ct | | | Mason St | | | Mason St | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| **4:00 PM** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | **3** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** | **3** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*



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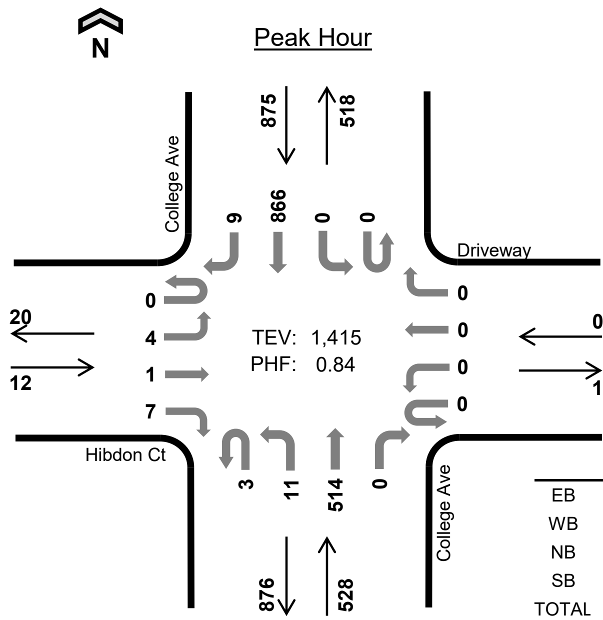
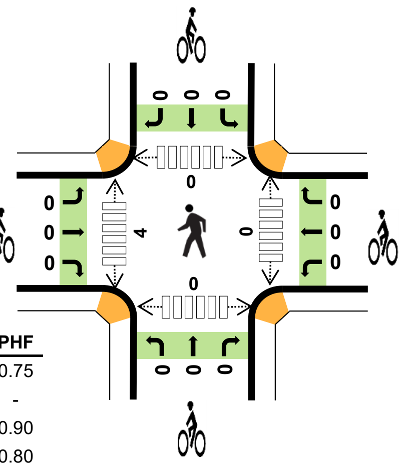
# College Ave
# Hibdon Ct

Date: 12/07/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

## Peak Hour




| | HV %: | PHF |
|---|---|---|
| EB | 25.0% | 0.75 |
| WB | - | - |
| NB | 9.1% | 0.90 |
| SB | 7.5% | 0.80 |
| TOTAL | 8.3% | 0.84 |

## Two-Hour Count Summaries

| Interval Start | | Hibdon Ct Eastbound | | | | Driveway Westbound | | | | College Ave Northbound | | | | College Ave Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 86 | 0 | 0 | 0 | 135 | 3 | 225 | 0 |
| 7:15 AM | | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 104 | 0 | 0 | 0 | 182 | 1 | 290 | 0 |
| **7:30 AM** | | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **112** | **0** | **0** | **0** | **230** | **3** | **347** | 0 |
| **7:45 AM** | | **0** | **1** | **0** | **2** | **0** | **0** | **0** | **0** | **2** | **4** | **140** | **0** | **0** | **0** | **271** | **2** | **422** | 1,284 |
| **8:00 AM** | | **0** | **1** | **0** | **2** | **0** | **0** | **0** | **0** | **1** | **5** | **123** | **0** | **0** | **0** | **160** | **1** | **293** | 1,352 |
| **8:15 AM** | | **0** | **0** | **1** | **3** | **0** | **0** | **0** | **0** | **0** | **2** | **139** | **0** | **0** | **0** | **205** | **3** | **353** | **1,415** |
| 8:30 AM | | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 120 | 0 | 0 | 0 | 188 | 2 | 316 | 1,384 |
| 8:45 AM | | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 139 | 0 | 1 | 0 | 196 | 4 | 346 | 1,308 |
| Count Total | | 0 | 8 | 2 | 10 | 0 | 1 | 0 | 1 | 4 | 16 | 963 | 0 | 1 | 0 | 1,567 | 19 | 2,592 | 0 |
| **Peak Hour** | **All** | **0** | **4** | **1** | **7** | **0** | **0** | **0** | **0** | **3** | **11** | **514** | **0** | **0** | **0** | **866** | **9** | **1,415** | **0** |
| | **HV** | **0** | **1** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **1** | **47** | **0** | **0** | **0** | **63** | **3** | **117** | **0** |
| | **HV%** | **-** | **25%** | **0%** | **29%** | **-** | **-** | **-** | **-** | **0%** | **9%** | **9%** | **-** | **-** | **-** | **7%** | **33%** | **8%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 0 | 0 | 11 | 15 | *26* | 0 | 0 | 0 | 0 | *0* | 1 | 1 | 0 | 0 | *2* |
| 7:15 AM | 0 | 0 | 19 | 4 | *23* | 0 | 0 | 0 | 2 | *2* | 0 | 3 | 0 | 0 | *3* |
| **7:30 AM** | **1** | **0** | **13** | **12** | ***26*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **0** | **0** | *1* |
| **7:45 AM** | **1** | **0** | **11** | **15** | ***27*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:00 AM** | **0** | **0** | **8** | **21** | ***29*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **0** | **0** | *1* |
| **8:15 AM** | **1** | **0** | **16** | **18** | ***35*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **2** | **0** | **0** | *2* |
| 8:30 AM | 2 | 0 | 14 | 14 | *30* | 0 | 0 | 0 | 0 | *0* | 2 | 2 | 0 | 0 | *4* |
| 8:45 AM | 0 | 0 | 10 | 20 | *30* | 0 | 0 | 1 | 0 | *1* | 2 | 4 | 1 | 0 | *7* |
| Count Total | 5 | 0 | 102 | 119 | *226* | 0 | 0 | 1 | 2 | *3* | 5 | 14 | 1 | 0 | *20* |
| **Peak Hour** | **3** | **0** | **48** | **66** | ***117*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **4** | **0** | **0** | *4* |



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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Hibdon Ct Eastbound UT | LT | TH | RT | Driveway Westbound UT | LT | TH | RT | College Ave Northbound UT | LT | TH | RT | College Ave Southbound UT | LT | TH | RT | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 15 | 0 | 26 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 3 | 1 | 23 | 0 |
| **7:30 AM** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **13** | **0** | **0** | **0** | **12** | **0** | **26** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **11** | **0** | **0** | **0** | **14** | **1** | **27** | 102 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **0** | **0** | **0** | **21** | **0** | **29** | 105 |
| **8:15 AM** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **15** | **0** | **0** | **0** | **16** | **2** | **35** | **117** |
| 8:30 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 0 | 14 | 0 | 30 | 121 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 20 | 0 | 30 | 124 |
| Count Total | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 0 | 0 | 115 | 4 | 226 | 0 |
| **Peak Hour** | **0** | **1** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **1** | **47** | **0** | **0** | **0** | **63** | **3** | **117** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | Hibdon Ct Eastbound LT | TH | RT | Driveway Westbound LT | TH | RT | College Ave Northbound LT | TH | RT | College Ave Southbound LT | TH | RT | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 2 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 2 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 3 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*



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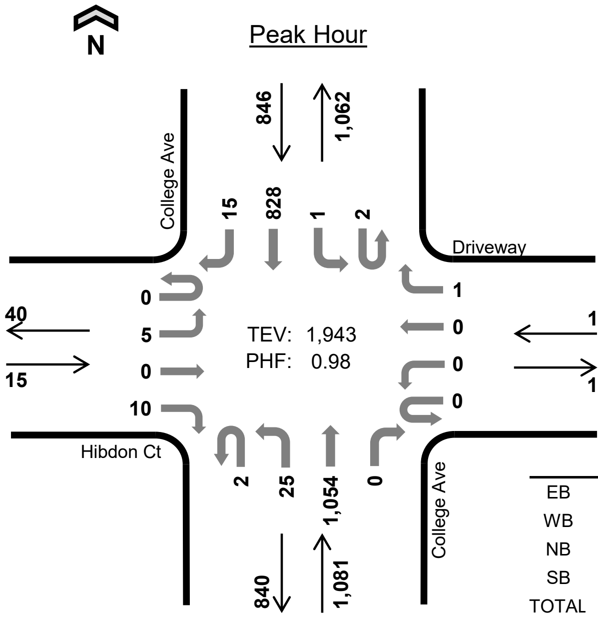
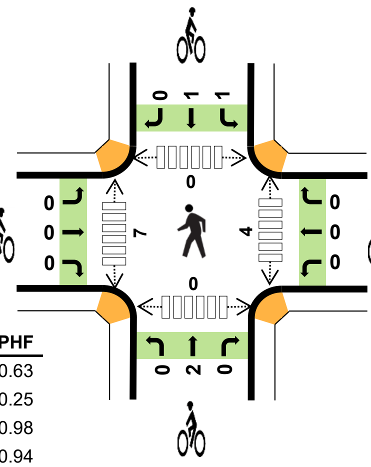
# College Ave
# Hibdon Ct

idax

**Date: 12/07/2022**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:15 PM to 5:15 PM**




| | HV %: | PHF |
|---|---|---|
| EB | 0.0% | 0.63 |
| WB | 0.0% | 0.25 |
| NB | 3.5% | 0.98 |
| SB | 5.0% | 0.94 |
| TOTAL | 4.1% | 0.98 |




**Two-Hour Count Summaries**

| Interval Start | Hibdon Ct Eastbound UT | LT | TH | RT | Driveway Westbound UT | LT | TH | RT | College Ave Northbound UT | LT | TH | RT | College Ave Southbound UT | LT | TH | RT | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 PM | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 7 | 250 | 0 | 0 | 0 | 197 | 3 | 464 | 0 |
| **4:15 PM** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **8** | **262** | **0** | **0** | **0** | **199** | **6** | **479** | 0 |
| **4:30 PM** | **0** | **1** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **7** | **266** | **0** | **0** | **1** | **211** | **4** | **494** | 0 |
| **4:45 PM** | **0** | **2** | **0** | **4** | **0** | **0** | **0** | **1** | **0** | **2** | **259** | **0** | **2** | **0** | **221** | **3** | **494** | 1,931 |
| **5:00 PM** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **8** | **267** | **0** | **0** | **0** | **197** | **2** | **476** | **1,943** |
| 5:15 PM | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 4 | 263 | 0 | 0 | 0 | 196 | 2 | 470 | 1,934 |
| 5:30 PM | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 5 | 261 | 0 | 0 | 0 | 200 | 4 | 475 | 1,915 |
| 5:45 PM | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 206 | 1 | 0 | 0 | 165 | 3 | 383 | 1,804 |
| Count Total | 0 | 11 | 0 | 22 | 0 | 0 | 0 | 1 | 7 | 43 | 2,034 | 1 | 2 | 1 | 1,586 | 27 | 3,735 | 0 |
| **Peak Hour All** | **0** | **5** | **0** | **10** | **0** | **0** | **0** | **1** | **2** | **25** | **1,054** | **0** | **2** | **1** | **828** | **15** | **1,943** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **37** | **0** | **0** | **0** | **42** | **0** | **80** | **0** |
| **Peak Hour HV%** | **-** | **0%** | **-** | **0%** | **-** | **-** | **-** | **0%** | **0%** | **4%** | **4%** | **-** | **0%** | **0%** | **5%** | **0%** | **4%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals EB | WB | NB | SB | Total | Bicycles EB | WB | NB | SB | Total | Pedestrians (Crossing Leg) East | West | North | South | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 PM | 0 | 0 | 22 | 13 | *35* | 0 | 0 | 0 | 0 | *0* | 1 | 7 | 1 | 0 | *9* |
| **4:15 PM** | **0** | **0** | **14** | **11** | ***25*** | **0** | **0** | **1** | **0** | ***1*** | **2** | **0** | **0** | **0** | *2* |
| **4:30 PM** | **0** | **0** | **13** | **11** | ***24*** | **0** | **0** | **0** | **1** | ***1*** | **2** | **2** | **0** | **0** | *4* |
| **4:45 PM** | **0** | **0** | **7** | **14** | ***21*** | **0** | **0** | **1** | **0** | ***1*** | **0** | **2** | **0** | **0** | *2* |
| **5:00 PM** | **0** | **0** | **4** | **6** | ***10*** | **0** | **0** | **0** | **1** | ***1*** | **0** | **3** | **0** | **0** | ***3*** |
| 5:15 PM | 0 | 0 | 7 | 11 | *18* | 0 | 0 | 0 | 0 | *0* | 1 | 1 | 0 | 0 | *2* |
| 5:30 PM | 0 | 0 | 13 | 10 | *23* | 0 | 0 | 0 | 0 | *0* | 1 | 2 | 0 | 0 | *3* |
| 5:45 PM | 0 | 0 | 2 | 5 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 4 | 0 | 4 | *8* |
| Count Total | 0 | 0 | 82 | 81 | *163* | 0 | 0 | 2 | 2 | *4* | 7 | 21 | 1 | 4 | *33* |
| **Peak Hour** | **0** | **0** | **38** | **42** | ***80*** | **0** | **0** | **2** | **2** | ***4*** | **4** | **7** | **0** | **0** | ***11*** |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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Hibdon Ct | | | | Driveway | | | | College Ave | | | | College Ave | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 0 | 0 | 0 | 13 | 0 | 35 | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **13** | **0** | **0** | **0** | **11** | **0** | **25** | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **13** | **0** | **0** | **0** | **11** | **0** | **24** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **0** | **0** | **0** | **14** | **0** | **21** | 105 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **6** | **0** | **10** | **80** |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 11 | 0 | 18 | 73 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 10 | 0 | 23 | 72 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 7 | 58 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | 0 | 0 | 0 | 81 | 0 | 163 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **37** | **0** | **0** | **0** | **42** | **0** | **80** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | Hibdon Ct | | | Driveway | | | College Ave | | | College Ave | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1** | 3 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **4** |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 4 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **1** | **1** | **0** | **4** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*


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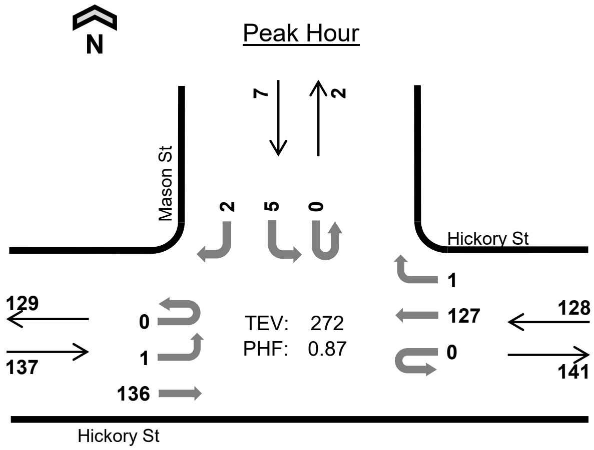
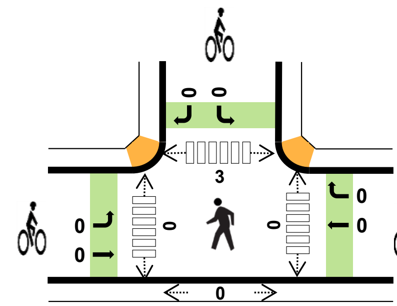
# Mason St
# Hickory St

Date: 12/07/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM




| | HV %: | PHF |
|---|---|---|
| EB | 2.9% | 0.65 |
| WB | 3.9% | 0.80 |
| NB | - | - |
| SB | 42.9% | 0.88 |
| TOTAL | 4.4% | 0.87 |

## Two-Hour Count Summaries

| Interval Start | | Hickory St Eastbound | | | | Hickory St Westbound | | | | N/A Northbound | | | | Mason St Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | | 0 | 0 | 21 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 |
| 7:15 AM | | 0 | 0 | 22 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 44 | 0 |
| 7:30 AM | | 0 | 0 | 33 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 |
| **7:45 AM** | | **0** | **1** | **27** | **0** | **0** | **0** | **39** | **1** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **70** | 209 |
| **8:00 AM** | | **0** | **0** | **24** | **0** | **0** | **0** | **40** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **66** | 240 |
| **8:15 AM** | | **0** | **0** | **32** | **0** | **0** | **0** | **24** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **58** | 254 |
| **8:30 AM** | | **0** | **0** | **53** | **0** | **0** | **0** | **24** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **78** | **272** |
| 8:45 AM | | 0 | 0 | 26 | 0 | 1 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 252 |
| Count Total | | 0 | 1 | 238 | 0 | 1 | 0 | 211 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 461 | 0 |
| **Peak Hour** | **All** | **0** | **1** | **136** | **0** | **0** | **0** | **127** | **1** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **2** | **272** | **0** |
| | **HV** | **0** | **0** | **4** | **0** | **0** | **0** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **2** | **12** | **0** |
| | **HV%** | **-** | **0%** | **3%** | **-** | **-** | **-** | **3%** | **100%** | **-** | **-** | **-** | **-** | **-** | **20%** | **-** | **100%** | **4%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 2 | 1 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 1 | 0 | *1* |
| 7:15 AM | 2 | 1 | 0 | 1 | *4* | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| 7:30 AM | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 2 | *2* | 0 | 0 | 1 | 0 | *1* |
| **7:45 AM** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | *1* |
| **8:00 AM** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | *1* |
| **8:15 AM** | **1** | **2** | **0** | **2** | ***5*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | *1* |
| **8:30 AM** | **3** | **2** | **0** | **0** | ***5*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:45 AM | 0 | 0 | 0 | 0 | *0* | 4 | 0 | 0 | 0 | *4* | 0 | 0 | 1 | 0 | *1* |
| Count Total | 9 | 7 | 0 | 4 | *20* | 4 | 1 | 0 | 2 | *7* | 0 | 0 | 6 | 0 | *6* |
| **Peak Hr** | **4** | **5** | **0** | **3** | ***12*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **3** | **0** | ***3*** |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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Hickory St | | | | Hickory St | | | | N/A | | | | Mason St | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 7:15 AM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 |
| 7:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 9 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | 7 |
| **8:15 AM** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **5** | 8 |
| **8:30 AM** | **0** | **0** | **3** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **12** |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Count Total | 0 | 0 | 9 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 20 | 0 |
| **Peak Hour** | **0** | **0** | **4** | **0** | **0** | **0** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **2** | **12** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | Hickory St | | | Hickory St | | | N/A | | | Mason St | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 3 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 3 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 2 |
| **8:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:45 AM | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| Count Total | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*


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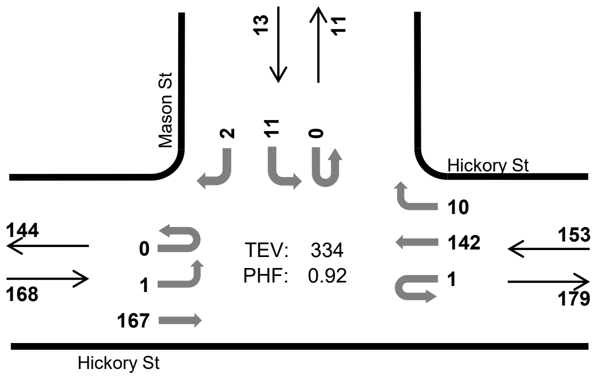
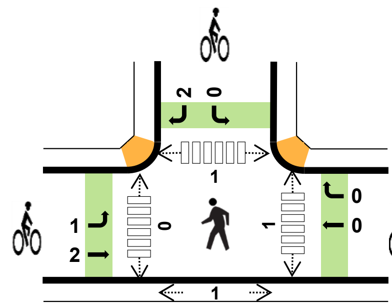
# Mason St
# Hickory St

Date: 12/07/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM

N

Peak Hour




| | HV %: | PHF |
|---|---|---|
| EB | 1.8% | 0.93 |
| WB | 2.0% | 0.87 |
| NB | - | - |
| SB | 0.0% | 0.65 |
| TOTAL | 1.8% | 0.92 |

## Two-Hour Count Summaries

| Interval Start | | Hickory St Eastbound | | | | Hickory St Westbound | | | | N/A Northbound | | | | Mason St Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | | 0 | 2 | 40 | 0 | 0 | 0 | 43 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 90 | 0 |
| 4:15 PM | | 0 | 0 | 24 | 0 | 0 | 0 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 72 | 0 |
| **4:30 PM** | | **0** | **1** | **35** | **0** | **0** | **0** | **36** | **2** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **0** | **79** | 0 |
| **4:45 PM** | | **0** | **0** | **43** | **0** | **0** | **0** | **38** | **6** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **2** | **91** | 332 |
| **5:00 PM** | | **0** | **0** | **45** | **0** | **0** | **0** | **29** | **2** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **79** | 321 |
| **5:15 PM** | | **0** | **0** | **44** | **0** | **1** | **0** | **39** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **85** | **334** |
| 5:30 PM | | 0 | 0 | 19 | 0 | 0 | 0 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 55 | 310 |
| 5:45 PM | | 0 | 0 | 22 | 0 | 0 | 0 | 37 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 62 | 281 |
| Count Total | | 0 | 3 | 272 | 0 | 1 | 0 | 294 | 18 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 6 | 613 | 0 |
| **Peak Hour** | **All** | **0** | **1** | **167** | **0** | **1** | **0** | **142** | **10** | **0** | **0** | **0** | **0** | **0** | **11** | **0** | **2** | **334** | **0** |
| | **HV** | **0** | **0** | **3** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **0** |
| | **HV%** | **-** | **0%** | **2%** | **-** | **0%** | **-** | **2%** | **0%** | **-** | **-** | **-** | **-** | **-** | **0%** | **-** | **0%** | **2%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals EB | WB | NB | SB | Total | Bicycles EB | WB | NB | SB | Total | Pedestrians (Crossing Leg) East | West | North | South | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 PM | 2 | 0 | 0 | 2 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 0 | 0 | *1* | 1 | 0 | 1 | 0 | *2* |
| **4:30 PM** | **1** | **1** | **0** | **0** | ***2*** | **2** | **0** | **0** | **1** | ***3*** | **0** | **0** | **0** | **1** | *1* |
| **4:45 PM** | **1** | **1** | **0** | **0** | ***2*** | **1** | **0** | **0** | **0** | ***1*** | **1** | **0** | **0** | **0** | *1* |
| **5:00 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | *1* |
| **5:15 PM** | **1** | **1** | **0** | **0** | ***2*** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **0** | **0** | *0* |
| 5:30 PM | 0 | 0 | 0 | 0 | *0* | 2 | 0 | 0 | 0 | *2* | 6 | 0 | 1 | 0 | *7* |
| 5:45 PM | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 0 | 0 | *1* | 2 | 0 | 0 | 0 | *2* |
| Count Total | 5 | 3 | 0 | 2 | *10* | 6 | 1 | 0 | 2 | *9* | 10 | 0 | 3 | 1 | *14* |
| **Peak Hr** | **3** | **3** | **0** | **0** | **6** | **3** | **0** | **0** | **2** | **5** | **1** | **0** | **1** | **1** | **3** |



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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Hickory St | | | | Hickory St | | | | N/A | | | | Mason St | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:30 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | 0 |
| **4:45 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | 8 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 4 |
| **5:15 PM** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **6** |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Count Total | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 10 | 0 |
| **Peak Hour** | **0** | **0** | **3** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | Hickory St | | | Hickory St | | | N/A | | | Mason St | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **4:30 PM** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **3** | 0 |
| **4:45 PM** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | 5 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 5 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **1** | **5** |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| Count Total | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 0 |
| **Peak Hour** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **5** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*


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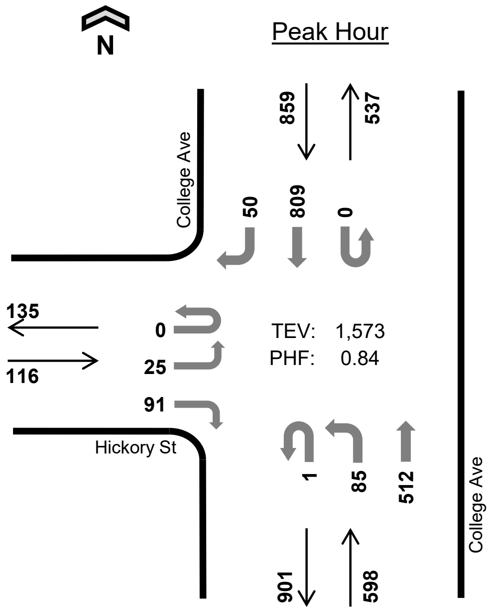
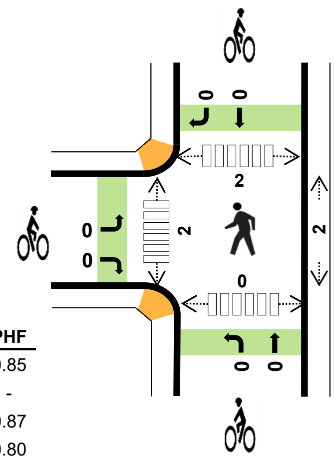
# College Ave
# Hickory St

Date: 12/07/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour




| | HV %: | PHF |
|---|---|---|
| EB | 2.6% | 0.85 |
| WB | - | - |
| NB | 8.7% | 0.87 |
| SB | 7.2% | 0.80 |
| TOTAL | 7.4% | 0.84 |

## Two-Hour Count Summaries

| Interval Start | Hickory St Eastbound UT | LT | TH | RT | N/A Westbound UT | LT | TH | RT | College Ave Northbound UT | LT | TH | RT | College Ave Southbound UT | LT | TH | RT | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | 0 | 3 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 8 | 75 | 0 | 0 | 0 | 125 | 7 | 235 | 0 |
| 7:15 AM | 0 | 4 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 15 | 98 | 0 | 0 | 0 | 172 | 10 | 316 | 0 |
| **7:30 AM** | **0** | **5** | **0** | **29** | **0** | **0** | **0** | **0** | **0** | **16** | **116** | **0** | **0** | **0** | **215** | **13** | **394** | 0 |
| **7:45 AM** | **0** | **8** | **0** | **20** | **0** | **0** | **0** | **0** | **1** | **32** | **138** | **0** | **0** | **0** | **254** | **13** | **466** | 1,411 |
| **8:00 AM** | **0** | **6** | **0** | **19** | **0** | **0** | **0** | **0** | **0** | **22** | **122** | **0** | **0** | **0** | **143** | **17** | **329** | 1,505 |
| **8:15 AM** | **0** | **6** | **0** | **23** | **0** | **0** | **0** | **0** | **0** | **15** | **136** | **0** | **0** | **0** | **197** | **7** | **384** | **1,573** |
| 8:30 AM | 0 | 15 | 0 | 39 | 0 | 0 | 0 | 0 | 1 | 21 | 117 | 0 | 0 | 0 | 183 | 8 | 384 | 1,563 |
| 8:45 AM | 0 | 6 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 12 | 138 | 0 | 0 | 0 | 179 | 13 | 370 | 1,467 |
| Count Total | 0 | 53 | 0 | 186 | 0 | 0 | 0 | 0 | 2 | 141 | 940 | 0 | 0 | 0 | 1,468 | 88 | 2,878 | 0 |
| **Peak Hour All** | **0** | **25** | **0** | **91** | **0** | **0** | **0** | **0** | **1** | **85** | **512** | **0** | **0** | **0** | **809** | **50** | **1,573** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **2** | **50** | **0** | **0** | **0** | **62** | **0** | **117** | **0** |
| **Peak Hour HV%** | **-** | **0%** | **-** | **3%** | **-** | **-** | **-** | **-** | **0%** | **2%** | **10%** | **-** | **-** | **-** | **8%** | **0%** | **7%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals EB | WB | NB | SB | Total | Bicycles EB | WB | NB | SB | Total | Pedestrians (Crossing Leg) East | West | North | South | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | 2 | 0 | 12 | 14 | *28* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 2 | 0 | 17 | 3 | *22* | 0 | 0 | 0 | 0 | *0* | 0 | 2 | 0 | 0 | *2* |
| **7:30 AM** | **1** | **0** | **14** | **11** | ***26*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **0** | **0** | **13** | **14** | ***27*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:00 AM** | **1** | **0** | **7** | **20** | ***28*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **0** | **0** | *1* |
| **8:15 AM** | **1** | **0** | **18** | **17** | ***36*** | **0** | **0** | **0** | **0** | ***0*** | **2** | **1** | **2** | **0** | *5* |
| 8:30 AM | 3 | 0 | 18 | 17 | *38* | 0 | 0 | 0 | 0 | *0* | 2 | 2 | 0 | 0 | *4* |
| 8:45 AM | 0 | 0 | 8 | 21 | *29* | 1 | 0 | 0 | 0 | *1* | 0 | 4 | 0 | 0 | *4* |
| Count Total | 10 | 0 | 107 | 117 | *234* | 1 | 0 | 0 | 0 | *1* | 4 | 10 | 2 | 0 | *16* |
| **Peak Hr** | **3** | **0** | **52** | **62** | ***117*** | **0** | **0** | **0** | **0** | ***0*** | **2** | **2** | **2** | **0** | ***6*** |



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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Hickory St Eastbound UT | LT | TH | RT | N/A Westbound UT | LT | TH | RT | College Ave Northbound UT | LT | TH | RT | College Ave Southbound UT | LT | TH | RT | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 13 | 1 | 28 | 0 |
| 7:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 0 | 0 | 0 | 3 | 0 | 22 | 0 |
| **7:30 AM** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **14** | **0** | **0** | **0** | **11** | **0** | **26** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **13** | **0** | **0** | **0** | **14** | **0** | **27** | 103 |
| **8:00 AM** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **7** | **0** | **0** | **0** | **20** | **0** | **28** | 103 |
| **8:15 AM** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **2** | **16** | **0** | **0** | **0** | **17** | **0** | **36** | **117** |
| 8:30 AM | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 0 | 0 | 0 | 17 | 0 | 38 | 129 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 21 | 0 | 29 | 131 |
| Count Total | 0 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 6 | 101 | 0 | 0 | 0 | 116 | 1 | 234 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **2** | **50** | **0** | **0** | **0** | **62** | **0** | **117** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | Hickory St Eastbound LT | TH | RT | N/A Westbound LT | TH | RT | College Ave Northbound LT | TH | RT | College Ave Southbound LT | TH | RT | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Count Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*



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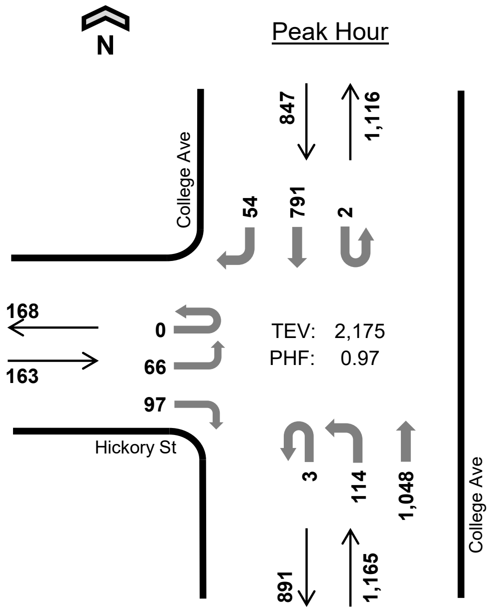
# College Ave
# Hickory St

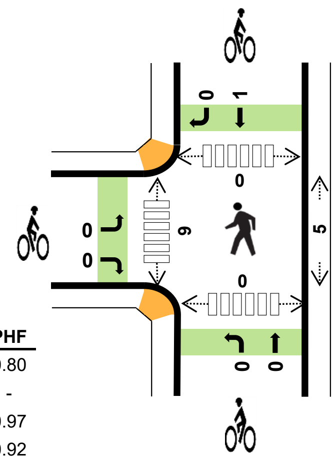
Date: 12/07/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM

Peak Hour




TEV: 2,175
PHF: 0.97

| | HV %: | PHF |
|---|---|---|
| EB | 3.1% | 0.80 |
| WB | - | - |
| NB | 5.0% | 0.97 |
| SB | 5.8% | 0.92 |
| TOTAL | 5.1% | 0.97 |




## Two-Hour Count Summaries

| Interval Start | Hickory St Eastbound UT | LT | TH | RT | N/A Westbound UT | LT | TH | RT | College Ave Northbound UT | LT | TH | RT | College Ave Southbound UT | LT | TH | RT | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **4:00 PM** | **0** | **12** | **0** | **28** | **0** | **0** | **0** | **0** | **1** | **33** | **266** | **0** | **2** | **0** | **182** | **16** | **540** | 0 |
| **4:15 PM** | **0** | **20** | **0** | **13** | **0** | **0** | **0** | **0** | **0** | **27** | **266** | **0** | **0** | **0** | **188** | **13** | **527** | 0 |
| **4:30 PM** | **0** | **14** | **0** | **25** | **0** | **0** | **0** | **0** | **0** | **25** | **269** | **0** | **0** | **0** | **201** | **15** | **549** | 0 |
| **4:45 PM** | **0** | **20** | **0** | **31** | **0** | **0** | **0** | **0** | **2** | **29** | **247** | **0** | **0** | **0** | **220** | **10** | **559** | 2,175 |
| 5:00 PM | 0 | 12 | 0 | 37 | 0 | 0 | 0 | 0 | 2 | 27 | 252 | 0 | 1 | 0 | 181 | 11 | 523 | 2,158 |
| 5:15 PM | 0 | 17 | 0 | 33 | 0 | 0 | 0 | 0 | 2 | 30 | 246 | 0 | 0 | 0 | 198 | 14 | 540 | 2,171 |
| 5:30 PM | 0 | 14 | 0 | 12 | 0 | 0 | 0 | 0 | 1 | 23 | 245 | 0 | 0 | 0 | 193 | 15 | 503 | 2,125 |
| 5:45 PM | 0 | 4 | 0 | 19 | 0 | 0 | 0 | 0 | 1 | 30 | 217 | 0 | 0 | 0 | 161 | 9 | 441 | 2,007 |
| Count Total | 0 | 113 | 0 | 198 | 0 | 0 | 0 | 0 | 9 | 224 | 2,008 | 0 | 3 | 0 | 1,524 | 103 | 4,182 | 0 |
| **Peak Hour All** | **0** | **66** | **0** | **97** | **0** | **0** | **0** | **0** | **3** | **114** | **1,048** | **0** | **2** | **0** | **791** | **54** | **2,175** | **0** |
| **Peak Hour HV** | **0** | **1** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **3** | **55** | **0** | **0** | **0** | **49** | **0** | **112** | **0** |
| **Peak Hour HV%** | **-** | **2%** | **-** | **4%** | **-** | **-** | **-** | **-** | **0%** | **3%** | **5%** | **-** | **0%** | **-** | **6%** | **0%** | **5%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals EB | WB | NB | SB | Total | Bicycles EB | WB | NB | SB | Total | Pedestrians (Crossing Leg) East | West | North | South | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **4:00 PM** | **3** | **0** | **22** | **13** | ***38*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **6** | **0** | **0** | *6* |
| **4:15 PM** | **0** | **0** | **15** | **10** | ***25*** | **0** | **0** | **0** | **0** | ***0*** | **2** | **1** | **0** | **0** | *3* |
| **4:30 PM** | **1** | **0** | **12** | **13** | ***26*** | **0** | **0** | **0** | **1** | ***1*** | **3** | **1** | **0** | **0** | *4* |
| **4:45 PM** | **1** | **0** | **9** | **13** | ***23*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **0** | **0** | ***1*** |
| 5:00 PM | 0 | 0 | 5 | 7 | *12* | 0 | 0 | 0 | 0 | *0* | 1 | 4 | 3 | 0 | *8* |
| 5:15 PM | 1 | 0 | 9 | 8 | *18* | 0 | 0 | 0 | 0 | *0* | 2 | 1 | 0 | 0 | *3* |
| 5:30 PM | 0 | 0 | 13 | 11 | *24* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 1 | 0 | *2* |
| 5:45 PM | 0 | 0 | 2 | 5 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 6 | 0 | 87 | 80 | *173* | 0 | 0 | 0 | 1 | *1* | 8 | 15 | 4 | 0 | *27* |
| **Peak Hr** | **5** | **0** | **58** | **49** | ***112*** | **0** | **0** | **0** | **1** | ***1*** | **5** | **9** | **0** | **0** | ***14*** |



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## Two-Hour Count Summaries - Heavy Vehicles

| Interval Start | Hickory St Eastbound UT | Hickory St Eastbound LT | Hickory St Eastbound TH | Hickory St Eastbound RT | N/A Westbound UT | N/A Westbound LT | N/A Westbound TH | N/A Westbound RT | College Ave Northbound UT | College Ave Northbound LT | College Ave Northbound TH | College Ave Northbound RT | College Ave Southbound UT | College Ave Southbound LT | College Ave Southbound TH | College Ave Southbound RT | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **4:00 PM** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **22** | **0** | **0** | **0** | **13** | **0** | **38** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **14** | **0** | **0** | **0** | **10** | **0** | **25** | 0 |
| **4:30 PM** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **11** | **0** | **0** | **0** | **13** | **0** | **26** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **8** | **0** | **0** | **0** | **13** | **0** | **23** | **112** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 12 | 86 |
| 5:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 7 | 1 | 18 | 79 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 11 | 0 | 24 | 77 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 7 | 61 |
| Count Total | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 82 | 0 | 0 | 0 | 79 | 1 | 173 | 0 |
| **Peak Hour** | **0** | **1** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **3** | **55** | **0** | **0** | **0** | **49** | **0** | **112** | **0** |

## Two-Hour Count Summaries - Bikes

| Interval Start | Hickory St Eastbound LT | Hickory St Eastbound TH | Hickory St Eastbound RT | N/A Westbound LT | N/A Westbound TH | N/A Westbound RT | College Ave Northbound LT | College Ave Northbound TH | College Ave Northbound RT | College Ave Southbound LT | College Ave Southbound TH | College Ave Southbound RT | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **4:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **0** |

*Note: U-Turn volumes for bikes are included in Left-Turn, if any.*


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# *Intersection Capacity Worksheets: 2022 Existing*

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 0 | 1 | 1 | 0 | 0 |
| Future Vol, veh/h | 2 | 0 | 1 | 1 | 0 | 0 |
| 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 | 25 | 25 | 25 | 25 | 92 | 92 |
| Heavy Vehicles, % | 100 | 100 | 0 | 0 | 2 | 2 |
| Mvmt Flow | 8 | 0 | 4 | 4 | 0 | 0 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 7 | 6 | 0 | 0 | 8 | 0 |
| Stage 1 | 6 | - | - | - | - | - |
| Stage 2 | 1 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 7.2 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 4.4 | 4.2 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 810 | 850 | - | - | 1612 | - |
| Stage 1 | 812 | - | - | - | - | - |
| Stage 2 | 817 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 810 | 850 | - | - | 1612 | - |
| Mov Cap-2 Maneuver | 810 | - | - | - | - | - |
| Stage 1 | 812 | - | - | - | - | - |
| Stage 2 | 817 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.5 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 810 | 1612 | - |
| HCM Lane V/C Ratio | - | - | 0.01 | - | - |
| HCM Control Delay (s) | - | - | 9.5 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| 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 | 4 | 1 | 7 | 0 | 0 | 0 | 14 | 514 | 0 | 0 | 866 | 9 |
| Future Vol, veh/h | 4 | 1 | 7 | 0 | 0 | 0 | 14 | 514 | 0 | 0 | 866 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 97 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 25 | 25 | 25 | 90 | 90 | 90 | 80 | 80 | 80 |
| Heavy Vehicles, % | 25 | 25 | 25 | 0 | 0 | 0 | 9 | 9 | 9 | 8 | 8 | 8 |
| Mvmt Flow | 5 | 1 | 9 | 0 | 0 | 0 | 16 | 571 | 0 | 0 | 1083 | 11 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1411 | 1696 | 551 | 1145 | 1701 | 286 | 1098 | 0 | 0 | - | - | 0 |
| Stage 1 | 1093 | 1093 | - | 603 | 603 | - | - | - | - | - | - | - |
| Stage 2 | 318 | 603 | - | 542 | 1098 | - | - | - | - | - | - | - |
| Critical Hdwy | 8 | 7 | 7.4 | 7.5 | 6.5 | 6.9 | 4.28 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 7 | 6 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 7 | 6 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.75 | 4.25 | 3.55 | 3.5 | 4 | 3.3 | 2.29 | - | - | - | - | - |
| Pot Cap-1 Maneuver | *125 | 93 | 423 | 258 | 114 | *888 | 592 | - | - | 0 | - | - |
| Stage 1 | *192 | 244 | - | 774 | 692 | - | - | - | - | 0 | - | - |
| Stage 2 | *782 | 647 | - | 497 | 291 | - | - | - | - | 0 | - | - |
| Platoon blocked, % | 1 | 1 | | 1 | 1 | 1 | | - | - | | - | - |
| Mov Cap-1 Maneuver | *122 | 90 | 421 | 244 | 111 | *888 | 590 | - | - | - | - | - |
| Mov Cap-2 Maneuver | *122 | 90 | - | 244 | 111 | - | - | - | - | - | - | - |
| Stage 1 | *186 | 243 | - | 753 | 673 | - | - | - | - | - | - | - |
| Stage 2 | *761 | 629 | - | 483 | 290 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 24.8 | 0 | 0.3 | 0 |
| HCM LOS | C | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 590 | - | - | 198 | - | - | - |
| HCM Lane V/C Ratio | 0.026 | - | - | 0.081 | - | - | - |
| HCM Control Delay (s) | 11.3 | - | - | 24.8 | 0 | - | - |
| HCM Lane LOS | B | - | - | C | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.3 | - | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 0.3 | | | | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 136 | 127 | 1 | 5 | 2 |
| Future Vol, veh/h | 1 | 136 | 127 | 1 | 5 | 2 |
| Conflicting Peds, #/hr | 3 | 0 | 0 | 3 | 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 | 65 | 65 | 80 | 80 | 88 | 88 |
| Heavy Vehicles, % | 3 | 3 | 4 | 4 | 43 | 43 |
| Mvmt Flow | 2 | 209 | 159 | 1 | 6 | 2 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 163 | 0 | - | 0 | 376 | 163 |
| Stage 1 | - | - | - | - | 163 | - |
| Stage 2 | - | - | - | - | 213 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.83 | 6.63 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.83 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.83 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.887 | 3.687 |
| Pot Cap-1 Maneuver | 1410 | - | - | - | 552 | 785 |
| Stage 1 | - | - | - | - | 776 | - |
| Stage 2 | - | - | - | - | 734 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1406 | - | - | - | 548 | 783 |
| Mov Cap-2 Maneuver | - | - | - | - | 548 | - |
| Stage 1 | - | - | - | - | 772 | - |
| Stage 2 | - | - | - | - | 732 | - |

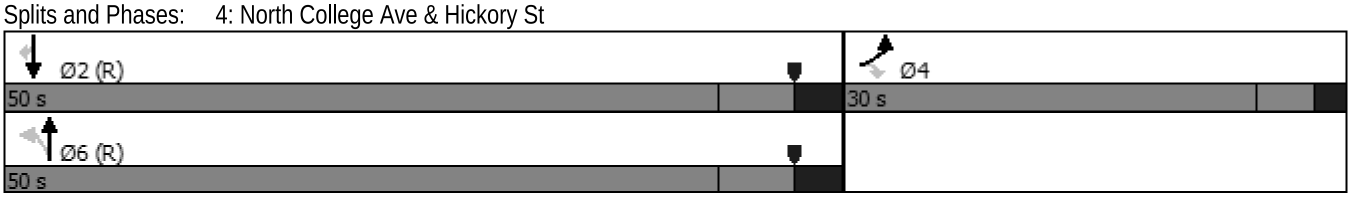
| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0 | 11.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1406 | - | - | - | 599 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.013 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 11.1 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 25 | 91 | 86 | 512 | 809 | 50 |
| Future Volume (vph) | 25 | 91 | 86 | 512 | 809 | 50 |
| Turn Type | Prot | Perm | Perm | NA | NA | Perm |
| Protected Phases | 4 | | | 6 | 2 | |
| Permitted Phases | | 4 | 6 | | | 2 |
| Detector Phase | 4 | 4 | 6 | 6 | 2 | 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 25.5 | 25.5 | 24.5 | 24.5 | 24.5 | 24.5 |
| Total Split (s) | 30.0 | 30.0 | 50.0 | 50.0 | 50.0 | 50.0 |
| Total Split (%) | 37.5% | 37.5% | 62.5% | 62.5% | 62.5% | 62.5% |
| Yellow Time (s) | 3.5 | 3.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lost Time Adjust (s) | -1.0 | 0.0 | -1.0 | -1.0 | -1.0 | -1.0 |
| Total Lost Time (s) | 4.5 | 5.5 | 6.5 | 6.5 | 6.5 | 6.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Max | C-Max | C-Max | C-Max |

| Intersection Summary |
|---|
| Cycle Length: 80 |
| Actuated Cycle Length: 80 |
| Offset: 47 (59%), Referenced to phase 2:SBT and 6:NBTL, Start of Red |
| Natural Cycle: 60 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 4: North College Ave & Hickory St



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 29 | 107 | 99 | 589 | 1011 | 63 |
| v/c Ratio | 0.12 | 0.39 | 0.27 | 0.23 | 0.39 | 0.05 |
| Control Delay | 29.0 | 13.2 | 7.5 | 4.2 | 5.1 | 2.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.0 | 13.2 | 7.5 | 4.2 | 5.1 | 2.0 |
| Queue Length 50th (ft) | 14 | 8 | 11 | 34 | 68 | 1 |
| Queue Length 95th (ft) | 29 | 39 | 53 | 91 | 153 | 12 |
| Internal Link Dist (ft) | 250 | | | 150 | 860 | |
| Turn Bay Length (ft) | | 98 | 125 | | | 95 |
| Base Capacity (vph) | 558 | 543 | 369 | 2565 | 2613 | 1152 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.05 | 0.20 | 0.27 | 0.23 | 0.39 | 0.05 |

Intersection Summary

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 25 | 91 | 86 | 512 | 809 | 50 |
| Future Volume (veh/h) | 25 | 91 | 86 | 512 | 809 | 50 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 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 | 1856 | 1856 | 1767 | 1767 | 1796 | 1796 |
| Adj Flow Rate, veh/h | 29 | 107 | 99 | 589 | 1011 | 62 |
| Peak Hour Factor | 0.85 | 0.85 | 0.87 | 0.87 | 0.80 | 0.80 |
| Percent Heavy Veh, % | 3 | 3 | 9 | 9 | 7 | 7 |
| Cap, veh/h | 183 | 143 | 416 | 2547 | 2590 | 1154 |
| Arrive On Green | 0.10 | 0.09 | 0.76 | 0.76 | 0.76 | 0.76 |
| Sat Flow, veh/h | 1767 | 1572 | 497 | 3445 | 3503 | 1520 |
| Grp Volume(v), veh/h | 29 | 107 | 99 | 589 | 1011 | 62 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1572 | 497 | 1678 | 1706 | 1520 |
| Q Serve(g_s), s | 1.2 | 5.3 | 6.8 | 4.1 | 8.1 | 0.8 |
| Cycle Q Clear(g_c), s | 1.2 | 5.3 | 14.9 | 4.1 | 8.1 | 0.8 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 183 | 143 | 416 | 2547 | 2590 | 1154 |
| V/C Ratio(X) | 0.16 | 0.75 | 0.24 | 0.23 | 0.39 | 0.05 |
| Avail Cap(c_a), veh/h | 563 | 482 | 416 | 2547 | 2590 | 1154 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 32.7 | 35.5 | 5.9 | 2.8 | 3.3 | 2.4 |
| Incr Delay (d2), s/veh | 0.4 | 7.5 | 1.3 | 0.2 | 0.4 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 2.3 | 0.7 | 0.8 | 1.6 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 33.1 | 43.0 | 7.2 | 3.0 | 3.7 | 2.5 |
| LnGrp LOS | C | D | A | A | A | A |
| Approach Vol, veh/h | 136 | | | 688 | 1073 | |
| Approach Delay, s/veh | 40.9 | | | 3.6 | 3.7 | |
| Approach LOS | D | | | A | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 67.2 | | 12.8 | | 67.2 |
| Change Period (Y+Rc), s | | 7.5 | | 5.5 | | 7.5 |
| Max Green Setting (Gmax), s | | 42.5 | | 24.5 | | 42.5 |
| Max Q Clear Time (g_c+I1), s | | 10.1 | | 7.3 | | 16.9 |
| Green Ext Time (p_c), s | | 4.8 | | 0.4 | | 3.6 |

| Intersection Summary | | | | | | |
|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 6.3 | | | |
| HCM 6th LOS | | | A | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 6 | 0 | 7 | 3 | 4 |
| Future Vol, veh/h | 12 | 6 | 0 | 7 | 3 | 4 |
| 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 | 75 | 75 | 58 | 58 | 44 | 44 |
| Heavy Vehicles, % | 11 | 11 | 0 | 0 | 14 | 14 |
| Mvmt Flow | 16 | 8 | 0 | 12 | 7 | 9 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 29 | 6 | 0 | 0 | 12 | 0 |
| Stage 1 | 6 | - | - | - | - | - |
| Stage 2 | 23 | - | - | - | - | - |
| Critical Hdwy | 6.51 | 6.31 | - | - | 4.24 | - |
| Critical Hdwy Stg 1 | 5.51 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.51 | - | - | - | - | - |
| Follow-up Hdwy | 3.599 | 3.399 | - | - | 2.326 | - |
| Pot Cap-1 Maneuver | 963 | 1051 | - | - | 1532 | - |
| Stage 1 | 994 | - | - | - | - | - |
| Stage 2 | 977 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 958 | 1051 | - | - | 1532 | - |
| Mov Cap-2 Maneuver | 958 | - | - | - | - | - |
| Stage 1 | 994 | - | - | - | - | - |
| Stage 2 | 972 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.7 | 0 | 3.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 987 | 1532 | - |
| HCM Lane V/C Ratio | - | - | 0.024 | 0.004 | - |
| HCM Control Delay (s) | - | - | 8.7 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

| 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 | 5 | 0 | 10 | 0 | 0 | 1 | 27 | 1054 | 0 | 3 | 828 | 15 |
| Future Vol, veh/h | 5 | 0 | 10 | 0 | 0 | 1 | 27 | 1054 | 0 | 3 | 828 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 4 | 0 | 7 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 97 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 63 | 63 | 63 | 25 | 25 | 25 | 98 | 98 | 98 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 5 | 5 | 5 |
| Mvmt Flow | 8 | 0 | 16 | 0 | 0 | 4 | 28 | 1076 | 0 | 3 | 881 | 16 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1496 | 2038 | 456 | 1583 | 2046 | 542 | 904 | 0 | 0 | 1080 | 0 | 0 |
| Stage 1 | 902 | 902 | - | 1136 | 1136 | - | - | - | - | - | - | - |
| Stage 2 | 594 | 1136 | - | 447 | 910 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.18 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.24 | - | - | 2.25 | - | - |
| Pot Cap-1 Maneuver | *292 | *87 | 557 | *230 | *86 | *643 | 736 | - | - | *944 | - | - |
| Stage 1 | *303 | *359 | - | *606 | *531 | - | - | - | - | - | - | - |
| Stage 2 | *606 | *531 | - | *566 | *356 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | | 1 | 1 | 1 | | - | - | 1 | - | - |
| Mov Cap-1 Maneuver | *279 | *83 | 553 | *215 | *81 | *641 | 731 | - | - | *941 | - | - |
| Mov Cap-2 Maneuver | *279 | *83 | - | *215 | *81 | - | - | - | - | - | - | - |
| Stage 1 | *289 | *354 | - | *581 | *509 | - | - | - | - | - | - | - |
| Stage 2 | *580 | *509 | - | *546 | *351 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 14.2 | 10.7 | 0.3 | 0 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 731 | - | - | 417 | 641 | * 941 | - | - |
| HCM Lane V/C Ratio | 0.038 | - | - | 0.057 | 0.006 | 0.003 | - | - |
| HCM Control Delay (s) | 10.1 | - | - | 14.2 | 10.7 | 8.8 | - | - |
| HCM Lane LOS | B | - | - | B | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.2 | 0 | 0 | - | - |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 167 | 142 | 10 | 11 | 2 |
| Future Vol, veh/h | 1 | 167 | 142 | 10 | 11 | 2 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 1 | 1 | 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 | 93 | 93 | 87 | 87 | 65 | 65 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 1 | 180 | 163 | 11 | 17 | 3 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 175 | 0 | - | 0 | 353 | 170 |
| Stage 1 | - | - | - | - | 170 | - |
| Stage 2 | - | - | - | - | 183 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1401 | - | - | - | 649 | 879 |
| Stage 1 | - | - | - | - | 865 | - |
| Stage 2 | - | - | - | - | 853 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1400 | - | - | - | 647 | 878 |
| Mov Cap-2 Maneuver | - | - | - | - | 647 | - |
| Stage 1 | - | - | - | - | 863 | - |
| Stage 2 | - | - | - | - | 852 | - |

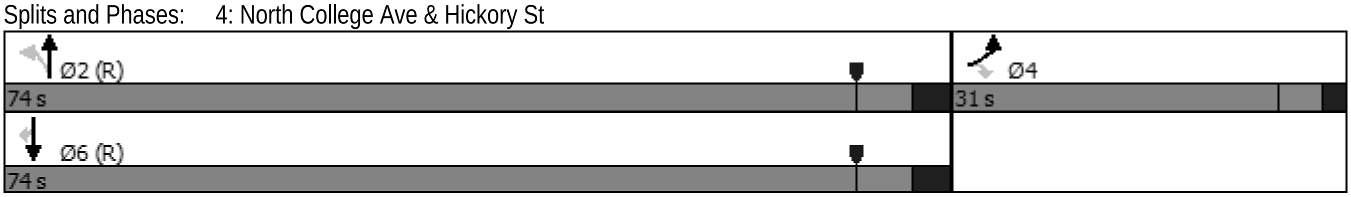
| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 10.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1400 | - | - | - | 674 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.03 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 10.5 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 66 | 97 | 117 | 1048 | 791 | 54 |
| Future Volume (vph) | 66 | 97 | 117 | 1048 | 791 | 54 |
| Turn Type | Prot | Perm | Perm | NA | NA | Perm |
| Protected Phases | 4 | | | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | 6 |
| Detector Phase | 4 | 4 | 2 | 2 | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 25.5 | 25.5 | 24.5 | 24.5 | 24.5 | 24.5 |
| Total Split (s) | 31.0 | 31.0 | 74.0 | 74.0 | 74.0 | 74.0 |
| Total Split (%) | 29.5% | 29.5% | 70.5% | 70.5% | 70.5% | 70.5% |
| Yellow Time (s) | 3.5 | 3.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lost Time Adjust (s) | -1.0 | 0.0 | -1.0 | -1.0 | -1.0 | -1.0 |
| Total Lost Time (s) | 4.5 | 5.5 | 6.5 | 6.5 | 6.5 | 6.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Max | C-Max | C-Max | C-Max |

| Intersection Summary |
|---|
| Cycle Length: 105 |
| Actuated Cycle Length: 105 |
| Offset: 64 (61%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow |
| Natural Cycle: 60 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 4: North College Ave & Hickory St



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 83 | 121 | 121 | 1080 | 860 | 59 |
| v/c Ratio | 0.40 | 0.43 | 0.27 | 0.41 | 0.33 | 0.05 |
| Control Delay | 46.7 | 12.2 | 6.0 | 4.9 | 4.4 | 1.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 46.7 | 12.2 | 6.0 | 4.9 | 4.4 | 1.3 |
| Queue Length 50th (ft) | 53 | 0 | 17 | 94 | 68 | 0 |
| Queue Length 95th (ft) | 81 | 35 | 57 | 188 | 140 | 12 |
| Internal Link Dist (ft) | 250 | | | 150 | 860 | |
| Turn Bay Length (ft) | | 98 | 125 | | | 95 |
| Base Capacity (vph) | 442 | 472 | 449 | 2665 | 2640 | 1138 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.19 | 0.26 | 0.27 | 0.41 | 0.33 | 0.05 |

Intersection Summary

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 66 | 97 | 117 | 1048 | 791 | 54 |
| Future Volume (veh/h) | 66 | 97 | 117 | 1048 | 791 | 54 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 0.99 |
| Parking Bus, Adj | 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 | 1856 | 1856 | 1826 | 1826 | 1811 | 1811 |
| Adj Flow Rate, veh/h | 82 | 121 | 121 | 1080 | 860 | 59 |
| Peak Hour Factor | 0.80 | 0.80 | 0.97 | 0.97 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 5 | 5 | 6 | 6 |
| Cap, veh/h | 192 | 156 | 493 | 2729 | 2707 | 1200 |
| Arrive On Green | 0.11 | 0.10 | 0.79 | 0.79 | 0.79 | 0.79 |
| Sat Flow, veh/h | 1767 | 1572 | 593 | 3561 | 3532 | 1526 |
| Grp Volume(v), veh/h | 82 | 121 | 121 | 1080 | 860 | 59 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1572 | 593 | 1735 | 1721 | 1526 |
| Q Serve(g_s), s | 4.6 | 7.9 | 7.7 | 10.1 | 7.5 | 0.9 |
| Cycle Q Clear(g_c), s | 4.6 | 7.9 | 15.1 | 10.1 | 7.5 | 0.9 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 192 | 156 | 493 | 2729 | 2707 | 1200 |
| V/C Ratio(X) | 0.43 | 0.78 | 0.25 | 0.40 | 0.32 | 0.05 |
| Avail Cap(c_a), veh/h | 446 | 382 | 493 | 2729 | 2707 | 1200 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 43.7 | 46.2 | 5.3 | 3.5 | 3.2 | 2.5 |
| Incr Delay (d2), s/veh | 1.5 | 8.0 | 1.2 | 0.4 | 0.3 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.1 | 3.4 | 0.9 | 2.4 | 1.8 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 45.2 | 54.2 | 6.5 | 3.9 | 3.5 | 2.6 |
| LnGrp LOS | D | D | A | A | A | A |
| Approach Vol, veh/h | 203 | | | 1201 | 919 | |
| Approach Delay, s/veh | 50.6 | | | 4.2 | 3.4 | |
| Approach LOS | D | | | A | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 89.1 | | 15.9 | | 89.1 |
| Change Period (Y+Rc), s | | 7.5 | | 5.5 | | 7.5 |
| Max Green Setting (Gmax), s | | 66.5 | | 25.5 | | 66.5 |
| Max Q Clear Time (g_c+I1), s | | 17.1 | | 9.9 | | 9.5 |
| Green Ext Time (p_c), s | | 6.8 | | 0.6 | | 4.0 |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | | 7.9 |
| HCM 6th LOS | | | A |

# *Intersection Capacity Worksheets: Year 2025 Background*

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 0 | 1 | 1 | 0 | 0 |
| Future Vol, veh/h | 2 | 0 | 1 | 1 | 0 | 0 |
| 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 | 25 | 25 | 25 | 25 | 92 | 92 |
| Heavy Vehicles, % | 100 | 100 | 0 | 0 | 2 | 2 |
| Mvmt Flow | 8 | 0 | 4 | 4 | 0 | 0 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 7 | 6 | 0 | 0 | 8 | 0 |
| Stage 1 | 6 | - | - | - | - | - |
| Stage 2 | 1 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 7.2 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 4.4 | 4.2 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 810 | 850 | - | - | 1612 | - |
| Stage 1 | 812 | - | - | - | - | - |
| Stage 2 | 817 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 810 | 850 | - | - | 1612 | - |
| Mov Cap-2 Maneuver | 810 | - | - | - | - | - |
| Stage 1 | 812 | - | - | - | - | - |
| Stage 2 | 817 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.5 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 810 | 1612 | - |
| HCM Lane V/C Ratio | - | - | 0.01 | - | - |
| HCM Control Delay (s) | - | - | 9.5 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| 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 | 4 | 1 | 7 | 0 | 0 | 0 | 14 | 530 | 0 | 0 | 890 | 9 |
| Future Vol, veh/h | 4 | 1 | 7 | 0 | 0 | 0 | 14 | 530 | 0 | 0 | 890 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 97 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 25 | 25 | 25 | 90 | 90 | 90 | 80 | 80 | 80 |
| Heavy Vehicles, % | 25 | 25 | 25 | 0 | 0 | 0 | 9 | 9 | 9 | 8 | 8 | 8 |
| Mvmt Flow | 5 | 1 | 9 | 0 | 0 | 0 | 16 | 589 | 0 | 0 | 1113 | 11 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1450 | 1744 | 566 | 1178 | 1749 | 295 | 1128 | 0 | 0 | - | - | 0 |
| Stage 1 | 1123 | 1123 | - | 621 | 621 | - | - | - | - | - | - | - |
| Stage 2 | 327 | 621 | - | 557 | 1128 | - | - | - | - | - | - | - |
| Critical Hdwy | 8 | 7 | 7.4 | 7.5 | 6.5 | 6.9 | 4.28 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 7 | 6 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 7 | 6 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.75 | 4.25 | 3.55 | 3.5 | 4 | 3.3 | 2.29 | - | - | - | - | - |
| Pot Cap-1 Maneuver | *114 | 85 | 413 | 241 | 105 | *888 | 576 | - | - | 0 | - | - |
| Stage 1 | *183 | 235 | - | 751 | 677 | - | - | - | - | 0 | - | - |
| Stage 2 | *782 | 631 | - | 487 | 282 | - | - | - | - | 0 | - | - |
| Platoon blocked, % | 1 | 1 | | 1 | 1 | 1 | | - | - | | - | - |
| Mov Cap-1 Maneuver | *111 | 82 | 411 | 228 | 102 | *888 | 574 | - | - | - | - | - |
| Mov Cap-2 Maneuver | *111 | 82 | - | 228 | 102 | - | - | - | - | - | - | - |
| Stage 1 | *177 | 234 | - | 730 | 658 | - | - | - | - | - | - | - |
| Stage 2 | *760 | 614 | - | 473 | 281 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 26.4 | 0 | 0.3 | 0 |
| HCM LOS | D | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 574 | - | - | 184 | - | - | - |
| HCM Lane V/C Ratio | 0.027 | - | - | 0.087 | - | - | - |
| HCM Control Delay (s) | 11.4 | - | - | 26.4 | 0 | - | - |
| HCM Lane LOS | B | - | - | D | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.3 | - | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 140 | 131 | 1 | 5 | 2 |
| Future Vol, veh/h | 1 | 140 | 131 | 1 | 5 | 2 |
| Conflicting Peds, #/hr | 3 | 0 | 0 | 3 | 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 | 65 | 65 | 80 | 80 | 88 | 88 |
| Heavy Vehicles, % | 3 | 3 | 4 | 4 | 43 | 43 |
| Mvmt Flow | 2 | 215 | 164 | 1 | 6 | 2 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 168 | 0 | - | 0 | 387 | 168 |
| Stage 1 | - | - | - | - | 168 | - |
| Stage 2 | - | - | - | - | 219 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.83 | 6.63 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.83 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.83 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.887 | 3.687 |
| Pot Cap-1 Maneuver | 1404 | - | - | - | 544 | 780 |
| Stage 1 | - | - | - | - | 771 | - |
| Stage 2 | - | - | - | - | 729 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1400 | - | - | - | 540 | 778 |
| Mov Cap-2 Maneuver | - | - | - | - | 540 | - |
| Stage 1 | - | - | - | - | 767 | - |
| Stage 2 | - | - | - | - | 727 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0 | 11.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1400 | - | - | - | 592 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.013 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 11.2 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 26 | 94 | 89 | 528 | 834 | 52 |
| Future Volume (vph) | 26 | 94 | 89 | 528 | 834 | 52 |
| Turn Type | Prot | Perm | Perm | NA | NA | Perm |
| Protected Phases | 4 | | | 6 | 2 | |
| Permitted Phases | | 4 | 6 | | | 2 |
| Detector Phase | 4 | 4 | 6 | 6 | 2 | 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 25.5 | 25.5 | 24.5 | 24.5 | 24.5 | 24.5 |
| Total Split (s) | 30.0 | 30.0 | 50.0 | 50.0 | 50.0 | 50.0 |
| Total Split (%) | 37.5% | 37.5% | 62.5% | 62.5% | 62.5% | 62.5% |
| Yellow Time (s) | 3.5 | 3.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lost Time Adjust (s) | -1.0 | 0.0 | -1.0 | -1.0 | -1.0 | -1.0 |
| Total Lost Time (s) | 4.5 | 5.5 | 6.5 | 6.5 | 6.5 | 6.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Max | C-Max | C-Max | C-Max |

Intersection Summary

Cycle Length: 80

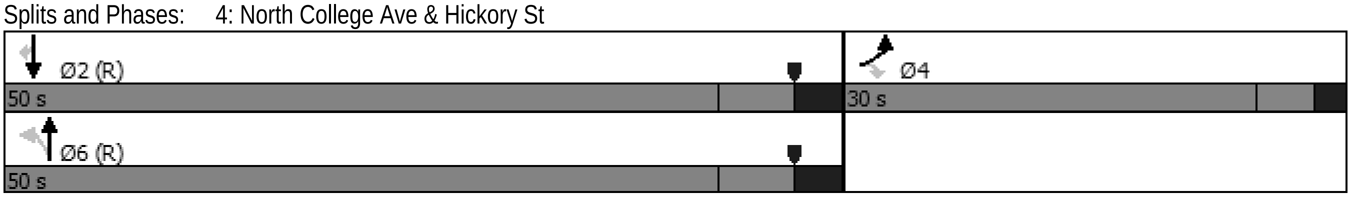
Actuated Cycle Length: 80

Offset: 47 (59%), Referenced to phase 2:SBT and 6:NBTL, Start of Red

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 4: North College Ave & Hickory St



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 31 | 111 | 102 | 607 | 1043 | 65 |
| v/c Ratio | 0.13 | 0.41 | 0.29 | 0.24 | 0.40 | 0.06 |
| Control Delay | 29.0 | 15.3 | 8.0 | 4.3 | 5.2 | 2.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.0 | 15.3 | 8.0 | 4.3 | 5.2 | 2.1 |
| Queue Length 50th (ft) | 15 | 13 | 12 | 35 | 72 | 1 |
| Queue Length 95th (ft) | 30 | 44 | 56 | 94 | 158 | 13 |
| Internal Link Dist (ft) | 250 | | | 150 | 860 | |
| Turn Bay Length (ft) | | 98 | 125 | | | 95 |
| Base Capacity (vph) | 558 | 538 | 354 | 2560 | 2608 | 1150 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.06 | 0.21 | 0.29 | 0.24 | 0.40 | 0.06 |

Intersection Summary

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 26 | 94 | 89 | 528 | 834 | 52 |
| Future Volume (veh/h) | 26 | 94 | 89 | 528 | 834 | 52 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 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 | 1856 | 1856 | 1767 | 1767 | 1796 | 1796 |
| Adj Flow Rate, veh/h | 31 | 111 | 102 | 607 | 1042 | 65 |
| Peak Hour Factor | 0.85 | 0.85 | 0.87 | 0.87 | 0.80 | 0.80 |
| Percent Heavy Veh, % | 3 | 3 | 9 | 9 | 7 | 7 |
| Cap, veh/h | 189 | 148 | 402 | 2537 | 2579 | 1149 |
| Arrive On Green | 0.11 | 0.09 | 0.76 | 0.76 | 0.76 | 0.76 |
| Sat Flow, veh/h | 1767 | 1572 | 481 | 3445 | 3503 | 1520 |
| Grp Volume(v), veh/h | 31 | 111 | 102 | 607 | 1042 | 65 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1572 | 481 | 1678 | 1706 | 1520 |
| Q Serve(g_s), s | 1.3 | 5.5 | 7.6 | 4.3 | 8.6 | 0.9 |
| Cycle Q Clear(g_c), s | 1.3 | 5.5 | 16.2 | 4.3 | 8.6 | 0.9 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 189 | 148 | 402 | 2537 | 2579 | 1149 |
| V/C Ratio(X) | 0.16 | 0.75 | 0.25 | 0.24 | 0.40 | 0.06 |
| Avail Cap(c_a), veh/h | 563 | 482 | 402 | 2537 | 2579 | 1149 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 32.5 | 35.3 | 6.3 | 2.9 | 3.4 | 2.5 |
| Incr Delay (d2), s/veh | 0.4 | 7.4 | 1.5 | 0.2 | 0.5 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 2.4 | 0.8 | 0.8 | 1.7 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 32.9 | 42.7 | 7.8 | 3.1 | 3.9 | 2.6 |
| LnGrp LOS | C | D | A | A | A | A |
| Approach Vol, veh/h | 142 | | | 709 | 1107 | |
| Approach Delay, s/veh | 40.5 | | | 3.8 | 3.8 | |
| Approach LOS | D | | | A | A | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 67.0 | | 13.0 | | 67.0 |
| Change Period (Y+Rc), s | | 7.5 | | 5.5 | | 7.5 |
| Max Green Setting (Gmax), s | | 42.5 | | 24.5 | | 42.5 |
| Max Q Clear Time (g_c+I1), s | | 10.6 | | 7.5 | | 18.2 |
| Green Ext Time (p_c), s | | 5.0 | | 0.4 | | 3.8 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 6.5 | | | |
| HCM 6th LOS | | | A | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 6 | 0 | 7 | 3 | 4 |
| Future Vol, veh/h | 12 | 6 | 0 | 7 | 3 | 4 |
| 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 | 75 | 75 | 58 | 58 | 44 | 44 |
| Heavy Vehicles, % | 11 | 11 | 0 | 0 | 14 | 14 |
| Mvmt Flow | 16 | 8 | 0 | 12 | 7 | 9 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 29 | 6 | 0 | 0 | 12 | 0 |
| Stage 1 | 6 | - | - | - | - | - |
| Stage 2 | 23 | - | - | - | - | - |
| Critical Hdwy | 6.51 | 6.31 | - | - | 4.24 | - |
| Critical Hdwy Stg 1 | 5.51 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.51 | - | - | - | - | - |
| Follow-up Hdwy | 3.599 | 3.399 | - | - | 2.326 | - |
| Pot Cap-1 Maneuver | 963 | 1051 | - | - | 1532 | - |
| Stage 1 | 994 | - | - | - | - | - |
| Stage 2 | 977 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 958 | 1051 | - | - | 1532 | - |
| Mov Cap-2 Maneuver | 958 | - | - | - | - | - |
| Stage 1 | 994 | - | - | - | - | - |
| Stage 2 | 972 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.7 | 0 | 3.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 987 | 1532 | - |
| HCM Lane V/C Ratio | - | - | 0.024 | 0.004 | - |
| HCM Control Delay (s) | - | - | 8.7 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

| 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 | 5 | 0 | 10 | 0 | 0 | 1 | 28 | 1086 | 0 | 3 | 853 | 15 |
| Future Vol, veh/h | 5 | 0 | 10 | 0 | 0 | 1 | 28 | 1086 | 0 | 3 | 853 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 4 | 0 | 7 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 97 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 63 | 63 | 63 | 25 | 25 | 25 | 98 | 98 | 98 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 5 | 5 | 5 |
| Mvmt Flow | 8 | 0 | 16 | 0 | 0 | 4 | 29 | 1108 | 0 | 3 | 907 | 16 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1540 | 2098 | 469 | 1630 | 2106 | 558 | 930 | 0 | 0 | 1112 | 0 | 0 |
| Stage 1 | 928 | 928 | - | 1170 | 1170 | - | - | - | - | - | - | - |
| Stage 2 | 612 | 1170 | - | 460 | 936 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.18 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.24 | - | - | 2.25 | - | - |
| Pot Cap-1 Maneuver | *259 | *76 | 546 | *201 | *74 | *643 | 719 | - | - | *944 | - | - |
| Stage 1 | *292 | *349 | - | *606 | *531 | - | - | - | - | - | - | - |
| Stage 2 | *606 | *531 | - | *556 | *346 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | | 1 | 1 | 1 | | - | - | 1 | - | - |
| Mov Cap-1 Maneuver | *246 | *71 | 542 | *188 | *70 | *641 | 714 | - | - | *941 | - | - |
| Mov Cap-2 Maneuver | *246 | *71 | - | *188 | *70 | - | - | - | - | - | - | - |
| Stage 1 | *278 | *344 | - | *580 | *507 | - | - | - | - | - | - | - |
| Stage 2 | *578 | *507 | - | *536 | *341 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 14.9 | 10.7 | 0.3 | 0 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 714 | - | - | 387 | 641 | * 941 | - | - |
| HCM Lane V/C Ratio | 0.04 | - | - | 0.062 | 0.006 | 0.003 | - | - |
| HCM Control Delay (s) | 10.3 | - | - | 14.9 | 10.7 | 8.8 | - | - |
| HCM Lane LOS | B | - | - | B | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.2 | 0 | 0 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 172 | 146 | 10 | 11 | 2 |
| Future Vol, veh/h | 1 | 172 | 146 | 10 | 11 | 2 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 1 | 1 | 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 | 93 | 93 | 87 | 87 | 65 | 65 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 0 | 0 |
| Mvmt Flow | 1 | 185 | 168 | 11 | 17 | 3 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 180 | 0 | - | 0 | 363 | 175 |
| Stage 1 | - | - | - | - | 175 | - |
| Stage 2 | - | - | - | - | 188 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1396 | - | - | - | 640 | 874 |
| Stage 1 | - | - | - | - | 860 | - |
| Stage 2 | - | - | - | - | 849 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1395 | - | - | - | 638 | 873 |
| Mov Cap-2 Maneuver | - | - | - | - | 638 | - |
| Stage 1 | - | - | - | - | 858 | - |
| Stage 2 | - | - | - | - | 848 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 10.6 |
| HCM LOS | | | B |

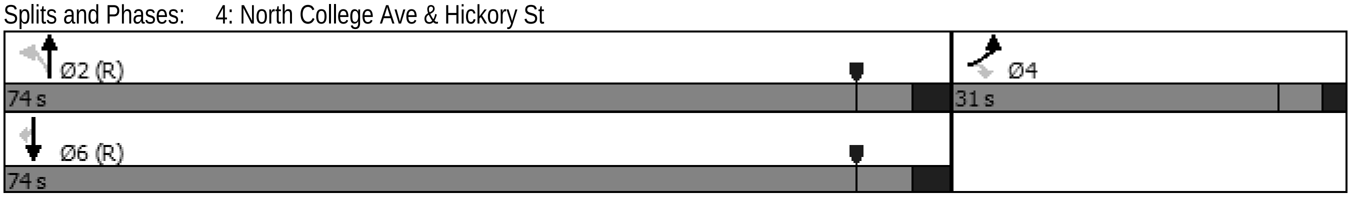
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1395 | - | - | - | 666 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.03 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 10.6 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 68 | 100 | 121 | 1080 | 815 | 56 |
| Future Volume (vph) | 68 | 100 | 121 | 1080 | 815 | 56 |
| Turn Type | Prot | Perm | Perm | NA | NA | Perm |
| Protected Phases | 4 | | | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | 6 |
| Detector Phase | 4 | 4 | 2 | 2 | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 25.5 | 25.5 | 24.5 | 24.5 | 24.5 | 24.5 |
| Total Split (s) | 31.0 | 31.0 | 74.0 | 74.0 | 74.0 | 74.0 |
| Total Split (%) | 29.5% | 29.5% | 70.5% | 70.5% | 70.5% | 70.5% |
| Yellow Time (s) | 3.5 | 3.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lost Time Adjust (s) | -1.0 | 0.0 | -1.0 | -1.0 | -1.0 | -1.0 |
| Total Lost Time (s) | 4.5 | 5.5 | 6.5 | 6.5 | 6.5 | 6.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Max | C-Max | C-Max | C-Max |

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 64 (61%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: North College Ave & Hickory St



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 85 | 125 | 125 | 1113 | 886 | 61 |
| v/c Ratio | 0.40 | 0.44 | 0.29 | 0.42 | 0.34 | 0.05 |
| Control Delay | 46.9 | 12.1 | 6.3 | 5.0 | 4.5 | 1.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 46.9 | 12.1 | 6.3 | 5.0 | 4.5 | 1.3 |
| Queue Length 50th (ft) | 54 | 0 | 18 | 98 | 71 | 0 |
| Queue Length 95th (ft) | 82 | 35 | 60 | 196 | 145 | 12 |
| Internal Link Dist (ft) | 250 | | | 150 | 860 | |
| Turn Bay Length (ft) | | 98 | 125 | | | 95 |
| Base Capacity (vph) | 442 | 475 | 436 | 2663 | 2638 | 1138 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.19 | 0.26 | 0.29 | 0.42 | 0.34 | 0.05 |

Intersection Summary

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 68 | 100 | 121 | 1080 | 815 | 56 |
| Future Volume (veh/h) | 68 | 100 | 121 | 1080 | 815 | 56 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 0.99 |
| Parking Bus, Adj | 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 | 1856 | 1856 | 1826 | 1826 | 1811 | 1811 |
| Adj Flow Rate, veh/h | 85 | 125 | 125 | 1113 | 886 | 61 |
| Peak Hour Factor | 0.80 | 0.80 | 0.97 | 0.97 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 5 | 5 | 6 | 6 |
| Cap, veh/h | 197 | 160 | 478 | 2720 | 2697 | 1196 |
| Arrive On Green | 0.11 | 0.10 | 0.78 | 0.78 | 0.78 | 0.78 |
| Sat Flow, veh/h | 1767 | 1572 | 578 | 3561 | 3532 | 1526 |
| Grp Volume(v), veh/h | 85 | 125 | 125 | 1113 | 886 | 61 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1572 | 578 | 1735 | 1721 | 1526 |
| Q Serve(g_s), s | 4.7 | 8.1 | 8.4 | 10.7 | 7.9 | 0.9 |
| Cycle Q Clear(g_c), s | 4.7 | 8.1 | 16.3 | 10.7 | 7.9 | 0.9 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 197 | 160 | 478 | 2720 | 2697 | 1196 |
| V/C Ratio(X) | 0.43 | 0.78 | 0.26 | 0.41 | 0.33 | 0.05 |
| Avail Cap(c_a), veh/h | 446 | 382 | 478 | 2720 | 2697 | 1196 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 43.6 | 46.0 | 5.7 | 3.6 | 3.3 | 2.6 |
| Incr Delay (d2), s/veh | 1.5 | 8.0 | 1.3 | 0.5 | 0.3 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.2 | 3.6 | 1.0 | 2.6 | 1.9 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 45.1 | 54.0 | 7.0 | 4.1 | 3.6 | 2.6 |
| LnGrp LOS | D | D | A | A | A | A |
| Approach Vol, veh/h | 210 | | | 1238 | 947 | |
| Approach Delay, s/veh | 50.4 | | | 4.4 | 3.6 | |
| Approach LOS | D | | | A | A | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 88.8 | | 16.2 | | 88.8 |
| Change Period (Y+Rc), s | | 7.5 | | 5.5 | | 7.5 |
| Max Green Setting (Gmax), s | | 66.5 | | 25.5 | | 66.5 |
| Max Q Clear Time (g_c+I1), s | | 18.3 | | 10.1 | | 9.9 |
| Green Ext Time (p_c), s | | 7.1 | | 0.6 | | 4.1 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 8.1 | | | |
| HCM 6th LOS | | | A | | | |

# *Intersection Capacity Worksheets: Year 2045 Background*

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 4 | | | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 0 | 1 | 1 | 0 | 0 |
| Future Vol, veh/h | 2 | 0 | 1 | 1 | 0 | 0 |
| 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 | 25 | 25 | 25 | 25 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 0 | 0 | 2 | 2 |
| Mvmt Flow | 8 | 0 | 4 | 4 | 0 | 0 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 7 | 6 | 0 | 0 | 8 | 0 |
| Stage 1 | 6 | - | - | - | - | - |
| Stage 2 | 1 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 1014 | 1077 | - | - | 1612 | - |
| Stage 1 | 1017 | - | - | - | - | - |
| Stage 2 | 1022 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 1014 | 1077 | - | - | 1612 | - |
| Mov Cap-2 Maneuver | 1014 | - | - | - | - | - |
| Stage 1 | 1017 | - | - | - | - | - |
| Stage 2 | 1022 | - | - | - | - | - |

| Approach | WB | | NB | | SB | |
|---|---|---|---|---|---|---|
| HCM Control Delay, s | 8.6 | | 0 | | 0 | |
| HCM LOS | A | | | | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1014 | 1612 | - |
| HCM Lane V/C Ratio | - | - | 0.008 | - | - |
| HCM Control Delay (s) | - | - | 8.6 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ✣ | | | ✣ | | ↰ | ↑↱ | | | ↑↱ | |
| Traffic Vol, veh/h | 5 | 1 | 10 | 0 | 0 | 0 | 15 | 615 | 0 | 0 | 1040 | 10 |
| Future Vol, veh/h | 5 | 1 | 10 | 0 | 0 | 0 | 15 | 615 | 0 | 0 | 1040 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 97 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 92 | 92 | 92 | 90 | 90 | 90 | 80 | 80 | 80 |
| Heavy Vehicles, % | 10 | 10 | 10 | 0 | 0 | 0 | 9 | 9 | 9 | 8 | 8 | 8 |
| Mvmt Flow | 7 | 1 | 13 | 0 | 0 | 0 | 17 | 683 | 0 | 0 | 1300 | 13 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1687 | 2028 | 661 | 1368 | 2034 | 342 | 1317 | 0 | 0 | - | - | 0 |
| Stage 1 | 1311 | 1311 | - | 717 | 717 | - | - | - | - | - | - | - |
| Stage 2 | 376 | 717 | - | 651 | 1317 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.7 | 6.7 | 7.1 | 7.5 | 6.5 | 6.9 | 4.28 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 6.7 | 5.7 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.7 | 5.7 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.6 | 4.1 | 3.4 | 3.5 | 4 | 3.3 | 2.29 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 56 | 52 | 387 | 108 | 58 | 660 | 485 | - | - | 0 | - | - |
| Stage 1 | 156 | 212 | - | 391 | 437 | - | - | - | - | 0 | - | - |
| Stage 2 | 596 | 413 | - | 429 | 229 | - | - | - | - | 0 | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 54 | 50 | 386 | 99 | 56 | 660 | 483 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 54 | 50 | - | 99 | 56 | - | - | - | - | - | - | - |
| Stage 1 | 150 | 211 | - | 377 | 422 | - | - | - | - | - | - | - |
| Stage 2 | 575 | 399 | - | 412 | 228 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 42.9 | 0 | 0.3 | 0 |
| HCM LOS | E | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 483 | - | - | 116 | - | - | - |
| HCM Lane V/C Ratio | 0.035 | - | - | 0.184 | - | - | - |
| HCM Control Delay (s) | 12.7 | - | - | 42.9 | 0 | - | - |
| HCM Lane LOS | B | - | - | E | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.6 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 165 | 150 | 1 | 5 | 2 |
| Future Vol, veh/h | 1 | 165 | 150 | 1 | 5 | 2 |
| Conflicting Peds, #/hr | 3 | 0 | 0 | 3 | 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 | 65 | 65 | 80 | 80 | 88 | 88 |
| Heavy Vehicles, % | 3 | 3 | 4 | 4 | 10 | 10 |
| Mvmt Flow | 2 | 254 | 188 | 1 | 6 | 2 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 192 | 0 | - | 0 | 450 | 192 |
| Stage 1 | - | - | - | - | 192 | - |
| Stage 2 | - | - | - | - | 258 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.5 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.5 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.59 | 3.39 |
| Pot Cap-1 Maneuver | 1375 | - | - | - | 552 | 830 |
| Stage 1 | - | - | - | - | 822 | - |
| Stage 2 | - | - | - | - | 767 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1371 | - | - | - | 548 | 828 |
| Mov Cap-2 Maneuver | - | - | - | - | 548 | - |
| Stage 1 | - | - | - | - | 818 | - |
| Stage 2 | - | - | - | - | 765 | - |

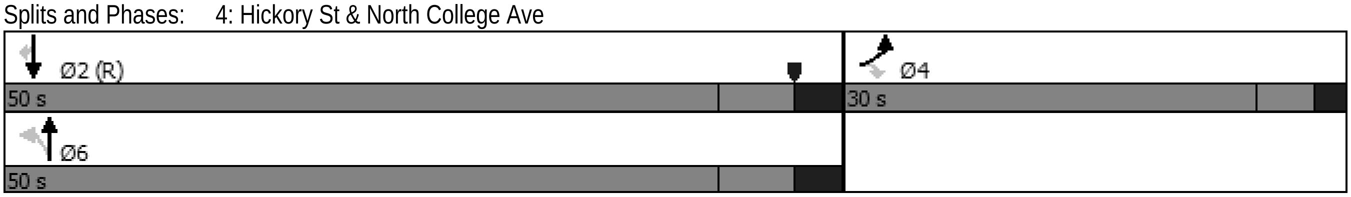
| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 11 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1371 | - | - | - | 607 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.013 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 11 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 30 | 110 | 105 | 615 | 970 | 60 |
| Future Volume (vph) | 30 | 110 | 105 | 615 | 970 | 60 |
| Turn Type | Prot | Perm | Perm | NA | NA | Perm |
| Protected Phases | 4 | | | 6 | 2 | |
| Permitted Phases | | 4 | 6 | | | 2 |
| Detector Phase | 4 | 4 | 6 | 6 | 2 | 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 25.5 | 25.5 | 24.5 | 24.5 | 24.5 | 24.5 |
| Total Split (s) | 30.0 | 30.0 | 50.0 | 50.0 | 50.0 | 50.0 |
| Total Split (%) | 37.5% | 37.5% | 62.5% | 62.5% | 62.5% | 62.5% |
| Yellow Time (s) | 3.5 | 3.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lost Time Adjust (s) | -1.0 | 0.0 | -1.0 | -1.0 | -1.0 | -1.0 |
| Total Lost Time (s) | 4.5 | 5.5 | 6.5 | 6.5 | 6.5 | 6.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | Max | Max | C-Max | C-Max |
| Act Effct Green (s) | 12.0 | 11.0 | 60.8 | 60.8 | 60.8 | 60.8 |
| Actuated g/C Ratio | 0.15 | 0.14 | 0.76 | 0.76 | 0.76 | 0.76 |

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 47 (59%), Referenced to phase 2:SBT, Start of Red
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 7.5
Intersection Capacity Utilization 55.6%
Analysis Period (min) 15

Splits and Phases: 4: Hickory St & North College Ave



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 35 | 129 | 121 | 707 | 1213 | 75 |
| v/c Ratio | 0.13 | 0.49 | 0.44 | 0.28 | 0.47 | 0.07 |
| Control Delay | 28.0 | 24.7 | 13.3 | 4.9 | 6.3 | 2.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 28.0 | 24.7 | 13.3 | 4.9 | 6.3 | 2.4 |
| Queue Length 50th (ft) | 16 | 35 | 19 | 50 | 106 | 2 |
| Queue Length 95th (ft) | 33 | 68 | 90 | 112 | 195 | 16 |
| Internal Link Dist (ft) | 250 | | | 150 | 860 | |
| Turn Bay Length (ft) | | 98 | | | | 95 |
| Base Capacity (vph) | 558 | 517 | 278 | 2518 | 2565 | 1132 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.06 | 0.25 | 0.44 | 0.28 | 0.47 | 0.07 |

Intersection Summary

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 30 | 110 | 105 | 615 | 970 | 60 |
| Future Volume (veh/h) | 30 | 110 | 105 | 615 | 970 | 60 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 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 | 1856 | 1856 | 1767 | 1767 | 1796 | 1796 |
| Adj Flow Rate, veh/h | 35 | 129 | 121 | 707 | 1212 | 75 |
| Peak Hour Factor | 0.85 | 0.85 | 0.87 | 0.87 | 0.80 | 0.80 |
| Percent Heavy Veh, % | 3 | 3 | 9 | 9 | 7 | 7 |
| Cap, veh/h | 212 | 169 | 334 | 2493 | 2535 | 1129 |
| Arrive On Green | 0.12 | 0.11 | 0.74 | 0.74 | 0.74 | 0.74 |
| Sat Flow, veh/h | 1767 | 1572 | 405 | 3445 | 3503 | 1520 |
| Grp Volume(v), veh/h | 35 | 129 | 121 | 707 | 1212 | 75 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1572 | 405 | 1678 | 1706 | 1520 |
| Q Serve(g_s), s | 1.4 | 6.4 | 13.6 | 5.5 | 11.3 | 1.1 |
| Cycle Q Clear(g_c), s | 1.4 | 6.4 | 24.9 | 5.5 | 11.3 | 1.1 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 212 | 169 | 334 | 2493 | 2535 | 1129 |
| V/C Ratio(X) | 0.17 | 0.76 | 0.36 | 0.28 | 0.48 | 0.07 |
| Avail Cap(c_a), veh/h | 563 | 482 | 334 | 2493 | 2535 | 1129 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.6 | 34.7 | 9.1 | 3.4 | 4.1 | 2.8 |
| Incr Delay (d2), s/veh | 0.4 | 7.0 | 3.0 | 0.3 | 0.6 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 2.7 | 1.3 | 1.4 | 2.5 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 32.0 | 41.7 | 12.1 | 3.6 | 4.8 | 2.9 |
| LnGrp LOS | C | D | B | A | A | A |
| Approach Vol, veh/h | 164 | | | 828 | 1287 | |
| Approach Delay, s/veh | 39.7 | | | 4.9 | 4.6 | |
| Approach LOS | D | | | A | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 65.9 | | 14.1 | | 65.9 |
| Change Period (Y+Rc), s | | 7.5 | | 5.5 | | 7.5 |
| Max Green Setting (Gmax), s | | 42.5 | | 24.5 | | 42.5 |
| Max Q Clear Time (g_c+I1), s | | 13.3 | | 8.4 | | 26.9 |
| Green Ext Time (p_c), s | | 6.1 | | 0.4 | | 4.4 |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | | 7.3 |
| HCM 6th LOS | | | A |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 5 | 0 | 10 | 3 | 5 |
| Future Vol, veh/h | 15 | 5 | 0 | 10 | 3 | 5 |
| 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 | 75 | 75 | 58 | 58 | 44 | 44 |
| Heavy Vehicles, % | 11 | 11 | 2 | 2 | 10 | 10 |
| Mvmt Flow | 20 | 7 | 0 | 17 | 7 | 11 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 34 | 9 | 0 | 0 | 17 | 0 |
| Stage 1 | 9 | - | - | - | - | - |
| Stage 2 | 25 | - | - | - | - | - |
| Critical Hdwy | 6.51 | 6.31 | - | - | 4.2 | - |
| Critical Hdwy Stg 1 | 5.51 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.51 | - | - | - | - | - |
| Follow-up Hdwy | 3.599 | 3.399 | - | - | 2.29 | - |
| Pot Cap-1 Maneuver | 957 | 1047 | - | - | 1550 | - |
| Stage 1 | 991 | - | - | - | - | - |
| Stage 2 | 975 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 952 | 1047 | - | - | 1550 | - |
| Mov Cap-2 Maneuver | 952 | - | - | - | - | - |
| Stage 1 | 991 | - | - | - | - | - |
| Stage 2 | 970 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.8 | 0 | 2.7 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 974 | 1550 | - |
| HCM Lane V/C Ratio | - | - | 0.027 | 0.004 | - |
| HCM Control Delay (s) | - | - | 8.8 | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

| 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 | 5 | 0 | 10 | 0 | 0 | 1 | 30 | 1265 | 0 | 3 | 995 | 20 |
| Future Vol, veh/h | 5 | 0 | 10 | 0 | 0 | 1 | 30 | 1265 | 0 | 3 | 995 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 4 | 0 | 7 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 97 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 63 | 63 | 63 | 25 | 25 | 25 | 98 | 98 | 98 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 5 | 5 | 5 |
| Mvmt Flow | 8 | 0 | 16 | 0 | 0 | 4 | 31 | 1291 | 0 | 3 | 1059 | 21 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1791 | 2440 | 547 | 1893 | 2450 | 650 | 1087 | 0 | 0 | 1295 | 0 | 0 |
| Stage 1 | 1083 | 1083 | - | 1357 | 1357 | - | - | - | - | - | - | - |
| Stage 2 | 708 | 1357 | - | 536 | 1093 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.18 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.24 | - | - | 2.25 | - | - |
| Pot Cap-1 Maneuver | *189 | *36 | 486 | *136 | *35 | *555 | 626 | - | - | *815 | - | - |
| Stage 1 | *235 | *296 | - | *524 | *458 | - | - | - | - | - | - | - |
| Stage 2 | *524 | *458 | - | *501 | *293 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | | 1 | 1 | 1 | | - | - | 1 | - | - |
| Mov Cap-1 Maneuver | *178 | *33 | 483 | *125 | *32 | *553 | 622 | - | - | *812 | - | - |
| Mov Cap-2 Maneuver | *178 | *33 | - | *125 | *32 | - | - | - | - | - | - | - |
| Stage 1 | *222 | *291 | - | *496 | *434 | - | - | - | - | - | - | - |
| Stage 2 | *494 | *434 | - | *480 | *288 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 17.7 | 11.6 | 0.3 | 0 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 622 | - | - | 307 | 553 | * 812 | - | - |
| HCM Lane V/C Ratio | 0.049 | - | - | 0.078 | 0.007 | 0.004 | - | - |
| HCM Control Delay (s) | 11.1 | - | - | 17.7 | 11.6 | 9.5 | - | - |
| HCM Lane LOS | B | - | - | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.2 | 0 | 0 | - | - |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 200 | 170 | 10 | 15 | 2 |
| Future Vol, veh/h | 1 | 200 | 170 | 10 | 15 | 2 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 1 | 1 | 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 | 93 | 93 | 87 | 87 | 65 | 65 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 215 | 195 | 11 | 23 | 3 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 207 | 0 | - | 0 | 420 | 202 |
| Stage 1 | - | - | - | - | 202 | - |
| Stage 2 | - | - | - | - | 218 | - |
| 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 | 1364 | - | - | - | 590 | 839 |
| Stage 1 | - | - | - | - | 832 | - |
| Stage 2 | - | - | - | - | 818 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1363 | - | - | - | 588 | 838 |
| Mov Cap-2 Maneuver | - | - | - | - | 588 | - |
| Stage 1 | - | - | - | - | 830 | - |
| Stage 2 | - | - | - | - | 817 | - |

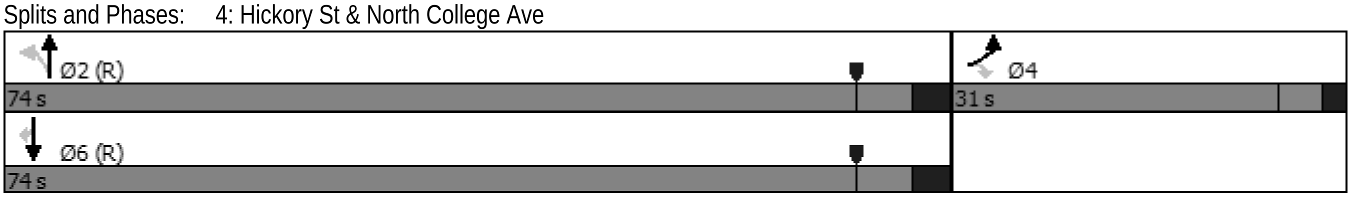
| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 11.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1363 | - | - | - | 609 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.043 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 11.2 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 80 | 115 | 140 | 1260 | 950 | 65 |
| Future Volume (vph) | 80 | 115 | 140 | 1260 | 950 | 65 |
| Turn Type | Prot | Perm | Perm | NA | NA | Perm |
| Protected Phases | 4 | | | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | 6 |
| Detector Phase | 4 | 4 | 2 | 2 | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 25.5 | 25.5 | 24.5 | 24.5 | 24.5 | 24.5 |
| Total Split (s) | 31.0 | 31.0 | 74.0 | 74.0 | 74.0 | 74.0 |
| Total Split (%) | 29.5% | 29.5% | 70.5% | 70.5% | 70.5% | 70.5% |
| Yellow Time (s) | 3.5 | 3.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lost Time Adjust (s) | -1.0 | 0.0 | -1.0 | -1.0 | -1.0 | -1.0 |
| Total Lost Time (s) | 4.5 | 5.5 | 6.5 | 6.5 | 6.5 | 6.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Max | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 13.2 | 12.2 | 80.8 | 80.8 | 80.8 | 80.8 |
| Actuated g/C Ratio | 0.13 | 0.12 | 0.77 | 0.77 | 0.77 | 0.77 |
| v/c Ratio | | | | | | |

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 64 (61%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 7.5
Intersection Capacity Utilization 55.0%
Analysis Period (min) 15

Splits and Phases: 4: Hickory St & North College Ave



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 100 | 144 | 144 | 1299 | 1033 | 71 |
| v/c Ratio | 0.45 | 0.49 | 0.39 | 0.49 | 0.39 | 0.06 |
| Control Delay | 47.9 | 15.6 | 8.8 | 5.8 | 5.0 | 1.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 47.9 | 15.6 | 8.8 | 5.8 | 5.0 | 1.6 |
| Queue Length 50th (ft) | 64 | 11 | 25 | 132 | 93 | 1 |
| Queue Length 95th (ft) | 93 | 48 | 83 | 247 | 178 | 15 |
| Internal Link Dist (ft) | 250 | | | 150 | 860 | |
| Turn Bay Length (ft) | | 98 | | | | 95 |
| Base Capacity (vph) | 442 | 476 | 365 | 2645 | 2620 | 1131 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.23 | 0.30 | 0.39 | 0.49 | 0.39 | 0.06 |

Intersection Summary

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 80 | 115 | 140 | 1260 | 950 | 65 |
| Future Volume (veh/h) | 80 | 115 | 140 | 1260 | 950 | 65 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 0.99 |
| Parking Bus, Adj | 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 | 1856 | 1856 | 1826 | 1826 | 1811 | 1811 |
| Adj Flow Rate, veh/h | 100 | 144 | 144 | 1299 | 1033 | 71 |
| Peak Hour Factor | 0.80 | 0.80 | 0.97 | 0.97 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 5 | 5 | 6 | 6 |
| Cap, veh/h | 219 | 180 | 404 | 2675 | 2654 | 1177 |
| Arrive On Green | 0.12 | 0.11 | 0.77 | 0.77 | 0.77 | 0.77 |
| Sat Flow, veh/h | 1767 | 1572 | 498 | 3561 | 3532 | 1526 |
| Grp Volume(v), veh/h | 100 | 144 | 144 | 1299 | 1033 | 71 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1572 | 498 | 1735 | 1721 | 1526 |
| Q Serve(g_s), s | 5.5 | 9.4 | 14.0 | 14.4 | 10.3 | 1.2 |
| Cycle Q Clear(g_c), s | 5.5 | 9.4 | 24.3 | 14.4 | 10.3 | 1.2 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 219 | 180 | 404 | 2675 | 2654 | 1177 |
| V/C Ratio(X) | 0.46 | 0.80 | 0.36 | 0.49 | 0.39 | 0.06 |
| Avail Cap(c_a), veh/h | 446 | 382 | 404 | 2675 | 2654 | 1177 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.7 | 45.3 | 7.9 | 4.4 | 3.9 | 2.9 |
| Incr Delay (d2), s/veh | 1.5 | 7.9 | 2.4 | 0.6 | 0.4 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.5 | 4.1 | 1.6 | 4.2 | 2.6 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 44.2 | 53.2 | 10.3 | 5.0 | 4.4 | 3.0 |
| LnGrp LOS | D | D | B | A | A | A |
| Approach Vol, veh/h | 244 | | | 1443 | 1104 | |
| Approach Delay, s/veh | 49.5 | | | 5.6 | 4.3 | |
| Approach LOS | D | | | A | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 87.5 | | 17.5 | | 87.5 |
| Change Period (Y+Rc), s | | 7.5 | | 5.5 | | 7.5 |
| Max Green Setting (Gmax), s | | 66.5 | | 25.5 | | 66.5 |
| Max Q Clear Time (g_c+I1), s | | 26.3 | | 11.4 | | 12.3 |
| Green Ext Time (p_c), s | | 9.9 | | 0.7 | | 5.1 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 8.9 |
| HCM 6th LOS | A |

# *Intersection Capacity Worksheets: Year 2025 Background+ Project*

| Intersection | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Int Delay, s/veh | 7.1 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 4 | 4 | 44 | 8 | 0 | 8 | 1 | 28 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 4 | 4 | 44 | 8 | 0 | 8 | 1 | 28 | 0 | 0 | 0 |
| 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 | 25 | 25 | 25 | 25 | 25 | 25 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 4 | 4 | 176 | 32 | 0 | 32 | 4 | 112 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 141 | 181 | 1 | 129 | 125 | 60 | 1 | 0 | 0 | 116 | 0 | 0 |
| Stage 1 | 1 | 1 | - | 124 | 124 | - | - | - | - | - | - | - |
| Stage 2 | 140 | 180 | - | 5 | 1 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 829 | 713 | 1084 | 844 | 765 | 1005 | 1622 | - | - | 1473 | - | - |
| Stage 1 | 1022 | 895 | - | 880 | 793 | - | - | - | - | - | - | - |
| Stage 2 | 863 | 750 | - | 1017 | 895 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 789 | 698 | 1084 | 823 | 749 | 1005 | 1622 | - | - | 1473 | - | - |
| Mov Cap-2 Maneuver | 789 | 698 | - | 823 | 749 | - | - | - | - | - | - | - |
| Stage 1 | 1001 | 895 | - | 862 | 776 | - | - | - | - | - | - | - |
| Stage 2 | 810 | 734 | - | 1008 | 895 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.3 | 11 | 1.6 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1622 | - | - | 849 | 811 | 1473 | - | - |
| HCM Lane V/C Ratio | 0.02 | - | - | 0.01 | 0.256 | - | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.3 | 11 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | 1 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 10 | 1 | 19 | 0 | 0 | 0 | 32 | 545 | 0 | 0 | 893 | 34 |
| Future Vol, veh/h | 10 | 1 | 19 | 0 | 0 | 0 | 32 | 545 | 0 | 0 | 893 | 34 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 97 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 92 | 92 | 92 | 90 | 90 | 90 | 80 | 80 | 80 |
| Heavy Vehicles, % | 10 | 10 | 10 | 0 | 0 | 0 | 9 | 9 | 9 | 8 | 8 | 8 |
| Mvmt Flow | 13 | 1 | 25 | 0 | 0 | 0 | 36 | 606 | 0 | 0 | 1116 | 43 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1517 | 1820 | 584 | 1237 | 1841 | 303 | 1163 | 0 | 0 | - | - | 0 |
| Stage 1 | 1142 | 1142 | - | 678 | 678 | - | - | - | - | - | - | - |
| Stage 2 | 375 | 678 | - | 559 | 1163 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.7 | 6.7 | 7.1 | 7.5 | 6.5 | 6.9 | 4.28 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 6.7 | 5.7 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.7 | 5.7 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.6 | 4.1 | 3.4 | 3.5 | 4 | 3.3 | 2.29 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 76 | 70 | 435 | 134 | 76 | 699 | 558 | - | - | 0 | - | - |
| Stage 1 | 200 | 257 | - | 413 | 455 | - | - | - | - | 0 | - | - |
| Stage 2 | 597 | 431 | - | 486 | 271 | - | - | - | - | 0 | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 72 | 65 | 433 | 118 | 71 | 699 | 556 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 72 | 65 | - | 118 | 71 | - | - | - | - | - | - | - |
| Stage 1 | 186 | 256 | - | 386 | 425 | - | - | - | - | - | - | - |
| Stage 2 | 558 | 403 | - | 455 | 270 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 37.2 | 0 | 0.7 | 0 |
| HCM LOS | E | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 556 | - | - | 151 | - | - | - |
| HCM Lane V/C Ratio | 0.064 | - | - | 0.265 | - | - | - |
| HCM Control Delay (s) | 11.9 | - | - | 37.2 | 0 | - | - |
| HCM Lane LOS | B | - | - | E | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 1 | - | - | - |

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 1.5 | | | | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↰↑ | ↑↱ | | ↰↱ | |
| Traffic Vol, veh/h | 4 | 140 | 131 | 37 | 47 | 5 |
| Future Vol, veh/h | 4 | 140 | 131 | 37 | 47 | 5 |
| Conflicting Peds, #/hr | 3 | 0 | 0 | 3 | 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 | 65 | 65 | 80 | 80 | 88 | 88 |
| Heavy Vehicles, % | 3 | 3 | 4 | 4 | 10 | 10 |
| Mvmt Flow | 6 | 215 | 164 | 46 | 53 | 6 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 213 | 0 | - | 0 | 417 | 190 |
| Stage 1 | - | - | - | - | 190 | - |
| Stage 2 | - | - | - | - | 227 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.5 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.5 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.59 | 3.39 |
| Pot Cap-1 Maneuver | 1351 | - | - | - | 577 | 832 |
| Stage 1 | - | - | - | - | 823 | - |
| Stage 2 | - | - | - | - | 792 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1347 | - | - | - | 571 | 830 |
| Mov Cap-2 Maneuver | - | - | - | - | 571 | - |
| Stage 1 | - | - | - | - | 816 | - |
| Stage 2 | - | - | - | - | 790 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0 | 11.8 |
| HCM LOS | | | B |

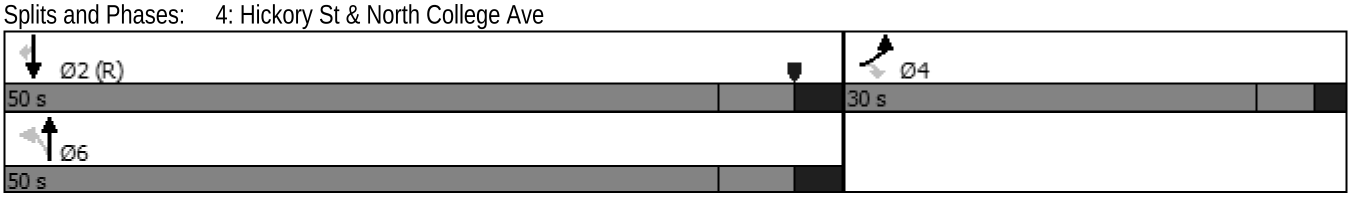
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1347 | - | - | - | 589 |
| HCM Lane V/C Ratio | 0.005 | - | - | - | 0.1 |
| HCM Control Delay (s) | 7.7 | 0 | - | - | 11.8 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.3 |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 41 | 121 | 124 | 546 | 846 | 53 |
| Future Volume (vph) | 41 | 121 | 124 | 546 | 846 | 53 |
| Turn Type | Prot | Perm | Perm | NA | NA | Perm |
| Protected Phases | 4 | | | 6 | 2 | |
| Permitted Phases | | 4 | 6 | | | 2 |
| Detector Phase | 4 | 4 | 6 | 6 | 2 | 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 25.5 | 25.5 | 24.5 | 24.5 | 24.5 | 24.5 |
| Total Split (s) | 30.0 | 30.0 | 50.0 | 50.0 | 50.0 | 50.0 |
| Total Split (%) | 37.5% | 37.5% | 62.5% | 62.5% | 62.5% | 62.5% |
| Yellow Time (s) | 3.5 | 3.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lost Time Adjust (s) | -1.0 | 0.0 | -1.0 | -1.0 | -1.0 | -1.0 |
| Total Lost Time (s) | 4.5 | 5.5 | 6.5 | 6.5 | 6.5 | 6.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | Max | Max | C-Max | C-Max |

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 47 (59%), Referenced to phase 2:SBT, Start of Red
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hickory St & North College Ave



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 48 | 142 | 143 | 628 | 1058 | 66 |
| v/c Ratio | 0.19 | 0.51 | 0.45 | 0.26 | 0.44 | 0.06 |
| Control Delay | 29.4 | 20.7 | 12.4 | 5.0 | 6.1 | 2.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.4 | 20.7 | 12.4 | 5.0 | 6.1 | 2.2 |
| Queue Length 50th (ft) | 22 | 29 | 22 | 41 | 82 | 1 |
| Queue Length 95th (ft) | 41 | 63 | 94 | 98 | 162 | 13 |
| Internal Link Dist (ft) | 250 | | | 150 | 860 | |
| Turn Bay Length (ft) | | 98 | | | | 95 |
| Base Capacity (vph) | 558 | 536 | 315 | 2372 | 2416 | 1070 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.09 | 0.26 | 0.45 | 0.26 | 0.44 | 0.06 |

Intersection Summary

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 41 | 121 | 124 | 546 | 846 | 53 |
| Future Volume (veh/h) | 41 | 121 | 124 | 546 | 846 | 53 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 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 | 1856 | 1856 | 1767 | 1767 | 1796 | 1796 |
| Adj Flow Rate, veh/h | 48 | 142 | 143 | 628 | 1058 | 66 |
| Peak Hour Factor | 0.85 | 0.85 | 0.87 | 0.87 | 0.80 | 0.80 |
| Percent Heavy Veh, % | 3 | 3 | 9 | 9 | 7 | 7 |
| Cap, veh/h | 229 | 184 | 380 | 2460 | 2501 | 1114 |
| Arrive On Green | 0.13 | 0.12 | 0.73 | 0.73 | 0.73 | 0.73 |
| Sat Flow, veh/h | 1767 | 1572 | 473 | 3445 | 3503 | 1520 |
| Grp Volume(v), veh/h | 48 | 142 | 143 | 628 | 1058 | 66 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1572 | 473 | 1678 | 1706 | 1520 |
| Q Serve(g_s), s | 1.9 | 7.0 | 13.4 | 4.9 | 9.6 | 1.0 |
| Cycle Q Clear(g_c), s | 1.9 | 7.0 | 23.0 | 4.9 | 9.6 | 1.0 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 229 | 184 | 380 | 2460 | 2501 | 1114 |
| V/C Ratio(X) | 0.21 | 0.77 | 0.38 | 0.26 | 0.42 | 0.06 |
| Avail Cap(c_a), veh/h | 563 | 482 | 380 | 2460 | 2501 | 1114 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 31.1 | 34.3 | 8.6 | 3.5 | 4.1 | 3.0 |
| Incr Delay (d2), s/veh | 0.4 | 6.6 | 2.8 | 0.3 | 0.5 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 3.0 | 1.5 | 1.3 | 2.2 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 31.6 | 40.9 | 11.4 | 3.8 | 4.7 | 3.1 |
| LnGrp LOS | C | D | B | A | A | A |
| Approach Vol, veh/h | 190 | | | 771 | 1124 | |
| Approach Delay, s/veh | 38.6 | | | 5.2 | 4.6 | |
| Approach LOS | D | | | A | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 65.1 | | 14.9 | | 65.1 |
| Change Period (Y+Rc), s | | 7.5 | | 5.5 | | 7.5 |
| Max Green Setting (Gmax), s | | 42.5 | | 24.5 | | 42.5 |
| Max Q Clear Time (g_c+I1), s | | 11.6 | | 9.0 | | 25.0 |
| Green Ext Time (p_c), s | | 5.1 | | 0.5 | | 4.3 |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 7.9 | |
| HCM 6th LOS | | | A | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 26 | 32 | 13 | 39 | 13 |
| Future Vol, veh/h | 6 | 26 | 32 | 13 | 39 | 13 |
| 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 | 7 | 28 | 35 | 14 | 42 | 14 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 35 | 0 | 105 | 21 |
| Stage 1 | - | - | - | - | 21 | - |
| Stage 2 | - | - | - | - | 84 | - |
| 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 | - | - | 1576 | - | 893 | 1056 |
| Stage 1 | - | - | - | - | 1002 | - |
| Stage 2 | - | - | - | - | 939 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1576 | - | 873 | 1056 |
| Mov Cap-2 Maneuver | - | - | - | - | 873 | - |
| Stage 1 | - | - | - | - | 1002 | - |
| Stage 2 | - | - | - | - | 918 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 5.2 | 9.2 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 913 | - | - | 1576 | - |
| HCM Lane V/C Ratio | 0.062 | - | - | 0.022 | - |
| HCM Control Delay (s) | 9.2 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.1 | - |

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 0.7 | | | | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 2 | 5 | 36 | 50 | 3 |
| Future Vol, veh/h | 1 | 2 | 5 | 36 | 50 | 3 |
| 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 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 2 | 6 | 41 | 57 | 3 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 112 | 59 | 60 | 0 | - | 0 |
| Stage 1 | 59 | - | - | - | - | - |
| Stage 2 | 53 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 885 | 1007 | 1544 | - | - | - |
| Stage 1 | 964 | - | - | - | - | - |
| Stage 2 | 970 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 881 | 1007 | 1544 | - | - | - |
| Mov Cap-2 Maneuver | 881 | - | - | - | - | - |
| Stage 1 | 960 | - | - | - | - | - |
| Stage 2 | 970 | - | - | - | - | - |

| Approach | EB | | NB | | SB | |
|---|---|---|---|---|---|---|
| HCM Control Delay, s | 8.8 | | 0.9 | | 0 | |
| HCM LOS | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1544 | - | 961 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.004 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | 8.8 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 6 | 6 | 57 | 4 | 5 | 4 | 0 | 33 | 3 | 5 | 0 |
| Future Vol, veh/h | 0 | 6 | 6 | 57 | 4 | 5 | 4 | 0 | 33 | 3 | 5 | 0 |
| 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 | 75 | 75 | 75 | 58 | 58 | 58 | 44 | 44 | 44 |
| Heavy Vehicles, % | 2 | 2 | 2 | 11 | 11 | 11 | 2 | 2 | 2 | 10 | 10 | 10 |
| Mvmt Flow | 0 | 7 | 7 | 76 | 5 | 7 | 7 | 0 | 57 | 7 | 11 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 74 | 96 | 11 | 75 | 68 | 29 | 11 | 0 | 0 | 57 | 0 | 0 |
| Stage 1 | 25 | 25 | - | 43 | 43 | - | - | - | - | - | - | - |
| Stage 2 | 49 | 71 | - | 32 | 25 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.21 | 6.61 | 6.31 | 4.12 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.21 | 5.61 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.21 | 5.61 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.599 | 4.099 | 3.399 | 2.218 | - | - | 2.29 | - | - |
| Pot Cap-1 Maneuver | 916 | 794 | 1070 | 893 | 806 | 1020 | 1608 | - | - | 1498 | - | - |
| Stage 1 | 993 | 874 | - | 949 | 842 | - | - | - | - | - | - | - |
| Stage 2 | 964 | 836 | - | 962 | 857 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 899 | 786 | 1070 | 875 | 798 | 1020 | 1608 | - | - | 1498 | - | - |
| Mov Cap-2 Maneuver | 899 | 786 | - | 875 | 798 | - | - | - | - | - | - | - |
| Stage 1 | 988 | 870 | - | 944 | 838 | - | - | - | - | - | - | - |
| Stage 2 | 947 | 832 | - | 944 | 853 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9 | 9.6 | 0.8 | 2.8 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1608 | - | - | 906 | 879 | 1498 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.014 | 0.1 | 0.005 | - | - |
| HCM Control Delay (s) | 7.2 | 0 | - | 9 | 9.6 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.3 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 13 | 0 | 25 | 0 | 0 | 1 | 41 | 1103 | 0 | 3 | 854 | 35 |
| Future Vol, veh/h | 13 | 0 | 25 | 0 | 0 | 1 | 41 | 1103 | 0 | 3 | 854 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 4 | 0 | 7 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 97 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 63 | 63 | 63 | 25 | 25 | 25 | 98 | 98 | 98 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 5 | 5 | 5 |
| Mvmt Flow | 21 | 0 | 40 | 0 | 0 | 4 | 42 | 1126 | 0 | 3 | 909 | 37 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1588 | 2155 | 480 | 1675 | 2173 | 567 | 953 | 0 | 0 | 1130 | 0 | 0 |
| Stage 1 | 941 | 941 | - | 1214 | 1214 | - | - | - | - | - | - | - |
| Stage 2 | 647 | 1214 | - | 461 | 959 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.18 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.24 | - | - | 2.25 | - | - |
| Pot Cap-1 Maneuver | *226 | *66 | 537 | *178 | *63 | *643 | 705 | - | - | *944 | - | - |
| Stage 1 | *287 | *345 | - | *606 | *531 | - | - | - | - | - | - | - |
| Stage 2 | *606 | *531 | - | *555 | *338 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | | 1 | 1 | 1 | | - | - | 1 | - | - |
| Mov Cap-1 Maneuver | *212 | *61 | 533 | *156 | *58 | *641 | 700 | - | - | *941 | - | - |
| Mov Cap-2 Maneuver | *212 | *61 | - | *156 | *58 | - | - | - | - | - | - | - |
| Stage 1 | *268 | *340 | - | *568 | *497 | - | - | - | - | - | - | - |
| Stage 2 | *566 | *497 | - | *510 | *333 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 17.4 | 10.7 | 0.4 | 0 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 700 | - | - | 351 | 641 | * 941 | - | - |
| HCM Lane V/C Ratio | 0.06 | - | - | 0.172 | 0.006 | 0.003 | - | - |
| HCM Control Delay (s) | 10.5 | - | - | 17.4 | 10.7 | 8.8 | - | - |
| HCM Lane LOS | B | - | - | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.6 | 0 | 0 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 172 | 131 | 37 | 47 | 5 |
| Future Vol, veh/h | 4 | 172 | 131 | 37 | 47 | 5 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 1 | 1 | 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 | 93 | 93 | 87 | 87 | 65 | 65 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 185 | 151 | 43 | 72 | 8 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 195 | 0 | - | 0 | 368 | 174 |
| Stage 1 | - | - | - | - | 174 | - |
| Stage 2 | - | - | - | - | 194 | - |
| 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 | 1378 | - | - | - | 632 | 869 |
| Stage 1 | - | - | - | - | 856 | - |
| Stage 2 | - | - | - | - | 839 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1377 | - | - | - | 629 | 868 |
| Mov Cap-2 Maneuver | - | - | - | - | 629 | - |
| Stage 1 | - | - | - | - | 853 | - |
| Stage 2 | - | - | - | - | 838 | - |

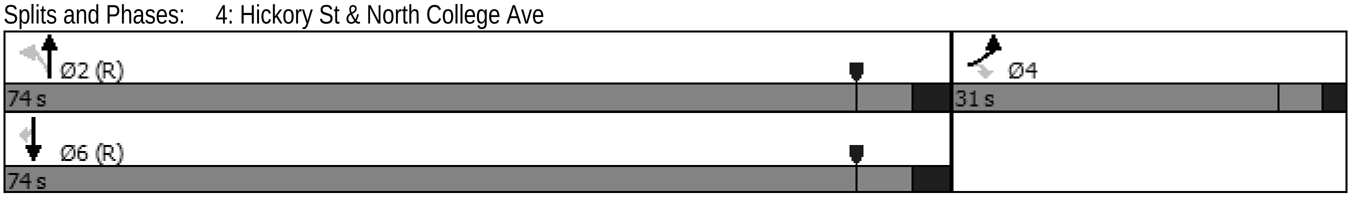
| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0 | 11.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1377 | - | - | - | 646 |
| HCM Lane V/C Ratio | 0.003 | - | - | - | 0.124 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 11.4 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.4 |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 85 | 132 | 146 | 1093 | 830 | 57 |
| Future Volume (vph) | 85 | 132 | 146 | 1093 | 830 | 57 |
| Turn Type | Prot | Perm | Perm | NA | NA | Perm |
| Protected Phases | 4 | | | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | 6 |
| Detector Phase | 4 | 4 | 2 | 2 | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 25.5 | 25.5 | 24.5 | 24.5 | 24.5 | 24.5 |
| Total Split (s) | 31.0 | 31.0 | 74.0 | 74.0 | 74.0 | 74.0 |
| Total Split (%) | 29.5% | 29.5% | 70.5% | 70.5% | 70.5% | 70.5% |
| Yellow Time (s) | 3.5 | 3.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lost Time Adjust (s) | -1.0 | 0.0 | -1.0 | -1.0 | -1.0 | -1.0 |
| Total Lost Time (s) | 4.5 | 5.5 | 6.5 | 6.5 | 6.5 | 6.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Max | C-Max | C-Max | C-Max |

| Intersection Summary |
|---|
| Cycle Length: 105 |
| Actuated Cycle Length: 105 |
| Offset: 64 (61%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow |
| Natural Cycle: 60 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 4: Hickory St & North College Ave



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 106 | 165 | 151 | 1127 | 902 | 62 |
| v/c Ratio | 0.47 | 0.50 | 0.36 | 0.43 | 0.35 | 0.06 |
| Control Delay | 48.2 | 11.5 | 7.6 | 5.3 | 4.7 | 1.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 48.2 | 11.5 | 7.6 | 5.3 | 4.7 | 1.4 |
| Queue Length 50th (ft) | 68 | 0 | 26 | 108 | 79 | 0 |
| Queue Length 95th (ft) | 98 | 38 | 78 | 200 | 148 | 12 |
| Internal Link Dist (ft) | 250 | | | 150 | 860 | |
| Turn Bay Length (ft) | | 98 | | | | 95 |
| Base Capacity (vph) | 442 | 505 | 423 | 2637 | 2613 | 1127 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.24 | 0.33 | 0.36 | 0.43 | 0.35 | 0.06 |

Intersection Summary

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 85 | 132 | 146 | 1093 | 830 | 57 |
| Future Volume (veh/h) | 85 | 132 | 146 | 1093 | 830 | 57 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 0.99 |
| Parking Bus, Adj | 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 | 1856 | 1856 | 1826 | 1826 | 1811 | 1811 |
| Adj Flow Rate, veh/h | 106 | 165 | 151 | 1127 | 902 | 62 |
| Peak Hour Factor | 0.80 | 0.80 | 0.97 | 0.97 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 5 | 5 | 6 | 6 |
| Cap, veh/h | 243 | 201 | 450 | 2628 | 2607 | 1156 |
| Arrive On Green | 0.14 | 0.13 | 0.76 | 0.76 | 0.76 | 0.76 |
| Sat Flow, veh/h | 1767 | 1572 | 569 | 3561 | 3532 | 1526 |
| Grp Volume(v), veh/h | 106 | 165 | 151 | 1127 | 902 | 62 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1572 | 569 | 1735 | 1721 | 1526 |
| Q Serve(g_s), s | 5.8 | 10.7 | 12.5 | 12.2 | 9.0 | 1.1 |
| Cycle Q Clear(g_c), s | 5.8 | 10.7 | 21.5 | 12.2 | 9.0 | 1.1 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 243 | 201 | 450 | 2628 | 2607 | 1156 |
| V/C Ratio(X) | 0.44 | 0.82 | 0.34 | 0.43 | 0.35 | 0.05 |
| Avail Cap(c_a), veh/h | 446 | 382 | 450 | 2628 | 2607 | 1156 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 41.5 | 44.6 | 7.7 | 4.6 | 4.2 | 3.2 |
| Incr Delay (d2), s/veh | 1.2 | 8.0 | 2.0 | 0.5 | 0.4 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.6 | 4.6 | 1.6 | 3.7 | 2.4 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 42.8 | 52.6 | 9.7 | 5.1 | 4.5 | 3.3 |
| LnGrp LOS | D | D | A | A | A | A |
| Approach Vol, veh/h | 271 | | | 1278 | 964 | |
| Approach Delay, s/veh | 48.7 | | | 5.6 | 4.5 | |
| Approach LOS | D | | | A | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 86.1 | | 18.9 | | 86.1 |
| Change Period (Y+Rc), s | | 7.5 | | 5.5 | | 7.5 |
| Max Green Setting (Gmax), s | | 66.5 | | 25.5 | | 66.5 |
| Max Q Clear Time (g_c+I1), s | | 23.5 | | 12.7 | | 11.0 |
| Green Ext Time (p_c), s | | 8.1 | | 0.7 | | 4.2 |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 9.8 |
| HCM 6th LOS | | A |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.9 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 18 | 24 | 28 | 25 | 44 | 15 |
| Future Vol, veh/h | 18 | 24 | 28 | 25 | 44 | 15 |
| 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 | 20 | 26 | 30 | 27 | 48 | 16 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 46 | 0 | 120 | 33 |
| Stage 1 | - | - | - | - | 33 | - |
| Stage 2 | - | - | - | - | 87 | - |
| 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 | - | - | 1562 | - | 876 | 1041 |
| Stage 1 | - | - | - | - | 989 | - |
| Stage 2 | - | - | - | - | 936 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1562 | - | 858 | 1041 |
| Mov Cap-2 Maneuver | - | - | - | - | 858 | - |
| Stage 1 | - | - | - | - | 989 | - |
| Stage 2 | - | - | - | - | 917 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3.9 | 9.3 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 898 | - | - | 1562 | - |
| HCM Lane V/C Ratio | 0.071 | - | - | 0.019 | - |
| HCM Control Delay (s) | 9.3 | - | - | 7.4 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.1 | - |

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 0.3 | | | | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 2 | 1 | 39 | 63 | 1 |
| Future Vol, veh/h | 2 | 2 | 1 | 39 | 63 | 1 |
| 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 | 88 | 88 | 65 | 65 | 65 | 65 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 2 | 2 | 60 | 97 | 2 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 162 | 98 | 99 | 0 | - | 0 |
| Stage 1 | 98 | - | - | - | - | - |
| Stage 2 | 64 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 829 | 958 | 1494 | - | - | - |
| Stage 1 | 926 | - | - | - | - | - |
| Stage 2 | 959 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 828 | 958 | 1494 | - | - | - |
| Mov Cap-2 Maneuver | 828 | - | - | - | - | - |
| Stage 1 | 925 | - | - | - | - | - |
| Stage 2 | 959 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.1 | 0.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1494 | - | 888 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.005 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | 9.1 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

# *Intersection Capacity Worksheets: Year 2045 Background+ Project*

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 4 | 4 | 44 | 8 | 0 | 8 | 1 | 28 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 4 | 4 | 44 | 8 | 0 | 8 | 1 | 28 | 0 | 0 | 0 |
| 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 | 25 | 25 | 25 | 25 | 25 | 25 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 4 | 4 | 176 | 32 | 0 | 32 | 4 | 112 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 141 | 181 | 1 | 129 | 125 | 60 | 1 | 0 | 0 | 116 | 0 | 0 |
| Stage 1 | 1 | 1 | - | 124 | 124 | - | - | - | - | - | - | - |
| Stage 2 | 140 | 180 | - | 5 | 1 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 829 | 713 | 1084 | 844 | 765 | 1005 | 1622 | - | - | 1473 | - | - |
| Stage 1 | 1022 | 895 | - | 880 | 793 | - | - | - | - | - | - | - |
| Stage 2 | 863 | 750 | - | 1017 | 895 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 789 | 698 | 1084 | 823 | 749 | 1005 | 1622 | - | - | 1473 | - | - |
| Mov Cap-2 Maneuver | 789 | 698 | - | 823 | 749 | - | - | - | - | - | - | - |
| Stage 1 | 1001 | 895 | - | 862 | 776 | - | - | - | - | - | - | - |
| Stage 2 | 810 | 734 | - | 1008 | 895 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.3 | 11 | 1.6 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1622 | - | - | 849 | 811 | 1473 | - | - |
| HCM Lane V/C Ratio | 0.02 | - | - | 0.01 | 0.256 | - | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.3 | 11 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | 1 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 11 | 1 | 22 | 0 | 0 | 0 | 33 | 630 | 0 | 0 | 1041 | 35 |
| Future Vol, veh/h | 11 | 1 | 22 | 0 | 0 | 0 | 33 | 630 | 0 | 0 | 1041 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 97 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 75 | 75 | 75 | 92 | 92 | 92 | 90 | 90 | 90 | 80 | 80 | 80 |
| Heavy Vehicles, % | 10 | 10 | 10 | 0 | 0 | 0 | 9 | 9 | 9 | 8 | 8 | 8 |
| Mvmt Flow | 15 | 1 | 29 | 0 | 0 | 0 | 37 | 700 | 0 | 0 | 1301 | 44 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1751 | 2101 | 677 | 1425 | 2123 | 350 | 1349 | 0 | 0 | - | - | 0 |
| Stage 1 | 1327 | 1327 | - | 774 | 774 | - | - | - | - | - | - | - |
| Stage 2 | 424 | 774 | - | 651 | 1349 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.7 | 6.7 | 7.1 | 7.5 | 6.5 | 6.9 | 4.28 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 6.7 | 5.7 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.7 | 5.7 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.6 | 4.1 | 3.4 | 3.5 | 4 | 3.3 | 2.29 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 50 | 46 | 377 | 98 | 51 | 652 | 471 | - | - | 0 | - | - |
| Stage 1 | 153 | 208 | - | 362 | 411 | - | - | - | - | 0 | - | - |
| Stage 2 | 557 | 388 | - | 429 | 221 | - | - | - | - | 0 | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 47 | 42 | 376 | 83 | 47 | 652 | 469 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 47 | 42 | - | 83 | 47 | - | - | - | - | - | - | - |
| Stage 1 | 140 | 207 | - | 333 | 379 | - | - | - | - | - | - | - |
| Stage 2 | 513 | 357 | - | 393 | 220 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 61.4 | 0 | 0.7 | 0 |
| HCM LOS | F | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 469 | - | - | 107 | - | - | - |
| HCM Lane V/C Ratio | 0.078 | - | - | 0.424 | - | - | - |
| HCM Control Delay (s) | 13.3 | - | - | 61.4 | 0 | - | - |
| HCM Lane LOS | B | - | - | F | A | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 1.8 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 165 | 150 | 37 | 47 | 5 |
| Future Vol, veh/h | 4 | 165 | 150 | 37 | 47 | 5 |
| Conflicting Peds, #/hr | 3 | 0 | 0 | 3 | 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 | 65 | 65 | 80 | 80 | 88 | 88 |
| Heavy Vehicles, % | 3 | 3 | 4 | 4 | 10 | 10 |
| Mvmt Flow | 6 | 254 | 188 | 46 | 53 | 6 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 237 | 0 | - | 0 | 480 | 214 |
| Stage 1 | - | - | - | - | 214 | - |
| Stage 2 | - | - | - | - | 266 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.5 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.5 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.59 | 3.39 |
| Pot Cap-1 Maneuver | 1324 | - | - | - | 530 | 806 |
| Stage 1 | - | - | - | - | 803 | - |
| Stage 2 | - | - | - | - | 760 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1320 | - | - | - | 524 | 804 |
| Mov Cap-2 Maneuver | - | - | - | - | 524 | - |
| Stage 1 | - | - | - | - | 797 | - |
| Stage 2 | - | - | - | - | 758 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0 | 12.5 |
| HCM LOS | | | B |

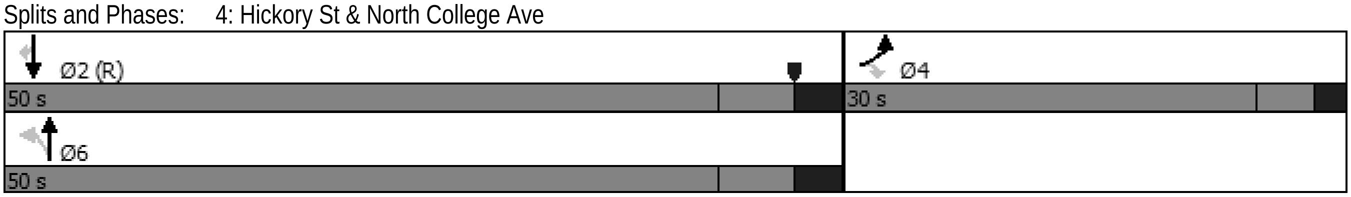
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1320 | - | - | - | 542 |
| HCM Lane V/C Ratio | 0.005 | - | - | - | 0.109 |
| HCM Control Delay (s) | 7.7 | 0 | - | - | 12.5 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.4 |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 45 | 137 | 140 | 633 | 982 | 61 |
| Future Volume (vph) | 45 | 137 | 140 | 633 | 982 | 61 |
| Turn Type | Prot | Perm | Perm | NA | NA | Perm |
| Protected Phases | 4 | | | 6 | 2 | |
| Permitted Phases | | 4 | 6 | | | 2 |
| Detector Phase | 4 | 4 | 6 | 6 | 2 | 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 25.5 | 25.5 | 24.5 | 24.5 | 24.5 | 24.5 |
| Total Split (s) | 30.0 | 30.0 | 50.0 | 50.0 | 50.0 | 50.0 |
| Total Split (%) | 37.5% | 37.5% | 62.5% | 62.5% | 62.5% | 62.5% |
| Yellow Time (s) | 3.5 | 3.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lost Time Adjust (s) | -1.0 | 0.0 | -1.0 | -1.0 | -1.0 | -1.0 |
| Total Lost Time (s) | 4.5 | 5.5 | 6.5 | 6.5 | 6.5 | 6.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | Max | Max | C-Max | C-Max |

Intersection Summary

Cycle Length: 80
Actual Cycle Length: 80
Offset: 47 (59%), Referenced to phase 2:SBT, Start of Red
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hickory St & North College Ave



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 53 | 161 | 161 | 728 | 1228 | 76 |
| v/c Ratio | 0.19 | 0.57 | 0.66 | 0.31 | 0.52 | 0.07 |
| Control Delay | 28.1 | 28.3 | 26.6 | 5.7 | 7.4 | 2.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 28.1 | 28.3 | 26.6 | 5.7 | 7.4 | 2.6 |
| Queue Length 50th (ft) | 24 | 51 | 36 | 58 | 121 | 2 |
| Queue Length 95th (ft) | 45 | 89 | #166 | 116 | 198 | 16 |
| Internal Link Dist (ft) | 250 | | | 150 | 860 | |
| Turn Bay Length (ft) | | 98 | | | | 95 |
| Base Capacity (vph) | 558 | 516 | 243 | 2316 | 2359 | 1046 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.09 | 0.31 | 0.66 | 0.31 | 0.52 | 0.07 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 45 | 137 | 140 | 633 | 982 | 61 |
| Future Volume (veh/h) | 45 | 137 | 140 | 633 | 982 | 61 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus, Adj | 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 | 1856 | 1856 | 1767 | 1767 | 1796 | 1796 |
| Adj Flow Rate, veh/h | 53 | 161 | 161 | 728 | 1228 | 76 |
| Peak Hour Factor | 0.85 | 0.85 | 0.87 | 0.87 | 0.80 | 0.80 |
| Percent Heavy Veh, % | 3 | 3 | 9 | 9 | 7 | 7 |
| Cap, veh/h | 252 | 205 | 314 | 2416 | 2456 | 1094 |
| Arrive On Green | 0.14 | 0.13 | 0.72 | 0.72 | 0.72 | 0.72 |
| Sat Flow, veh/h | 1767 | 1572 | 399 | 3445 | 3503 | 1520 |
| Grp Volume(v), veh/h | 53 | 161 | 161 | 728 | 1228 | 76 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1572 | 399 | 1678 | 1706 | 1520 |
| Q Serve(g_s), s | 2.1 | 7.9 | 23.7 | 6.2 | 12.6 | 1.2 |
| Cycle Q Clear(g_c), s | 2.1 | 7.9 | 36.3 | 6.2 | 12.6 | 1.2 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 252 | 205 | 314 | 2416 | 2456 | 1094 |
| V/C Ratio(X) | 0.21 | 0.79 | 0.51 | 0.30 | 0.50 | 0.07 |
| Avail Cap(c_a), veh/h | 563 | 482 | 314 | 2416 | 2456 | 1094 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.3 | 33.7 | 12.9 | 4.0 | 4.9 | 3.3 |
| Incr Delay (d2), s/veh | 0.4 | 6.5 | 5.9 | 0.3 | 0.7 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 3.4 | 2.4 | 1.7 | 3.0 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 30.7 | 40.2 | 18.7 | 4.3 | 5.6 | 3.4 |
| LnGrp LOS | C | D | B | A | A | A |
| Approach Vol, veh/h | 214 | | | 889 | 1304 | |
| Approach Delay, s/veh | 37.9 | | | 6.9 | 5.5 | |
| Approach LOS | D | | | A | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 64.1 | | 15.9 | | 64.1 |
| Change Period (Y+Rc), s | | 7.5 | | 5.5 | | 7.5 |
| Max Green Setting (Gmax), s | | 42.5 | | 24.5 | | 42.5 |
| Max Q Clear Time (g_c+I1), s | | 14.6 | | 9.9 | | 38.3 |
| Green Ext Time (p_c), s | | 6.1 | | 0.6 | | 2.1 |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | | 8.9 |
| HCM 6th LOS | | | A |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 26 | 32 | 13 | 39 | 13 |
| Future Vol, veh/h | 6 | 26 | 32 | 13 | 39 | 13 |
| 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 | 7 | 28 | 35 | 14 | 42 | 14 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 35 | 0 | 105 | 21 |
| Stage 1 | - | - | - | - | 21 | - |
| Stage 2 | - | - | - | - | 84 | - |
| 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 | - | - | 1576 | - | 893 | 1056 |
| Stage 1 | - | - | - | - | 1002 | - |
| Stage 2 | - | - | - | - | 939 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1576 | - | 873 | 1056 |
| Mov Cap-2 Maneuver | - | - | - | - | 873 | - |
| Stage 1 | - | - | - | - | 1002 | - |
| Stage 2 | - | - | - | - | 918 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 5.2 | 9.2 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 913 | - | - | 1576 | - |
| HCM Lane V/C Ratio | 0.062 | - | - | 0.022 | - |
| HCM Control Delay (s) | 9.2 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.1 | - |

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 0.6 | | | | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 2 | 5 | 36 | 53 | 3 |
| Future Vol, veh/h | 1 | 2 | 5 | 36 | 53 | 3 |
| 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 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 2 | 6 | 41 | 60 | 3 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 115 | 62 | 63 | 0 | - | 0 |
| Stage 1 | 62 | - | - | - | - | - |
| Stage 2 | 53 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 881 | 1003 | 1540 | - | - | - |
| Stage 1 | 961 | - | - | - | - | - |
| Stage 2 | 970 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 877 | 1003 | 1540 | - | - | - |
| Mov Cap-2 Maneuver | 877 | - | - | - | - | - |
| Stage 1 | 957 | - | - | - | - | - |
| Stage 2 | 970 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.8 | 0.9 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1540 | - | 957 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.004 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | 8.8 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 6 | 6 | 60 | 4 | 5 | 4 | 0 | 36 | 3 | 5 | 0 |
| Future Vol, veh/h | 0 | 6 | 6 | 60 | 4 | 5 | 4 | 0 | 36 | 3 | 5 | 0 |
| 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 | 75 | 75 | 75 | 58 | 58 | 58 | 44 | 44 | 44 |
| Heavy Vehicles, % | 2 | 2 | 2 | 11 | 11 | 11 | 2 | 2 | 2 | 10 | 10 | 10 |
| Mvmt Flow | 0 | 7 | 7 | 80 | 5 | 7 | 7 | 0 | 62 | 7 | 11 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 76 | 101 | 11 | 77 | 70 | 31 | 11 | 0 | 0 | 62 | 0 | 0 |
| Stage 1 | 25 | 25 | - | 45 | 45 | - | - | - | - | - | - | - |
| Stage 2 | 51 | 76 | - | 32 | 25 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.21 | 6.61 | 6.31 | 4.12 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.21 | 5.61 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.21 | 5.61 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.599 | 4.099 | 3.399 | 2.218 | - | - | 2.29 | - | - |
| Pot Cap-1 Maneuver | 914 | 789 | 1070 | 891 | 804 | 1018 | 1608 | - | - | 1491 | - | - |
| Stage 1 | 993 | 874 | - | 947 | 840 | - | - | - | - | - | - | - |
| Stage 2 | 962 | 832 | - | 962 | 857 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 897 | 781 | 1070 | 873 | 796 | 1018 | 1608 | - | - | 1491 | - | - |
| Mov Cap-2 Maneuver | 897 | 781 | - | 873 | 796 | - | - | - | - | - | - | - |
| Stage 1 | 988 | 870 | - | 942 | 836 | - | - | - | - | - | - | - |
| Stage 2 | 945 | 828 | - | 944 | 853 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9 | 9.6 | 0.7 | 2.8 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1608 | - | - | 903 | 877 | 1491 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.014 | 0.105 | 0.005 | - | - |
| HCM Control Delay (s) | 7.2 | 0 | - | 9 | 9.6 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.3 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 13 | 0 | 25 | 0 | 0 | 1 | 43 | 1282 | 0 | 3 | 996 | 40 |
| Future Vol, veh/h | 13 | 0 | 25 | 0 | 0 | 1 | 43 | 1282 | 0 | 3 | 996 | 40 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 4 | 0 | 7 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 97 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 63 | 63 | 63 | 25 | 25 | 25 | 98 | 98 | 98 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 5 | 5 | 5 |
| Mvmt Flow | 21 | 0 | 40 | 0 | 0 | 4 | 44 | 1308 | 0 | 3 | 1060 | 43 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1837 | 2495 | 559 | 1936 | 2516 | 658 | 1110 | 0 | 0 | 1312 | 0 | 0 |
| Stage 1 | 1095 | 1095 | - | 1400 | 1400 | - | - | - | - | - | - | - |
| Stage 2 | 742 | 1400 | - | 536 | 1116 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.18 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.24 | - | - | 2.25 | - | - |
| Pot Cap-1 Maneuver | *163 | *31 | 478 | *118 | *29 | *555 | 613 | - | - | *815 | - | - |
| Stage 1 | *231 | *292 | - | *524 | *458 | - | - | - | - | - | - | - |
| Stage 2 | *524 | *458 | - | *501 | *285 | - | - | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | | 1 | 1 | 1 | | - | - | 1 | - | - |
| Mov Cap-1 Maneuver | *151 | *28 | 475 | *101 | *26 | *553 | 609 | - | - | *812 | - | - |
| Mov Cap-2 Maneuver | *151 | *28 | - | *101 | *26 | - | - | - | - | - | - | - |
| Stage 1 | *213 | *287 | - | *484 | *423 | - | - | - | - | - | - | - |
| Stage 2 | *482 | *423 | - | *455 | *280 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 21.8 | 11.6 | 0.4 | 0 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 609 | - | - | 274 | 553 | * 812 | - | - |
| HCM Lane V/C Ratio | 0.072 | - | - | 0.22 | 0.007 | 0.004 | - | - |
| HCM Control Delay (s) | 11.4 | - | - | 21.8 | 11.6 | 9.5 | - | - |
| HCM Lane LOS | B | - | - | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.8 | 0 | 0 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 200 | 170 | 36 | 64 | 5 |
| Future Vol, veh/h | 4 | 200 | 170 | 36 | 64 | 5 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 1 | 1 | 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 | 93 | 93 | 87 | 87 | 65 | 65 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 215 | 195 | 41 | 98 | 8 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 237 | 0 | - | 0 | 441 | 217 |
| Stage 1 | - | - | - | - | 217 | - |
| Stage 2 | - | - | - | - | 224 | - |
| 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 | 1330 | - | - | - | 574 | 823 |
| Stage 1 | - | - | - | - | 819 | - |
| Stage 2 | - | - | - | - | 813 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1329 | - | - | - | 571 | 822 |
| Mov Cap-2 Maneuver | - | - | - | - | 571 | - |
| Stage 1 | - | - | - | - | 816 | - |
| Stage 2 | - | - | - | - | 812 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0 | 12.5 |
| HCM LOS | | | B |

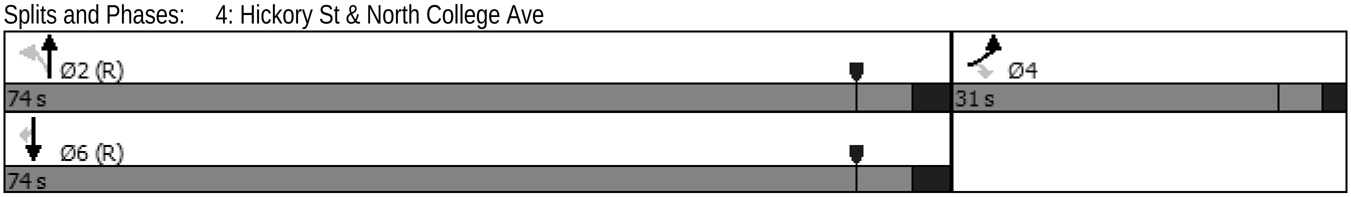
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1329 | - | - | - | 584 |
| HCM Lane V/C Ratio | 0.003 | - | - | - | 0.182 |
| HCM Control Delay (s) | 7.7 | 0 | - | - | 12.5 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.7 |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 97 | 147 | 165 | 1273 | 965 | 66 |
| Future Volume (vph) | 97 | 147 | 165 | 1273 | 965 | 66 |
| Turn Type | Prot | Perm | Perm | NA | NA | Perm |
| Protected Phases | 4 | | | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | 6 |
| Detector Phase | 4 | 4 | 2 | 2 | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 25.5 | 25.5 | 24.5 | 24.5 | 24.5 | 24.5 |
| Total Split (s) | 31.0 | 31.0 | 74.0 | 74.0 | 74.0 | 74.0 |
| Total Split (%) | 29.5% | 29.5% | 70.5% | 70.5% | 70.5% | 70.5% |
| Yellow Time (s) | 3.5 | 3.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| All-Red Time (s) | 2.0 | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lost Time Adjust (s) | -1.0 | 0.0 | -1.0 | -1.0 | -1.0 | -1.0 |
| Total Lost Time (s) | 4.5 | 5.5 | 6.5 | 6.5 | 6.5 | 6.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Max | C-Max | C-Max | C-Max |

Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 105
Offset: 64 (61%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hickory St & North College Ave



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 121 | 184 | 170 | 1312 | 1049 | 72 |
| v/c Ratio | 0.51 | 0.61 | 0.48 | 0.50 | 0.40 | 0.06 |
| Control Delay | 49.0 | 24.3 | 11.5 | 6.2 | 5.3 | 1.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 49.0 | 24.3 | 11.5 | 6.2 | 5.3 | 1.7 |
| Queue Length 50th (ft) | 77 | 39 | 35 | 144 | 103 | 2 |
| Queue Length 95th (ft) | 110 | 79 | 113 | 252 | 182 | 15 |
| Internal Link Dist (ft) | 250 | | | 150 | 860 | |
| Turn Bay Length (ft) | | 98 | | | | 95 |
| Base Capacity (vph) | 442 | 473 | 352 | 2616 | 2591 | 1119 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.27 | 0.39 | 0.48 | 0.50 | 0.40 | 0.06 |

Intersection Summary

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 97 | 147 | 165 | 1273 | 965 | 66 |
| Future Volume (veh/h) | 97 | 147 | 165 | 1273 | 965 | 66 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 0.99 |
| Parking Bus, Adj | 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 | 1856 | 1856 | 1826 | 1826 | 1811 | 1811 |
| Adj Flow Rate, veh/h | 121 | 184 | 170 | 1312 | 1049 | 72 |
| Peak Hour Factor | 0.80 | 0.80 | 0.97 | 0.97 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 5 | 5 | 6 | 6 |
| Cap, veh/h | 265 | 221 | 379 | 2585 | 2564 | 1137 |
| Arrive On Green | 0.15 | 0.14 | 0.75 | 0.75 | 0.75 | 0.75 |
| Sat Flow, veh/h | 1767 | 1572 | 490 | 3561 | 3532 | 1526 |
| Grp Volume(v), veh/h | 121 | 184 | 170 | 1312 | 1049 | 72 |
| Grp Sat Flow(s),veh/h/ln | 1767 | 1572 | 490 | 1735 | 1721 | 1526 |
| Q Serve(g_s), s | 6.6 | 12.0 | 20.4 | 16.3 | 11.7 | 1.3 |
| Cycle Q Clear(g_c), s | 6.6 | 12.0 | 32.1 | 16.3 | 11.7 | 1.3 |
| Prop In Lane | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 265 | 221 | 379 | 2585 | 2564 | 1137 |
| V/C Ratio(X) | 0.46 | 0.83 | 0.45 | 0.51 | 0.41 | 0.06 |
| Avail Cap(c_a), veh/h | 446 | 382 | 379 | 2585 | 2564 | 1137 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 40.7 | 43.9 | 10.8 | 5.5 | 4.9 | 3.6 |
| Incr Delay (d2), s/veh | 1.2 | 7.9 | 3.8 | 0.7 | 0.5 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.0 | 5.2 | 2.4 | 5.0 | 3.2 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 41.9 | 51.9 | 14.6 | 6.2 | 5.4 | 3.7 |
| LnGrp LOS | D | D | B | A | A | A |
| Approach Vol, veh/h | 305 | | | 1482 | 1121 | |
| Approach Delay, s/veh | 47.9 | | | 7.2 | 5.3 | |
| Approach LOS | D | | | A | A | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 84.7 | | 20.3 | | 84.7 |
| Change Period (Y+Rc), s | | 7.5 | | 5.5 | | 7.5 |
| Max Green Setting (Gmax), s | | 66.5 | | 25.5 | | 66.5 |
| Max Q Clear Time (g_c+I1), s | | 34.1 | | 14.0 | | 13.7 |
| Green Ext Time (p_c), s | | 10.1 | | 0.8 | | 5.2 |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay | | | 10.7 |
| HCM 6th LOS | | | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.9 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 18 | 24 | 28 | 25 | 44 | 15 |
| Future Vol, veh/h | 18 | 24 | 28 | 25 | 44 | 15 |
| 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 | 20 | 26 | 30 | 27 | 48 | 16 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 46 | 0 | 120 | 33 |
| Stage 1 | - | - | - | - | 33 | - |
| Stage 2 | - | - | - | - | 87 | - |
| 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 | - | - | 1562 | - | 876 | 1041 |
| Stage 1 | - | - | - | - | 989 | - |
| Stage 2 | - | - | - | - | 936 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1562 | - | 858 | 1041 |
| Mov Cap-2 Maneuver | - | - | - | - | 858 | - |
| Stage 1 | - | - | - | - | 989 | - |
| Stage 2 | - | - | - | - | 917 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3.9 | 9.3 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 898 | - | - | 1562 | - |
| HCM Lane V/C Ratio | 0.071 | - | - | 0.019 | - |
| HCM Control Delay (s) | 9.3 | - | - | 7.4 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 2 | 1 | 43 | 65 | 1 |
| Future Vol, veh/h | 2 | 2 | 1 | 43 | 65 | 1 |
| 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 | 65 | 65 | 65 | 65 | 65 | 65 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 3 | 2 | 66 | 100 | 2 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 171 | 101 | 102 | 0 | - | 0 |
| Stage 1 | 101 | - | - | - | - | - |
| Stage 2 | 70 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 819 | 954 | 1490 | - | - | - |
| Stage 1 | 923 | - | - | - | - | - |
| Stage 2 | 953 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 818 | 954 | 1490 | - | - | - |
| Mov Cap-2 Maneuver | 818 | - | - | - | - | - |
| Stage 1 | 922 | - | - | - | - | - |
| Stage 2 | 953 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.1 | 0.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1490 | - | 881 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.007 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | 9.1 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

# Staff Presentation
# to the
## Planning & Zoning Commission
## February 15, 2024

2-15-2024

# Mason Street Infrastructure Overall Development Plan (ODP)

## Planning and Zoning Commission

Clark Mapes, City Planner



# Ubicación / Location

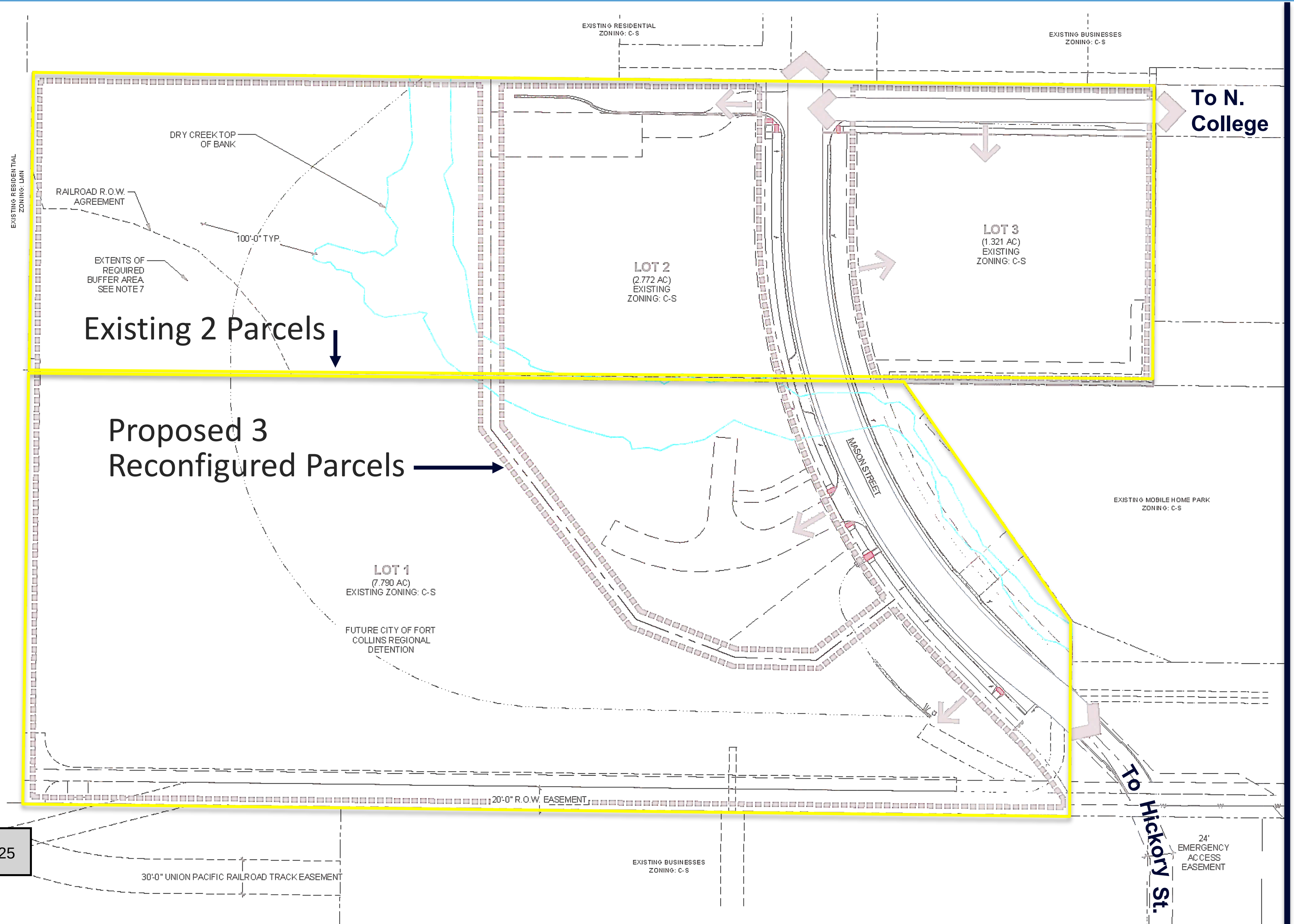



Mason Street Infrastructure Overall Development Plan (ODP)


# Mason Extension

# Property in the ODP Site Plan

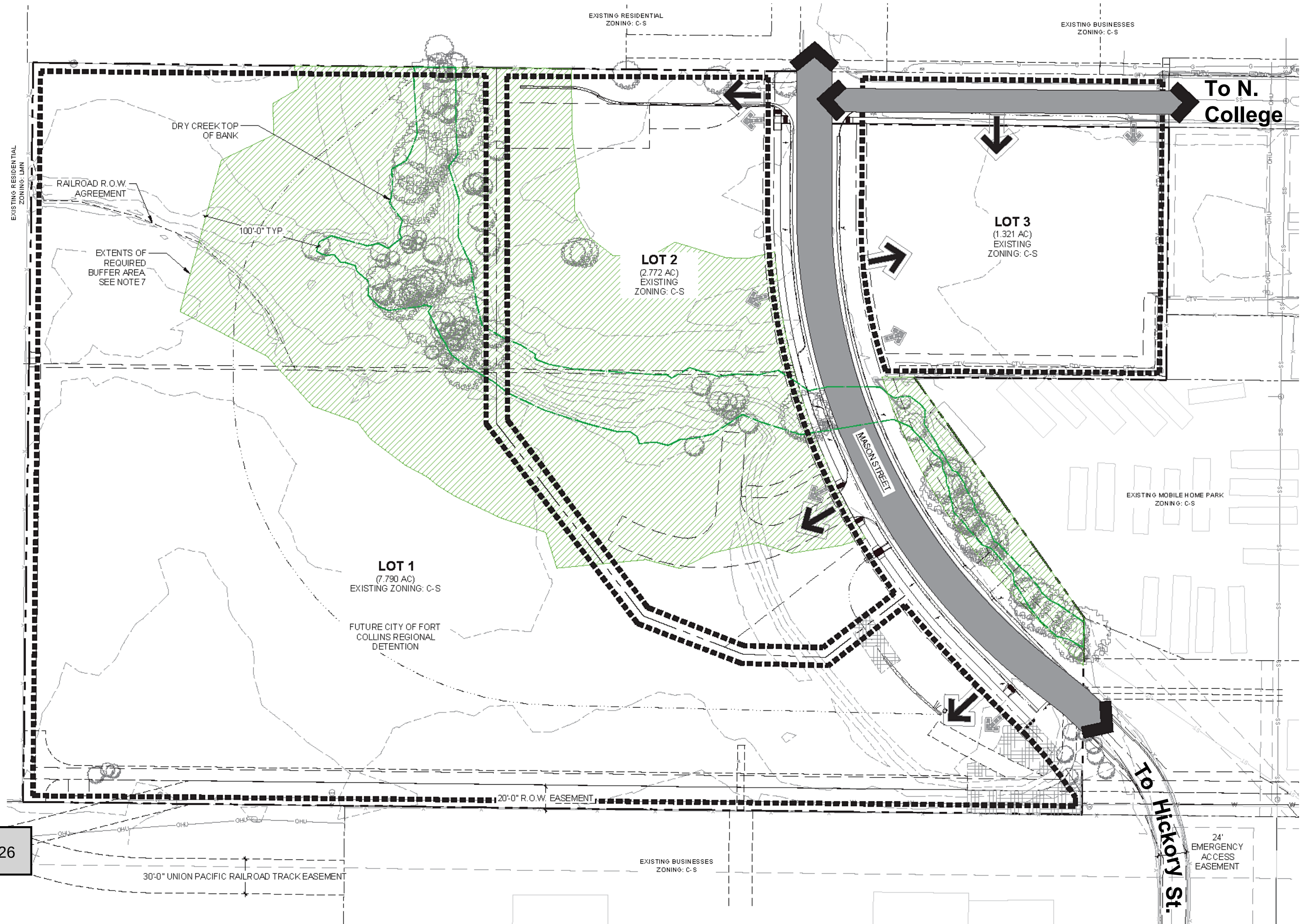





- 12 acres
- 2 parcels

# ODP Site Plan






LEGEND

- ODP BOUNDARY
- PARCEL BOUNDARIES
- EXISTING TREES
- FUTURE PUBLIC STREET
- TOP OF BANK
- REQUIRED NATURAL HABITAT BUFFER
- VEHICULAR ACCESS POINT
- PEDESTRIAN ACCESS POINT

UTILITY LEGEND

- FO = FIBER OPTIC
- G = GAS
- = STORM DRAIN
- SS = SANITARY SEWER
- T = TELEPHONE
- UE = UNDERGROUND ELECTRIC
- W = WATER LINE
- OHU = OVERHEAD UTILITY LINE
- CTV = CABLE TV LINE

UTILITIES SHOWN FOR REFERENCE ONLY

PLANNING CERTIFICATE

APPROVED BY THE DIRECTOR OF COMMUNITY DEVELOPMENT AND NEIGHBORHOOD
CITY OF FORT COLLINS, COLORADO ON THIS ______ DAY OF ______, 20__.

DIRECTOR SIGNATURE

OWNER'S CERTIFICATE

THE UNDERSIGNED DOES/DO HEREBY CERTIFY THAT I/WE ARE THE LAWFUL OWNER
PROPERTY DESCRIBED ON THIS SITE PLAN AND DO HEREBY CERTIFY THAT I/WE AC
CONDITIONS AND RESTRICTIONS SET FORTH ON SAID SITE PLAN.

OWNER (SIGNED) Date

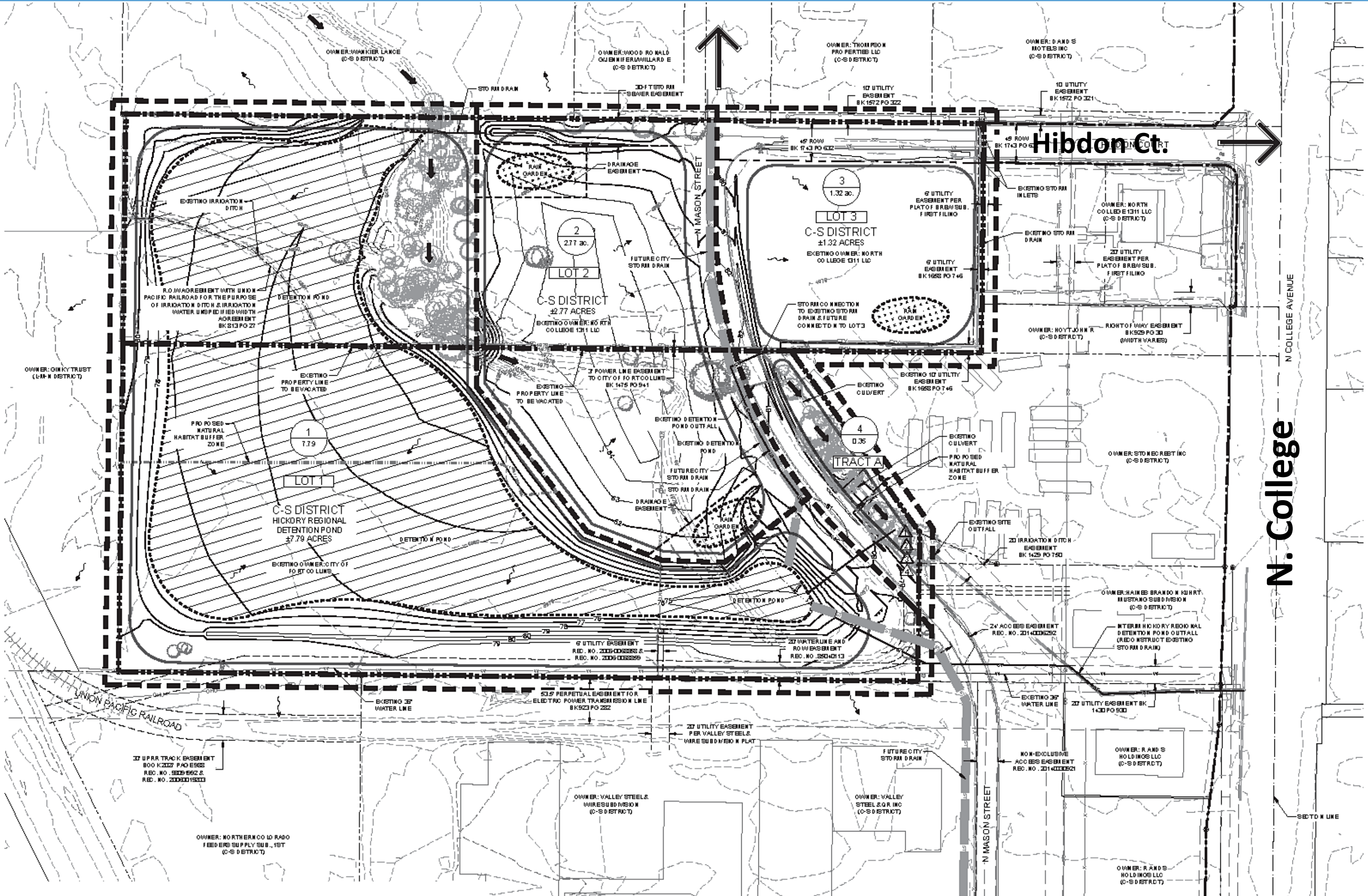
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME

THIS ________ DAY OF ________ A.D., 20 ____ BY

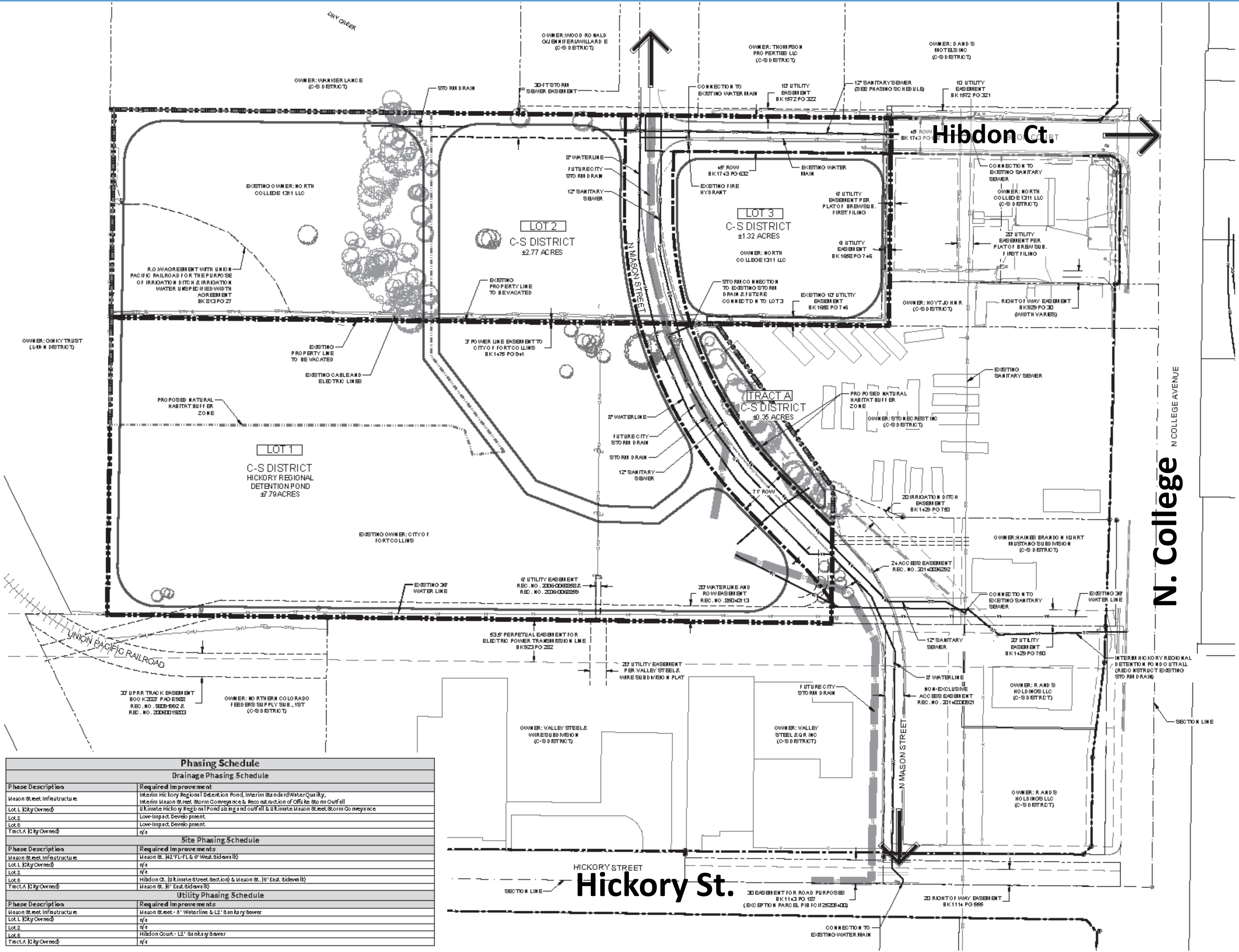
(PRINT NAME)

# ODP Drainage Plan






| Phasing Schedule | |
|---|---|
| **Drainage Phasing Schedule** | |
| **Phase Description** | **Required Improvement** |
| Mason Street Infrastructure | Interim Hickory Regional Detention Pond, Interim Standard Water Quality, Interim Mason Street Storm Conveyance & Reconstruction of Offsite Storm Outfall |
| Lot 1 (City Owned) | Ultimate Hickory Regional Pond sizing and outfall & Ultimate Mason Street Storm Conveyance |
| Lot 2 | Low Impact Development |
| Lot 3 | Low Impact Development |
| Tract A (City Owned) | n/a |
| **Site Phasing Schedule** | |
| **Phase Description** | **Required Improvements** |
| Mason Street Infrastructure | Mason St. (42' FL-FL & 6' West Sidewalk) |
| Lot 1 (City Owned) | n/a |
| Lot 2 | n/a |
| Lot 3 | Hibdon Ct. (Ultimate Street Section) & Mason St. (6' East Sidewalk) |
| Tract A (City Owned) | Mason St. (6' East Sidewalk) |




| Phasing Schedule | |
|---|---|
| **Drainage Phasing Schedule** | |
| **Phase Description** | **Required Improvement** |
| Mason Street Infrastructure | Interim Hickory Regional Detention Pond, Interim Standard Water Quality, Interim Mason Street Storm Conveyance & Reconstruction of Offsite Storm Outfall |
| Lot 1 (City Owned) | Ultimate Hickory Regional Pond sizing and outfall & Ultimate Mason Street Storm Conveyance |
| Lot 2 | Low-Impact Development |
| Lot 3 | Low-Impact Development |
| Tract A (City Owned) | n/a |
| **Site Phasing Schedule** | |
| **Phase Description** | **Required Improvements** |
| Mason Street Infrastructure | Mason St. (42' FL-FL & 6' West Sidewalk) |
| Lot 1 (City Owned) | n/a |
| Lot 2 | n/a |
| Lot 3 | Hibdon Ct. (Ultimate Street Section) & Mason St. (6' East Sidewalk) |
| Tract A (City Owned) | Mason St. (6' East Sidewalk) |
| **Utility Phasing Schedule** | |
| **Phase Description** | **Required Improvements** |
| Mason Street Infrastructure | Mason Street - 8' Waterline & 12' Sanitary Sewer |
| Lot 1 (City Owned) | n/a |
| Lot 2 | n/a |
| Lot 3 | Hibdon Court - 12' Sanitary Sewer |
| Tract A (City Owned) | n/a |

Land Use Code Subsections 2.3.2 (H)(1) and (3)-(6):

(1) The ODP shall be consistent with the permitted uses and pertinent zone district standards in Article 4 and pertinent general development standards in Article 3 that can be applied at the level of detail required for an overall development plan submittal.

(3) The ODP shall conform to the Master Street Plan requirements and street pattern/connectivity standards, and demonstrate how the development, when fully constructed, will meet the Transportation Level of Service Requirements in Section 3.6.4, with submittal of a Master Plan Level Transportation Impact Study (TIS).

(4) The ODP shall provide for the location of transportation connections to adjoining properties in such manner as to ensure connectivity into and through the overall development plan site from neighboring properties for vehicular, pedestrian and bicycle movement.

(5) The ODP shall show the general location and approximate size of all natural areas, habitats and features within its boundaries and shall indicate the applicant's proposed rough estimate of the natural area buffer zones as required pursuant to Section 3.4.1(E).

(6) The plan shall be consistent with the appropriate Drainage Basin Master Plan.

~ *paraphrased*

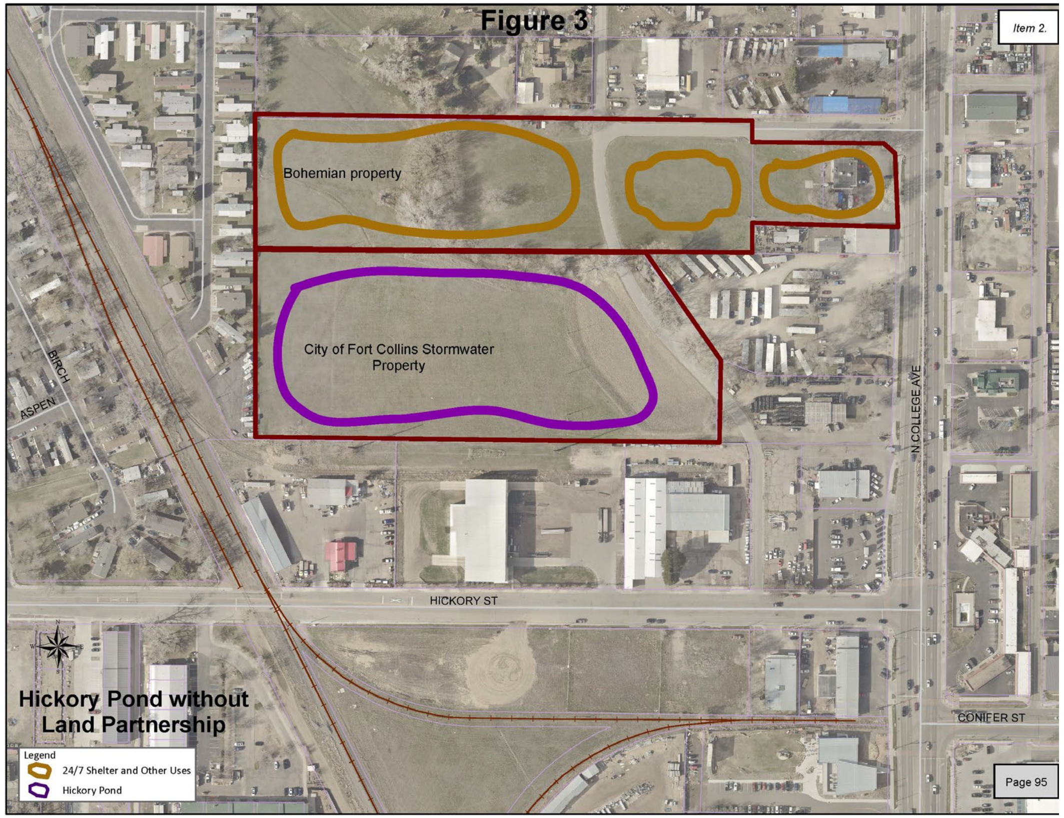
City of Fort Collins

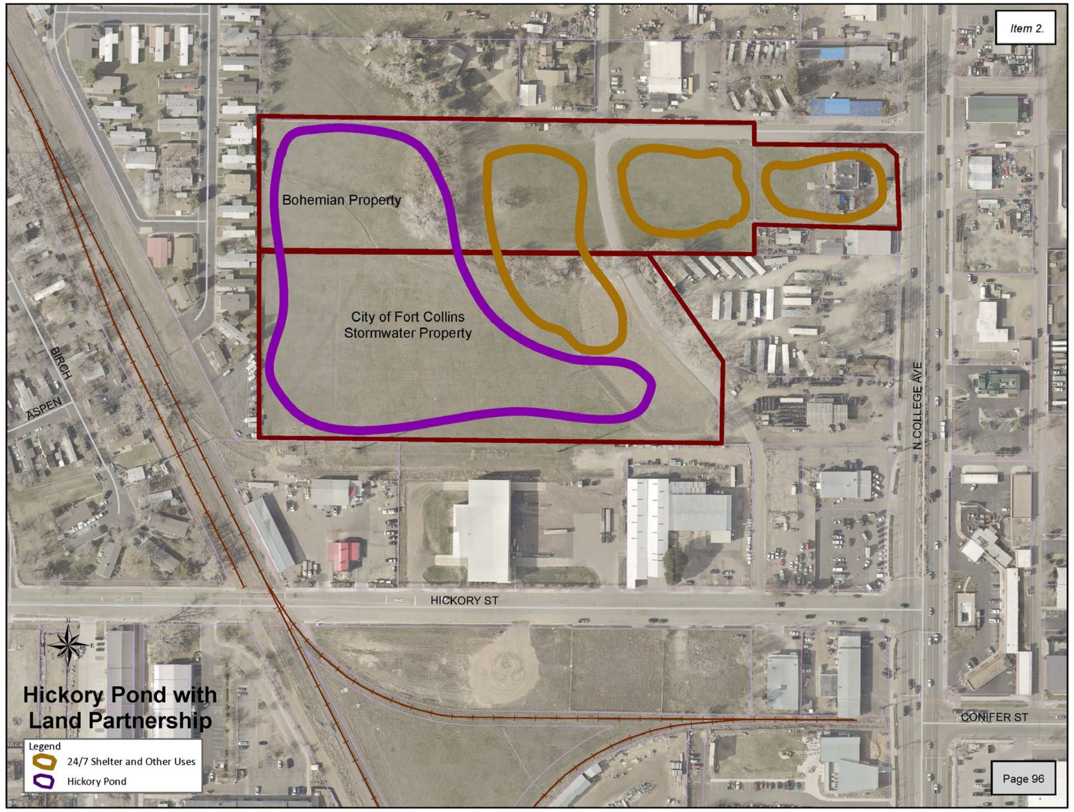
2-15-2024

# Mason Street Infrastructure Overall Development Plan (ODP)

**Planning and Zoning Commission**

Clark Mapes, City Planner




## Intercambio de la Tierra

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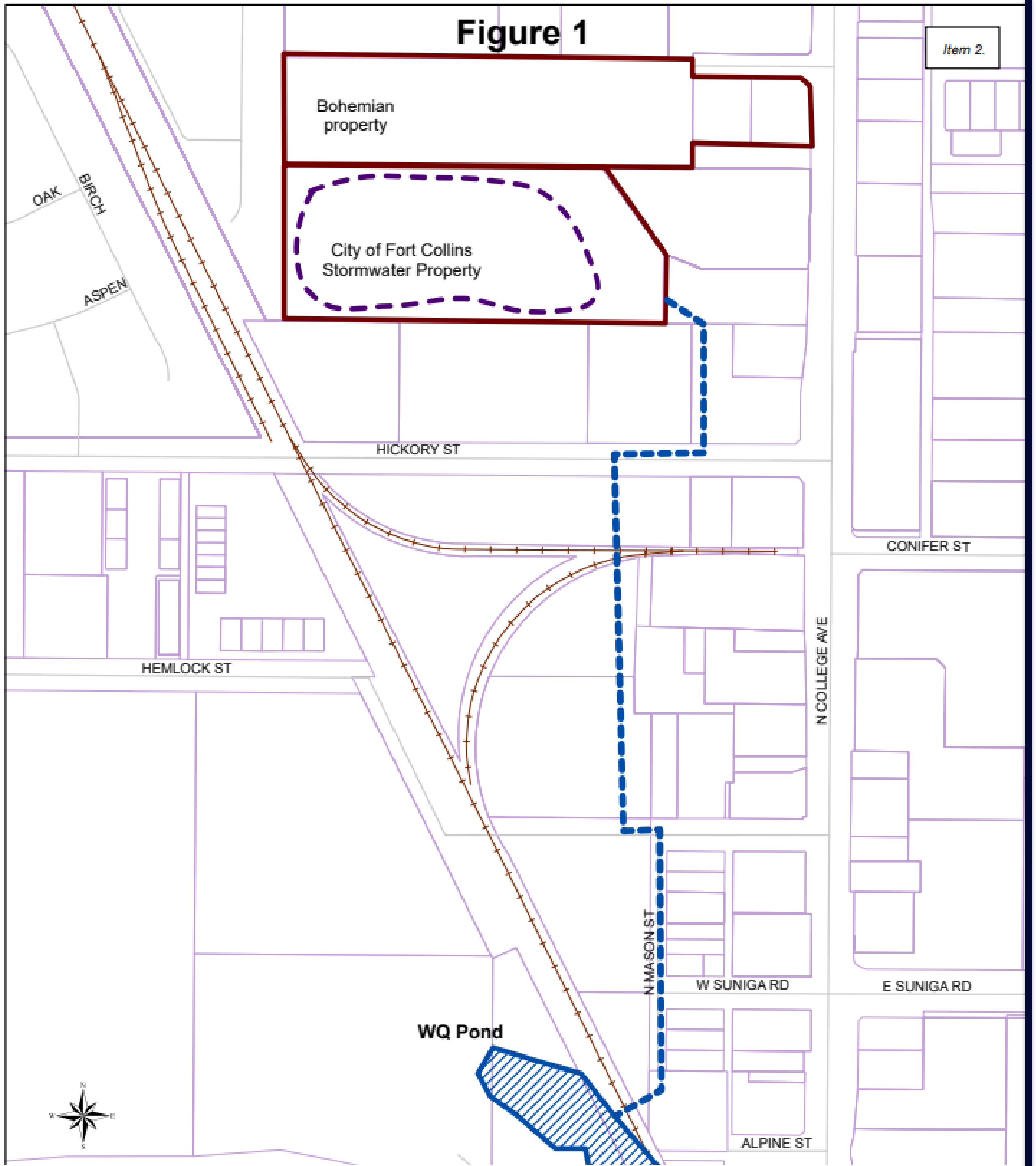
## Land "Trade"

Item 17.




# Detención de aguas pluviales

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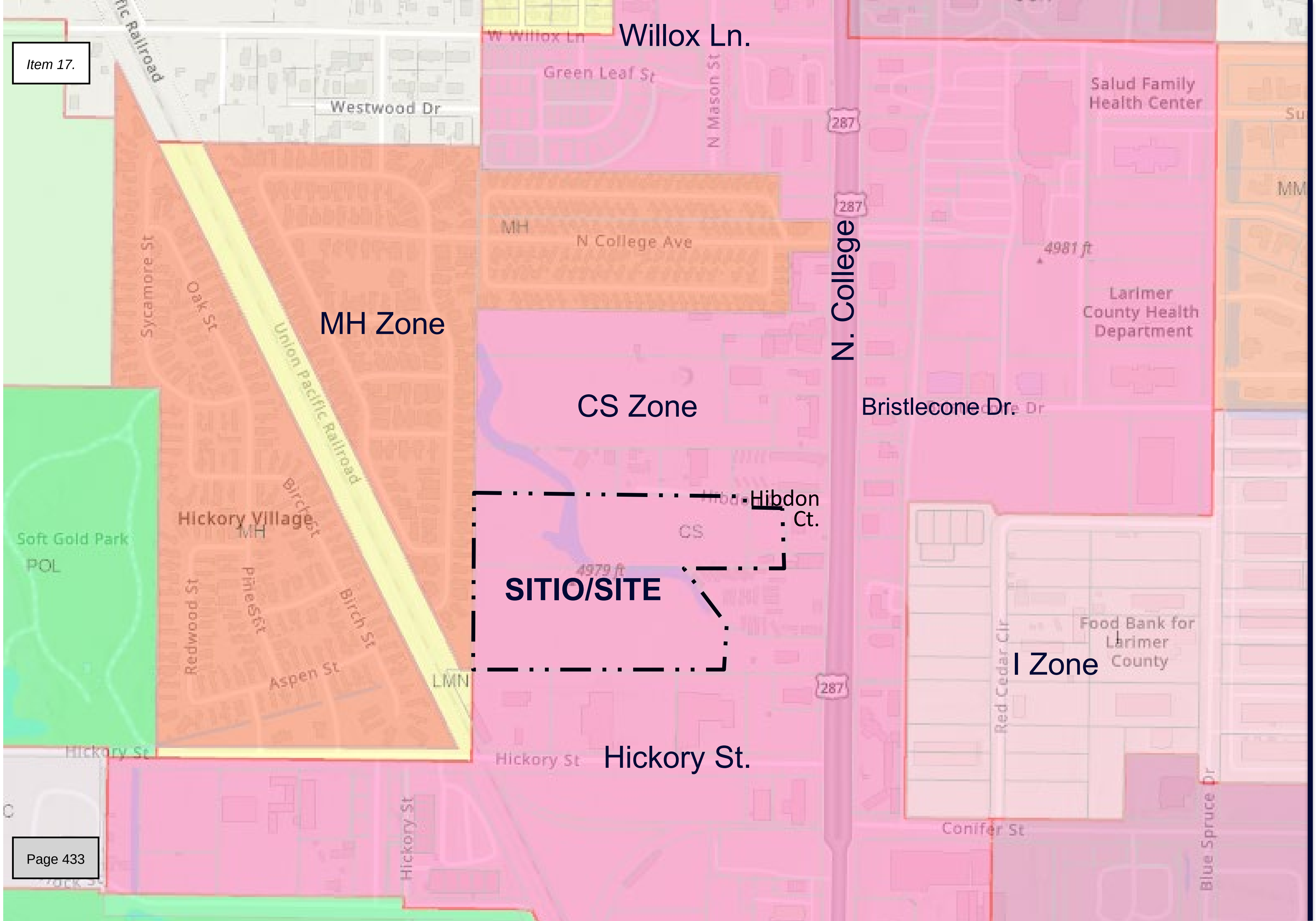
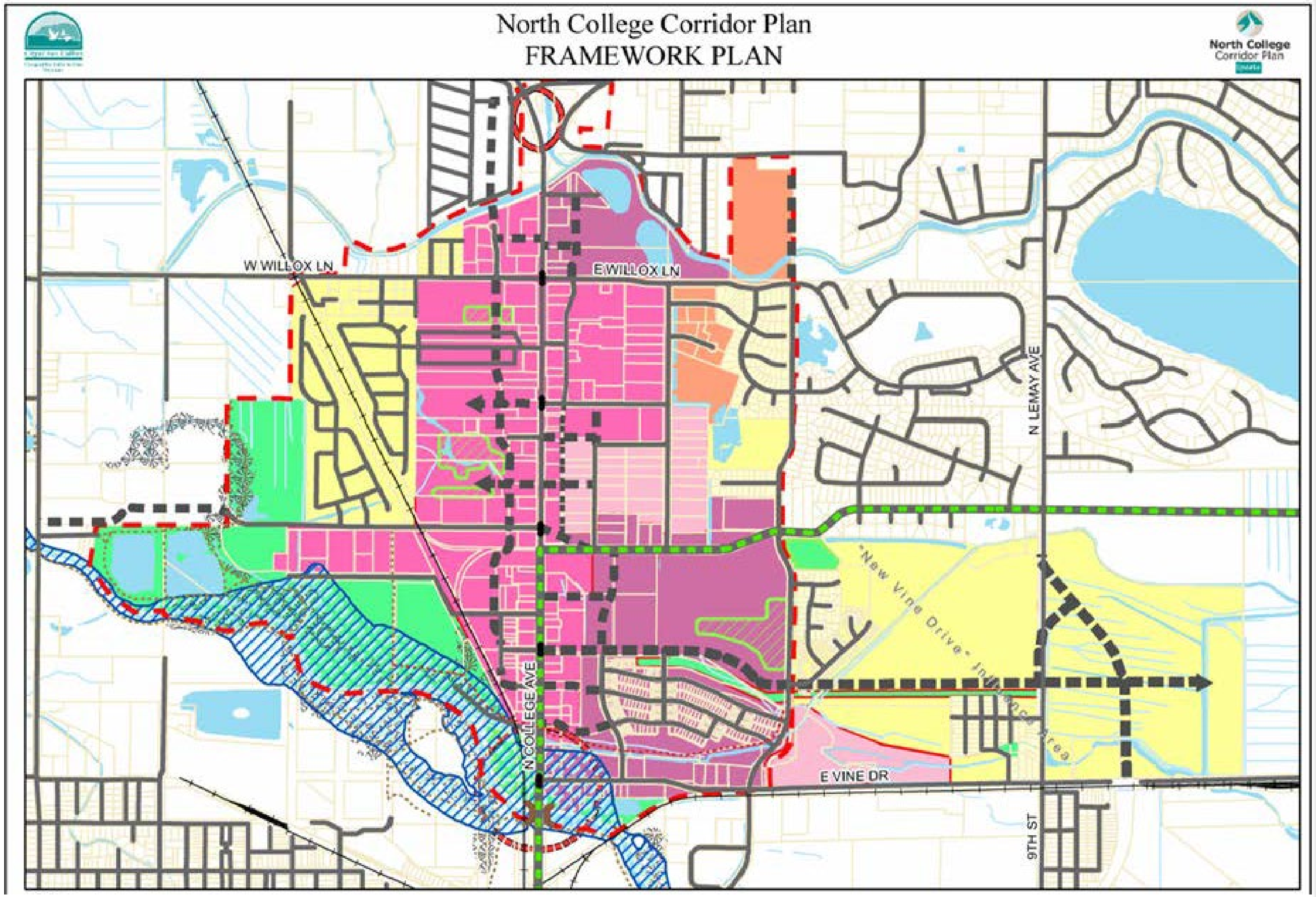
# Stormwater Detention

# Zonificación/ Zoning

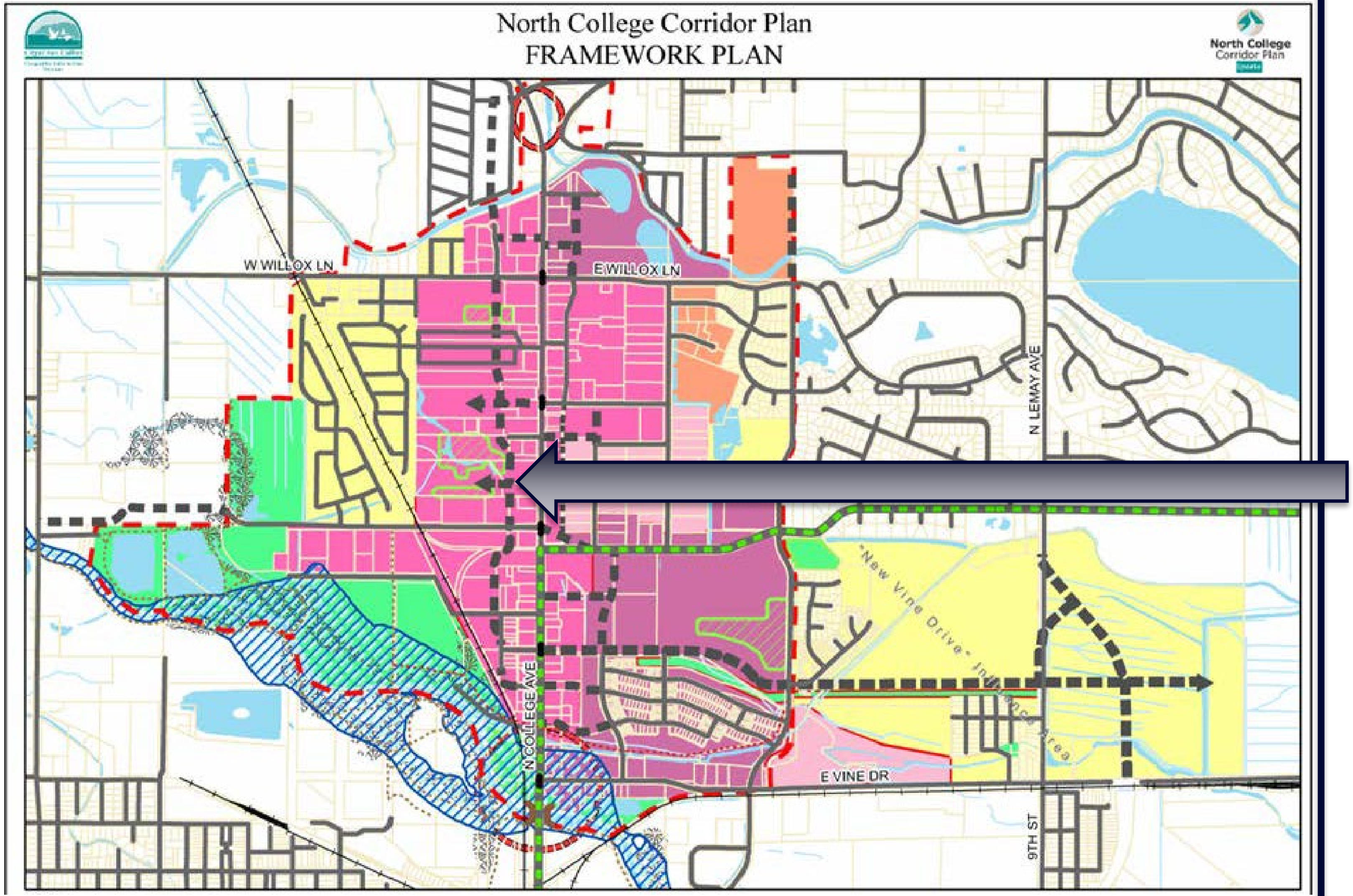


Item 17.




# North College Corridor Plan Framework Plan 2006

Item 17.




## North College Corridor Plan Framework Plan 2006

# Applicant Presentation to

Planning & Zoning Commission
February 15, 2024

# MASON STREET
# OVERALL DEVELOPMENT PLAN

PLANNING & ZONING COMMISSION

**FEBRUARY 15TH, 2024**

ripley design
LANDSCAPE ARCHITECTURE, LAND PLANNING

NORTHERN ENGINEERING

# Contents/agenda

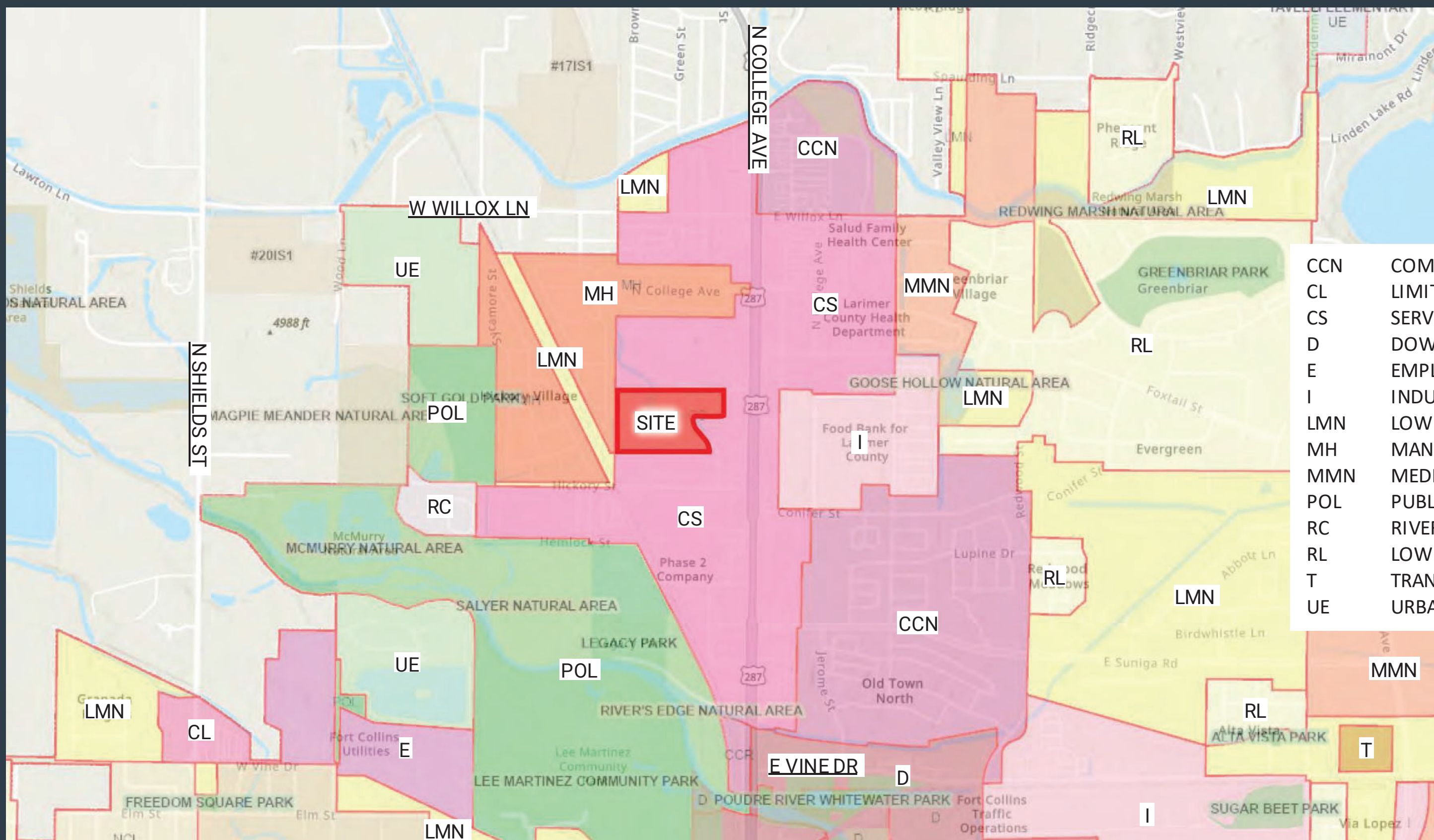
# Why an Overall Development Plan (ODP)?

LUC 2.1.3 (B)(1) Purpose and Effect

*The purpose of the overall development plan is to* ***establish general planning and development control parameters for projects that will be developed in phases with multiple submittals while allowing sufficient flexibility to permit detailed planning in subsequent submittals.*** *Approval of an overall development plan does not establish any vested right to develop property in accordance with the plan.*

# Site Context

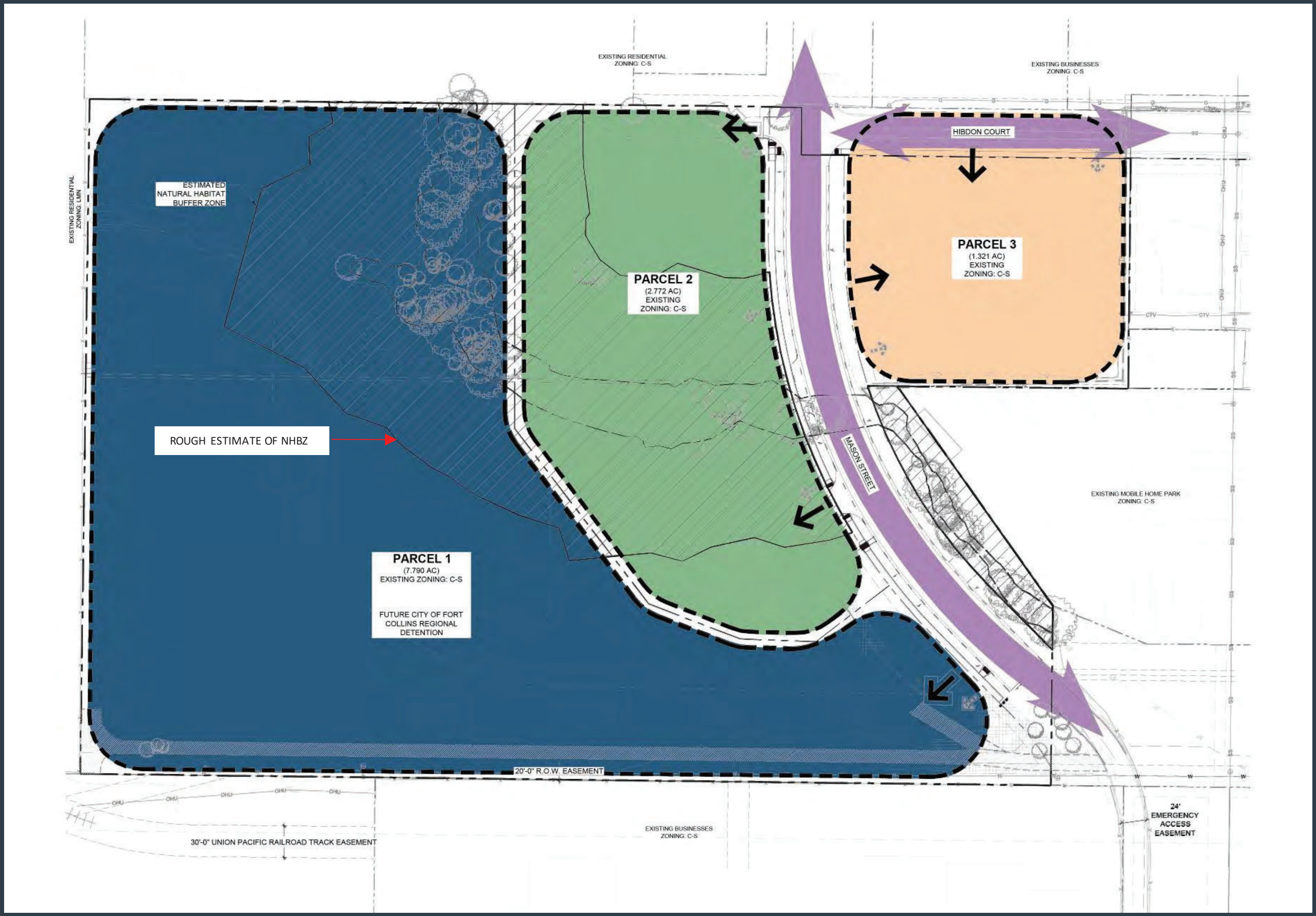
# Site Zoning

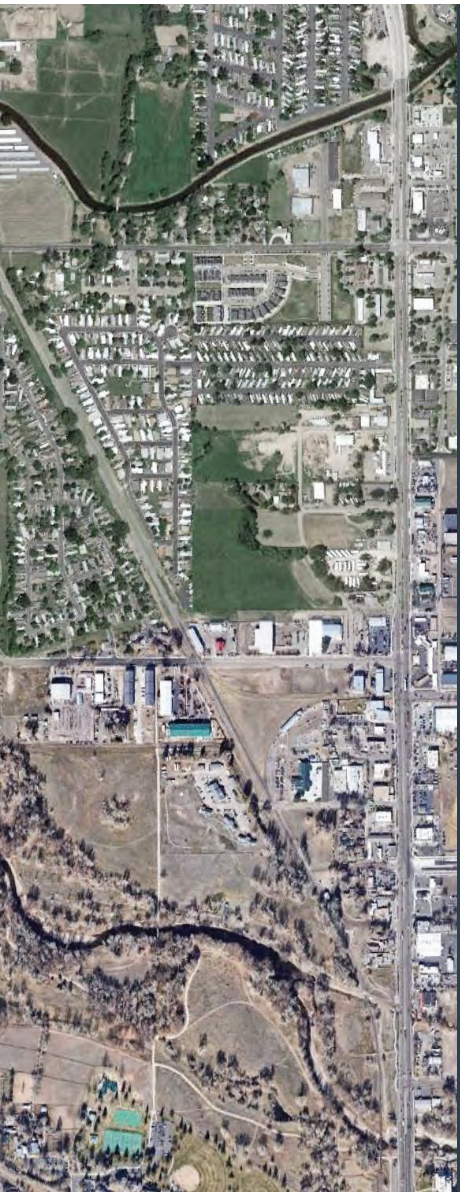



| | |
|---|---|
| CCN | COMMUNITY COMMERCIAL – NORTH COLLEGE |
| CL | LIMITED COMMERCIAL |
| CS | SERVICE COMMERCIAL |
| D | DOWNTOWN |
| E | EMPLOYMENT |
| I | INDUSTRIAL |
| LMN | LOW DENSITY MIXED-USE NEIGHBORHOOD |
| MH | MANUFACTURED HOUSING |
| MMN | MEDIUM DENSITY MIXED-USE NEIGHBORHOOD |
| POL | PUBLIC OPEN LANDS |
| RC | RIVER CONSERVATION |
| RL | LOW DENSITY RESIDENTIAL |
| T | TRANSITION |
| UE | URBAN ESTATE |

# Site Context /Existing Conditions

# Proposed ODP





# Land Use Code – ODP Criteria

LUC 2.3(H) Step 8:

An Overall Development Plan shall comply with the following criteria:

(1) Shall be consistent with the permitted uses and applicable zoning district standards in Article 4 and general standards of Article 3.

(2) Shall be consistent with the required density range for residential uses for applicable zoning district.

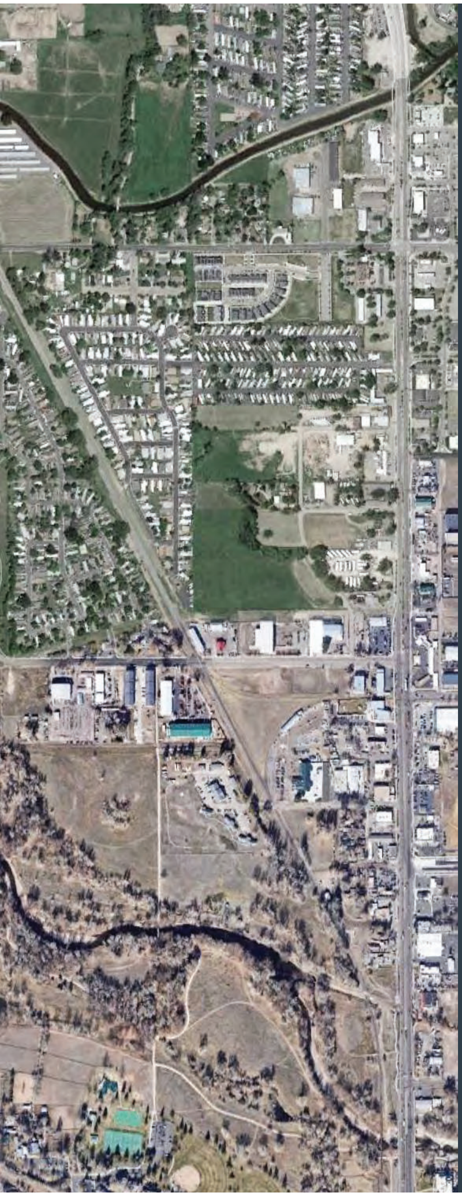
(3) Shall conform to the Master Streets Plan.

(4) Shall provide transportation connections to adjoining properties to ensure connectivity.

(5) Delineate natural features and proposed rough estimate of buffer area.

(6) Shall be consistent with appropriate Drainage Basin Master Plan.

(7) Standards related to housing density and mix of uses shall apply over the entire overall development plan.



# Land Use Code – ODP Criteria (1)

*LUC 2.3 (H)(1) Shall be consistent with the permitted uses and applicable zoning district standards in Article 4 and general standards of Article 3.*

- ✓ Any subsequent PDP shall be subject to the development review process. All Zoning District Standards included in Article 4 shall apply. Any subsequent PDP shall also be subject to the general development standards of Article 3.

# Land Use Code – ODP Criteria (2)

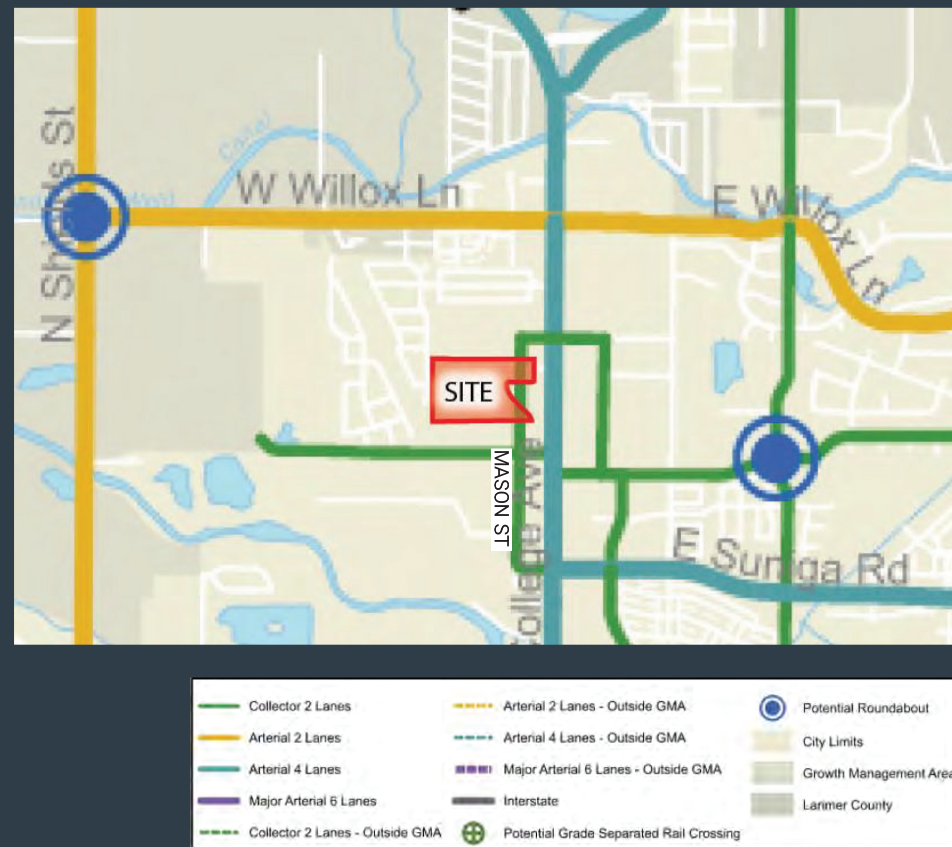
*LUC 2.3 (H)(2)* Shall be consistent with the required density range for residential uses with regard to applicable zoning district

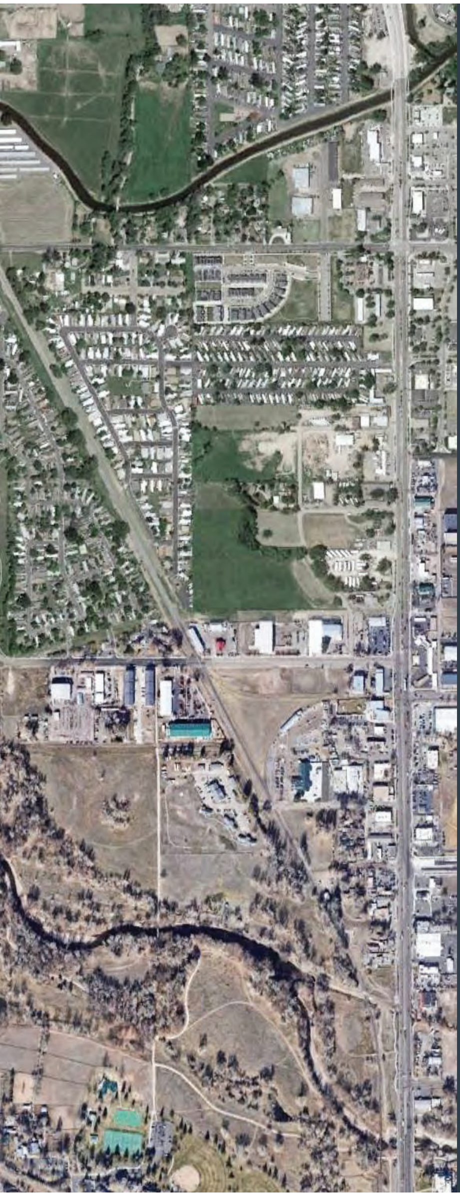
- ✓ No Changes to the existing zoning is proposed with this ODP. Any residential development that develops within the boundaries of the ODP shall be subject to the Service Commercial (C-S) standards outlined in Article 4.
  - Residential Uses for C-S are limited to extra occupancy of less than 5 occupants and short-term and non-primary rentals. C-S currently has no limits on density.

# Land Use Code – ODP Criteria (3)

*LUC 2.3 (H)(3)* Shall conform to the Master Streets Plan

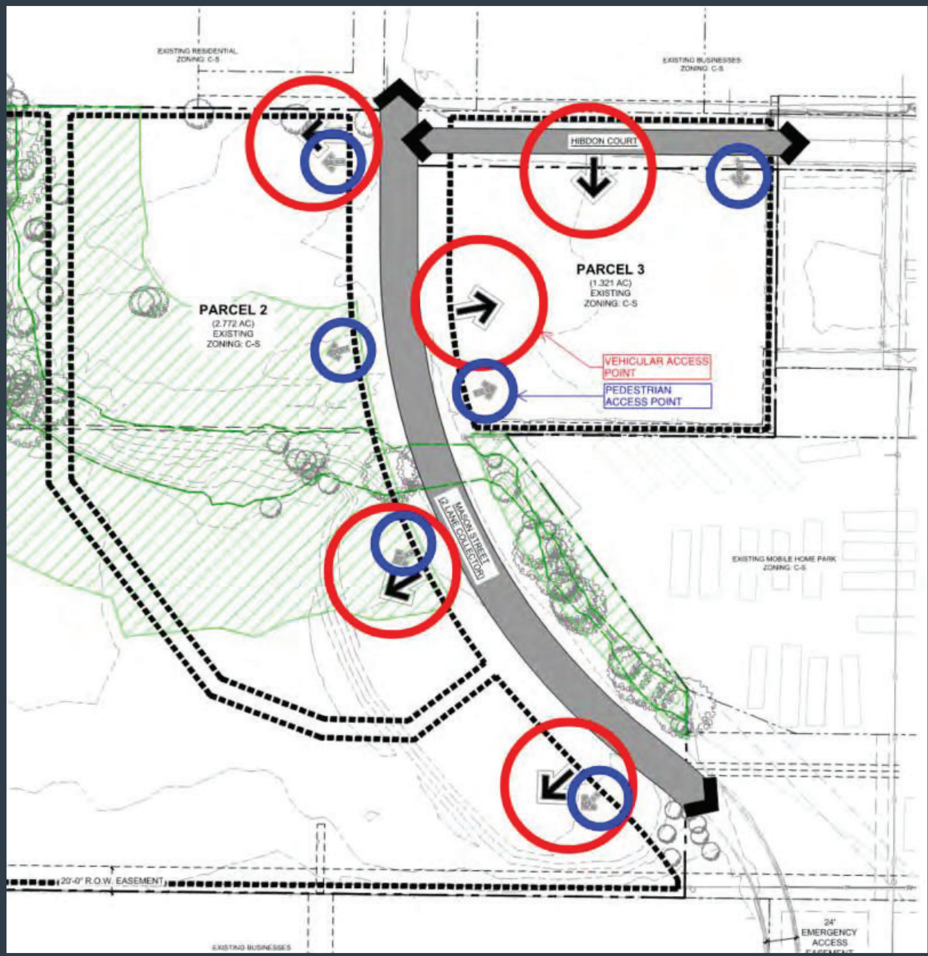
- ✓ In the North College Corridor, the Master Streets Plan identifies Mason Street as a 2-lane collector. Mason Street is identified as such on the ODP.



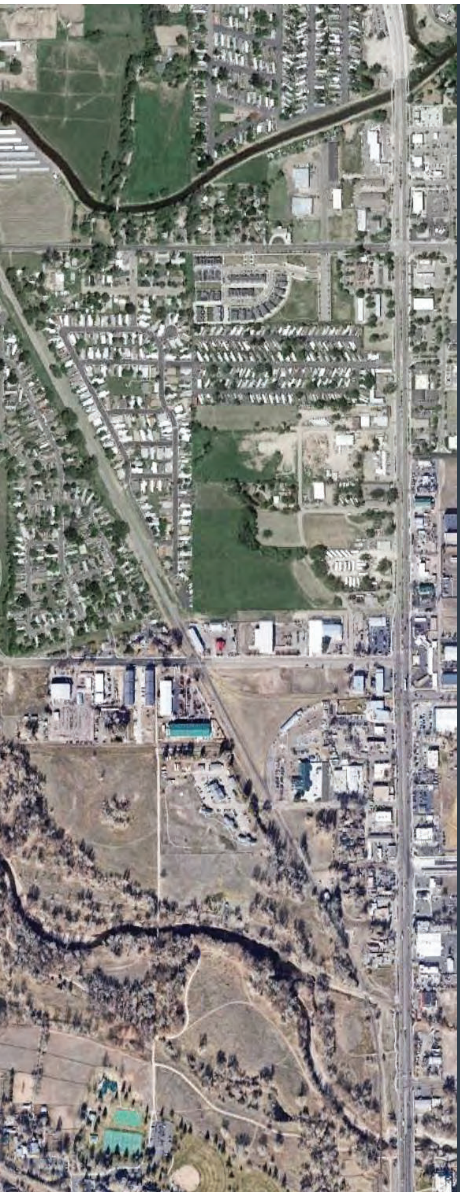


# Land Use Code – ODP Criteria (4)

*LUC 2.3 (H)(4)*(4) Shall provide transportation connections to adjoining properties to ensure connectivity



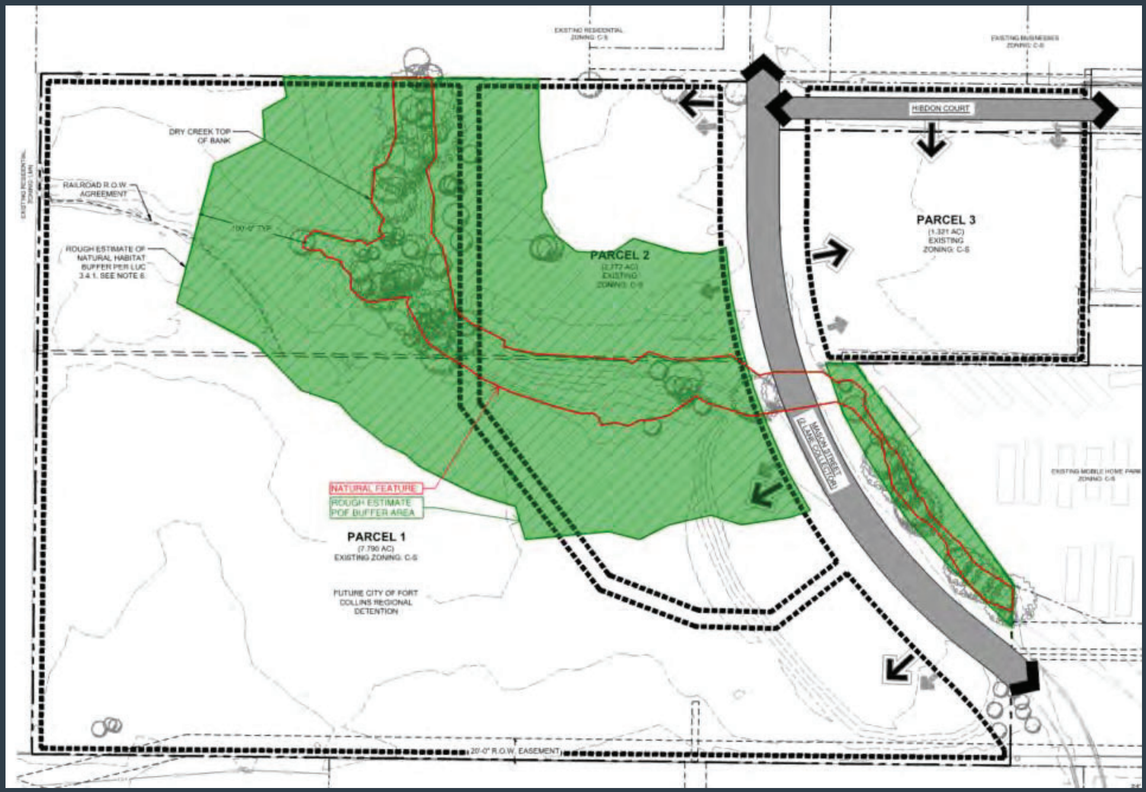

- Each of proposed lots have adequate access to Mason Street. Access is provided in such a way that no development shall preclude another from gaining access to the public street.
- Detached sidewalk is provided along the west side of Mason
- Detached Sidewalk shall be provided along south side of Hibdon Court

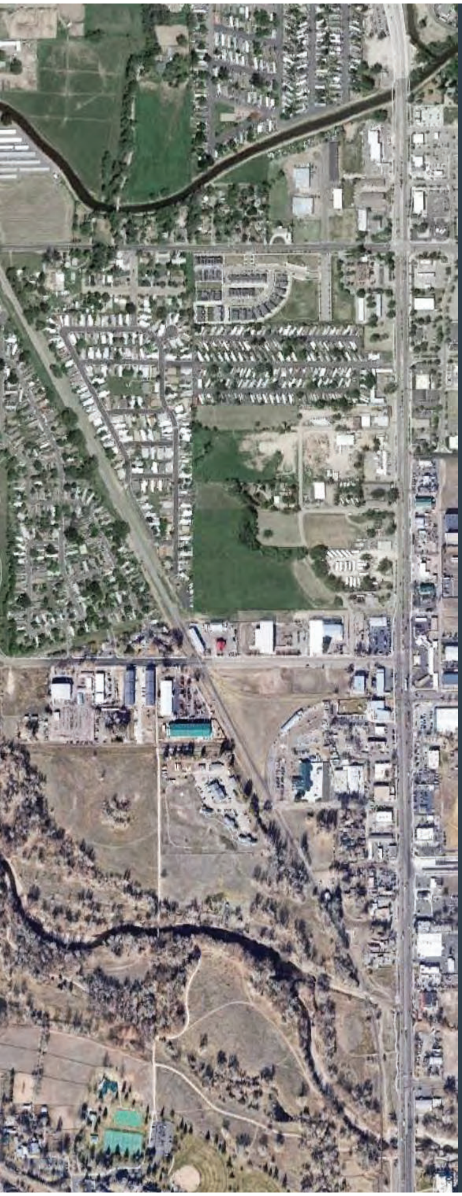


# Land Use Code – ODP Criteria (5)

*LUC 2.3 (H)*(5) Delineate natural features and proposed rough estimate of buffer area

- ✓ The Dry Creek Remnant has been identified on the plans (Top of Bank)
- ✓ Rough Estimate of buffer has been provided. Buffer is calculated at 100' from Top of Bank

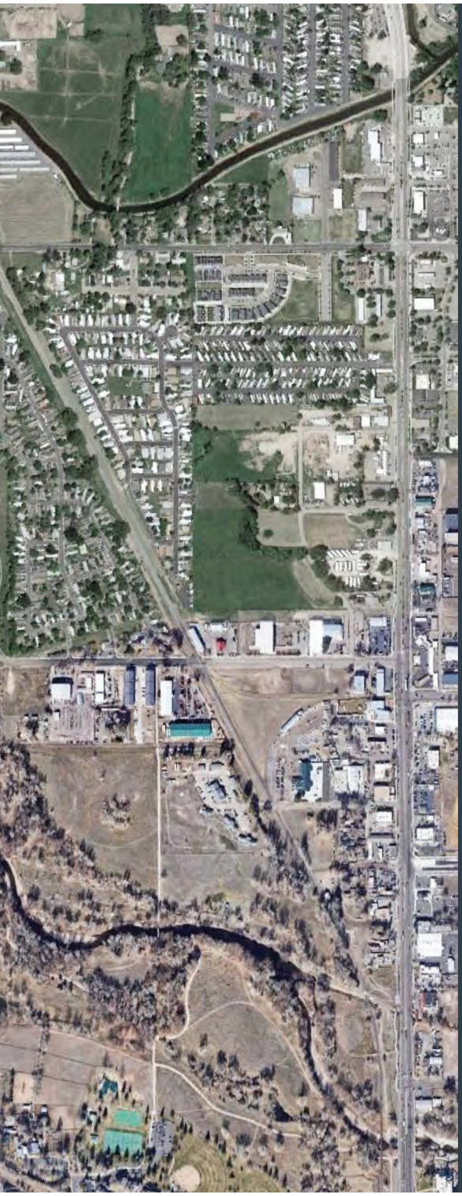




# Land Use Code – ODP Criteria (6)

*LUC 2.3 (H)(*6) Shall be consistent with appropriate Drainage Basin Master Plan

- ✓ Located within the Dry Creek Master Drainage Basin
- ✓ Shall comply with required release rates
- ✓ Begins to address facilities that were identified in the North College Infrastructure Funding Projects
  - Hickory Regional Detention Area
  - Provides drainage corridors for future storm pipes



# Land Use Code – ODP Criteria (7)

*LUC 2.3 (H)*(7) Standards related to housing density and mix of uses shall apply over the entire overall development plan

- ✓ No changes to the existing zoning is proposed with this ODP. Any residential development that develops within the boundaries of the ODP shall be subject to the Service Commercial (C-S) standards outlined in Article 4 and general development standards in Article 3 and both shall apply over the entire overall development plan.
    - Residential Uses for C-S are limited to extra occupancy of less than 5 occupants and short-term and non-primary rentals.

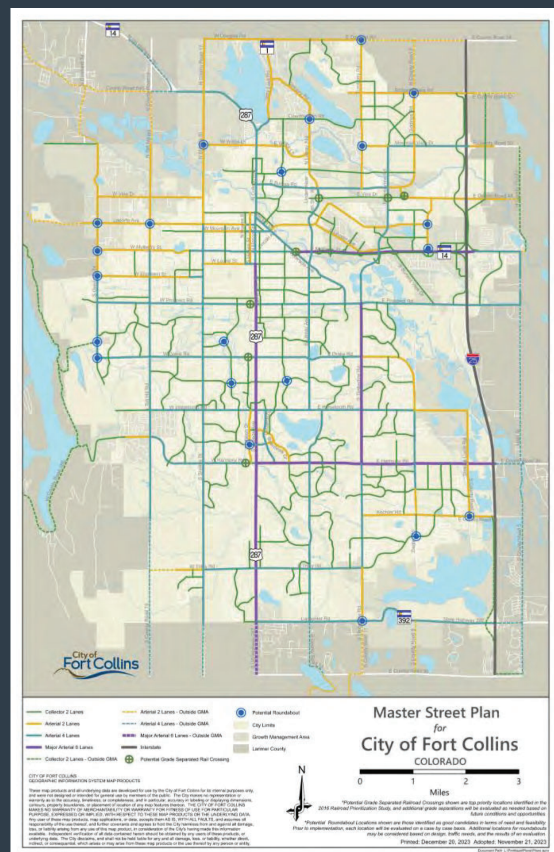
# Conclusion

- This land use application and presentation only pertains to the ODP.
- The ODP provides framework by which multiple parcels within this same property shall develop. It also allows for each parcel to be developed at different times.
- The proposed Mason Street ODP Complies with all seven (7) Criteria listed in the Land Use Code.
- All site-specific parameters shall be reviewed against Articles 3 and 4 of the code with subsequent Project Development Plan applications.

THANK YOU

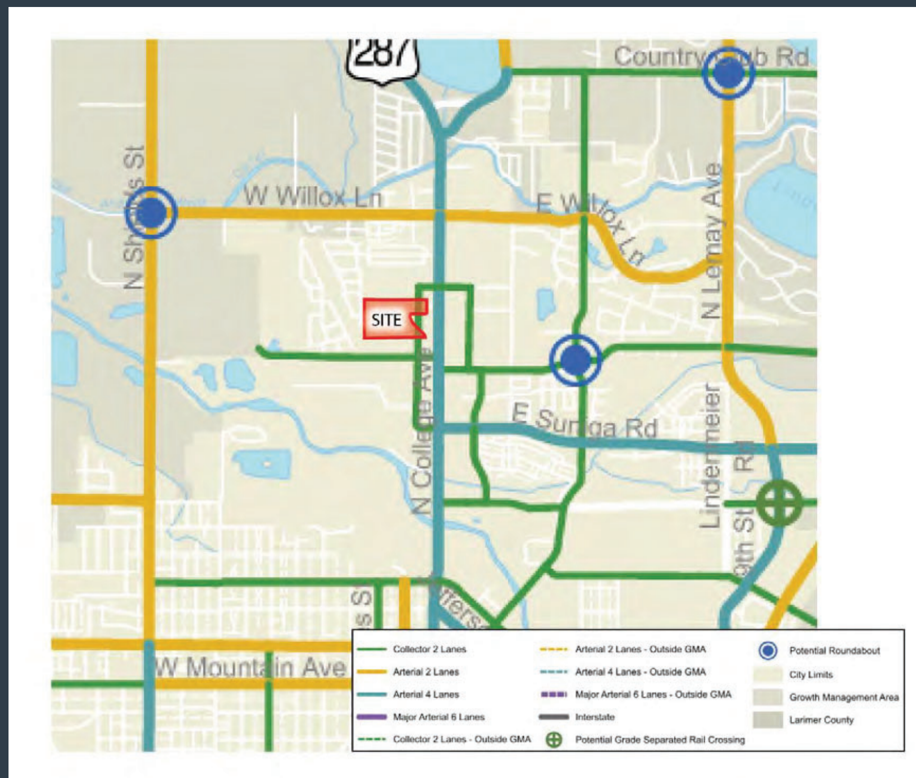
# APPENDIX A

## MASTER STREETS PLAN



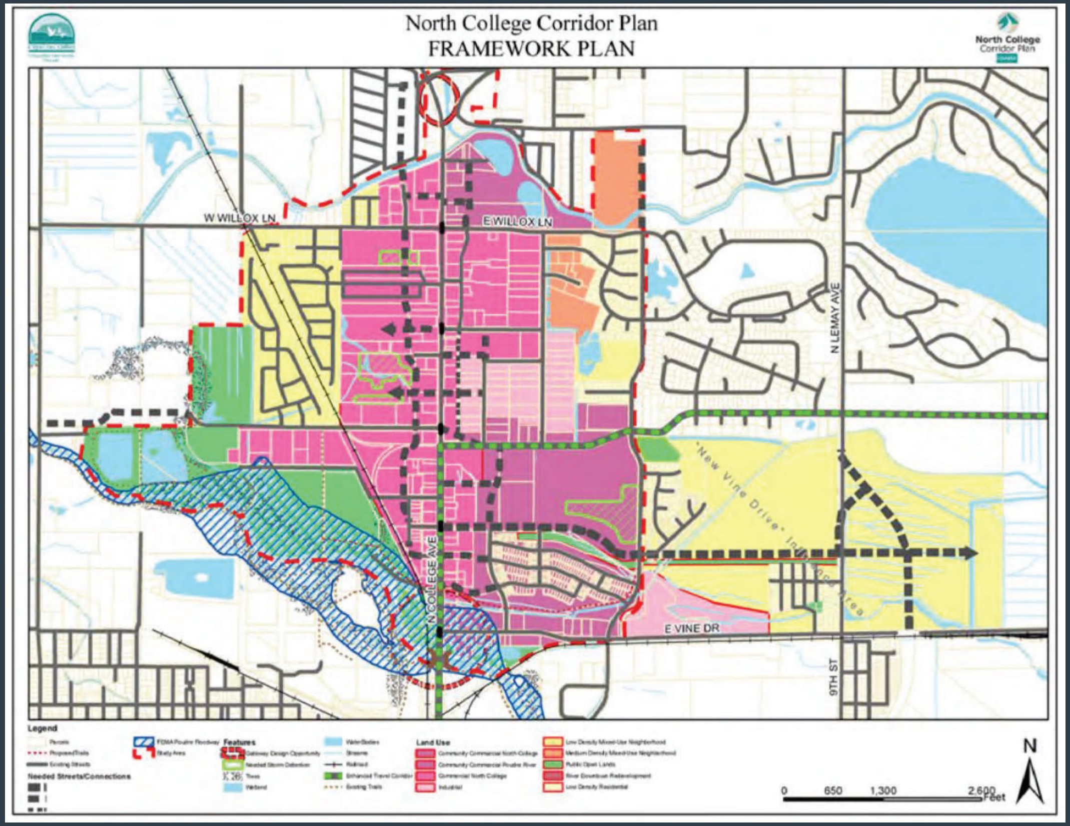
# APPENDIX B

## MASTER STREETS PLAN



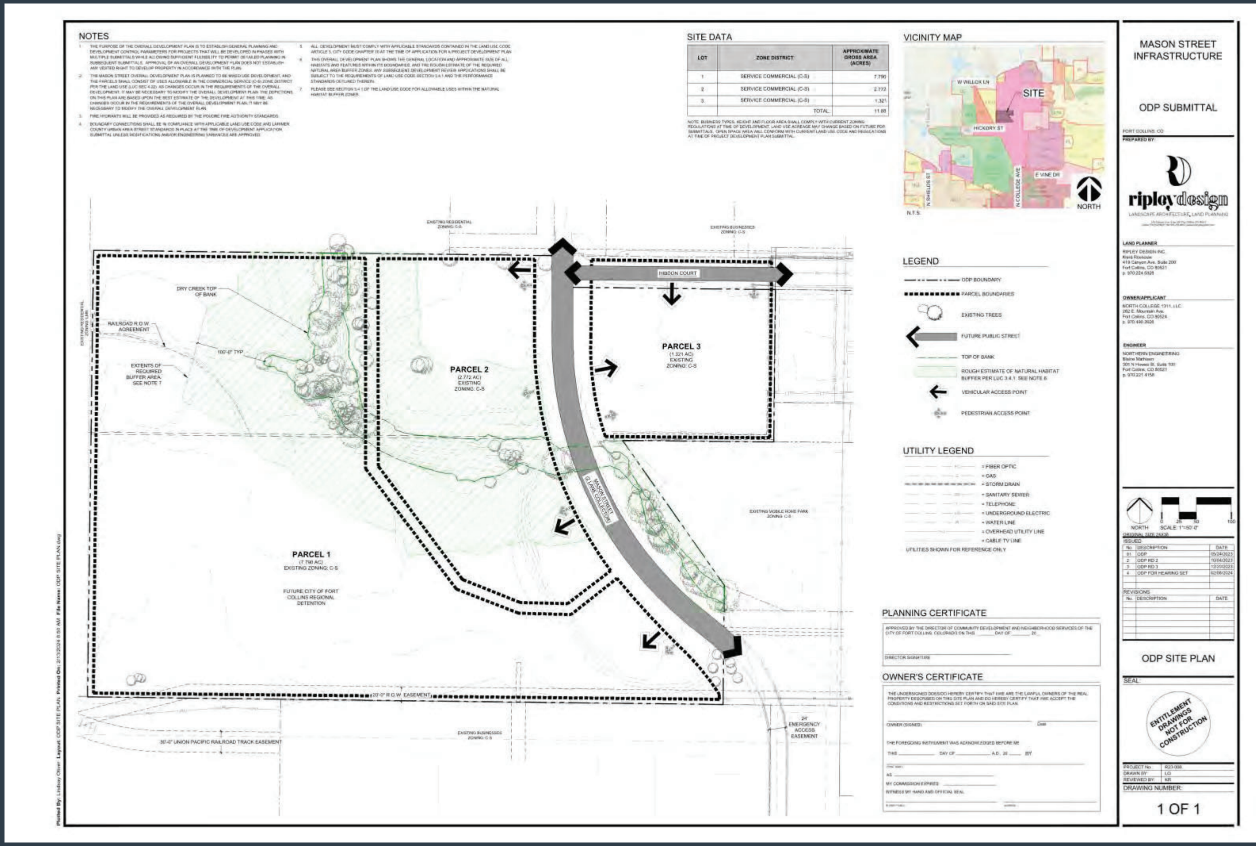
# APPENDIX C

## NORTH COLLEGE CORRIDOR PLAN



# APPENDIX D

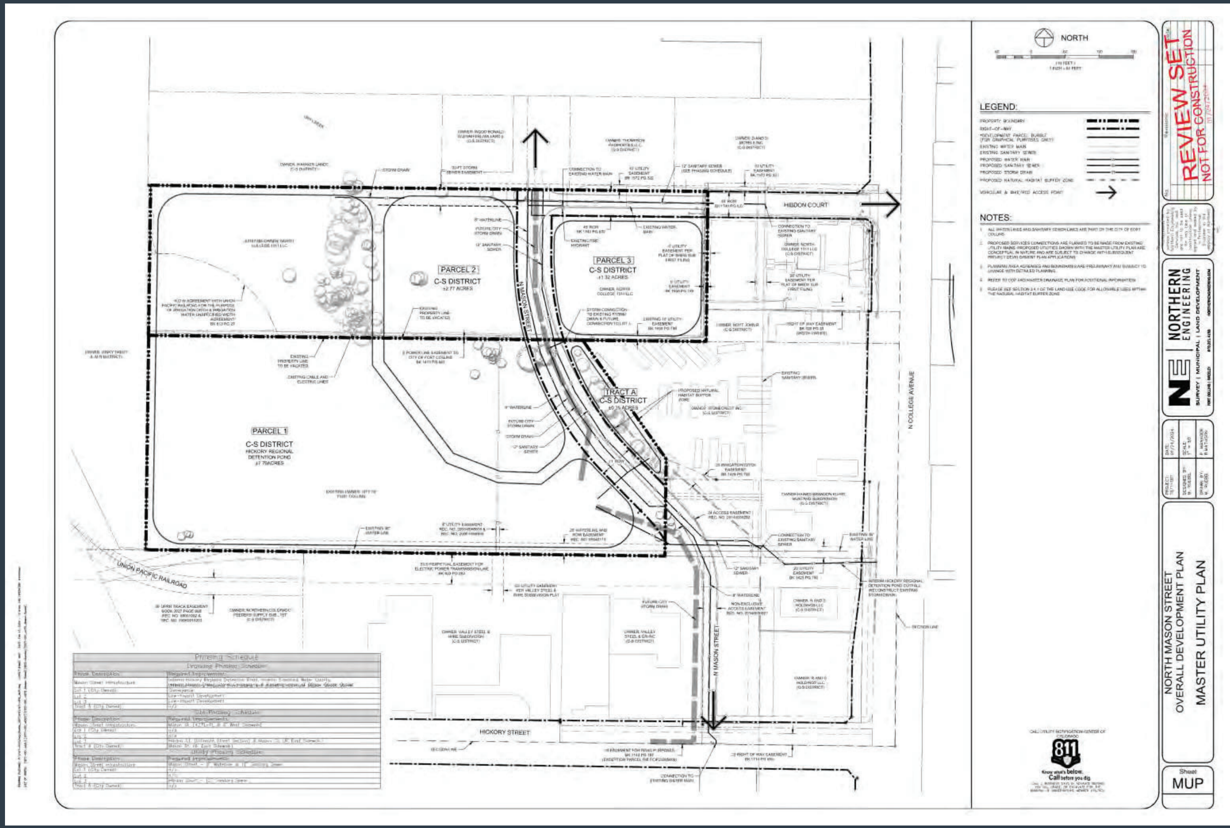
## ODP



Item 17.

# APPENDIX E

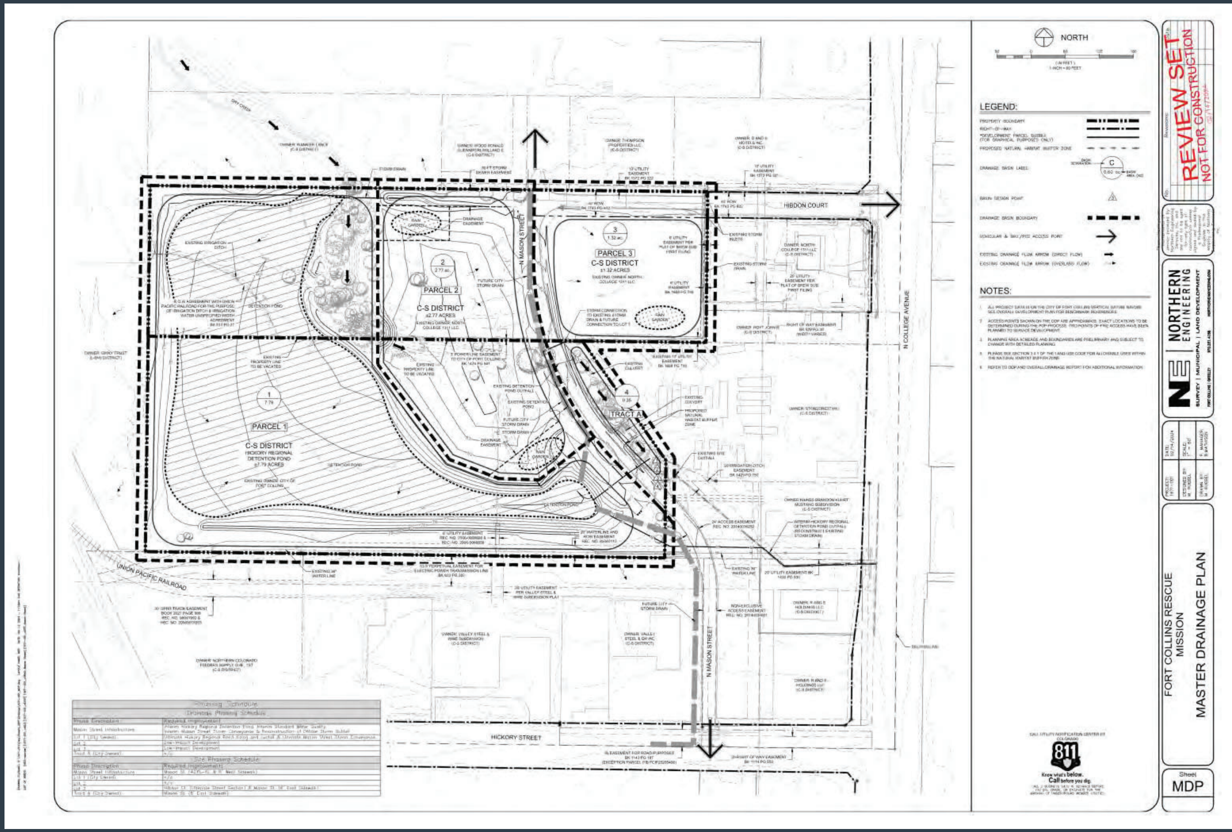
## UTILITY PLAN



Item 17.

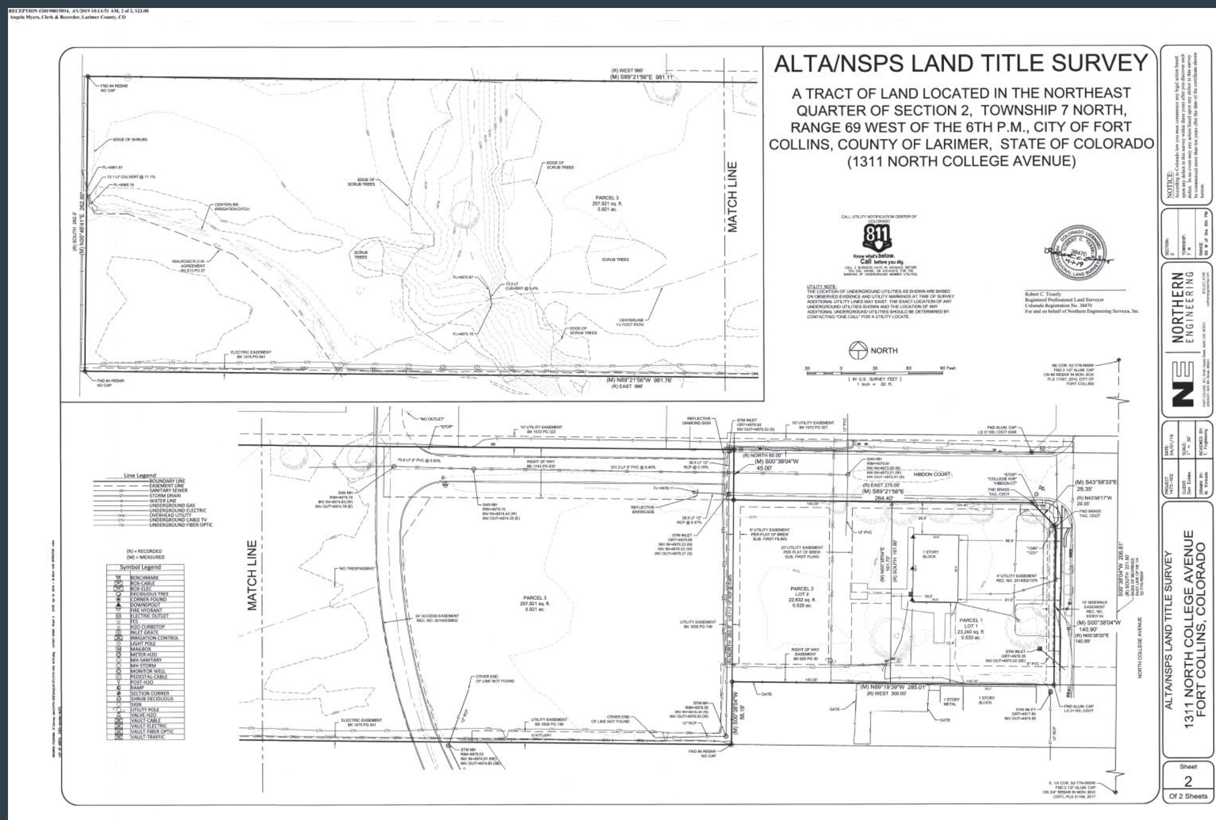
# APPENDIX F

## DRAINAGE PLAN



# APPENDIX G

## ALTA



# APPENDIX H

## PHASING SCHEDULE

| Phasing Schedule | |
|---|---|
| **Drainage Phasing Schedule** | |
| **Phase Description** | **Required Improvement** |
| Mason Street Infrastructure | Interim Hickory Regional Detention Pond, Interim Standard Water Quailty,<br>Interim Mason Street Storm Conveyance & Reconstruction of Offsite Storm Outfall |
| Lot 1 (City Owned) | Ultimate Hickory Regional Pond sizing and outfall & Ultimate Mason Street Storm Conveyance |
| Lot 2 | Low-Impact Development |
| Lot 3 | Low-Impact Development |
| Tract A (City Owned) | n/a |
| **Site Phasing Schedule** | |
| **Phase Description** | **Required Improvements** |
| Mason Street Infrastructure | Mason St. (42'FL-FL & 6' West Sidewalk) |
| Lot 1 (City Owned) | n/a |
| Lot 2 | n/a |
| Lot 3 | Hibdon Ct. (Ultimate Street Section) & Mason St. (6' East Sidewalk) |
| Tract A (City Owned) | Mason St. (6' East Sidewalk) |

# APPENDIX I

(H) *Step 8* (Standards): Applicable. An overall development plan shall comply with the following criteria:

(1) The overall development plan shall be consistent with the permitted uses and applicable zone district standards (Article 4) of all zone districts contained within the boundaries of the overall development plan. The plan shall also be consistent with any zone district standards (Article 4) and general development standards (Article 3) that can be applied at the level of detail required for an overall development plan submittal. Only one (1) application for an overall development plan for any specific parcel or portion thereof may be pending for approval at any given time. Such application shall also be subject to the provisions for delay set out in Section 2.2.11.

(2) The overall development plan shall be consistent with the required density range of residential uses (including lot sizes and housing types) with regard to any land which is part of the overall development plan and which is included in the following districts:

(a) The Rural Land District (R-U-L). Section 4.1(D)(1).

(b) The Urban Estate District (U-E). See Section 4.2(D)(1).

(c) The Residential Foothills District (R-F). See Section 4.3(D)(1).

(d) The Low Density Mixed-Use Neighborhood District (L-M-N). See Section 4.5(D)(1).

(e) The Medium Density Mixed-Use Neighborhood District (M-M-N). See Section 4.6(D)(1).

(f) The High Density Mixed-Use Neighborhood District (H-M-N). See Section 4.10(D)(1).

(g) The Manufactured Housing District (M-H). See Section 4.11(D)(1).

(h) The Community Commercial - North College District (C-C-N). See Section 4.19(D)(1).

(i) The Harmony Corridor District (H-C). See Section 4.26(D)(4).

(j) The Employment District (E). See Section 4.27(D)(5).

# APPENDIX I

(3) The overall development plan shall conform to the Master Street Plan requirements and the street pattern/connectivity standards both within and adjacent to the boundaries of the plan as required pursuant to Sections 3.6.1 and 3.6.3(A) through (F). The overall development plan shall identify appropriate transportation improvements to be constructed and shall demonstrate how the development, when fully constructed, will conform to the Transportation Level of Service Requirements as contained in Section 3.6.4 by submittal of a Master Level Transportation Impact Study.

(4) The overall development plan shall provide for the location of transportation connections to adjoining properties in such manner as to ensure connectivity into and through the overall development plan site from neighboring properties for vehicular, pedestrian and bicycle movement, as required pursuant to Section 3.6.3(F) and Section 3.2.2(C)(6).

(5) The overall development plan shall show the general location and approximate size of all natural areas, habitats and features within its boundaries and shall indicate the applicant's proposed rough estimate of the natural area buffer zones as required pursuant to Section 3.4.1(E).

(6) The overall development plan shall be consistent with the appropriate Drainage Basin Master Plan.

(7) Any standards relating to housing density and mix of uses will be applied over the entire overall development plan, not on each individual project development plan review.

# Planning and Zoning Commission

# Roll Call Attendance Sign in Sheet

February 15, 2024

Item 17.

# Roll Call & Voting Record
## Planning & Zoning Commission

**Date:** 2.15.24

**Start Time:** 6:00pm **Stop Time:** 10:48

| Roll Call | Stackhouse | Stegner | | Sass | York | Shepard | Katz | Vote |
|---|---|---|---|---|---|---|---|---|
| | X | X | | X | X | X | X | |
| 1 - Consent Agenda | Shepard | | Stackhouse | Stegner | York | Sass | Katz | |
| Stackhouse / Sass | Y | | Y | Y | Y | Y | Y | 6:0 |
| 2 - Prospect Sports Club - Addition of Use | | Stackhouse | Stegner | York | Sass | Shepard | Katz | |
| Stackhouse / Shepard | | Y | Y | Y | Y | Y | Y | 6:0 |
| 3 - Prospect Sports Club - PDP | Stackhouse | Stegner | York | Sass | Shepard | 0 | Katz | |
| York / Sass | Y | Y | Y | Y | Y | | Y | 6:0 |
| 4 - Mason Street ODP | Stegner | York | Sass | Shepard | 0 | Stackhouse | Katz | |
| Sass / York | Conflict | Y | Y | Y | | Y | Y | 5:0 |
| 5 - Union Park - Modification 1 | York | Sass | Shepard | 0 | Stackhouse | Stegner | Katz | |
| York / Stackhouse | Y | Y | Y | | Y | Y | Y | 6:0 |
| 6 - Union Park - Modification 2 | Sass | Shepard | 0 | Stackhouse | Stegner | York | Katz | |
| Sass / Stackhouse | Y | Y | | Y | Y | Y | Y | 6:00 |
| 7 - Union Park - PDP | Shepard | 0 | Stackhouse | Stegner | York | Sass | Katz | |
| Stackhouse / Sass | Y | | Y | Y | Y | Y | Y | 6:00 |
| | 0 | Stackhouse | Stegner | York | Sass | Shepard | Katz | |
| | | | | | | | | |
| | Stackhouse | Stegner | York | Sass | Shepard | 0 | Katz | |
| | | | | | | | | |

# Planning & Zoning Hearing Attendance

February 15, 2024

Online

1. Alex Williamson
2. Bob Mesure
3. Bobbee Lewis
PI- 4. David Strathman
5. Deb
6. Eug Frank
7. Greg
8. Join
9. Robin Paulnier
10. Shawn Mellinger
11. Steve Tenbrink
12. Arrie Rossouw
13. Stephen M.
PI- 14. Trisha Scott
15. John Trestwater
16. Amanda Hansen - RB+B
PI- 17. Jenny Simpson
18. Cathy Sannes
19. John
20. Bauers
21. Gretchen
22. James
PI - 23. Mike DuHadway
24. Pat Terrier
25. Juhl Wojahn
26. Frank Martinez
PI- 27. Amanda Gaht
28. Jason Claeys
29. Oryssman
[redacted]- 30. Alisa Babler
31. Karen Bright
32. Kay Holter
33. Mai - Lis Delgado
34. Badger
PI-35. Dave
PI- 36. Jon Mosier
37. Barbara
38. RM
39. Hunter
40. Bess
41. Matt

## Staff Attendance:

- ✓ Shar Manno – P&Z Secretary
- ✓ Katie Claypool – P&Z Admin
- ✓ Brad Yatabe - City Attorney
- ✓ Clay Frickey – Interim Planning Manager
- ✓ Paul Sizemore – CDNS Director
- ✓ Justine Vonkoepping – FCTV
- ✓ Clark Mapes - City Planner
- ✓ Ryan Mounce – City Planner
- ✓ Em Myler – Development Liaison
- ✓ Sophie Buckingham – Engineering
- ✓ Steve Gilchrist – Traffic Operations
- ✓ Kristie Raymond – Environmental Planning
- ✓ Matt Simpson – Utilities
- ✓ Dave Betley – Engineering
- ✓ Wes Lamarque - Utilities
- ✓ John Gerwel - Engineering

## Commission Members – all in person

- ✓ Chair, David Katz
- ✓ Vice Chair, Julie Stackhouse
- ✓ Samantha Stegner
- ✓ Ted Shepard
- ✓ Adam Sass
- ✓ York

## Applicant Attendees

- **Item 2 – Prospect Sports Club**
  - ✓ Amanda Hansen – RB+B Architects
  - Dylan Huey - RB+B Architects
  - ✓ Rebecca Spears
  - ✓ Kim O'Neil
  - Angie Milewski
- **Item 3 – Mason Street Infrastructure**
  - ✓ Russ Lee – Ripley Design
  - ✓ Kara Rossouw – Ripley Design
  - ✓ Blaine Mathisen – Ripley Design
  - ✓ Andy Reese – Ripley Design
- **Item 4 – Union Park**
  - Chris Beabout – Landmark Homes
  - Matt Delich
  - ✓ Mike Walker
  - Jason Sherrill
  - ✓ James Mcnutt
  - Zach Wiele

Item 17.

**PLANNING & ZONING COMMISSION**
**Sign-In Sheet**

DATE: Feb 15, 24

| Name | Mailing Address | Email and/or Phone | Reason for Attendance |
|---|---|---|---|
| ROBIN OWENS | 3232 CHASE DRIVE, FORT COLLINS | robin.owens@aei.com | EXPRESS CONCERNS FOR ADVANCED ENERGY |
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THIS IS A PART OF THE PUBLIC RECORD
Please contact Katie Claypool at 970-416-4350 or kclaypool@fcgov.com if you inadvertently end up with it. Thank you!

# Verbatim Transcript

Planning & Zoning Commission
February 15, 2024

CITY OF FORT COLLINS

Planning and Zoning Commission

Held February 15, 2024

Council Chambers, 300 Laporte Avenue, Fort Collins, Colorado

In the Matter of:

Mason Street Infrastructure Overall Development Plan

Meeting Time: 6:00 PM, February 15, 2024

Board Members Present:

David Katz, Chair
Julie Stackhouse, Vice Chair
Adam Sass
Samantha Stegner (Recused)
Ted Shepard
York

Staff Members Present:

Paul Sizemore
Clay Frickey
Shar Manno
Katie Claypool
Clark Mapes
Ryan Mounce
Steve Gilchrist
Matt Simpson
Em Myler

CHAIR DAVID KATZ: Next agenda item…that one is Clark too. This is the North Mason ODP.

CLARK MAPES: Alright, there it is.

CHAIR KATZ: Alright, Clark, before we get started, I think Sam has to disclose…

COMMISSIONER SAMANTHA STEGNER: I have a conflict of interest on this one and so I am going to sit out of this one and the future ODPs of the shelter…or PDPs, when they come, because of my volunteer work in those mobile home communities.

CHAIR KATZ: And while Sam is exiting, I will look to Shar and ask Shar if there's any new information. Did we receive anything new?

SHAR MANNO: No, we have not received any new information.

CHAIR KATZ: Alright, Clark, overview when you're prepared.

CLARK MAPES: Alright, thanks. This Mason Street Infrastructure Overall Development Plan, we're going to be using the term ODP, is a general master plan for infrastructure…let's go ahead and look at the location. So, see the location here. This is north of Hickory Street down here, and at the west end of a little one block long street called Hibdon Court, back behind the College Avenue commercial frontage on the west side of College Avenue. There's an access drive built fairly recently, 2016, here, that runs along kind of an alley-like access drive in an access easement that is now getting set to become the alignment of an actual new North Mason Street.

This kind of master plan, called an ODP, is based on the idea that ODPs show general parameters for development that would follow in multiple phases over time. The private property owner who is proposing this infrastructure plan does have a goal to provide for the proposed homeless shelter that would go on some of this property. But, this hearing tonight is not about the shelter…I think that's clear now to everybody. The plans for the infrastructure here are submitted separately and they are proceeding independently, and the ODP here does not indicate any land use, shelter or otherwise. The owner's idea, as staff understands it, is that even if the homeless shelter does not happen, the owner still wanted to know how the land could be developable for any type of land use. And likewise, a goal for the City, who is one of the owners of the land in question…there are two land owners on this land…the City would also like to know and confirm how regional stormwater flows could be accommodated now and in the long-term future, and also the City would like to know how Mason Street can be retrofitted back in there. I'll be saying more…about thirty years of planning that has specifically called for this infrastructure and specifically described the difficulties of retrofitting it back in here across multiple properties and some existing development, a lot of ad hoc development from earlier in the 1900's and through kind of the mid-century, 1900's.

So, anyway, this ODP is just three pages that show alignments for drainage, a street, pipes, and electric lines. A detailed development plan for this infrastructure would follow the ODP, and that would be hundreds of pages, hundreds of plan sheets, for the design and construction of the infrastructure. And then, the homeless shelter, if it continues to proceed forward, would go to a hearing after that. Assuming the homeless shelter proceeds to a hearing, there will be a notification for that and that would be the time for anyone to speak to P and Z about that, and also anyone can contact staff at any time with any thoughts or questions, and those would be included in a P and Z package for the homeless shelter when the time comes, if that's okay with the person who gives the comments or questions. And, there's some details about how to contact our person, Em Myler, but if anyone has any questions, we can get to that later.

Again, I mentioned about thirty years talking about the need for circulator streets in addition to the highway, and those needs have been shown in adopted plan documents: the 1995 North College Corridor Plan, a 2000 joint access control plan for North College Avenue itself, U.S. Highway 287, State Highway 14, jointly adopted by the Colorado Department of Transportation and the City, that also highlighted the need for this kind of circulator street, and then a 2005 update of the North College Corridor Plan which very specifically describes in detail the need for this drainage and this kind of a street connection.

There are, again, two parcels of land involved in this ODP; it comprises two parcels, one owned by the City for several years now for a stormwater drainage system in the area, and the other owned by a private owner. The ODP shows how these two parcels would be reconfigured in a land transaction between those owners, and that reconfiguration is based on allowing for the proposed infrastructure. That infrastructure is a regional stormwater detention pond, upgrading that access drive to become a segment of Mason Street, and then all the underground utilities that go along with the street, water, sewer, electric. This is the basic site plan from the three sheets in the ODP, then the ODP includes a sheet that shows the parameters for drainage in kind of reshaped land forms. Drainage is an especially fundamental issue with this land which was formerly the floodway for Dry Creek, which before settlement of this whole part of Colorado was a significant tributary to the Poudre River. There's a little remnant of Dry Creek left, it happens to run across these two parcels of land, so that has a lot to do with the need for drainage. It's low-lying, flat land, and there's been, again, years of planning, designed by the Utilities Department coming up with stormwater master planning for the whole regional detention system and drainage system that never was included in early ad hoc development along the whole North College corridor, much of it outside of City limits. And the development that did happen within City limits happened before there was any such thing as a Planning Department or anything like that…Stormwater Department, et cetera.

And then, finally, the third sheet shows utilities. And again, it's more alignments, and again, this…a sheet like this will probably lead to fifty pages of design and construction drawings in the next iteration which will be an actual development plan for this infrastructure which is shown in this ODP. The criteria for ODPs are pretty limited and simple and straightforward, consistent with the zone district standards. And again, this ODP doesn't even refer to use, but to the extent that the use could potentially be a homeless shelter, a homeless shelter actually is permitted in the zone district. And again, some ODPs do indicate land uses; this one doesn't. This is just for the infrastructure, and then land uses come later.

The ODP has to conform to the Master Street Plan requirements and street pattern connectivity requirements, and this ODP just precisely implements longstanding provisions in the Master Street Plan identifying the need for this kind of a connection. It has to provide for the location of transportation connections to adjoining properties, and ensure…let me see…connectivity into and through the development plan. Anyway, that access drive already does provide transportation connections to adjoining properties, although, you know, in the case of the newly developable parcel that is created in this, the plan does show these transportation connections both for vehicle access and pedestrian access. And then the ODP has to show the general location and approximate size of natural areas and habitats and features, and indicate a proposed rough estimate of natural habitat buffer zones, and this ODP does do that. Again, here's the site plan. The natural feature is Dry Creek…it's outlined in kind of a darker green line. And then this hatched area is just that, it is a rough estimate of a natural habitat buffer zone that would be required under the Land Use Code, and there's a note on the ODP, and the legend for the ODP explains how the subsequent later specific development plan for the infrastructure will need to comply with Land Use Code provisions to allow for how to apply this kind of habitat buffer zone. And, there's not much else to this, so I'll stop there and see if we have any questions.

CHAIR KATZ: Thank you, Clark. This is a joint project…go ahead, Clay.

CLAY FRICKEY: And I might add, too, just for the Commission, and just for anybody listening…Clay Frickey, Planning Manager…Clark mentioned that this is one of three projects that is associated with the proposed Rescue Mission relocation to North College, and just wanted to clarify, too, that the subsequent hearings that Clark was talking about related to the specific infrastructure plan and the shelter itself, those are not scheduled yet, but if you received a letter for this particular hearing, you will get a letter notifying you of those hearings so that way you will know when the right time is to come share your concerns about the shelter itself. So, just wanted to make that abundantly clear for anybody listening in the audience. So, thank you for that, Chairman Katz.

CHAIR KATZ: Thank you for the clarification. You know, this is a joint project with City and a private landowner. Judging by the body language over here, and Ripley Designs being listed as an applicant, I assume there's a presentation.

KLARA ROSSOUW: Let me get my screen share going. Alright, thank you staff, and good evening Commissioners. I also want to take a quick moment to thank you for clarifying some of those…sort of the intent behind the application, and educating us a little bit more about what process we are in and how that might be separate to some future submittals that you will see come across your desks. My name is Klara Rossouw; I am here with Ripley Design representing the applicant for the Mason Street ODP. Also from the design team we have Blaine Matthison of Northern Engineering, Andy Reese of Kimley-Horn, and Russ Lee, also with Ripley Design. We are happy to be here tonight and hopefully we can answer all the questions you have.

So, to help guide our conversation tonight…I just wanted to structure the presentation a little bit and make sure we hit on all the key points we heard at work session last Friday. So, we'll begin with discussing the purpose of the overall…ODP…what it is, go over site context, look at the proposed ODP, or the overall development plan, and then ground it in the land use criteria, and we'll review each criteria on its own, and tell you guys how we comply. And then we have a bunch of appendices in the back so if you have any questions.

So, really the question is why do we need an overall development plan? And in order to understand why it is needed, we look to the purpose statement as it is taken directly from the Land Use Code, Section 2.1.3. So, the purpose of the overall development plan is to establish general planning and development control parameters for projects that will be developed in phases with multiple submittals while allowing sufficient flexibility to permit detailed planning and subsequent submittals. So, in simpler terms, the ODP is a map that guides how future development happens, and it allows it to happen at…and be developed at different times.

Clark already did a good job of covering site context, so I'll keep this kind of brief, but our site is located in the North College corridor; we are west of College Avenue and north of Hickory Street. It's also worth mentioning that it is located within the North College Corridor Plan boundary. From a zoning perspective, it is currently zoned Commercial Service District. It is surrounded by the same zone district on the north, the east, and the south, and then the western boundary buts up on Low-Density Mixed-Use Neighborhood. Zoom up on the site just a little bit…as you can see, except for that access drive, which is the future Mason Street, it is undeveloped. There is a remnant of the Dry Creek habitat feature that runs and kind of bisects the site going east-west. And then we have our Hickory Village folks and community to the west as well as the railway that's kind of diagonal on your screen there.

The proposed Mason Street ODP is divided into three different parcels, so parcel one and two are to the west of the future Mason Street alignment, and parcel three is located to the east of Mason Street and to the south of Hibdon Court. Much of the layout of the ODP is driven by the future City of Fort Collins regional detention facility which will come online and be constructed on parcel one, and then of course the alignment of Mason Street drives the overall layout. Also included on the ODP is…we're acknowledging the Dry Creek remnant that exists on site and we're proposing…not proposing, but we're estimating roughly what that buffer area could look like on that. In addition, vehicular and pedestrian access points are approximated.

Okay, so now we get into the actual ODP criteria, and Clark, you've already covered most of these, but I think it's worth just touching on each one again. They're up on your screen here; there are seven of them, and I'll continue to go through each one. Okay, so ODP criteria one states that the plan shall be consistent with the permitted uses and applicable zoning district standards in Article 4 and general standards of Article 3. Now, this is paraphrased, so whatever is in italics is kind of paraphrased from the Code. We acknowledge that any subsequent PDP application that comes online within the ODP boundary shall be subject to the development review process, that means the zoning district standards of Article 4 would apply, and so would the general development standards of Article 3.

The second criteria states that the plan shall be consistent with the required density range for residential uses for the applicable zoning district. While the ODP doesn't identify specific uses, if a future PDP were to come in, it would still need to comply with Article 3 and 4. And I also wanted to note here that CS is the existing zoning and we're not proposing any changes to the zoning.

Criteria three asks that the plan shall conform to the Master Street Plan. The snippet up on your screen there is a zoomed up version on the Master Street Plan and you can see Mason Street runs north-south through the site, and it is identified as a two-lane collector, and it is called out as such on the ODP.

Criteria four asks that the ODP shall provide transportation connections to adjoining properties to ensure connectivity. Each of the parcels have adequate access to Mason Street and the access is provided in such a way that no development shall preclude another from gaining access to the public street. And then also, once Mason Street and Hibdon Court are designed, there would be a series of detached walks, so you're getting that full picture pedestrian connectivity.

ODP criteria five asks that the natural features be delineated and a rough estimate of the buffer area be proposed. We already mentioned the Dry Creek remnant that's on the plans. On your screen here, it's in red, and that's kind of the top of bank delineation, and then the massing in green you see there is the hundred-foot buffer that we're assuming. It's worth noting here that if a project were to…or a subsequent PDP would come online in parcel two, for example, they would evaluate and mitigate, or adjust, to that buffer at that time.

Criteria six requests that the ODP be consistent with the appropriate drainage basin master plan. Our site is located within the Dry Creek Master Drainage Basin…that's kind of a tongue twister. It shall comply with the required release rates, and it also begins to address facilities that were identified in the North College Infrastructure Funding Project, so one of them being that regional detention facility that I mentioned for parcel one. We're also providing drainage corridors for future storm pipes.

And the last criteria asks that the standards related to housing density and mix of uses shall apply over the entire ODP. Again, you know, we're not proposing specific uses with this overall development plan, but if something were to come online, it would have to be in compliance with Article 4 and Article 3 which are the zoning and general development standards. Housing standards in Article 3 and 4 shall also apply over the entire plan, not just the parcel.

So, that's all seven criteria. In kind of concluding the presentation, relatively short presentation, this land use application only pertains to the ODP. We understand there is energy around this area and there will be opportunity for public comment on other development proposals that come online. This ODP provides framework by which multiple parcels within this property shall develop, and it also allows them to happen at different times. The ODP complies with all seven criteria listed in the Land Use Code, and then, again, site specific parameters shall be reviewed against Articles 3 and 4 of the Code with subsequent applications. And that brings us to the end of our piece. Thank you all.

CHAIR KATZ: Thank you so much. Clark, do you need to do a detailed analysis on this, or do you feel like your introduction was…?

CLARK MAPES: I don't have anything else, thanks.

CHAIR KATZ: Okay, thank you. Before we move into clarifying questions, both Clark and Klara have emphasized that this is the ODP. I know I sound like a broken record; it's very difficult to silo this since we all kind of know what's potentially coming to develop here. Klara put it well and said 'there's energy around it;' I thought that was put very well. But, try to bear with us. This is a framework for future development, and we have to keep it as general that this is street alignment, this is plumbing, drainage, detention, delineation of natural features. So, I know it's difficult…there's a lot of emotion around this, but let's…we're going to do our best on the Commission to silo that and focus on the ODP. So, with that, who has a clarifying question?

COMMISSIONER YORK: Yeah, I had a question on the drainage feature there. Looking at the map on page 384 of our packet, if I remember right. It was showing, I think it was contour lines, and I couldn't tell how far apart those were…what the elevation difference is from the low part of the drainage area to the top part. And so I was wondering if I could just get real quick.

ANDY REESE: Yeah, my name is Andy Resse with Kimley-Horn. It's approximately five feet deep from the top of the pond to the bottom…those are one-foot contours that you're seeing.

COMMISSIONER YORK: Okay, thank you.

CHAIR KATZ: Go ahead, Adam.

COMMISSIONER ADAM SASS: I have a couple. I think I'm going to start with a pretty simple one. I need a little back story, and this may be a Clay question potentially, maybe Clark. The North College stormwater improvements that were part of that 2004, or 2010 I think is when I read we had a North Fort Collins urban renewal…that's it…the urban renewal plan. There was supposed to be a significant amount of stormwater improvements on the west side of College. How does this ODP further that view, or does that have any impact on that framework that was set in motion, that ball that was sent rolling down in 2010 to help renew the west side of College. Does this ODP continue or further that plan? And I mention you because I'm pretty sure you were heading, or at least speaking for that group?

CLAY FRICKEY: Commissioner Sass…that was my previous role at the City was managing the Urban Renewal Authority. But, Clark was also heavily involved with setting up the North College Urban

Renewal Plan when it was created back in the early 2000's, so between the two of us, we'll answer your question. So, Commissioner Sass, the regional detention pond that's identified here is the regional detention pond that was identified in the infrastructure improvement plan in 2010, and so this is one of the last remaining big ticket items that the Urban Renewal Authority highlighted in terms of infrastructure deficiencies to fund in the North College area. And at the time, there were two big regional detention facilities identified, one is the Northeast College Corridor outfall which is just south of the old Aspen Heights student housing project that provides an outfall for the east side of the College corridor. We've long known that there was no outfall on the west side of the North College corridor, so this will be the first pond that would collect regional detention and then discharge it down to the Poudre River eventually. There's going to be another pond or two closer to the Poudre River to provide an outfall for properties south of Hickory. So, this is part of that system and would help create a portion of that system identified in that infrastructure plan.

COMMISSIONER SASS: Thank you. I bring that up because, if you don't understand the back story for why things are getting developed the way that they are, I think it's important that everybody listening knows that this is part of a plan that was set in motion in the early 2000's and this is furthering that vision for North College.

This one may be a little bit, I guess…can I ask my second question? Alright…a little more outside the box, or potentially a little more reaching. The North College Corridor Plan that I read identified several issues that needed to be addressed, and one of them was the Hickory and Conifer intersections. And, I'm not sure one hundred percent this ODP is addressing anything with that, but potentially increasing traffic in this area seems like it would not be addressing that potentially. Is there something we are doing, or should be doing? Because an ODP that's going to allow for more development to happen I think, before we…we're getting the cart in front of the horse, right?

STEVE GILCHRIST: Good evening Commissioners, Steve Gilchrist with Traffic Operations. I would have to look and see what the actual improvements are required at Conifer and Hickory. We required a traffic study for this development of the ODP to look at the, basically development of this small portion of Mason, so to speak, the easement that is there, and the extension to Hibdon Court, which is within this development. The overall development of the possible Conifer and Hickory intersection is definitely one we can review, you know, based on the actual traffic that's going to be knowing that these uses, you know, within this traffic study, they did kind of outline the potential use of the Rescue Mission and a daycare. That's not guaranteed, and so it's one of those, with any ODP, we kind of want to look at the traffic and understand what's projected, but we're really not looking at the bigger intersections at this point, you know, just based on that level of traffic.

COMMISSIONER SASS: Great, I would ask then that prior to additional ones, we have a good understanding of what the reason was that that intersection was identified as a major issue in the North College Corridor Plan, and is still two signalized T's a hundred and fifty feet apart.

STEVE GILCHRIST: And I imagine that's the big part of it is the two signalized intersections that close together, and the alignment of those. Within a typical traffic study, that's not going to probably allow for them to require that full improvement. I mean that's a bigger improvement that probably requires significant right-of-way acquisition. So, it's one we can definitely have evaluated and looked at, and we will definitely in any subsequent submittals, you know, look at that.

CLARK MAPES: Can I chime in, and you might want to comment on what I'm going to say. The staff report notes that the traffic study, even though it's assuming some land uses just so that it can do something with some numbers, concludes that the traffic generated here would have little to no impact on the intersections that were studied, and that unless there is some unusual high level of development in the future, that this collector street in its classification would actually function as a local street. So, it sounds like…well, anyway, that's what the TIS…that's what the traffic study says. Steve, do you want to…?

STEVE GILCHRIST: And that's correct, that's where within this traffic study, it's a little different because it's mainly infrastructure. There isn't…we've had them include what's projected with the Rescue Mission and the daycare, but honestly, that's not a guarantee. Those volumes could change. And with the subsequent PDPs that come in, if they decide to relocate the Rescue Mission to somewhere else, we'll reevaluate that traffic study and anticipated trips, and if needed, if there's something projected that's going to possibly increase the volume of traffic on that collector street, we can have them add additional infrastructure needs or evaluations.

CLARK MAPES: And then there's something else I've got to add. The plan that you're looking at, that you're citing, the 2006 plan, that's a plan that was showing a different scenario that was on the books in the Master Street Plan for a long time, and that was to realign Conifer Street, demolish the Palomino Motel which is at the corner of Conifer and College…so the plan always showed a long-term vision for realigning Conifer Street to go up and meet Hickory so that there would be only one intersection at College Avenue. That was on the books for years; it was looked at multiple times. And as a follow-up to that 2006 plan calling for more attention and studies to that, some detailed engineering studies led to a conclusion that it would be acceptable to create the two signals, add the turn lanes, medians, et cetera, to make the intersections work the way that they are even though it's unusual and not ideal. But, in the spirit of the whole North College Plan, which is to adapt city-wide standards to the unique conditions and the difficulty of retrofitting. So, Steve, anything to add to that?

STEVE GILCHRIST: Just to chime in, too, there have been some improvements at Conifer and Hickory with the turn lanes. We've separated those out. There used to be kind of a mixed use in between the two intersections where the left turners kind of combined together. They've kind of separated those out now with the widening of that, so there have been some improvements, but not the full extent of what's really required.

COMMISSIONER SASS: Great, and I guess my intention with asking was not to put on blast that we haven't done anything; my intention was that we are moving toward what we laid out in 2004, or 2006, with our North College Corridor Plan, and those are being addressed as the areas around the identified areas such as the stormwater detention pond…this intersection has had improvements made to it to identify those problems. That was my intention with asking that question, so thank you for clarifying it. Like I said, I think some of the people that have been here for a long time…they've seen a lot of change, and change is hard. And, we are still moving in the direction that was shown, so thanks for clarifying that. I know you guys have worked hard on that North College area, so seeing it come to life is fun.

CHAIR KATZ: Thanks, Adam. Is there a scenario that the detention pond is built, constructed…if any development on these combined sites was stalled or didn't happen? It seems like the region needs it, and the City owns land there. Is there a situation where that actually happens exclusive to a development?

CLAY FRICKEY: Yeah, Chairman Katz, there is a scenario where that happens since the regional detention facility is separate from any development project. You know, the issue is…is the case in pretty much any other larger infrastructure project is just getting the funding set aside for those projects. And we have some stormwater engineers on the line if I misspeak or if they want to clarify a little bit further. But like our traffic system, Stormwater has to go through an exercise of prioritizing all of their projects, and this is just one of many projects that is on Stormwater's radar. And so, you know, it has to reach a certain priority level before getting funding. The other thing that I would note in the past is that the Urban Renewal Authority has funded a portion of the design of the regional detention facility, and that's another potential funding source for constructing the regional detention pond, and that would also, too, happen independently of development of any of these sites. And so, with that, I see Matt Simpson from the Stormwater Utility has come on camera, so I'll let him speak a little bit further if you'd like.

CHAIR KATZ: Matt, whenever you're ready; thanks for jumping on.

MATT SIMPSON: Thanks Clay, thanks Commission members, can you guys hear me okay?

CHAIR KATZ: Yes.

MATT SIMPSON: Great. Clay is generally correct. This area west of College, we call it the North College Drainage Improvement District…it's just a term we've given for the drainage west of College north of the Poudre River. We've studied this about two times in the last twenty years. And then the current plans are really in a capital projects program that are looking at the construction of infrastructure from a stormwater perspective from the Poudre River north to three different independent ponds that are in series of each other with pipes linking them. Up until the activity here north of Hickory, the portions south of Hickory were identified kind of as a phase one, and then north of Hickory is phase two. So, with funding, kind of looking at that order of development from the outfall of the Poudre River north up…you know all the way up to the Hickory pond. This is kind of changing a little bit of priorities on our end, and we've actually put into a budget offer for '25 and '26 the potential to look at bringing this pond online sooner than that with some details of kind of how some infrastructure would work out. Does that answer your question or would you like a little more detail or other clarifications?

CHAIR KATZ: That answers it, and it's very helpful. Thank you so much for jumping on, Matt.

MATT SIMPSON: You're welcome, let me know if you have any other questions.

CLARK MAPES: Can I ask Matt to perhaps chime in and clarify one aspect of this? My perception, my understanding of this, is that this is kind of an opportunity for the developer of the infrastructure to do an initial, not phase, but you know, to start to actually create a portion of this regional detention pond. The City may still come in later and actually make it even deeper and do some more work, but I was thinking, Matt, am I right, that there is the capital improvement planning based on what was known before this opportunity came up, but is this an opportunity that's kind of being captured by the City with this stormwater feature?

MATT SIMPSON: Yes, Clark, you're exactly correct. The infrastructure project would excavate out a large portion of the future City Hickory pond, which is a huge advantage to the Stormwater Utility that that earth work would be done by the developer; however, this is not going to be an ultimate condition. The developer is going to leave this at an interim condition that is a significant improvement to all in this area as far as storm drainage and flood protection; however, an ultimate City capital project is still being formulated for this area. This detention basin will go through an outreach process to solicit input from the community as far as what amenities the community will want in the ultimate pond as far as passive, active recreation within the Hickory pond. Did I answer your question? I can go into more detail, Clark, if you'd like.

CLARK MAPES: Thanks, no, that's good for me.

CHAIR KATZ: Thank you both, I learned a lot.  Imagine that, developer is putting in infrastructure that benefits the City.

COMMISSIONER TED SHEPARD: Steve, will the future signalization of Suniga and College take pressure off the Conifer intersection with College?

STEVE GILCHRIST: I don't have a full detailed analysis, but we do kind of project that.  You know, Suniga as it develops even further to the east of Lemay is projected to carry the larger bulk of the traffic in this area as the major arterial east-west.  So, we're hoping its going to take some of that pressure off Conifer, which is a collector, and also off Vine, which is another minor arterial to the south.  So, yeah, we're projecting that, we just don't have any detailed analysis on it.

COMMISSIONER SHEPARD: And while you're there, can you tell me, will the roadway classification for Hibdon Court change?

STEVE GILCHRIST: No, it's still just a local street.  Mason is a collector and it will remain a collector as well.

COMMISSIONER SHEPARD: And Hibdon and College is right in, right out?

STEVE GILCHRIST: I don't…

CLARK MAPES: I think there's a median.

STEVE GILCHRIST: I'd have to verify that.

COMMISSIONER SHEPARD: Would we ever expect that to be modified in any way do you think?

STEVE GILCHRIST: So within the North College enhanced travel corridor, they are looking at possible locations where pedestrian improvements might be needed, especially with the transit facilities that are going to be across here.  So, it's one that, yeah, there's possibilities of needing some improvements, but I can't guarantee it's going to be at Hibdon.  If you look at the Master Street Plan now, Mason goes north of Hibdon and turns back out to College, so there's potential need there, it just hasn't been fully determined yet within that plan.

COMMISSIONER SHEPARD: It's been a while since I've been on Hibdon.  Will it need to be upgraded at some point, perhaps with a future development project?

STEVE GILCHRIST: I would imagine it could remain a local street, and that's one, if there is future development, we can look at the volumes and…especially, there's a proposed daycare, so to speak, on the south side.  If the north side develops, we can look at that as well.

COMMISSIONER SHEPARD: But it might need to have a widened sidewalk, or a bike lane, or something like that?  You'd look at all that?

STEVE GILCHRIST: If it remains a local, it would more than likely not require a bike lane. Widened sidewalks, yes, adjacent frontage improvements, yes, we would look at that.

COMMISSIONER SHEPARD: Great, thank you.

CHAIR KATZ: Any other clarifying questions for staff or the other applicant?  Great, at this time we'll open it up for public comment.  Again, let's focus on the infrastructure ODP.  Who in the Chamber would like to speak to the Commission this evening? Quick show of hands? We have one. Okay, come on up. Please state your name and address for the record, and you will have three minutes, sir.

CHARLIE MESSERLIAN: Name is Charlie Messerlian, 700 North College. I've been there selling trucks for the last thirty-five years, and I've built 65,000 feet of warehouse space on Hickory Street. So, one question is, if these are local streets, Mason and Hibdon, and this homeless thing didn't go through but they wanted to put up a…I'm trying to think ahead here…if they wanted to put, instead of this homeless, they want to put up some kind of low-income high-density housing, would a local classified street accommodate that? That's one question. Another question is, would this…is it going to be required…before you consider this homeless thing, is it going to be required that Hibdon and Mason and all the infrastructure, drainage and so forth, is that going to have to be approved and built, or…at what level before you consider another proposal for the land?

CHAIR KATZ: And we'll let staff answer all these when you're done, so keep going.

CHARLIE MESSERLIAN: I had some other ones; I can't think of it. Okay now, if they build this thing…this proposal seems kind of…it doesn't seem all that defined right now, but would you require it to be defined to the extent that they could, instead of building this homeless thing which nobody wants, and its going to have all kinds of legal and publicity type challenges, which I don't think anybody…you're not going to ever overcome it. Are you going to require those improvements to be to the level where you can put up some multi-family, low-income type housing, which I think everybody would be behind that.

CHAIR KATZ: Yeah, staff…just keep going and they'll have an opportunity to answer all your questions.

CHARLIE MESSERLIAN: I can't think of any more questions.

CHAIR KATZ: Okay…and a lot of that is zoning…

CHARLIE MESSERLIAN: …more in the future, but I can't right now.

CHAIR KATZ: Well, I appreciate the questions. First, we're going to go online and see if there's anyone else that wants to comment, and we'll let the applicant and staff answer you, so please stick around. Real quick, anyone else in the Chamber like to address the Commission. Anyone online, Shar, or via phone?

SHAR MANNO: We do not have any raised hands.

CHAIR KATZ: Okay, with that we will close public comment. We will turn it over to…I think normally we would go to the applicant first, but I think this one might be more staff appropriate, so if Clark or Clay would like to respond to Charlie's questions.

CLAY FRICKEY: Just real quick, I did see a hand come up online.

CHAIR KATZ: They still there, Shar?

SHAR MANNO: Yes, it is Dave, and if he gives me one moment, I will allow him to talk. Alright, he should be all set.

CHAIR KATZ: Alright, Dave, three minutes, please state your name and address for the record.

DAVID GARNER: Hello, my name is David Garner, 1505 North College. Can you hear me?

CHAIR KATZ: Yep, go ahead, sir.

DAVID GARNER: I just have a quick question regarding the parcels and the dotted lines. It appears that in certain site plans the red line goes on the south side of Hibdon Court, and then there's a few site plans where the dotted line extends past to where parcel three goes north of Hibdon Court. And, specifically, if that does go north and the site plans extend…I'm curious about the pedestrian access point on the north side of Hibdon Court, which was not identified in Carol's [*sic*] blue circles for access for pedestrians.

CHAIR KATZ: We'll have staff and the applicant address all questions. Do you have anything else, Dave?

DAVID GARNER: No, that's it, thank you.

CHAIR KATZ: Thank you for your time, appreciate you chiming in. Clark, do you want to address the few questions that we've heard, first?

CLARK MAPES: Sure. First, I'm going to start on the question of whether this infrastructure could serve another use, such as multi-family housing. And, based on the reading of the traffic study that I mentioned, where the traffic generated by the assumptions so far has little to no effect on the other streets. So, it would be speculation, but Steve, the Traffic Engineer, do you think that this infrastructure could serve other uses such as multi-family housing?

STEVE GILCHRIST: Yes, let me first clarify to the gentleman, Mason is actually a collector street, so it's a higher classification street. Hibdon is the local street which connects out to College. Based on, you know, the anticipated trips with what they're proposing, this is more than going to function well, but it also does provide with the collector street, it will provide the infrastructure for something different. And that's one of the things with, depending on if the Rescue Mission doesn't come in, we'll evaluate that again to make sure that whatever they've built is consistent with what's required.

CLARK MAPES: Right, and then the site plan lines. On ODPs, those lines are drawn on a computer and they're…they look pretty specific, and if any of the different drawings show them a little bit differently, I would suggest that anyone can just imagine that those lines are drawn with a marker, and that they're drawn as like bubbles around the parcels. I've got…I could show you what I mean I think. I don't know what's going on here…let me just skip down to the bottom of the presentation, just to show you what I mean. I don't have the image that I was thinking of.

CHAIR KATZ: Clark, is it fair to say that what you're trying to get at is that they're very conceptual because they're not firm lines, and they're more…

CLARK MAPES: Yeah, but…yes, sorry…but regarding the specific question of getting to the north side of Hibdon, that is a different parcel that is not part of this ODP. The property owners that own the land that is involved in this ODP don't own land that extends across to the north side of Hibdon, and if one of the lines crosses over and it seems to raise a question of whether this ODP says anything about the land uses on the north side of Hibdon, that answer would be no.

CHAIR KATZ: Thank you, Clark. Does the Ripley team want to add anything to address the public's questions?

STEVE GILCHRIST: Can I chime in really quick?

CHAIR KATZ: Go ahead, Steve.

STEVE GILCHRIST: Regarding the pedestrian access…one of the things we did require with this ODP is we were sure to include sidewalks along the south side of Hibdon that connect from Mason out to College Avenue, that was one of the critical pieces.

CHAIR KATZ: Thank you, that is an important detail. I appreciate you sharing that, Steve. Klara?

KLARA ROSSOUW: Really quickly, wanted to just add, I know we had an earlier question about future development if it were, you know, not to be a shelter and something else came in. I think whatever that use is would be subject to what is allowed within the zoning district, and I believe there are some multi-family uses that are allowed. I think a permanent supportive housing type of situation was also mentioned…we would have to go back and see if that's an allowable use, but if it were an allowable use, that could certainly be something that could happen in the future. And then there was another question about…and what we would refer to as adequate public facilities…any project that developed on any of those parcels would have to ensure that they're meeting those standards. So, hopefully that clears that question up.

CHAIR KATZ: Thank you, and just to note to both the members of the public, that when there is a project development plan, that will be scrutinized for adequate infrastructure, circulation, both, you know, pedestrians and vehicular, as well as, if it's something different, probably a new traffic impact study that would be reviewed by City traffic engineers. Any other follow-up clarifying questions to staff or the applicant before we jump to a deliberation? Okay, with that I'll close the input to the applicant. Who would like to start us off on deliberation? Thank you, Ted.

COMMISSIONER SHEPARD: There's a lot of value in doing overall development plans. It's a precursor, it's a big high-level view of some of the constraints, it's a very valuable planning exercise, it's good strategic thinking, it's looking ahead and identifies the issues. And, I appreciate the folks that have come down to speak to us about the future potential land use. Klara said it well, there's energy in the room, and we're not naïve, we know what's being proposed somewhere down the line perhaps, but the first step is an overall development plan that captures all of the issues related to land development, which certainly needs to be addressed no matter what the potential land use is. So, I appreciate the application and the staff analysis. And stormwater jumping in, thank you, and to Steve, thank you for your input as well.

CHAIR KATZ: Yeah, I'll echo Ted; I'm going to support the ODP. You know, if and when this does come as the proposed homeless shelter, remember guys, there's a lot of development standards that we're not addressing with this that that application is going to have to overcome, and I would certainly encourage you to come back, please address us, you know, bring all your neighbors and friends with your concerns, because public input is so important here. And thank you for being restrained, because it could get emotional. But, we do have to review what is in front of us, and that's the ODP today.

COMMISSIONER YORK: I like the ODP plan here because it does do the things that are required from the stormwater…sorry, it took me a minute to get back to stormwater…to the stormwater retention, and the plan that was in place there. I know that North College has had a problem with that for a long time, and if this is what catalyzes getting more of that infrastructure in place and getting utilities in place where they are protected so that it saves the City money in the future regardless of what happens later on the private parcels, I think this is a great way to move about it, so I'll be supporting getting that work done.

CHAIR KATZ: Thanks, York. Anyone else, or do we want to hear a motion?

COMMISSIONER SASS: I'll echo what Ted said a little bit, that the ODP is…identifies the challenges, it does, and it brings it to light and lets the designers identify some of those problems and making their design fun while it's within the confines of the Land Use Code. It's important to identify the challenges so that you can overcome them. And when whatever plan gets presented following this, the groundwork is there, and they've got to meet the Land Use Code. So, I'll be supporting this for the reasons I mentioned before with the Urban Renewal and the North College Corridor Plan and furthering pushing those forward, moving North College forward, this is helping do that.

VICE CHAIR STACKHOUSE: And I'll add too, I do support this. I appreciate everyone sticking with us…we're taking a look at a narrow issue, not a future issue, so thank you for your understanding on that. We talked extensively at the workshop of how important it was to keep this very narrow in scope. So, within the scope of what's being proposed, I support it as well.

CHAIR KATZ: Anybody want to take a shot at a motion? Thank you, Adam.

COMMISSIONER SASS: I move that the City of Fort Collins Planning and Zoning Commission approve the Mason Street Infrastructure Overall Development Plan ODP230001. The Commission finds that the overall development plan complies with all applicable Land Use Code standards. This decision is based on the agenda materials, the information and materials presented during the work session and this hearing, and the Commission discussion on this item. Further, the Commission hereby adopts the information, analysis, findings of fact, and conclusions regarding the overall development plan contained in the staff report included in the agenda materials for this item.

CHAIR KATZ: Thank you, Adam. Do we have a second?

COMMISSIONER YORK: Second.

CHAIR KATZ: Roll call please?

SHAR MANNO: Sass?

COMMISSIONER SASS: Yes.

SHAR MANNO: Shepard?

COMMISSIONER SHEPARD: Yes.

SHAR MANNO: Stackhouse?

VICE CHAIR STACKHOUSE: Yes.

SHAR MANNO: Stegner? Oops, sorry, York?

COMMISSIONER YORK: Yes.

SHAR MANNO: And, Katz?

CHAIR KATZ: Yes. And with that, the Mason Street Infrastructure Overall Development Plan ODP has been approved.

# Link to Video

Planning & Zoning Commission
February 15, 2024

https://youtu.be/sK5D662U0Oc

# Applicant Appeal Presentation Materials

# Subject to Review for New Evidence and Council Acceptance

Received March 13, 2024

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March 12, 2024

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To: Fort Collins City Clerk
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Re: 1311 N. College, LLC/Applicant's Response and Request for Dismissal with Prejudice of Charles Meserlian/Appellant's February 27, 2024, appeal of the February 15, 2024, Planning and Zoning Commission approval of the Applicant's Mason Street Overall Development Plan.

**Background & Legal Framework.**

On February 27, 2024, Appellant appealed the February 15, 2024, Planning and Zoning Commission Approval of the Applicant's Overall Development Plan. Appellant's sole intent in filing the appeal was to stop the subsequent development of the Rescue Mission from building a Shelter at the location.

An Overall Development Plan ("ODP") is utilized pursuant to Fort Collins' Land Use Code ("LUC") Section 2.1.3 to "establish general planning and development control parameters for projects that will be developed in phases with multiple submittals while allowing sufficient flexibility to permit detailed planning in subsequent submittals." Critically, the approval of an ODP does not establish any vested rights to develop the property in accordance with the plan. The Applicant submitted its final Overall Development Plan ("ODP") application to the City and the Planning and Zoning Commission ("P&Z") unanimously approved it on February 15, 2024.[1]

The Applicant's ODP submission was solely comprised of information regarding infrastructure for the project (the "Project"); no future uses were identified or designated for P&Z's consideration. While it is generally understood that a specific development plan that may include the Fort Collins Rescue Mission Shelter Development (the "Shelter") is likely to be proposed at a later time, such a submittal was not

[1] LUC Section 2.1.3(B)-(C).

before P&Z on February 15, 2024. Rather, if and when the Shelter comes before P&Z, it will be in the form of a request for a Final Plat approval, not an infrastructure ODP.

Additionally, City Staff communicated to the P&Z Commission that separate from any future Shelter development, the approval of the Applicant's ODP had significant positive benefits for the City's future stormwater master plans for the community as a whole along the North Mason Corridor; plans that have been decades in the making. City Staff made it clear, and the Commissions acknowledged, that whether the Shelter was ultimately approved at a later date or not, was not before P&Z at the February 15, 2024 Hearing.

Appellant's true purpose in filing this appeal is his opposition to the Shelter. P&Z clearly defined the narrow scope of its review during the February 15, 2024 Planning and Zoning Commission Hearing ("P&Z Hearing"); which was review of the Applicant's ODP's compliance with the Fort Collins Municipal Code and Land Use Codes. On several occasions, P&Z and City Staff clarified that the appropriate time to raise concerns or objections to the development of the proposed Shelter project was when those specific development plans came before P&Z.

> **"Meserlian . . . outspoken critic of the Fort Collins Rescue Mission's proposed shelter, said the appeal is intended to stop the Rescue Mission from building on North College Avenue."** ***The Coloradoan*****, February 28, 2024.** [2]

Despite this, the Appellant blatantly chose to abuse the City's appellate process by bringing this appeal on the pretense of P&Z's failure to properly interpret certain provisions of the Fort Collins Municipal Code and LUC. **The Applicant is literally quoted in the local Fort Collins' paper as stating that the appeal is "intended to stop the Rescue Mission from building on North College Avenue."** This is an abuse of process and should be treated as such. The Applicant requests that City Council deny the Appellant's request to be heard on the appeal before the City Council as it was brought on grounds not recognized in the Fort Collins' Municipal Code, and thus City Council has no legal basis for its review. To entertain such blatant misuse of the appellate process is to encourage and condone such action in the future. To allow this appeal to go forward violates the Applicant's due process and equal protection rights by allowing the Appellant a special mechanism for appeal not adopted in any governing City Code and not afforded to any other party.

In the alternative, the Applicant requests that City Council uphold P&Z's approval of the ODP without any form of remand for the reasons discussed below.

**Approval of the ODP.**

The Applicant met the seven criteria in the LUC for approval of its ODP. As none of the criteria of LUC Section 2.3.2(H)(1)-(7) are challenged in the Appellant's Notice of Appeal, the approval should be

[2] See attached Exhibit A.

upheld. It is imperative to note that LUC Section 2.3.2(H)(6) states that "the ODP shall be consistent with the appropriate Drainage Basin Master Plan." The only evidence in the record, provided in the Staff Report, in Staff's presentation to P&Z, in the Applicant's ODP submission materials (which included extensive documentation regarding drainage and utility plans) and by the Applicant during their presentation, was that the stormwater requirements for the Project (the infrastructure plan), were sufficiently met; thus, consistent with the Dry Creek Master Plan.[3]

**Upholding the ODP Approval.**

The Appellant's reliance on LUC Section 3.3.2(D) as grounds for an appeal of the ODP is misplaced. LUC Article 3 governs general development standards. Section 3.3.2(A) articulates what an applicant must submit to the City Engineer before a "final plat" can be approved. An ODP, by definition, is not the same as a Final Plat; rather it is a precursor to a Final Plat which has its own review procedure. To prove this point, one has only to remember that an ODP provides the Applicant with no vested rights to develop a project, unlike a Final Plat.

Appellant's reliance on LUC Section 3.3.2(D) is also erroneous. Section 3.3.2(D) governs "Required Improvements Prior to the Issuance of a Building Permit." The Applicant was not seeking approval to build a regional stormwater detention pond; rather, that will be a request made by the City at a later date when it seeks approval for the phased North Mason Corridor Plan improvements. To interpret the LUC Section 3.3.2 as Appellant suggests, requires City Council to read it as directly conflicting with LUC Section 2.1.3 which states that an ODP establishes parameters for projects while allowing sufficient flexibility to permit detailed planning in subsequent submittals.[4] Appellant's interpretation of the Code negates the entire purpose of an ODP, which is simply to define the parameters of later inter-related final plan submittals. To be clear, the City's North Mason Corridor Plan, while benefiting from the ODP, is not even part of the ODP.

The Appellant's arguments inappropriately conflate the discreet limited detention pond improvements related to the ODP and the City's future North Mason Corridor Plan regional detention pond approvals. It is the North Mason Corridor Infrastructure Plans that will need to show conformance with the Dry Creek Master Plan and Stormwater Quality and Stream Restoration for expansion of the detention pond to a regional detention pond. To deny the Applicant's ODP on the basis that the City has not shown conformance with future regional stormwater drainage master plans for a separate project defies logic.

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[3] It should also not be lost on City Council that Appellant was at the Hearing and asked questions and made comment. He did not raise this issue at the time of the hearing; lending further credence to the fact that this appeal was brought for reasons other than concerns over stormwater master plan conformance.
[4] *R.W. v. People In Interest of E.W.*, 523 P.3d 422, 425 (2022)(When interpretation a statute (or Municipal Code) the Court's primary aim is to effectuate the legislative intent. A reviewing court looks first to the plain language of the statute and then evaluates the entire statutory scheme in order to give "consistent, harmonious and sensible effect to all of its parts.").

When the City seeks approval for its large scale phased improvements related to the North Mason Corridor Plan, (street, utility and stormwater drainage plans), then P&Z and City Council's review of the City's compliance with the Dry Creek Master Plan for the regional detention pond will be appropriate. Until then, denying the Applicant's discreet infrastructure Project, or conditioning such plans on the development of the City's regional stormwater engineering plans (as the Applicant suggests) is improper. To do so would be a violation of Colorado Revised Statute Section 29-20-203 (2023) – Conditions on land-use approvals – which prohibits local governments from requiring private property owners to provide services (i.e. – design the City's comprehensive stormwater engineering plans for the North Mason Corridor Plan regional detention pond) unless there is an essential nexus between the requirement and the project, and the request was roughly proportional in nature and extent to the impact proposed. Here, the impact proposed is a discreet infrastructure project supported by a moderate expansion of the detention pond, not a City-wide stormwater overhaul. The expansion of the detention pond as proposed by the Applicant is sufficient to support the Project and in conformance with the Dry Creek Basin Stormwater Master Plan. That the City refers to the detention pond as an "interim" design for their final buildout that would make the detention pond suitable for regional use is beyond the scope of the ODP review.

Appellant's interpretation reads conflict into the Code and LUC where none currently exits; it is nonsensical and should be dismissed as such.

**Conformance with the Dry Creek Basin Stormwater Master Plan.**

Without waiving the arguments above, Applicant would also state that the materials presented at the P&Z Hearing show conformance with the Dry Creek Basin Stormwater Master Plan as articulated in Exhibit B attached hereto.

Conclusion.

The Applicant respectfully requests that the Appellant's appeal be summarily dismissed without hearing as it was brought without basis in the City or Land Use Code and solely for inappropriate purposes as admitted by the Appellant in the local paper. In the alternative, the Applicant requests that City Council upholds the P&Z approval of the Project.

Respectfully Submitted,

Claire N. Havelda

Coloradoan.

EXHIBIT A

NEWS

# This appeal could delay the proposed 24/7 shelter on North College in Fort Collins

**Pat Ferrier**
Fort Collins Coloradoan

Published 1:30 p.m. MT Feb. 28, 2024 | **Updated 2:38 p.m. MT Feb. 28, 2024**

A north Fort Collins business owner has challenged the city planning commission's approval of a complex stormwater drainage plan on North College Avenue in an effort to stop or stall a proposed shelter for up to 200 unhoused men.

On Tuesday, Charles Meserlian, owner of Fort Collins Truck Sales, 700 N. College Ave., filed an appeal of the commission's Feb. 15 approval of the Mason Street infrastructure overall development plan including a regional detention pond on the west side of North College Avenue. Meserlian says it violates the city's 2002 stormwater master plan.

date had been scheduled.

Meserlian, a member of the North Fort Collins Business Association and outspoken critic of Fort Collins Rescue Mission's proposed shelter, said the appeal is intended to stop the Rescue Mission from building on North College Avenue.

The west side detention pond is needed with or without the proposed shelter, but the shelter can't move forward without it, city planner Clark Mapes told business association members Wednesday. That's why approval of the infrastructure plan has preceded the shelter's development plan. Before Fort Collins Rescue Mission fully invests in development, it needs to know the infrastructure will be constructed, he said.

According to plans, the detention pond would be an interim pond dug to a depth required for that parcel. The city would later expand the detention pond as part of its capital improvement projects when it has the money to do so, Mapes said.

The Mason Street infrastructure final development plan is tentatively scheduled to be heard by a city hearing officer in May, Mapes said.

Drainage issues on North College Avenue have been a concern for decades and are the primary reason the west side has been slower to redevelop than the east. Investment on the east side of North College Avenue took off after the Northeast College Corridor Outfall opened, taking hundreds of acres of land out of the flood plain and making it ripe for new development.

Stormwater facilities along College Avenue are full, so the west side needs an outfall for water to drain into. Part of that is also figuring out regional detention that minimizes impacts on individual properties that might redevelop.

Pat Stryker's Bohemian Foundation is donating the land to Fort Collins Rescue Mission, reducing the time and money it will take to get the facility up and running.

That parcel is adjacent to city-owned land, and a land swap between the two entities is in the works to allow for a larger shelter and facilitate the on-site drainage area. City Council is expected to give final approval to the land swap next week.

Coloradoan.

guarantee to the upstream property owners, stakeholders, that a regional benefit could be satisfied."

During city staff's presentation of the Mason Street infrastructure overall development plan to the Planning and Zoning Commission, "it was stated there is plenty of space for the ultimate regional detention pond. It is believed that this is grossly misleading since there is no evidence or analysis ... that the ultimate regional pond is feasible with the proposed ODP improvements," the appeal states.

**Previous coverage:** Neighbors want more answers about planned 24/7 homeless shelter in north Fort Collins

It is unclear what impact Meserlian's appeal will have on the mission's Planning and Zoning Commission hearing expected to take place in June.

Fort Collins Rescue Mission continues to work on fundraising and community outreach for the 40,000-square-foot project that will more than double year-round space for men experiencing homelessness. Senior Director Seth Forwood said the Rescue Mission has secured $20 million of the $27 million needed to build the shelter.

The proposed building has two wings around a vestibule and entry, an industrial feel with corrugated metal and a slanted roof. The southern wing will be for day use with a cafeteria, administrative offices and designated area for volunteers. The northern wing will have a second story and house the overnight shelter. The outdoor area on the west side of the building will be surrounded by a secure, 6-foot-tall fence.

The site, one of two recommended by the city's Homelessness Advisory Committee in 2021, is close to other services for unhoused people including the Murphy Center for Hope, Food Bank for Larimer County, Catholic Charities and others.

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Note: Article Copy with Photographs Included

MARKETPLACE
ırch For & Place Classifieds

Coloradoan.



NEWS

# This appeal could delay the proposed 24/7 shelter on North College in Fort Collins

Pat Ferrier
Fort Collins Coloradoan

Published 1:30 p.m. MT Feb. 28, 2024 | Updated 2:38 p.m. MT Feb. 28, 2024

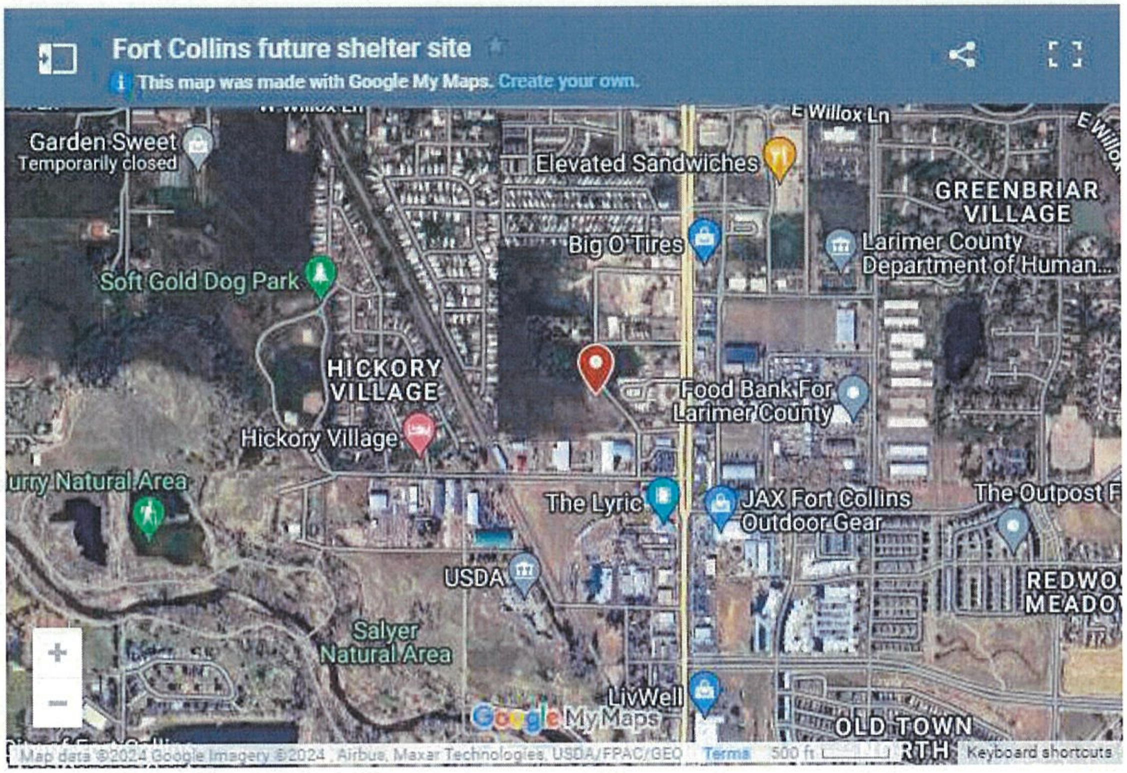
13 Photos VIEW FULL GALLERY

**North Fort Collins community gathers to discuss new Fort Collins Rescue Mission shelter**

Organizers aimed to bring together stakeholders and local leaders to get more answers and share their opinions about the proposed 24/7 shelter.

A north Fort Collins business owner has challenged the city planning commission's approval of a complex stormwater drainage plan on North College Avenue in an effort to stop or stall a proposed shelter for up to 200 unhoused men.

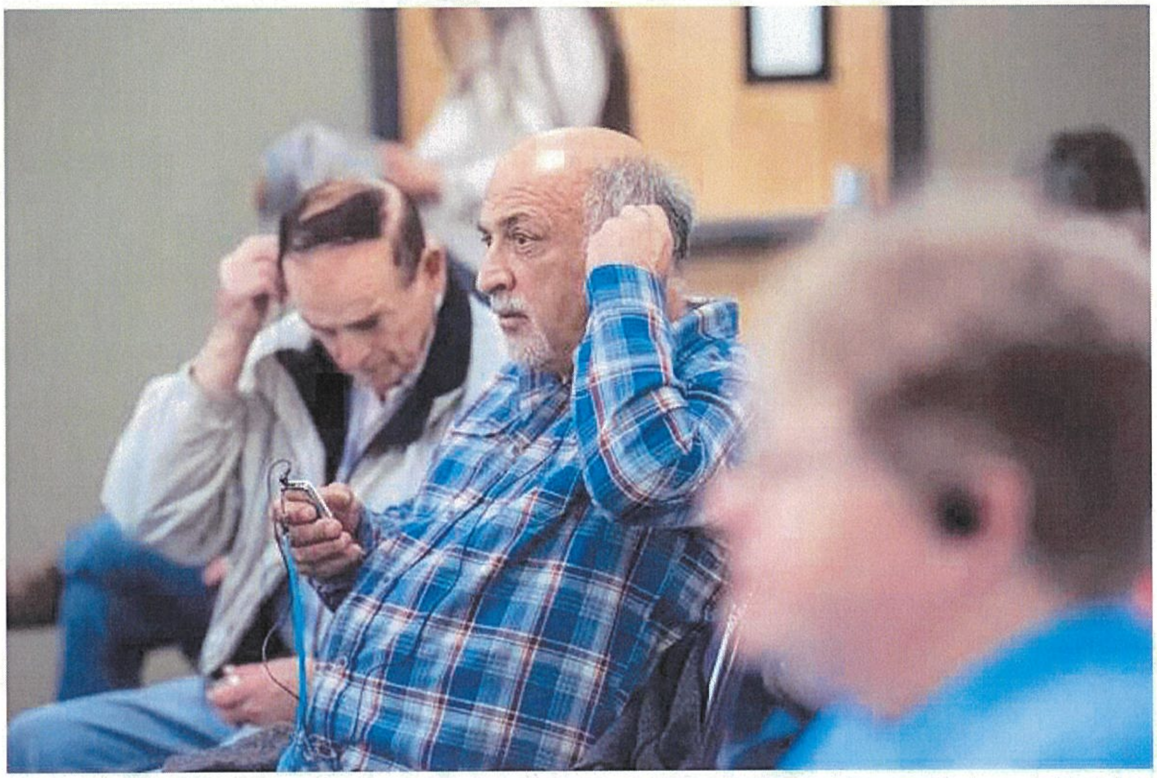
On Tuesday, Charles Meserlian, owner of Fort Collins Truck Sales, 700 N. College Ave., filed an appeal of the commission's Feb. 15 approval of the Mason Street infrastructure overall development plan including a regional detention pond on the west side of North College Avenue. Meserlian says it violates the city's 2002 stormwater master plan.




It is called the Mason Street plan because Mason Street would extend through the site.

The appeal will be heard by Fort Collins City Council. As of Wednesday morning, no hearing date had been scheduled.

Meserlian, a member of the North Fort Collins Business Association and outspoken critic of Fort Collins Rescue Mission's proposed shelter, said the appeal is intended to stop the Rescue Mission from building on North College Avenue.



Charles Meserlian adjusts an earpiece before the start of a meeting organized by Hickory Village mobile home residents to discuss Fort Collins Rescue Mission's plans to build a 24/7 shelter for men experiencing homelessness on Dec. 11, 2023, at the Northside Aztlan Community Center in Fort Collins. Organizers, who presented the meeting in Spanish, aimed to bring together stakeholders and local leaders to get more answers and share their opinions about the project. *Tanya B. Fabian / For The Coloradoan*

The west side detention pond is needed with or without the proposed shelter, but the shelter can't move forward without it, city planner Clark Mapes told business association members Wednesday. That's why approval of the infrastructure plan has preceded the shelter's development plan. Before Fort Collins Rescue Mission fully invests in development, it needs to know the infrastructure will be constructed, he said.

According to plans, the detention pond would be an interim pond dug to a depth required for that parcel. The city would later expand the detention pond as part of its capital improvement projects when it has the money to do so, Mapes said.

The Mason Street infrastructure final development plan is tentatively scheduled to be heard by a city hearing officer in May, Mapes said.

Drainage issues on North College Avenue have been a concern for decades and are the primary reason the west side has been slower to redevelop than the east. Investment on the east side of North College Avenue took off after the Northeast College Corridor Outfall opened, taking hundreds of acres of land out of the flood plain and making it ripe for new development.

Stormwater facilities along College Avenue are full, so the west side needs an outfall for water to drain into. Part of that is also figuring out regional detention that minimizes impacts on individual properties that might redevelop.

Pat Stryker's Bohemian Foundation is donating the land to Fort Collins Rescue Mission, reducing the time and money it will take to get the facility up and running.

1 PDP NE VIEW

Rendering of proposed 24/7 shelter at 1311 N. College Ave., Fort Collins, for men experiencing homelessness *City Of Fort Collins Planning Documents*

That parcel is adjacent to city-owned land, and a land swap between the two entities is in the works to allow for a larger shelter and facilitate the on-site drainage area. City Council is expected to give final approval to the land swap next week.

According to Meserlian's appeal, the overall development plan should be considered incomplete because "there is no evidence provided that the ultimate regional pond is achievable. It is necessary to provide this analysis and evidence at the ODP level to ensure a guarantee to the upstream property owners, stakeholders, that a regional benefit could be satisfied."

# EXHIBIT B

## Applicable LUC Criteria

LUC 2.3.2(H)(6) – Overall Development Plan Review Procedures
"The overall development plan shall be consistent with the appropriate Drainage Basin Master Plan"

Master Plan Criteria
The North Mason Street ODP is located within the Dry Creek Master Drainage Basin. All properties within this basin shall provide detention sufficient to allow a release rate of no more than 0.2 cfs/acre.

## Mason ODP Compliance

The ODP Drainage Report states in Section II.A.2 that the allowable release rate from the site is 0.2 cfs/acre, while Section II.C.1 also states the same. Both statements show that future projects within the ODP will conform with the Dry Creek Master Drainage Plan.

**Other Adopted Plans**
The City has not made the *Stormwater Quality and Stream Restoration Update to the Dry Creek Basin Stormwater Master Drainage Plan,* prepared by Ayres Associates, dated October 2012, publicly available. As such, a requirement of strict conformance therewith is a violation of the Applicant's due process rights under the ODP framework. The City itself is having trouble locating this document, but City staff have indicated they will provide this to the Applicant on Friday 3/8/'24. Should the City request further analysis regarding compliance with that plan it will be forthcoming.

# COUNCIL HEARING

## Re: Applicant’s Response to appeal of February 15th, 2024, Planning and Zoning Commission approval of the Mason Street Overall Development Plan

**May 7, 2024**

ripley design
LANDSCAPE ARCHITECTURE, LAND PLANNING

NORTHERN ENGINEERING

# Background

- Mason Street Overall Development Plan was unanimously approved by the Planning and Zoning Commission on February 15th
- Appellant filed appeal February 27th

# Grounds for Appeal

*"Meserlian… outspoken critic of the Fort Collins Rescue Mission's proposed shelter, said the appeal is intended to stop the Rescue Mission from building on North College Avenue"*

*- The Coloradoan, February 28, 2024.*

# Appellant's Fundamental Misunderstanding of the Land Use Code & City Code

The Appellants written arguments on appeal are premised on a fundamental misunderstanding of the Land Use Code.

- LUC 3.3.2(d)(5) – Stormwater Drainage.
  - *Not Applicable to ODP's.*
- City Code Section 26-543(a)(4) – Master Drainage Plan: Dry Creek Basin.
  - *Appellant Misinterprets Application.*
- City Code Section 26-543(a) – Conformity with master plan of the stormwater facilities.
  - *Appellant Misinterprets Application.*

# ODP Compliance: What is an Overall Development Plan?

## LUC 2.1.3 (B)(1) Purpose and Effect

*The purpose of the overall development plan is to* ***establish general planning and development control parameters*** *for projects that will be developed in phases with multiple submittals* ***while allowing sufficient flexibility to permit detailed planning in subsequent submittals****. Approval of an overall development plan does not establish any vested right to develop property in accordance with the plan.*

# Proposed ODP

- The Mason Street ODP comprises solely of information regarding the infrastructure for the project, not any subsequent development.
- No uses are identified within the Mason Street ODP
- Fort Collins Rescue Mission is NOT part of the Overall Development Plan Application

# Approval of the ODP

## LUC 2.3.2(H) An overall development plan shall comply with the following criteria:

(1) Shall be consistent with the permitted uses and applicable zoning district standards in Article 4 and general standards of Article 3.

(2) Shall be consistent with the required density range for residential uses for the applicable zoning district.

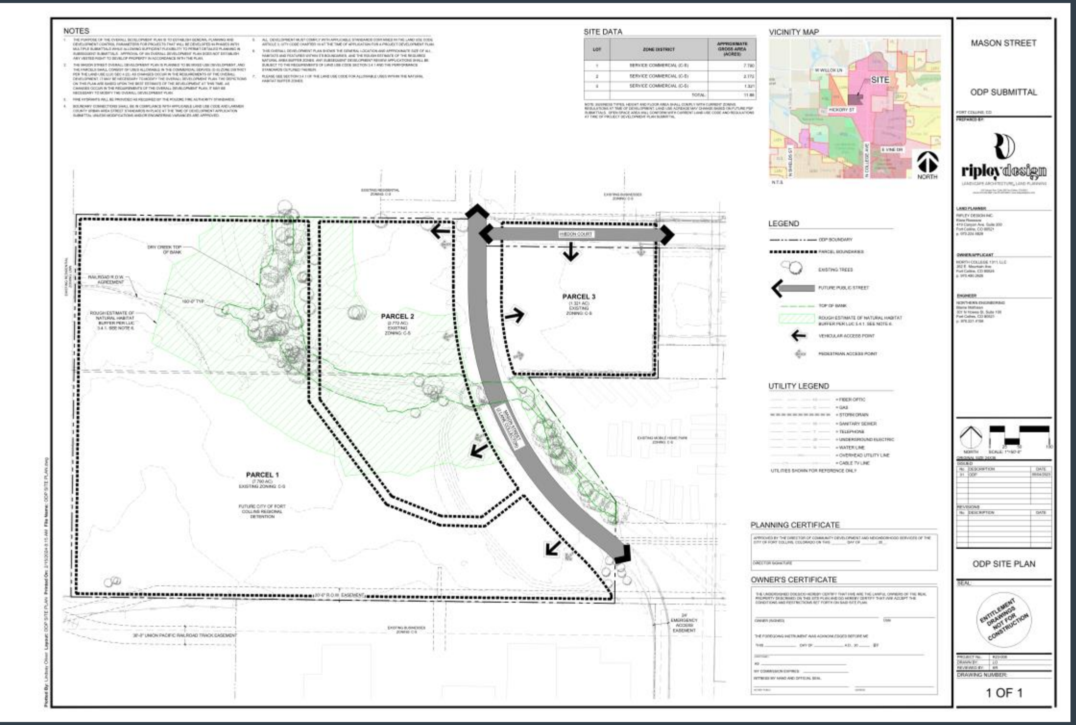
(3) Shall conform to the Master Streets Plan.

(4) Shall provide transportation connections to adjoining properties to ensure connectivity.

(5)  Delineate natural features and proposed rough estimate of buffer area.

(6) Shall be consistent with appropriate Drainage Basin Master Plan.

(7) Standards related to housing density and mix of uses shall apply the entire overall development plan.



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(6) Shall be consistent with appropriate Drainage Basin Master Plan.

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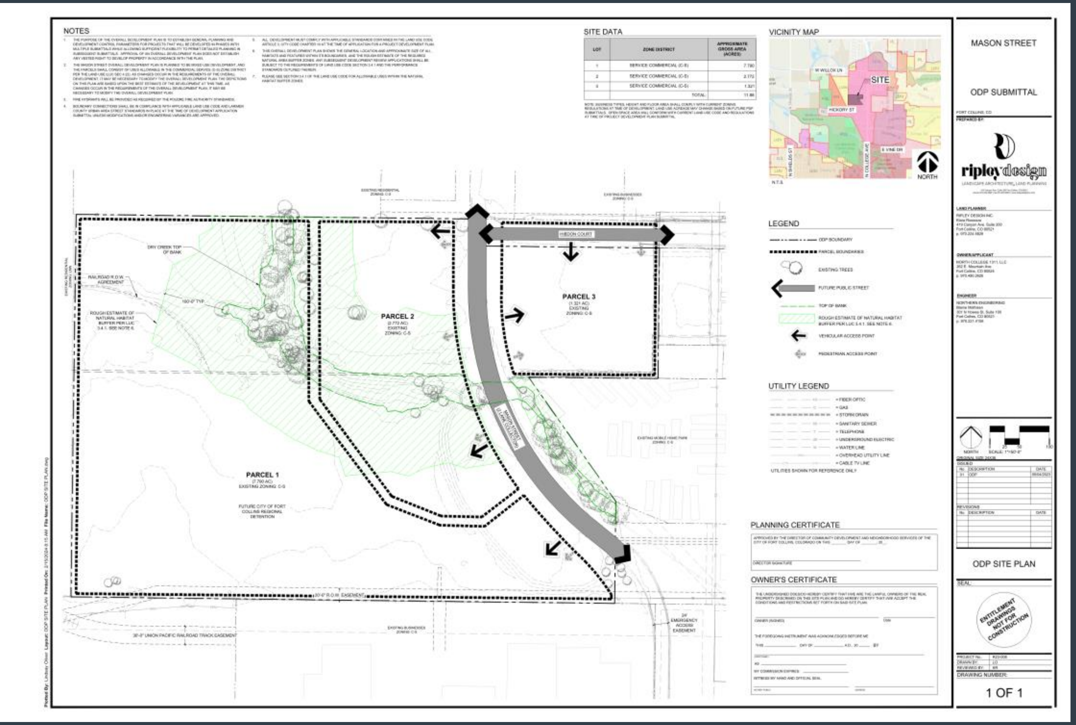


# Focus on Criteria 2.3.2(H)(6)

- The Mason Street ODP demonstrates that the project has the ability to provide facilities specified with the Drainage Master Plan.
- ODP does not require full build out of future infrastructure projects to support a finding of “consistency” with Drainage Master Plans.
- LUC  2.3.2(H)(6) requires simply that the level of design is consistent with the Drainage Master Plan for the specific project has submitted.
- All the evidence in the record shows that the project plan is in conformance with the Drainage Basin Master Plan.

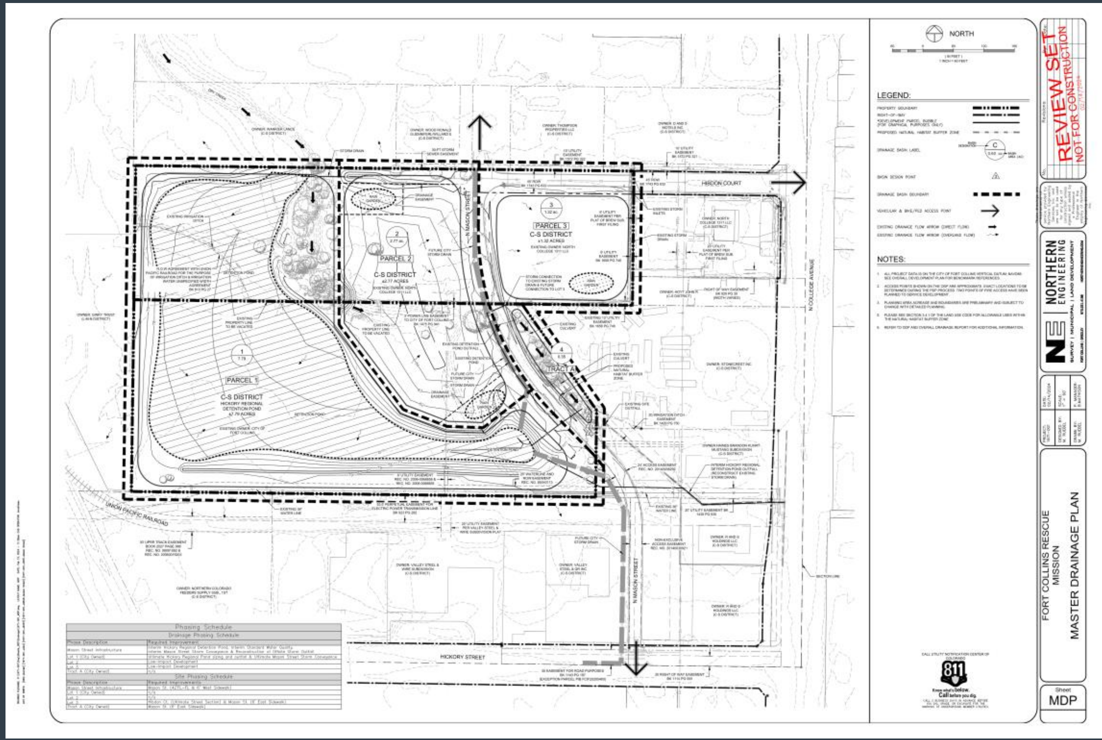
# Appeal Response: Stormwater Drainage

- None of the seven (7) ODP approval criteria are listed in the appellants response.
- ODP Submission materials showed documentation regarding drainage and utility plans for the infrastructure plan, and thus complies with the Dry Creek Master Drainage Plan.

Item 17.

# Appeal Response: Drainage Basin Master Plan Conformance

- Dry Creek Master Plan
- ODP shows that all properties shall provide detention sufficient to allow a release rate of no more than 0.2 cfs/acre (rate provided by the CoFC)
- Drainage report shows compliance (Section II.A.2 and Section II.C.1)
- The ODP identifies and accommodates:
  - Provides area for the future Hickory Regional Detention Area
  - Future corridors for the future inflow and outfall pipes from the ultimate Hickory Pond



# Appeal Response: LUC Section 3.3.2(D) Not Applicable

- Section 3.3.2(D) governs what must be submitted to the City Engineer before building permits can be issued.
- The Mason Street ODP application is not a request for a Building Permit.
- Applicable criteria for an ODP in LUC Section 2.3.2(H) have been satisfied.

# Conclusion

We ask that you either dismiss this appeal for failure to conform with Municipal Code Requirements of Section 2-48 or uphold the PC decision based on the evidence in the record before you that the ODP met the criteria of LUC Section 2.3.2.H(1)-(7).

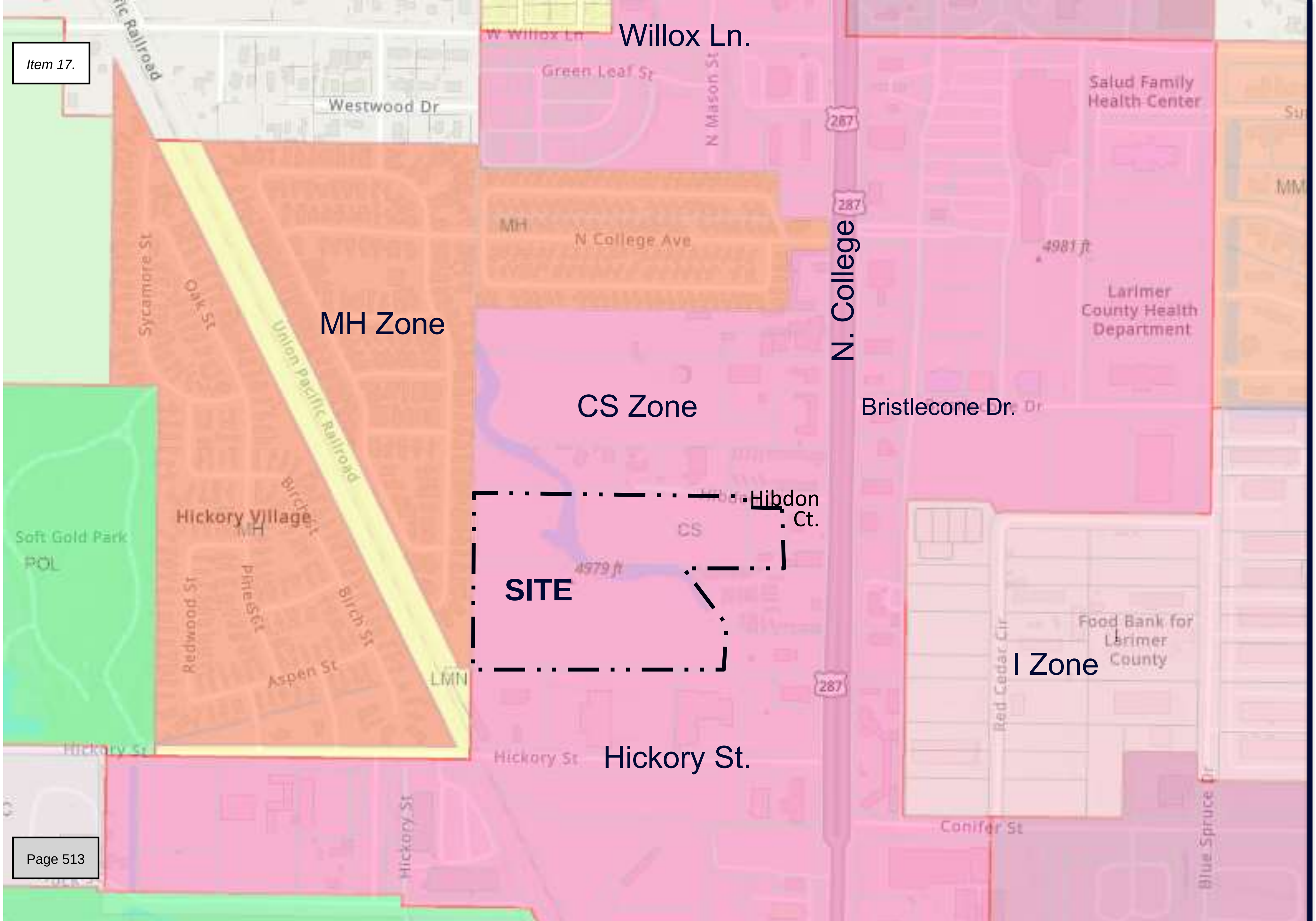
# Thank You

5-7-2024

# Mason Street Infrastructure Overall Development Plan (ODP) Appeal

Paul Sizemore, Community Development & Neighborhood Services Director

# Zoning


Willox Ln.
W Willox Ln
Green Leaf St
Westwood Dr
N Mason St
287
Union Pacific Railroad
Salud Family Health Center
MH
N College Ave
N. College
4981 ft
Larimer County Health Department
MH Zone
Sycamore St
Oak St
CS Zone
Bristlecone Dr.
Hibdon Ct.
CS
Hickory Village
MH
Birch St
Soft Gold Park
POL
4979 ft
SITE
Redwood St
Pine St
Birch St
Food Bank for Larimer County
I Zone
Red Cedar Cir
Aspen St
LMN
Hickory St
Hickory St.
Hickory St
Conifer St
Blue Spruce Dr

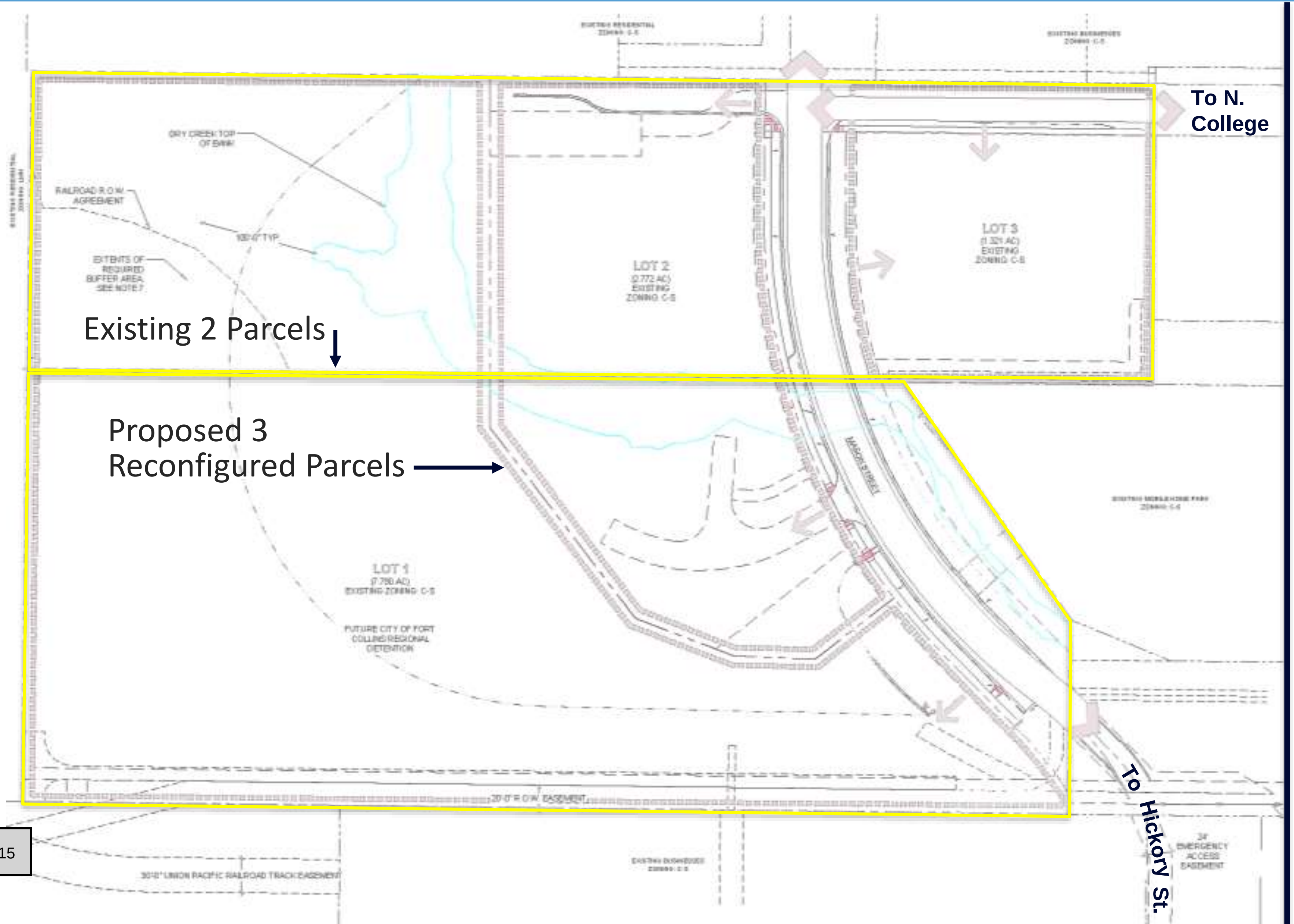
# Location




Mason Street Infrastructure Overall Development Plan (ODP)

# Property in the ODP Site Plan



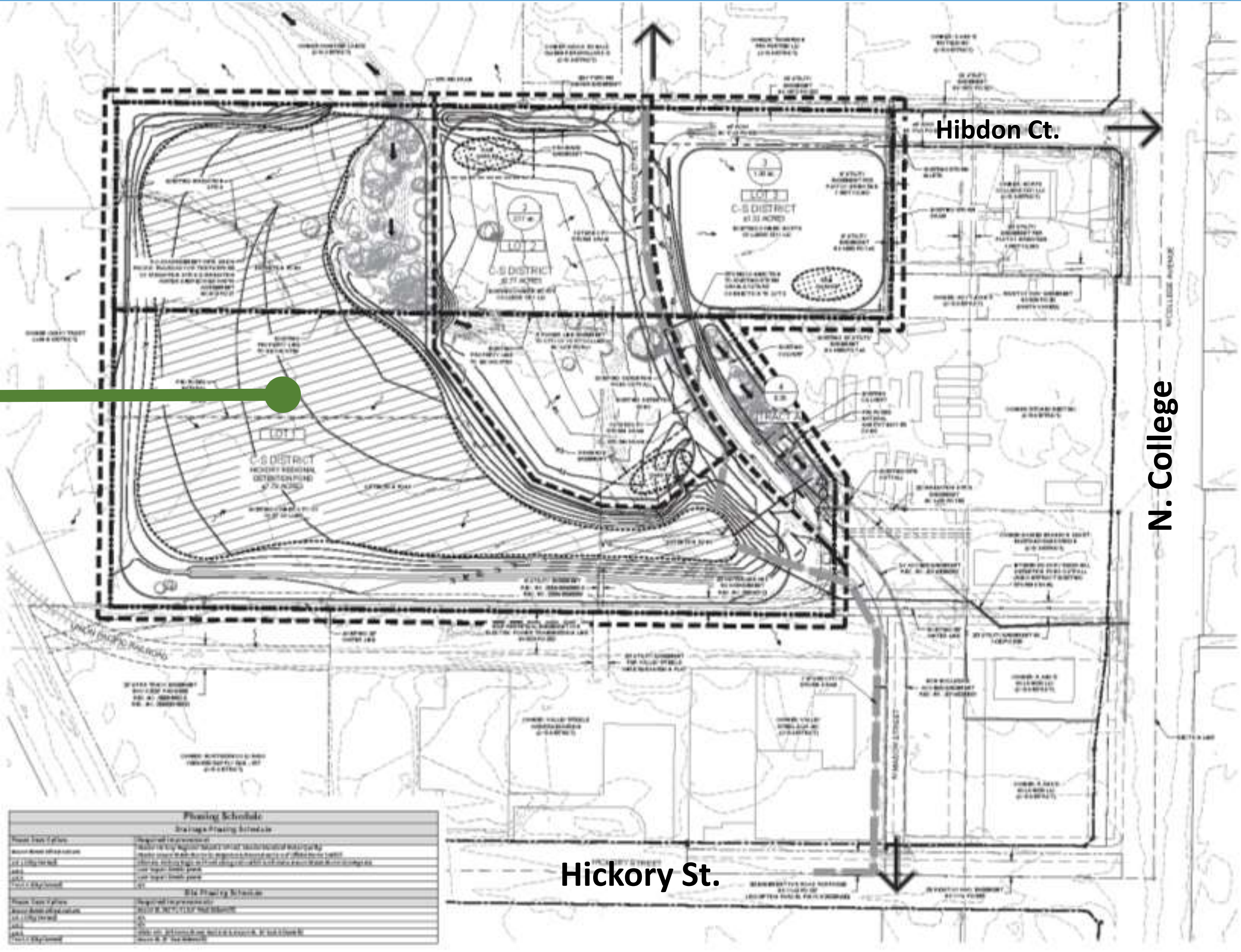



- 12 acres
- 2 parcels

# ODP Drainage Plan – Detention Pond



Detention Pond



# Timeline



| | |
|---|---|
| Oct 14, 2022 | Preliminary Design Review and Posting Online |
| June 7, 2023 | Signs Posted |
| May 10, 2023 | Neighborhood Meeting |
| May 26, 2023 | First Development Plan Submittal |
| Feb 15, 2024 | Planning and Zoning Commission Hearing |
| Feb 23, 2024 | Appeal Notice Received |
| May 7, 2024 | City Council Appeal Hearing |

Alleges that the Decision Maker committed the following errors:

- Failure to conduct a **fair hearing** in that the Commission considered evidence relevant to its findings, which was substantially false or grossly misleading

- Failure to properly interpret and apply relevant provisions of the Land Use Code

## First Issue on Appeal:

Did the Planning and Zoning Commission (P&Z) Fail to conduct a fair hearing in that the Commission considered evidence relevant to its findings, which was substantially false or grossly misleading?

# Fair Hearing – False or Misleading Evidence Allegation

Appeal alleges that:

> "During the Staff presentation for the Mason Street Infrastructure Overall Development Plan (ODP), it was stated that there is plenty of space for the ultimate regional detention pond. It is believed that this is grossly misleading since there is no evidence or analysis provided to reference that the ultimate regional pond is feasible with the proposed ODP improvements."

# Appeal Allegations – Code Subsections



Appeal cites two code sections. Neither appears in the record for the hearing. Both refer to requirements that must be addressed at later points in the development process.

- Land Use Code subsection 3.3.2(D)(5) pertains to **building permits**. It is under the heading *“Required Improvements Prior to Issuance of Building Permit”.*

- Municipal Code subsection 26-544(a) begins with “**Prior to the final approval of the plat of any subdivision, or prior to commencement of construction…**”

# Code Pertinent to ODPs



Land Use Code requirements for ODPs are:

- "2.1.3(B)(1) *Purpose and Effect*. The purpose of the overall development plan is to establish general planning and development control parameters for projects that will be developed in phases with multiple submittals while allowing sufficient flexibility to permit detailed planning in subsequent submittals."
- "2.3.2(H) The plan shall be consistent with general development standards (Article 3) that can be applied at the level of detail required for an overall development plan submittal."
- "2.3.2H(6) The plan shall be consistent with the appropriate Drainage Basin Master Plan."

# Review of Drainage and Stormwater



- An ODP Drainage Report was required, completed, and reviewed by stormwater staff.
- Detailed analysis not presented at hearing but was a part of staff review and was a basis for staff recommendations.
- Staff review included: ODP Drainage Report, master planning studies, internal calculations and analysis.
- Discussion at hearing included:
  - drainage in the area has been studied for approximately the past 20 years;
  - a regional detention pond was identified as a need in a 2010 North College Infrastructure Funding Plan;
  - ODP represents an interim, partial step which is an advantage to the City with parameters for earthwork that would help create an initial portion of the future regional system, which will continue to be formulated by the City.

Stormwater Criteria Manual requirements for ODP information:

- “does not normally entail a detailed drainage analysis but does require a general presentation of the project’s features and effects on drainage and land disturbance.”

Drainage Report showing “feasibility and design parameters”. And also “general compliance with the appropriate Drainage Basin Master Plan”.  Key topics are listed including:

- General basin characteristics
- Potential impacts from offsite drainage and detention calculations based on the ODP
- Specific details dependent on complexities of the site.

## Second Issue on Appeal:

Did the Planning and Zoning Commission (P&Z) Fail to properly interpret and apply relevant provisions of the Municipal Code or Land Use Code?

# Appeal Allegations – Code Subsections



Two code sections cited. The record does not mention either subsection. Both refer to requirements that must be addressed at later points in the development process.

- Land Use Code subsection 3.3.2(D)(5) pertains to **building permits**. It is under the heading *“Required Improvements Prior to Issuance of Building Permit”.*

- Municipal Code subsection 26-544(a) begins with “**Prior to the final approval of the plat of any subdivision, or prior to commencement of construction…**”

5-7-2024

# Mason Street Infrastructure Overall Development Plan (ODP) Appeal

Paul Sizemore, Community Development & Neighborhood Services Director