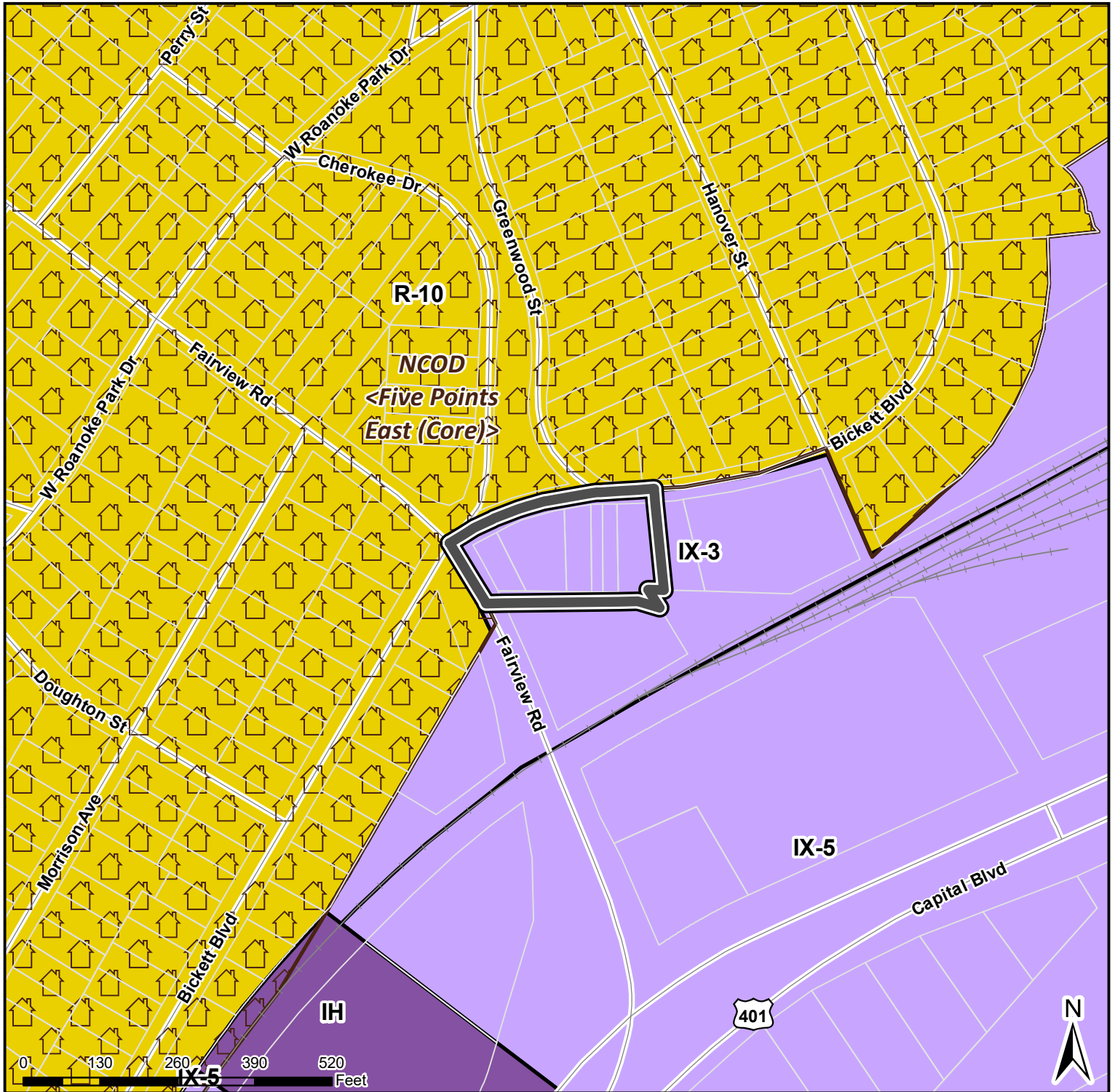
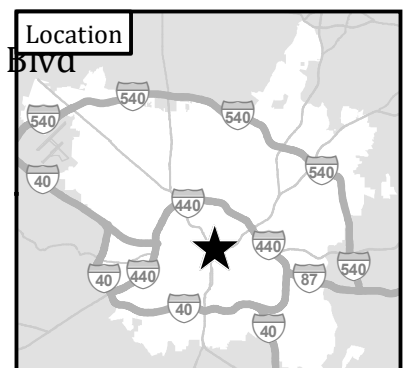


# Existing Zoning

# Z-50-2021



<b>Property</b>	1316 Fairview Rd; 219, 221, 225, 229, 233, & 239 Bickett Blvd
<b>Size</b>	1.01 acres
<b>Existing Zoning</b>	IX-3
<b>Requested Zoning</b>	NX-4-UL-CU



# Rezoning Application



RALEIGH  
DEPARTMENT OF  
CITY PLANNING



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2682

## REZONING REQUEST

☐ General Use ☒ Conditional Use ☐ Master Plan

Existing Zoning Base District **IX** Height **3** Frontage **N/A** Overlay(s) **N/A**

Proposed Zoning Base District **NX** Height **4** Frontage **UL** Overlay(s) **N/A**

Click [here](#) to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.

### OFFICE USE ONLY

Rezoning Case #

If the property has been previously rezoned, provide the rezoning case number: **N/A**

## GENERAL INFORMATION

Date

Date Amended (1)

Date Amended (2)

Property Address **1316 Fairview Rd / 219,221,225,229,233, and 239 Bickett Blvd**

Property PIN **See attached**

Deed Reference (book/page) **See attached**

Nearest Intersection **Fairview and Bickett Blvd**

Property Size (acres) **1.01**

For Planned  
Development  
Applications Only:

Total Units

Total Square Footage

Total Parcels

Total Buildings

Property Owner Name/Address

**See Attached**

Phone **919-427-3762**

Fax

Email **bevcoelectrical@bellsouth.net**

Applicant Name/Address

**Charles R Walker III, PLA  
Entitlement Preservation Group (EPG)  
275 North Pea Ridge Rd Pittsboro NC 27312**

Phone **919-625-9760**

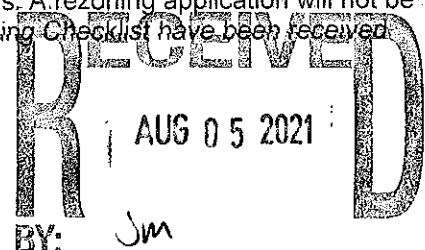
Fax

Email **cwalker@epgrouponline.com**

Applicant\* Signature(s)

Email

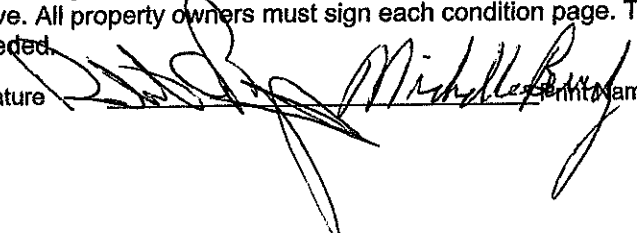
\*Please see Page 11 for information about who may submit rezoning applications. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.



7/30/21 ✓

CONDITIONAL USE DISTRICT ZONING CONDITIONS		
Zoning Case Number		OFFICE USE ONLY  Rezoning Case #
Date Submitted		
Existing Zoning <b>IX-3</b>	Proposed Zoning <b>NX-4</b>	
Narrative of Zoning Conditions Offered		
<p>The existing single story commercial buildings have been in the area starting in the mid-50s. The SF of existing commercial uses is approximately 11,500 SF with some off-street parking spaces. The City has wildly changed in the past 50+ years; however, the neighborhoods surrounding this proposal has remained stable and improved with new home construction, commitment to maintenance, home renovation and park investment. The Owners of these properties now wish to try and extend the improvement and investments that have been made in the residential areas to address new needs using the UDO, guidelines of the Comprehensive Plan and the new BRT initiative.</p> <p>Their conditions include:</p> <ol style="list-style-type: none"><li>1. A Mixed-Use Building containing Commercial/Retail/Parking on the ground floors (Fairview and Bickett) with two stories of Residential above.</li><li>2. Accommodate a Bike Share Station.</li><li>3. Limit Building height on Fairview Rd to two stories above the street, limit Building height on Bickett Blvd to three stories above the street and limit four story exposed height to the industrial/commercial neighbor to the South.</li><li>4. Dominant (over 50%) building materials fronting on Public Streets will be brick.</li><li>5. No off-street parking in front of the building will be allowed</li><li>6. Commercial/ Retails uses shall not exceed 20,000 SF</li><li>7. Multi-family units will not exceed 48 units.</li><li>8. Outdoor seating will be included in the design of the frontage.</li><li>9. Commercial hours of operation will be limited to no later than Midnight Fri thru Sunday and 11PM all other days.</li></ol> <p>The intent of these conditions are to bring a mixed-use building to the area and to resemble an older multi-story (ie Factory/Industrial) building that was converted.</p>		

The property owner(s) hereby offers, consents to, and agrees to abide by, if the rezoning request is approved, the conditions written above. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Property Owner(s) Signature  Permit Name Robert C. Beverly/Michelle Beverly

## **FAIRVIEW ROAD REZONING OWNERSHIP ATTACHMENT**

Owners:

Robert and Michelle Beverly, 5501 Redstart Ct., Wake Forest, NC 27587

Tracts for Rezoning:

Address	PIN	Deed Book/Pg.
1316 Fairview Road	1704668369	004885/00522
219 Bickett Blvd	1704669487	013671/00618
221 Bickett Blvd	1704669438	004530/00875
225 Bickett Blvd	1704669418	005482/00091
229 Bickett Blvd	1704668487	010716/01996
233 Bickett Blvd	1704668427	010716/01996
239 Bickett Blvd	1704667454	014734/00667



**REZONING APPLICATION ADDENDUM #1****Comprehensive Plan Analysis****OFFICE USE ONLY**

The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.

**Rezoning Case #****STATEMENT OF CONSISTENCY**

Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.

The proposal does not currently meet the FLU map; however, during our Pre-application meeting with Staff it was explained that in context with the anticipated development patterns and the impact of the BRT analysis, this will be a supported addition. In the current FLU designation this property is listed as Medium Density Residential but is less than 150 FT from the current designation of Regional Mixed Use Corridor.

In the existing context, this is the leading edge of the transition between residential and commercial. The North Side of Bickett is Roanoke Park and the West side of Fairview is Hayes Barton. The East and South Side of the Proposal is bordered by Commercial and Industrial Uses. An approved Fairview will be the transition between these uses.

**PUBLIC BENEFITS**

Provide brief statements explaining how the rezoning request is reasonable and in the public interest.

This proposal is currently zoned IX-3 based on its current location and uses. This rezoning would be a "down zoning" as it pertains to its uses. This Mixed-Use zoning would provide for a transition between the industrial uses and the neighborhood. It would also provide a building height transition between the 2 stories (35ft) allowed in R-10 and the IX-5 allowed to the South. The existing buildings have a mixture of retail uses. Any new construction would not only expand that capability but would introduce appropriate higher density residential closer to a projected BRT station in the Core Transition Area and less then 200 FT from the Capital Blvd TOD with a Regional Mixed-Use Designation.

**REZONING APPLICATION ADDENDUM #2****Impact on Historic Resources**

The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.

**OFFICE USE ONLY****Rezoning Case #****INVENTORY OF HISTORIC RESOURCES**

List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.

N/A The oldest building on this property was built in 1955. This proposal is adjacent to both the Roanoke Park and Hayes Barton Historic Districts.

**PROPOSED MITIGATION**

Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.

The size and the architecture of proposal will provide a transition between the neighborhoods and the current Industrial uses to the South.

## URBAN DESIGN GUIDELINES

The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", or
- b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor" as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Urban Form Designation Transit Emphasis Corridor Click [here](#) to view the Urban Form Map.

1.	<p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p><b>Response:</b> Complied. This proposal will contain retail and residential development. Total area of the rezoning is approximately 1AC, very compact. It will be surrounded by wide sidewalks, have a Bike Share Station and will be within walking distance of the N2 Station shown in the Raleigh BRT analysis report.</p>
2.	<p><i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i></p> <p><b>Response:</b> Complied. The surrounding neighborhoods have a height limitation of two stories and 35 ft. The neighboring industrial zoning allows up to 5. This proposal will be limited to 4 stories total; however, conditions limit the maximum height across from the neighborhood to 3 exposed stories. The intention is to make the building look like a renovation of an old commercial/warehouse structure.</p>
3.	<p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p><b>Response:</b> Complied. The proposal is on the corner of Fairview Rd and Bickett Blvd and has direct access to the road networks in Roanoke Park and Hayes Barton neighborhoods as well as the Five Points area less than one mile away.</p>
4.	<p><i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i></p> <p><b>Response:</b> Complied. No cul-de-sacs or dead end streets are planned as part of this proposal.</p>
5.	<p><i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i></p> <p><b>Response:</b> Complied. The proposal has only 340 LF of frontage on Bickett Blvd and will have one driveway into the parking area at that level. The proposal has only 130 LF of frontage on Fairview Rd and will have one driveway into the parking area at that level.</p>
6.	<p><i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i></p> <p><b>Response:</b> Complied. Parking off Fairview Rd will be behind the building and parking from Bickett Blvd will be inside the building. Streetscape will be wide sidewalks with tree wells and the buildings allowed to be up to 0 FT from the Public ROW.</p>

7.	<p><i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i></p> <p><b>Response:</b></p> <p>Complied. This proposal is on the corner and will be within 25 FT of the curb with no off-street parking between the building and the streets.</p>
8.	<p><i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i></p> <p><b>Response:</b></p> <p>Complied. This proposal is on the corner and will be within 25 FT of the curb with no off-street parking between the building and the streets.</p>
9.	<p><i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i></p> <p><b>Response:</b></p> <p>Complied. All pedestrian entrances will be visible from the street and directly connected to the wide sidewalks as required by Mixed-Use Streetscape Requirements of the UDO. Balconies/windows/decks of the residential Units on the third and fourth floors will have views of Downtown. Development facing Fairview will face west for sunset views.</p>
10.	<p><i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i></p> <p><b>Response:</b></p> <p>Complied. Project is bounded by and open to the public streets and sidewalks on two sides.</p>
11.	<p><i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i></p> <p><b>Response:</b></p> <p>Complied. Ground floor retail is proposed on both streets with two stories of higher density above.</p>
12.	<p><i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i></p> <p><b>Response:</b></p> <p>The proposed building fronts on both streets with no parking allowed between the buildings and the sidewalks. Specific architecture has not yet been created at this point to define outdoor eating spaces.</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p><b>Response:</b></p> <p>Complied. Specific architecture for the buildings will provide outdoor seating, listed as a condition.</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p><b>Response:</b></p> <p>Complied. Proposed parking will be incorporated into the building.</p>
15.	<p><i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i></p> <p><b>Response:</b></p> <p>Complied. Proposed parking will be incorporated into the building.</p>
16.	<p><i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i></p> <p><b>Response:</b></p> <p>Complied. The parking area interior to the building along Bickett Blvd will have an architectural screen included in the building design.</p>
17.	<p><i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i></p> <p><b>Response:</b></p> <p>Complied. This site will be within walking distance of the N2 BRT station currently planned along Capital Blvd near its intersection with Fairview Rd.</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p><b>Response:</b></p> <p>Complied. The sidewalks along Fairview Rd connected to the N2 station will be directly connected to the building entrances.</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p><b>Response:</b></p> <p>N/A Existing development is almost completely paved. No watercourses or floodplains are on-site. Any required stormwater management will be underground.</p>

20.	<p><i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i></p> <p><b>Response:</b> N/A we are not proposing any new public or private streets. Pedestrian entrances will be through the building.</p>
21.	<p><i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i></p> <p><b>Response:</b> Complied. Sidewalk will be designed as per UDO Sec 8.5.2.B</p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p><b>Response:</b> Complied. Streetscape will be designed as per UDO Sec 8.5.2.B</p>
23.	<p><i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i></p> <p><b>Response:</b> Complied. Streetscape will be designed as per UDO Sec 8.5.2.B. Building will be adjacent to the right of way with a two story presence on Fairview and a three story presence on Bickett.</p>
24.	<p><i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i></p> <p><b>Response:</b> Complied. There will be a main entrance on each street frontage.</p>
25.	<p><i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i></p> <p><b>Response:</b> Complied. The transparency of the ground floor will be guided by the UDO. The building will have a overall ID sign and call to action signage/awnings along the streets.</p>
26.	<p><i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i></p> <p><b>Response:</b> Complied. Streetscape will be designed as per UDO Sec 8.5.2.B</p>

REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist")					
TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – General Use or Conditional Use Rezoning	YES	N/A	YES	NO	N/A
1. I have referenced this <b>Rezoning Checklist</b> and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
2. Pre-Application Conference	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
3. Neighborhood Meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
4. Rezoning application review fee (see <b>Fee Schedule</b> for rate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
5. Completed application, submitted through Permit & Development Portal	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Completed Comprehensive Plan Consistency Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Completed Response to the Urban Design Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
6. Two sets of stamped envelopes addressed to all property owners of area to be rezoned and properties within 500 feet of area to be rezoned	<input type="checkbox"/>	<input type="checkbox"/>			
7. Trip Generation Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
8. Traffic Impact Analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>For properties requesting a conditional use district:</b>					
9. Completed zoning conditions, signed by property owner(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
<b>If applicable (see Page 11):</b>					
10. Proof of power of attorney or owner affidavit	<input type="checkbox"/>	<input type="checkbox"/>			
<b>For properties requesting a Planned Development (PD) or Campus District (CMP):</b>					
10. Master Plan (see Master Plan Submittal Requirements)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>For properties requesting an Accessory Dwelling Unit Overlay District (ADUOD):</b>					
15. Copy of ballot and mailing list	<input type="checkbox"/>	<input checked="" type="checkbox"/>			



## ATTESTATION TEMPLATE

### Attestation Statement

I, the undersigned, do hereby attest that the electronic verification document submitted herewith accurately reflects notification letters, enclosures, envelopes and mailing list for mailing the neighborhood meeting notification letters as required by Chapter 10 of the City of Raleigh UDO, and I do hereby further attest that that I did in fact deposit all of the required neighborhood meeting notification letters with the US. Postal Service on the 20, day of March, ~~2020~~<sup>2021</sup>. I do hereby attest that this information is true, accurate and complete to the best of my knowledge and I understand that any falsification, omission, or concealment of material fact may be a violation of the UDO subjecting me to administrative, civil, and/or, criminal liability, including, but not limited to, invalidation of the application to which such required neighborhood meeting relates.

  
\_\_\_\_\_  
Signature of Applicant/Applicant Representative

7.30.21  
\_\_\_\_\_  
Date

## SUMMARY OF ISSUES

A neighborhood meeting was held on 04/20/21 (date) to discuss a potential rezoning located at 1316 Fairview Rd / 219,221,225,229,233, and 239 Bickett Blvd (property address).

The neighborhood meeting was held at Virtually (location).

There were approximately 180 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

See attached chat logs

### 4/20/2021 Neighborhood Chat for Fairview Rezoning (Sequential)

[Tuesday 6:27 PM] "Carole Meyre (Guest)"Ben the other person to speak is Emily King if you want to test her mike. Carole(1 liked)

[Tuesday 6:34 PM] Sara Cooper (Guest) Still too tall. (1 liked)

[Tuesday 6:41 PM] Jon and Court B (Guest) Id like to see that traffic study. (1 liked)

[Tuesday 6:41 PM] George (Guest)"owner might not be developer" Is rezoning for increasing property value?

[Tuesday 6:41 PM] Laurie was invited to the meeting.

[Tuesday 6:41 PM] Adam Strouth (Guest) was invited to the meeting.

[Tuesday 6:41 PM] Whitney Andersonmost people in our neighborhood are walkers. we need to make sure it is safe for families and pets

[Tuesday 6:43 PM] Sara Cooper (Guest)Matt is speaking on behalf of our family and our immediate neighbors

[Tuesday 6:50 PM] "\"Mark (Guest)\\"George (Guest) rezoning the site does increase the value. The owner may want to take advantage of a more developer friendly Council than what Raleigh has had for the past several years.

[Tuesday 6:51 PM] Alex Lewis (Guest) was invited to the meeting.

[Tuesday 6:53 PM] George (Guest)As an architect I see too many developers promise big money if properties gets that get favorably rezoned.

[Tuesday 6:53 PM] "Alex Lewis (Guest)".

[Tuesday 6:54 PM] "\"Mark (Guest)\\"If the developer agrees to apartments are they also willing to limit the number of rental units as a part of their covenants?

[Tuesday 6:55 PM] Adam Strouth (Guest)There are no cars on the side where you are building. It will not get wider

[Tuesday 6:55 PM] Alex Lewis (Guest) was invited to the meeting.

[Tuesday 6:55 PM] Jon and Court B (Guest)Bickett is going to get wider? Did he just say that?

[Tuesday 6:56 PM] Bill P .

[Tuesday 6:56 PM] Janice McLaughlin (Guest)How tall (in feet) is the 3 story building height proposed on Bickett?

[Tuesday 6:57 PM] Emily King (Guest)my mic is grayed out.

[Tuesday 6:57 PM] Scott KingHer mic is disabled for all attendees

[Tuesday 6:57 PM] Emily King (Guest)mics are still disabled

[Tuesday 6:58 PM] Astrid Hubermics are disabled

[Tuesday 6:58 PM] Astrid Huberyou need to unmute them I believe

[Tuesday 6:58 PM] Mark Brownthe host has to unmute

[Tuesday 6:59 PM] Sandra (Guest) was invited to the meeting.

[Tuesday 6:59 PM] Chris EvansAlso correcting the guest that there is significant concern about traffic on Fairview, Aycock and the side streets as access from Capital is inaccessible unless you are traveling south. Any travel North or from the West will cut through the neighborhood

[Tuesday 6:59 PM] "Carole Meyre (Guest)"Sorry, I didn't see a way to unmute. Bob Gilbert would like to comment after Dave. Thanks.

[Tuesday 6:59 PM] "\"Mark (Guest)\\"Are they seeking a conditional rezoning (i.e. site plan tied to the rezoning)?

[Tuesday 7:01 PM] Jon and Court B (Guest)yes yes yes

[Tuesday 7:02 PM] Sara Cooper (Guest)From my vantage point I see this daily

[Tuesday 7:02 PM] Jon and Court B (Guest)This truly is a terrifying proposal for those of use with kids living directly around the park.

[Tuesday 7:03 PM] Ginger M (Guest)Thank you so much for bringing all these details to light Emily. I have a toddler and I am terrified of increased traffic around the park, which really is our backyard

[Tuesday 7:03 PM] mary louise talley (Guest)def agree emily

[Tuesday 7:03 PM] Matt WatersGreat job, Emily

[Tuesday 7:03 PM] Jon and Court B (Guest)Thank you Emily.

[Tuesday 7:04 PM] Anastasia Caton (Guest)Emily's viewpoint is not that of a "a particular neighbor." As you will see from the survey, large numbers of families share her exact concerns.

[Tuesday 7:04 PM] Adam Strouth (Guest)Will we be able to see the conditions before you give the city the proposal?

[Tuesday 7:04 PM] mary louise talley (Guest)thank you emily, appreciate concern for children and fences , sidewalks

[Tuesday 7:04 PM] Chris EvansThose are great suggestions. Emphasize that we need more than speed humps to address the increased traffic

[Tuesday 7:04 PM] "\"Mark (Guest)\"""Singles will be less in tune with the dangers of driving in a neighborhood packed with kids.(1 liked)

[Tuesday 7:04 PM] Lauren Kirkpatrick (Guest)young couples only? haha! too bad for old folks

[Tuesday 7:05 PM] Reid (Guest)Lol, kids don't live in 1 or 2 bedroom units?

[Tuesday 7:05 PM] Jon and Court B (Guest)Yeah, that was a terrible response. No kids, only singles and young couples. Super comforting.

[Tuesday 7:05 PM] Astrid HuberAgree with Mark

[Tuesday 7:05 PM] Ginger M (Guest)Having apts/condos geared towards singles only emphasizes need for safety measures around park and worries about traffic

[Tuesday 7:05 PM] Klem, Matthew was invited to the meeting.

[Tuesday 7:05 PM] Catherine Kaminski (Guest)Yes, I think singles will not understand traffic concerns at all

[Tuesday 7:05 PM] Jones, SuzanneTo unmute your phone you hit \*6

[Tuesday 7:06 PM] "Carole Meyre (Guest)"sorry I can't unmute on the video.

[Tuesday 7:06 PM] "Carole Meyre (Guest)"Bob G are you there?

[Tuesday 7:06 PM] Jones, SuzanneCarole go into your settings

[Tuesday 7:06 PM] "\"Mark (Guest)\"""What would the hours of operation be for the businesses?

[Tuesday 7:07 PM] Dawn Comfort (Guest)it's not letting me raise my hand

[Tuesday 7:07 PM] Catherine Kaminski (Guest)Also...what businesses are you trying to attract to this development?

[Tuesday 7:07 PM] Patricia Hall (Guest)If anyone drives or rides a bike downtown, you have to be very careful near the condo/apartment parking decks with folks zipping in and out of them.

[Tuesday 7:07 PM] Scott KingCarol - you may want to try rejoining with your phone as a workaround

[Tuesday 7:07 PM] Janice McLaughlin (Guest)Is there a pedestrian entrance to the residences? Sidewalks?

[Tuesday 7:10 PM] Daniel Howe (Guest)My primary concern is what the facade of the building facing Bickett will be. We are used to active uses - small shops and businesses - facing the park. I think this is a good thing. What would be worst is if a parking deck or surface parking faces the park, second worst would be residential where individual entrances to units would be inaccessible from Bickett. Should try to make this project address the park, see it as an asset, and make the development an asset to the park.

[Tuesday 7:11 PM] "Carole Meyre (Guest)"I'm dialed in by phone now and would like to comment after Bob please.

[Tuesday 7:11 PM] Edie .

[Tuesday 7:11 PM] "Carole Meyre (Guest)"High speed rail

[Tuesday 7:11 PM] "Carole Meyre (Guest)"rail

[Tuesday 7:12 PM] Liz Pauk (Guest)I think it would very dangerous to have egress on Bickett. All vehicle activity should be on Fairview behind the building.

[Tuesday 7:12 PM] Dawn Comfort (Guest)NC DOT is actively pursuing buying the CSX line to put in high speed/commuter rail

[Tuesday 7:12 PM] Sara Cooper (Guest) .

[Tuesday 7:12 PM] Dawn Comfort (Guest)I have a question into them which side of capital they are talking about

[Tuesday 7:13 PM] Dawn Comfort (Guest)S-Line

[Tuesday 7:14 PM] "\"Mark (Guest)\\"Liz Pauk (Guest)You are correct, Liz. It sure seems like that should be the pedestrian entrance.

[Tuesday 7:14 PM] Patricia Hall (Guest)sorry I am late to the conversation. Have owner occupied townhomes that are similar to others developments in the neighborhood be discussed?

[Tuesday 7:14 PM] Bickett Resident (Guest)I'll support funding legal representation.(1 liked)

[Tuesday 7:14 PM] "\"Mark (Guest)\\"I am speaking to a traffic engineer about conducting our own traffic study.

[Tuesday 7:14 PM] Scott KingAgree that all traffic residential/business should be ingress/egress on Fairview. Protect the kids at the park!!!(1 liked)

[Tuesday 7:14 PM] Reid (Guest)Ingress/exgress on Bickett is not an issue IMHO, it won't incentive or prevent folks entering/leaving in Fairview from turning right in Bickett to cut through to areas to north.

[Tuesday 7:15 PM] HP Walker (Guest) .

[Tuesday 7:15 PM] Edith JeffreysThe Roanoke Park neighborhood is in the Five Points East Neighborhood Conservation Overlay District that has a Max height of 2 stories, 35ft. So height in Roanoke Park neighborhood more limited than the 3 stories allowed by R-10. So 3 stories you are proposing is taller than allowed by the homes adjacent to your proposed building. See pages 130 and 131 of the UDO.(1 liked)

[Tuesday 7:15 PM] Steve K (Guest) .

[Tuesday 7:15 PM] mary louise talley (Guest)thank you, bob ( dare street resident)

[Tuesday 7:16 PM] Ginger M (Guest)Thanks Bob

[Tuesday 7:16 PM] Greg Kirkpatrick (Guest)Children would be protected from lots of unnecessary traffic if the city closed off Greenwood as a part of this project?

[Tuesday 7:17 PM] "HP Walker (Guest)" was invited to the meeting.

[Tuesday 7:17 PM] Greg Kirkpatrick (Guest)Roanoke Park road would then essentially be a loop, continuing to be one way on both sides.

[Tuesday 7:18 PM] "\"Mark (Guest)\\"Greg Kirkpatrick (Guest)I'm not on Cherokee but the through traffic there will be an even bigger concern.

[Tuesday 7:18 PM] Greg Kirkpatrick (Guest)Cherokee is one way, yes, between Aycock and Bickett?

[Tuesday 7:19 PM] "Sara Cooper (Guest)"10

[Tuesday 7:19 PM] "Sara Cooper (Guest)"10pm

[Tuesday 7:19 PM] Scott King10 PM

[Tuesday 7:19 PM] Whitney Anderson10mp

[Tuesday 7:19 PM] Liz Pauk (Guest)Cherokee is one way from bickett to Aycock

[Tuesday 7:20 PM] "Sara Cooper (Guest)"add stop signs AND traffic calming humps

[Tuesday 7:20 PM] Ginger M (Guest)That intersection is terrifying. Thank you for bringing that up Carole

[Tuesday 7:21 PM] Chris HamiltonWhy can't they omit the Bickett entrance entirely and just use Fairview?(1 liked)

[Tuesday 7:21 PM] Adam Strouth (Guest)or a roof top?

[Tuesday 7:21 PM] Scott KingIt would be awesome if the city could close off Greenwood and Cherokee on the Bickett side and make it a loop, but we were told that couldn't be attached to a re-zoning request.(1 liked)

[Tuesday 7:22 PM] Emily King (Guest)We do NOT want balconies facing Bickett.(1 liked)

[Tuesday 7:22 PM] "Sara Cooper (Guest)"Or Fairview...tbh

[Tuesday 7:22 PM] Katherine McDowell (Guest)I live on Cherokee. I am concerned about noise from outdoor spaces. I would like no outdoor music ever and quiet hours starting at 10pm.

[Tuesday 7:22 PM] Daniel Howe (Guest)What's wrong with balconies??(1 liked)

[Tuesday 7:22 PM] Whitney Andersonis there going to be a pool?

[Tuesday 7:23 PM] Jon and Court B (Guest)Pointing out the skyline view that is being taken away from neighbors and given to the condos. Awesome.

[Tuesday 7:23 PM] Liz Pauk (Guest)What about the rooftop deck?

[Tuesday 7:23 PM] Jones, SuzanneWe also don't want to lose our views of downtown from our homes.

[Tuesday 7:23 PM] George (Guest)@\$%#^

[Tuesday 7:24 PM] "\"Mark (Guest)\\"2nd that, Emily!

[Tuesday 7:24 PM] SL (Guest) .

[Tuesday 7:24 PM] Patricia Hall (Guest)owner occupied

[Tuesday 7:25 PM] Daniel Howe (Guest)I don't support restricting to condos. It's elitist. These issues can be managed by a management company or a zoning condition.(1 liked)

[Tuesday 7:25 PM] Janice McLaughlin (Guest)In regards to the rooftop deck- sound travels uphill and would go straight up Fairview and Bickett on both sides.

[Tuesday 7:27 PM] Dawn Comfort (Guest)event space on the back side would be awesome. Miss that Wine and Design deck that fell down the hill

[Tuesday 7:27 PM] Patricia Hall (Guest)Retail at the former Grocery Boy Jr has not been that successful

[Tuesday 7:27 PM] Laurie McDowell .

[Tuesday 7:27 PM] Anna C. Price@Daniel Howe if there aren't covenants in place the management company cannot manage the property.

[Tuesday 7:27 PM] Matthew LeathermanI also will advocate against a conditioning exclusively to condos. This is a diverse neighborhood, including income, and excluding residents because of their wealth is not who I think we want to be.(1 liked)

[Tuesday 7:27 PM] Janice McLaughlin (Guest)Three stories on Bickett side will block morning sun on the basketball court and playground.

[Tuesday 7:27 PM] Dave Johnson (Guest) .

[Tuesday 7:27 PM] Daniel Howe (Guest)But if there is a zoning condition to address these issues it is the law, and the management company must conform(1 liked)

[Tuesday 7:29 PM] Astrid Huberdo no think Josh Huber wishes to talk.

[Tuesday 7:29 PM] Astrid Huberthat was a mistake

[Tuesday 7:29 PM] Josh Huber (Guest)Accidentally had hand raised. Thanks

[Tuesday 7:29 PM] Scott KingMy preference is owner occupied. Owners are more likely to take care of their property. (1 liked)

[Tuesday 7:30 PM] Gabby H .

[Tuesday 7:30 PM] Katherine McDowell (Guest)The parking deck must accommodate all residential and planned commercial businesses. There is no room for street parking due to the current residential and the park requirements.(1 liked)

[Tuesday 7:31 PM] "\"Mark (Guest)\\"Scott KingMore likely to stay longer, more likely to be involved in the community, etc.

[Tuesday 7:31 PM] Liz Pauk (Guest)I would prefer to have residents who are invested in the community and not just as a crashpad.

[Tuesday 7:31 PM] "SL (Guest)" was invited to the meeting.

[Tuesday 7:31 PM] Katherine McDowell (Guest)2nd that Liz!

[Tuesday 7:32 PM] mary louise talley (Guest)yes, liz

[Tuesday 7:32 PM] Jon and Court B (Guest)How about we let Emily get off camera.

[Tuesday 7:32 PM] "Patricia Hall (Guest)" was invited to the meeting.

[Tuesday 7:32 PM] Daniel Howe (Guest)Really? I'm worried that if we establish owner-occupants as some kind of privileged class and renters as some kind of underclass we will degrade the diversity that makes Five Points what it is. I regret the loss of the many rental duplexes that have disappeared recently. Some of my most valued neighbors have lived in rental housing in the neighborhood. And there have been some jerks who are homeowners, too. Ownership is no indicator of good neighborliness.(1 liked)

[Tuesday 7:33 PM] Ginger M (Guest)Agree - I would like concrete steps you are taking to help with traffic and safety. Agree with Lauren on all points - I have not been comforted by this call

[Tuesday 7:33 PM] Patricia Hall (Guest) .

[Tuesday 7:33 PM] Gabby H was invited to the meeting.

[Tuesday 7:33 PM] Carol Ashcraft (Guest) .

[Tuesday 7:33 PM] Liz Pauk (Guest) .

[Tuesday 7:34 PM] "Mary-Jo Gellenbeck (Guest)"Please include secure, bicycle parking inside the garage to support a growing interest for a multimodal transit user. Raleigh Transportation is investing in Active Mobility infrastructure to decrease car-dependent developments.

[Tuesday 7:35 PM] Emily King (Guest)In total agreement with Lauren!

[Tuesday 7:35 PM] Scott KingWe're talking maybe 10 cars. Not really a valid argument

[Tuesday 7:36 PM] "Sara Cooper (Guest)"I politely disagree that you think your option is safer

[Tuesday 7:36 PM] "Liz Pauk (Guest)" was invited to the meeting.

[Tuesday 7:36 PM] Ginger M (Guest)Agree with Scott and Sara

[Tuesday 7:36 PM] "\"Mark (Guest)\"""Drivers back out slowly. Residents will pull out quickly if there is an entrance/exit on Bickett.

[Tuesday 7:37 PM] "Caroline Philbeck plus 7(Guest)" was invited to the meeting.

[Tuesday 7:38 PM] Reid .

[Tuesday 7:38 PM] "Nicole and Jason (Guest)" .

[Tuesday 7:38 PM] Greg Kirkpatrick (Guest)not if you don't buy from Amazon

[Tuesday 7:38 PM] Emily King (Guest)We currently cannot drive two way on many of our streets. I cannot imagine all the food delivery to an apartment building. (1 liked)

[Tuesday 7:39 PM] "Carol Ashcraft (Guest)" was invited to the meeting.

[Tuesday 7:39 PM] "\"Mark (Guest)\"""Emily, there has been a trend for a while for Planners to prefer narrower streets as traffic calming devices.(1 liked)

[Tuesday 7:41 PM] chuck nintzel (Guest)so triple the possible number of cars. this is a valid concern

[Tuesday 7:42 PM] Will and Mayghen (Guest)Just out of respect of those with their hands raised. Can we please ask that those who have already spoke to please raise their hand and wait for commenting?

[Tuesday 7:42 PM] Casey High (Guest)Apartment/condo residents will inevitably find more convenient street parking on Greenwood/Cherokee rather than parking in their tight garage spaces

[Tuesday 7:45 PM] "Carole Meyre (Guest)"Charlene - you video froze and we lost you.

[Tuesday 7:48 PM] Will and Mayghen (Guest)How do I thumbs up someone who is talking ;)

[Tuesday 7:48 PM] Heydt Philbeck (guest)\" (Guest) was invited to the meeting.

[Tuesday 7:48 PM] Jillian-Keefe (Guest) .

[Tuesday 7:48 PM] "Liz Pauk (Guest)"The city should take the impact on traffic and parking into consideration in approving the project.

[Tuesday 7:49 PM] "Patricia Hall (Guest)"Owners will take more care of their property than renters

[Tuesday 7:49 PM] "\"Mark (Guest)\"""I do agree with that point. The applicant can't have a productive meeting without some concrete designs to discuss.

[Tuesday 7:49 PM] Ginger M (Guest)It sounds like we need a traffic study then if that's the path we need to go down because this project is going to cause huge safety and traffic changes

[Tuesday 7:49 PM] Ginger M (Guest)We LOVE you Wild Artt

[Tuesday 7:49 PM] "Liz Pauk (Guest)"I agree, Ginger.

[Tuesday 7:49 PM] Jon and Court B (Guest)Love you!

[Tuesday 7:49 PM] Scott KingDoes this rezoning request go against the UDO?3. Five Points East Neighborhood a. Core Area i. Maximum lot size: 13,067 square feet. ii. Front yard setback: Within 10% of the average front yard setback of houses on the same block face as the new construction. iii. Maximum building height: 2 stories, 35 feet. Buildings may exceed 35 feet when the average height of houses on the same block face as the new construction exceeds 35 feet, and then the allowed height shall be within 10% of the average height of houses in the same block face as the new construction.

[Tuesday 7:50 PM] Jon and Court B (Guest)Every christmas the local caroling

[Tuesday 7:50 PM] "Liz Pauk (Guest)"I hope there will be a place for the small local businesses currently on the site

[Tuesday 7:50 PM] Sandra (Guest) .

[Tuesday 7:50 PM] "HP Walker (Guest)" .



[Tuesday 7:50 PM] "SL (Guest)"On this call, sometimes I get video, sometimes I don't. I'm on a desktop. On the phone, I was using the app and the sound was terrible, very low. I had to dial in on the phone call and log onto the call on the desktop to use the chat - everything is intermittent. Just fyi to the organizers. I use phone for Teams quite a bit and haven't encountered sound problems before this.

[Tuesday 7:50 PM] Mabel, IraScott, no, the Five Points NCOD does not cover this property

[Tuesday 7:51 PM] Alice Fortune-Britt (Guest) was invited to the meeting.

[Tuesday 7:51 PM] Bob Kurtz (Guest) .

[Tuesday 7:51 PM] Edith JeffreysThe NCOD doesn't cover this property, but it does cover the property across from this property.

[Tuesday 7:51 PM] Jon and Court B (Guest)We care!

[Tuesday 7:51 PM] "Liz Pauk (Guest)"We support you!

[Tuesday 7:51 PM] Ginger M (Guest)Thank you charlene - we definitely care

[Tuesday 7:52 PM] mary louise talley (Guest)thank you charlele, i support you

[Tuesday 7:52 PM] Matthew LeathermanYes, Wild at Art, we care about you a lot!

[Tuesday 7:52 PM] Edith JeffreysThe developer represented early in the conversation that our R-10 neighborhood would allow three stories. But because of the NCOD it doesn't.(2 liked)

[Tuesday 7:52 PM] mary louise talley (Guest)charlene, typo

[Tuesday 7:52 PM] Ginger M (Guest)Thank you so much for representing ALL the small businesses that are currently in the building - all of whom support and love our neighborhood and our kids

[Tuesday 7:52 PM] mary louise talley (Guest)wild at art parent, dance & arts

[Tuesday 7:53 PM] Scott Kingok, thanks for clarifying

[Tuesday 7:53 PM] Richard Winstead .

[Tuesday 7:53 PM] Edith Jeffreysso buildings directoy across the street from this property wil never be 3 stories as long as they are in the NCOD zoning.Edited

[Tuesday 7:53 PM] Whitney Anderson .

[Tuesday 7:53 PM] patrice cherry .

[Tuesday 7:54 PM] Catherine Kaminski (Guest)Charlene- we would be LOST without Wild at Art!!

[Tuesday 7:59 PM] "Carole Meyre (Guest)"TO-CALL IN: **Questions for Applicant/Developer**

[Tuesday 8:01 PM] Jon and Court B (Guest)Their solution is going to be more speed humps. This neighborhood is going to look like a mogul course.

[Tuesday 8:01 PM] "Liz Pauk (Guest)"Thank you, Chris

[Tuesday 8:01 PM] Anne C. (Guest) was invited to the meeting.

[Tuesday 8:02 PM] "Carole Meyre (Guest)"Charles - re the building downhill of the project - the Hamco building in probate - being downhill, have you considered stormwater impact? Plans?

[Tuesday 8:03 PM] "Sara Cooper (Guest)"Does Mary-Jo live in five points?

[Tuesday 8:03 PM] "Liz Pauk (Guest)"Yes, how will you address the problems of an aging sewer and water system

[Tuesday 8:03 PM] Scott KingBicycles and speed bumps = disaster

[Tuesday 8:03 PM] Cindy Voegeli (Guest) .

[Tuesday 8:03 PM] Jon and Court B (Guest)^ yes

[Tuesday 8:03 PM] "Carole Meyre (Guest)"Charles et al - would you please send me a copy of the chat? I will share with neighbors.

[Tuesday 8:04 PM] Will and Mayghen (Guest)Businesses in the neighborhood means a more walkable neighborhood

[Tuesday 8:04 PM] Will and Mayghen (Guest)(and more bikeable)

[Tuesday 8:05 PM] Brittany Keur (Guest) was invited to the meeting.

[Tuesday 8:05 PM] Bill P was invited to the meeting.

[Tuesday 8:08 PM] Astrid Huberbeing bikeable is great. We do need to also remember that there are many that don't have the privilege to be able to bike physically or due to distance to their job.

[Tuesday 8:09 PM] Molly McNeill \_ Staff - CounselStudentSrv .

[Tuesday 8:09 PM] "Carole Meyre (Guest)"Or call in (audio only) U  
[Tuesday 8:10 PM] "Carole Meyre (Guest)"Judith - comment in this chat  
[Tuesday 8:10 PM] Katherine McDowell (Guest)To reiterate from the beginning of the call, many people are concerned with the NX-4 versus a preferred NX-3.  
[Tuesday 8:10 PM] "Liz Pauk (Guest)"Agree, Kathy!  
[Tuesday 8:11 PM] "SL (Guest)"There are speed bumps on some of the roads near The Village that are the best I've ever seen. They are not tables, they are low and kind of flat and will accommodate a low sedan w/out shaking up the passengers.  
[Tuesday 8:11 PM] Catherine Kaminski .  
[Tuesday 8:11 PM] "SL (Guest)"They are actually the only decent ones I've ever seen. Something new in the planning toolbox evidently.  
[Tuesday 8:12 PM] "Carole Meyre (Guest)"Charles can you introduce the people in the room with you please?  
[Tuesday 8:11 PM] "SL (Guest)"They are actually the only decent ones I've ever seen. Something new in the planning toolbox evidently.  
[Tuesday 8:12 PM] "Carole Meyre (Guest)"Charles can you introduce the people in the room with you please?  
[Tuesday 8:12 PM] Jon and Court B (Guest)We trust you Tommy!

## 4/20/2021 Neighborhood Chat for Fairview rezoning arranged by Topic.

### **TRAFFIC (17)**

- [Tuesday 6:41 PM] Jon and Court B (Guest) I'd like to see that traffic study. (1 liked)
- [Tuesday 6:59 PM] Chris Evans Also correcting the guest that there is significant concern about traffic on Fairview, Aycock and the side streets as access from Capital is inaccessible unless you are traveling south. Any travel North or from the West will cut through the neighborhood.
- [Tuesday 7:03 PM] Ginger M (Guest) Thank you so much for bringing all these details to light Emily. I have a toddler and I am terrified of increased traffic around the park, which really is our backyard.
- [Tuesday 7:04 PM] Chris Evans Those are great suggestions. Emphasize that we need more than speed humps to address the increased traffic.
- [Tuesday 7:05 PM] Ginger M (Guest) Having apts/condos geared towards singles only emphasizes need for safety measures around park and worries about traffic.
- [Tuesday 7:05 PM] Catherine Kaminski (Guest) Yes, I think singles will not understand traffic concerns at all.
- [Tuesday 7:14 PM] "\"Mark (Guest)\" \"I am speaking to a traffic engineer about conducting our own traffic study.
- [Tuesday 7:14 PM] Scott King Agree that all traffic residential/business should be ingress/egress on Fairview. Protect the kids at the park!!! (1 liked)
- [Tuesday 7:16 PM] Greg Kirkpatrick (Guest) Children would be protected from lots of unnecessary traffic if the city closed off Greenwood as a part of this project?
- [Tuesday 7:18 PM] "\"Mark (Guest)\" \"Greg Kirkpatrick (Guest) I am not on Cherokee but the through traffic there will be an even bigger concern.
- [Tuesday 7:20 PM] \"Sara Cooper (Guest)\" add stop signs AND traffic calming humps.
- [Tuesday 7:33 PM] Ginger M (Guest) Agree - I would like concrete steps you are taking to help with traffic and safety. Agree with Lauren on all points - I have not been comforted by this call.
- [Tuesday 7:39 PM] "\"Mark (Guest)\" \"Emily, there has been a trend for a while for Planners to prefer narrower streets as traffic calming devices. (1 liked)
- [Tuesday 7:48 PM] \"Liz Pauk (Guest)\" The city should take the impact on traffic and parking into consideration in approving the project.
- [Tuesday 7:49 PM] "\"Mark (Guest)\" \"I do agree with that point. The applicant cannot have a productive meeting without some concrete designs to discuss.
- [Tuesday 7:49 PM] Ginger M (Guest) It sounds like we need a traffic study then if that's the path we need to go down because this project is going to cause huge safety and traffic changes.
- [Tuesday 7:20 PM] Ginger M (Guest) That intersection is terrifying. Thank you for bringing that up Carole.

#### ***Applicant's response:***

***Attached to the application is research done by the Applicant's Consultants. Reports show the rezoning will generate less traffic on Bickett than is being generated by the existing commercial uses that fronts on Bickett. Another report of existing traffic counts on the surrounding street shows these roads are all currently under 25% of design capacity. The current proposal limits direct access to Bickett from the parking area that serves the residential component of this project. Spaces for the commercial area are limited to Fairview for access.***

### **APARTMENTS VS CONDOS(15)**

- [Tuesday 6:54 PM] "\"Mark (Guest)\" \"If the developer agrees to apartments are they also willing to limit the number of rental units as a part of their covenants?
- [Tuesday 7:23 PM] Jon and Court B (Guest) Pointing out the skyline view that is being taken away from neighbors and given to the condos. Awesome.

[Tuesday 7:27 PM] Matthew Leatherman I also will advocate against a conditioning exclusively to condos. This is a diverse neighborhood, including income, and excluding residents because of their wealth is not who I think we want to be.(1 liked)

Tuesday 7:25 PM] Daniel Howe (Guest)I do not support restricting to condos. It's elitist. These issues can be managed by a management company or a zoning condition.(1 liked)

[Tuesday 7:04 PM] Lauren Kirkpatrick (Guest)young couples only? ha-ha! too bad for old folks

[Tuesday 7:05 PM] Reid (Guest)Lol, kids do not live in 1- or 2-bedroom units?

[Tuesday 7:05 PM] Jon and Court B (Guest)Yeah, that was a terrible response. No kids, only singles and young couples. Super comforting.

[Tuesday 7:29 PM] Scott King My preference is owner occupied. Owners are more likely to take care of their property. (1 liked)

[Tuesday 7:31 PM] "\"Mark (Guest)\"""Scott King More likely to stay longer, more likely to be involved in the community, etc.

[Tuesday 7:31 PM] Liz Pauk (Guest)I would prefer to have residents who are invested in the community and not just as a crash pad.

[Tuesday 7:42 PM] Casey High (Guest)Apartment/condo residents will inevitably find more convenient street parking on Greenwood/Cherokee rather than parking in their tight garage spaces.

[Tuesday 7:49 PM] "Patricia Hall (Guest)"Owners will take more care of their property than renters.

[Tuesday 7:04 PM] "\"Mark (Guest)\"""Singles will be less in tune with the dangers of driving in a neighborhood packed with kids.(1 liked)

[Tuesday 7:32 PM] Daniel Howe (Guest)Really? I am worried that if we establish owner-occupants as some kind of privileged class and renters as some kind of underclass we will degrade the diversity that makes Five Points what it is. I regret the loss of the many rental duplexes that have disappeared recently. Some of my most valued neighbors have lived in rental housing in the neighborhood. And there have been some jerks who are homeowners, too. Ownership is no indicator of good neighborliness.(1 liked)

Tuesday 7:25 PM] Daniel Howe (Guest)I do not support restricting to condos. It is elitist. These issues can be managed by a management company or a zoning condition.(1 liked)

***Applicant's response:***

***The Applicant has not yet chosen between condominiums or apartments as a condition.***

**BUILDING (11)**

[Tuesday 6:55 PM] Adam Strouth (Guest)There are no cars on the side where you are building. It will not get wider.

[Tuesday 6:56 PM] Janice McLaughlin (Guest)How tall (in feet) is the 3-story building height proposed on Bickett?

[Tuesday 7:10 PM] Daniel Howe (Guest)My primary concern is what the facade of the building facing Bickett will be. We are used to active uses - small shops and businesses - facing the park. I think this is a good thing. What would be worst is if a parking deck or surface parking faces the park, second worst would be residential where individual entrances to units would be inaccessible from Bickett. Should try to make this project address the park, see it as an asset, and make the development an asset to the park.

[Tuesday 7:15 PM] Edith Jeffreys The Roanoke Park neighborhood is in the Five Points East Neighborhood Conservation Overlay District that has a Max height of 2 stories, 35ft. So, height in Roanoke Park neighborhood more limited than the 3 stories allowed by R-10. So, 3 stories you are proposing is taller than allowed by the homes adjacent to your proposed building. See pages 130 and 131 of the UDO.(1 liked)

[Tuesday 7:12 PM] Liz Pauk (Guest)I think it would be very dangerous to have egress on Bickett. All vehicle activity should be on Fairview behind the building.

- [Tuesday 7:38 PM] Emily King (Guest) We currently cannot drive two way on many of our streets. I cannot imagine all the food delivery to an apartment building. (1 liked)
- [Tuesday 7:49 PM] Scott King Does this rezoning request go against the UDO? 3. Five Points East Neighborhood a. Core Area i. Maximum lot size: 13,067 square feet. ii. Front yard setback: Within 10% of the average front yard setback of houses on the same block face as the new construction. iii. Maximum building height: 2 stories, 35 feet. Buildings may exceed 35 feet when the average height of houses on the same block face as the new construction exceeds 35 feet, and then the allowed height shall be within 10% of the average height of houses in the same block face as the new construction.
- [Tuesday 7:52 PM] Ginger M (Guest) Thank you so much for representing ALL the small businesses that are currently in the building - all of whom support and love our neighborhood and our kids.
- [Tuesday 7:53 PM] Edith Jeffreys so buildings directly across the street from this property will never be 3 stories as long as they are in the NCOD zoning. Edited
- [Tuesday 8:02 PM] "Carole Meyre (Guest)" Charles - re the building downhill of the project - the Hamco building in probate - being downhill, have you considered stormwater impact? Plans?
- [Tuesday 6:34 PM] Sara Cooper (Guest) Still too tall. (1 liked)

**Applicant's response:**

***We have requested specific concerns over the building from the neighborhood. We have tried to address all the stated issues. The NCOD provides a maximum of two stories but a maximum height of thirty-five feet with provisions to go higher. We have told the neighbors the Applicant vision of the architecture is that of a renovated factory. There are current conditions describing materials and parking screening. We have also now added elevations at Bickett and Fairview to the packet as an example of our choices. We hope the neighbors will provide feedback. While the Applicant is requesting a four-story maximum, no more than three stories will face public right of way.***

**BICKETT(10)**

- [Tuesday 6:55 PM] Jon and Court B (Guest) Bickett is going to get wider? Did he just say that?
- [Tuesday 7:14 PM] Bickett Resident (Guest) I'll support funding legal representation. (1 liked)
- [Tuesday 7:14 PM] Reid (Guest) Ingress/egress on Bickett is not an issue IMHO, it won't incentive or prevent folks entering/leaving in Fairview from turning right in Bickett to cut through to areas to north.
- [Tuesday 7:18 PM] Greg Kirkpatrick (Guest) Cherokee is one way, yes, between Aycock and Bickett?
- [Tuesday 7:21 PM] Chris Hamilton Why can't they omit the Bickett entrance entirely and just use Fairview? (1 liked)
- [Tuesday 7:22 PM] Emily King (Guest) We do NOT want balconies facing Bickett. (1 liked)
- [Tuesday 7:22 PM] Daniel Howe (Guest) What's wrong with balconies?? (1 liked)
- [Tuesday 7:25 PM] Janice McLaughlin (Guest) In regard to the rooftop deck- sound travels uphill and would go straight up Fairview and Bickett on both sides.
- [Tuesday 7:27 PM] Janice McLaughlin (Guest) Three stories on Bickett side will block morning sun on the basketball court and playground.
- [Tuesday 7:36 PM] "\"Mark (Guest)\" Drivers back out slowly. Residents will pull out quickly if there is an entrance/exit on Bickett.

**Applicant's response:**

***As previously stated, the current condition is a string of parking spaces, serving the existing commercial, backing out unto Bickett. A controlled single entrance/exit for the residential parking area is a much safer solution and allows for better traffic flows.***

**REZONING(7)**

[Tuesday 6:41 PM] George (Guest)"owner might not be developer" Is rezoning for increasing property value?

[Tuesday 6:50 PM] "\"Mark (Guest)\\""George (Guest) rezoning the site does increase the value. The owner may want to take advantage of a more developer friendly Council than what Raleigh has had for the past several years.

[Tuesday 6:59 PM] "\"Mark (Guest)\\""Are they seeking a conditional rezoning (i.e. site plan tied to the rezoning)?

[Tuesday 7:21 PM] Scott King It would be awesome if the city could close off Greenwood and Cherokee on the Bickett side and make it a loop, but we were told that could not be attached to a re-zoning request.(1 liked)

[Tuesday 7:27 PM] Daniel Howe (Guest)But if there is a zoning condition to address these issues it is the law, and the management company must conform(1 liked)

[Tuesday 8:10 PM] Katherine McDowell (Guest)To reiterate from the beginning of the call, many people are concerned with the NX-4 versus a preferred NX-3.

[Tuesday 8:10 PM] "Liz Pauk (Guest)"Agree, Kathy!

***Applicant's response:***

***Currently the property is a collection of different uses in a single-story masonry building. This Proposal is for a mixed-use building with maximum of 4 stories. The Roanoke Park neighborhood is covered by NCOD with a maximum height of thirty-five feet. The industrial sites on the other side of the Project have a maximum height of five stories; therefore, we feel a transitional height of four stories is appropriate. The uses and conditions proposed are consistent with the Comprehensive Plan.***

**HOURS OF OPERATION(6)**

[Tuesday 7:06 PM] "\"Mark (Guest)\\""What would the hours of operation be for the businesses?

[Tuesday 7:22 PM] Katherine McDowell (Guest)I live on Cherokee. I am concerned about noise from outdoor spaces. I would like no outdoor music ever and quiet hours starting at 10pm.

[Tuesday 7:19 PM] "Sara Cooper (Guest)"10

[Tuesday 7:19 PM] "Sara Cooper (Guest)"10pm

[Tuesday 7:19 PM] Scott King10 PM

[Tuesday 7:19 PM] Whitney Anderson10mp

***Applicant's response:***

***Conditions have been added to the case limiting active commercial uses/hours of operation be limited to Midnight Friday, Saturday, and Sunday. All other days shall be limited to 11 PM.***

**NEIGHBORHOOD(4)**

[Tuesday 6:41 PM] Whitney Anderson most people in our neighborhood are walkers. we need to make sure it is safe for families and pets.

[Tuesday 7:14 PM] Patricia Hall (Guest)sorry I am late to the conversation. Have owner occupied townhomes that are similar to other developments in the neighborhood be discussed?

[Tuesday 7:52 PM] Edith Jeffreys The developer represented early in the conversation that our R-10 neighborhood would allow three stories. But because of the NCOD it doesn't.(2 liked)

[Tuesday 8:01 PM] Jon and Court B (Guest)Their solution is going to be more speed humps. This neighborhood is going to look like a mogul course.

***Applicant's response:***

***Maximum building height of NCOD is two stories but thirty-five feet. Our mistake at meeting but the logic of the transition still holds. Project will provide sidewalks along Bickett and Fairview where none exist now as well as providing a Bike Share station.***

## **BIKES(4)**

[Tuesday 7:34 PM]

"Mary-Jo Gellenbeck (Guest)"Please include secure, bicycle parking inside the garage to support a growing interest for a multimodal transit user. Raleigh Transportation is investing in Active Mobility infrastructure to decrease car-dependent developments.

[Tuesday 8:03 PM]

"Sara Cooper (Guest)"Does Mary-Jo live in five points?

[Tuesday 8:08 PM]

Astrid Huberbeing bikeable is great. We do need to also remember that there are many that do not have the privilege to be able to bike physically or due to distance to their job.

[Tuesday 8:04 PM]

Will and Mayghen (Guest)(and more bikeable)

### ***Applicant's response:***

***Project will provide sidewalks along Bickett and Fairview where none exist now as well as providing a Bike Share station.***

## **USES(4)**

[Tuesday 7:07 PM]

Catherine Kaminski (Guest)Also...what businesses are you trying to attract to this development?

[Tuesday 7:30 PM]

Katherine McDowell (Guest)The parking deck must accommodate all residential and planned commercial businesses. There is no room for street parking due to the current residential and the park requirements.(1 liked)

[Tuesday 7:50 PM]

"Liz Pauk (Guest)"I hope there will be a place for the small local businesses currently on the site.

[Tuesday 8:04 PM]

Will and Mayghen (Guest)Businesses in the neighborhood means a more walkable neighborhood.

### ***Applicant's response:***

***We would like to attract the kind of businesses that are already using parts of the building with the addition of restaurants and offices. We anticipate any lease to be a small-scale local business***

## **CONDITIONS(2)**

[Tuesday 7:04 PM]

Adam Strouth (Guest)Will we be able to see the conditions before you give the city the proposal?

### ***Applicant's response:***

***We have already shared our initial conditions. We will share any new conditions created after the next Staff Review.***

## **PARK(1)**

[Tuesday 7:02 PM]

Jon and Court B (Guest)This truly is a terrifying proposal for those of use with kids living directly around the park.

### ***Applicant's response:***

***We disagree, we believe this would make an excellent addition to the future of the Roanoke Park Area.***



ATTENDANCE ROSTER	
1	123456789

[illegible]

<b>Meeting Summary</b>		
<b>Total Number of Participants</b>	<b>179</b>	
<b>Meeting Title</b>	<b>Fairview and Bickett Virtual Neighborhood Meeting</b>	
<b>Meeting Start Time</b>	4/20/2021, 6:08:07 PM	
<b>Meeting End Time</b>	4/21/2021, 8:07:11 PM	

Full Name	Join Time	Leave Time	Duration	Email	Role
Jones, Suzanne	4/20/2021, 6:08:07 PM	4/20/2021, 6:08:14 PM	7s	sujones@rbn.com	Attendee
Jones, Suzanne	4/20/2021, 6:17:21 PM	4/20/2021, 6:37:00 PM	19m 39s	sujones@rbn.com	Attendee
Jones, Suzanne	4/20/2021, 6:38:46 PM	4/20/2021, 8:30:02 PM	1h 51m	sujones@rbn.com	Attendee
Carole Meyre	4/20/2021, 6:08:09 PM	4/21/2021, 8:07:11 PM	25h 59m		Attendee
elva Jones	4/20/2021, 6:10:19 PM	4/20/2021, 8:10:12 PM	1h 59m		Attendee
HP Walker (Guest)	4/20/2021, 6:12:31 PM	4/20/2021, 7:15:08 PM	1h 2m		Attendee
Janice McLaughlin (Guest)	4/20/2021, 6:12:41 PM	4/20/2021, 8:13:05 PM	2h		Attendee
Richard Winstead	4/20/2021, 6:13:10 PM	4/20/2021, 7:53:05 PM	1h 39m		Attendee
Ben Williams	4/20/2021, 6:14:27 PM	4/20/2021, 8:12:19 PM	1h 57m	bwilliams@priestcraven.com	Organizer
	19198324826 4/20/2021, 6:14:39 PM	4/20/2021, 6:24:17 PM	9m 37s		Attendee
George (Guest)	19198324826 4/20/2021, 6:57:43 PM	4/20/2021, 7:28:49 PM	31m 5s		Attendee
Greg Elkins	4/20/2021, 6:15:10 PM	4/20/2021, 7:57:06 PM	1h 41m	gelkins@priestcraven.com	Attendee
karen l (Guest)	4/20/2021, 6:16:32 PM	4/20/2021, 8:12:36 PM	1h 56m		Presenter
Jon and Court B (Guest)	4/20/2021, 6:16:34 PM	4/20/2021, 8:12:50 PM	1h 56m		Attendee
Sara Cooper (Guest)	4/20/2021, 6:17:02 PM	4/20/2021, 8:12:28 PM	1h 55m		Attendee
Susan Hollenbach (Guest)	4/20/2021, 6:18:45 PM	4/20/2021, 7:12:44 PM	53m 58s		Attendee
Astrid Huber	4/20/2021, 6:18:56 PM	4/20/2021, 8:13:45 PM	1h 54m	Astrid.Huber@wakegov.com	Attendee
Lincoln, Cynthia	4/20/2021, 6:19:02 PM	4/20/2021, 8:12:12 PM	1h 53m	cynthia.lincoln@naturalsciences.org	Attendee
	4/20/2021, 6:19:26 PM	4/20/2021, 8:12:08 PM	1h 52m		Attendee
	19196107510 4/20/2021, 6:19:52 PM	4/20/2021, 7:15:06 PM	55m 14s		Attendee
Karen Register	4/20/2021, 6:20:13 PM	4/20/2021, 8:13:29 PM	1h 53m		Attendee
Williams, Bronwyn W	4/20/2021, 6:20:19 PM	4/20/2021, 7:22:37 PM	1h 2m	bronwyn.williams@naturalsciences.org	Attendee
Lowder, Sarah G	4/20/2021, 6:20:21 PM	4/20/2021, 6:41:36 PM	21m 15s	sarah.lowder@naturalsciences.org	Attendee
Lowder, Sarah G	4/20/2021, 6:43:59 PM	4/20/2021, 6:46:42 PM	2m 43s	sarah.lowder@naturalsciences.org	Attendee
karen patterson (Guest)	4/20/2021, 6:20:39 PM	4/20/2021, 8:12:51 PM	1h 52m		Attendee
Cindy Levine (Guest)	4/20/2021, 6:20:48 PM	4/20/2021, 8:12:16 PM	1h 51m	whitney.anderson@planetcoastal.com	Attendee
Whitney Anderson	4/20/2021, 6:20:58 PM	4/20/2021, 7:53:26 PM	1h 32m		Attendee
Bel, Denise	4/20/2021, 6:20:59 PM	4/20/2021, 8:12:23 PM	1h 51m	rtatigan@rti.org	Attendee
Susan (Guest)	4/20/2021, 6:21:06 PM	4/20/2021, 8:12:27 PM	1h 51m		Attendee
Ryan Keur (Guest)	4/20/2021, 6:21:13 PM	4/20/2021, 8:03:50 PM	1h 42m		Attendee

Sarah Hill Waters (Guest)""	4/20/2021, 6:21:22 PM	4/20/2021, 8:20:04 PM	1h 58m		Attendee
Beth Cooper (Guest)	4/20/2021, 6:21:31 PM	4/20/2021, 8:13:27 PM	1h 51m		Attendee
Eric Anderson (Guest)	4/20/2021, 6:21:45 PM	4/20/2021, 8:12:12 PM	1h 50m		Attendee
Steve K (Guest)	4/20/2021, 6:21:59 PM	4/20/2021, 7:15:40 PM	53m 41s		Attendee
Lauren	4/20/2021, 6:22:03 PM	4/20/2021, 8:12:31 PM	1h 50m		Attendee
Adam C Howes	4/20/2021, 6:22:04 PM	4/20/2021, 8:09:51 PM	1h 47m	ahowes@lenovo.com	Attendee
Mary Ann Weaver	4/20/2021, 6:22:17 PM	4/20/2021, 6:43:56 PM	21m 38s	Mweaver@priestcraven.com	Presenter
Mary Ann Weaver	4/20/2021, 6:58:00 PM	4/20/2021, 7:11:43 PM	13m 42s	Mweaver@priestcraven.com	Presenter
19198345720	4/20/2021, 6:23:07 PM	4/20/2021, 7:51:59 PM	1h 28m		Attendee
Carole Meyre (Guest)	4/20/2021, 6:23:33 PM	4/20/2021, 9:16:38 PM	2h 53m		Attendee
Tommy Craven	4/20/2021, 6:23:54 PM	4/20/2021, 6:24:51 PM	56s	tcraven@priestcraven.com	Presenter
Laurie McDowell	4/20/2021, 6:23:58 PM	4/20/2021, 7:27:20 PM	1h 3m		Attendee
Emily & Bryan Tyler	4/20/2021, 6:24:18 PM	4/21/2021, 8:27:25 AM	14h 3m		Attendee
Carol Ashcraft (Guest)	4/20/2021, 6:24:28 PM	4/20/2021, 7:33:31 PM	1h 9m		Attendee
Josh Huber (Guest)	4/20/2021, 6:24:46 PM	4/20/2021, 8:12:13 PM	1h 47m		Attendee
E Faye Walker	4/20/2021, 6:25:02 PM	4/20/2021, 9:19:31 PM	2h 54m		Attendee
Josh Bell (Guest)	4/20/2021, 6:25:17 PM	4/20/2021, 8:12:30 PM	1h 47m	efwalker@ncsu.edu	Attendee
patrice cherry	4/20/2021, 6:25:23 PM	4/20/2021, 7:53:35 PM	1h 28m		Attendee
17033043701	4/20/2021, 6:25:35 PM	4/20/2021, 7:04:45 PM	39m 9s		Attendee
17033043701	4/20/2021, 7:06:54 PM	4/20/2021, 7:59:08 PM	52m 13s		Attendee
17033043701	4/20/2021, 8:08:09 PM	4/20/2021, 8:09:00 PM	50s		Attendee
Mayank Thanawala (Guest)	4/20/2021, 6:25:58 PM	4/20/2021, 8:12:13 PM	1h 46m		Attendee
Carol Moser	4/20/2021, 6:26:01 PM	4/20/2021, 7:56:48 PM	1h 30m		Attendee
tom	4/20/2021, 6:26:15 PM	4/20/2021, 8:10:11 PM	1h 43m		Attendee
Bob Kurtz (Guest)	4/20/2021, 6:26:22 PM	4/20/2021, 7:51:26 PM	1h 25m		Attendee
Matt Waters	4/20/2021, 6:26:26 PM	4/20/2021, 8:12:16 PM	1h 45m		Attendee
Reid	4/20/2021, 6:26:26 PM	4/20/2021, 7:38:08 PM	1h 11m	MWaters@jordanprice.com	Attendee
Josey K	4/20/2021, 6:27:22 PM	4/20/2021, 8:10:26 PM	1h 43m		Attendee
Mabel Lajes-Guterras	4/20/2021, 6:27:33 PM	4/20/2021, 8:11:15 PM	1h 43m	mlajesguterras@chartergrowthfund.org	Attendee
Scott King	4/20/2021, 6:27:41 PM	4/20/2021, 8:11:33 PM	1h 43m	scking@wakemed.org	Attendee
Christine & John (Guest)	4/20/2021, 6:27:44 PM	4/20/2021, 8:12:30 PM	1h 44m		Attendee
Lauren Kirkpatrick (Guest)	4/20/2021, 6:27:48 PM	4/20/2021, 8:12:57 PM	1h 45m		Attendee
Aaron Rycroft	4/20/2021, 6:27:54 PM	4/20/2021, 8:14:42 PM	1h 46m		Attendee
chuck nintzel (Guest)	4/20/2021, 6:28:02 PM	4/20/2021, 8:20:30 PM	1h 52m		Attendee
Liz Paak (Guest)	4/20/2021, 6:28:08 PM	4/20/2021, 7:33:37 PM	1h 5m		Attendee
19195001725	4/20/2021, 6:28:10 PM	4/20/2021, 8:05:40 PM	1h 37m		Attendee
Mark Brown	4/20/2021, 6:28:15 PM	4/20/2021, 8:12:19 PM	1h 44m	mark.brown@sas.com	Attendee

Mabel, Ira	4/20/2021, 6:28:20 PM	4/20/2021, 8:12:30 PM	1h 44m	Ira.Mabel@raleighnc.gov	Attendee
Meaghan Toon (Guest)	4/20/2021, 6:28:33 PM	4/20/2021, 8:12:27 PM	1h 43m		Attendee
Jim Hazen	4/20/2021, 6:28:33 PM	4/20/2021, 8:11:15 PM	1h 42m	Jim.Hazen@sas.com	Attendee
Katherine McDowell (Guest)	4/20/2021, 6:28:34 PM	4/20/2021, 8:12:25 PM	1h 43m		Attendee
Edie	4/20/2021, 6:28:36 PM	4/20/2021, 6:30:00 PM	1m 24s		Attendee
Kerry (Guest)	4/20/2021, 6:28:42 PM	4/20/2021, 8:12:31 PM	1h 43m	bphilips@tyratech.com	Attendee
Brian Phillips	4/20/2021, 6:28:50 PM	4/20/2021, 7:32:15 PM	1h 3m		Attendee
Fell, Leah W	4/20/2021, 6:28:57 PM	4/20/2021, 6:51:22 PM	22m 25s	leah.fell@naturalsciences.org	Attendee
Fell, Leah W	4/20/2021, 6:53:15 PM	4/20/2021, 6:57:55 PM	4m 39s	leah.fell@naturalsciences.org	Attendee
Becky Brown	4/20/2021, 6:29:04 PM	4/20/2021, 8:18:29 PM	1h 49m	becky.brown@sas.com	Attendee
	19196496794 4/20/2021, 6:29:05 PM	4/20/2021, 6:32:36 PM	3m 31s		Attendee
Dave Johnson (Guest)	4/20/2021, 6:29:13 PM	4/20/2021, 7:27:47 PM	58m 33s		Attendee
Michele	4/20/2021, 6:29:15 PM	4/20/2021, 8:20:32 PM	1h 51m		Attendee
Caroline Philbeck (Guest)	4/20/2021, 6:29:21 PM	4/20/2021, 6:48:36 PM	19m 14s		Attendee
Steve Mangano	4/20/2021, 6:29:33 PM	4/20/2021, 7:04:44 PM	35m 11s	smangano@oicone.org	Attendee
Dougherty, Kelsey	4/20/2021, 6:29:43 PM	4/20/2021, 7:33:37 PM	1h 3m	kmpx153@astrazeneca.net	Attendee
Greg Kirkpatrick (Guest)	4/20/2021, 6:29:43 PM	4/20/2021, 7:44:07 PM	1h 14m		Attendee
Jeff Perkinson	4/20/2021, 6:29:53 PM	4/20/2021, 8:12:22 PM	1h 42m	jeff.perkinson@jmp.com	Attendee
Kyla (Guest)	4/20/2021, 6:29:56 PM	4/20/2021, 8:14:33 PM	1h 44m		Attendee
Glenda Smith (Guest)	4/20/2021, 6:30:00 PM	4/20/2021, 8:12:13 PM	1h 42m		Attendee
Gina S (Guest)	4/20/2021, 6:30:04 PM	4/20/2021, 8:12:08 PM	1h 42m		Attendee
Joe Brazel (Guest)	4/20/2021, 6:30:08 PM	4/20/2021, 8:13:46 PM	1h 43m		Attendee
Bill P	4/20/2021, 6:30:14 PM	4/20/2021, 6:56:34 PM	26m 19s		Attendee
Bill P	4/20/2021, 7:44:32 PM	4/20/2021, 8:05:35 PM	21m 3s		Attendee
Jillian Keefe (Guest)	4/20/2021, 6:30:19 PM	4/20/2021, 7:48:54 PM	1h 18m		Attendee
Cindy Voegeli (Guest)	4/20/2021, 6:30:21 PM	4/20/2021, 8:03:42 PM	1h 33m		Attendee
Popoviciu, Ciprian	4/20/2021, 6:30:24 PM	4/20/2021, 8:12:15 PM	1h 41m	popoviciu18@ecu.edu	Attendee
Chris Hamilton	4/20/2021, 6:30:31 PM	4/20/2021, 8:18:21 PM	1h 47m	Chris.Hamilton@genesys.com	Attendee
Patrick Smith	4/20/2021, 6:30:31 PM	4/20/2021, 7:21:18 PM	50m 47s	psmith@integrated-funding.com	Attendee
Chris Evans	4/20/2021, 6:30:38 PM	4/20/2021, 8:17:18 PM	1h 46m	Chris.Evans@bcbnsc.com	Attendee
Bickett Resident (Guest)	4/20/2021, 6:30:40 PM	4/20/2021, 8:19:45 PM	1h 49m		Attendee
Sager, Shawn	4/20/2021, 6:30:42 PM	4/20/2021, 8:12:22 PM	58m 40s	Shawn.Sager@arcadis-us.com	Attendee
Sager, Shawn	4/20/2021, 7:31:38 PM	4/20/2021, 8:12:22 PM	40m 43s	Shawn.Sager@arcadis-us.com	Attendee
Judith High (Guest)	4/20/2021, 6:30:43 PM	4/20/2021, 8:12:10 PM	1h 41m		Attendee
	19194188174 4/20/2021, 6:30:47 PM	4/20/2021, 6:30:57 PM	10s		Attendee
	19194188174 4/20/2021, 6:33:21 PM	4/20/2021, 6:33:27 PM	5s		Attendee
Will and Mayghen (Guest)	4/20/2021, 6:31:05 PM	4/20/2021, 8:12:09 PM	1h 41m		Attendee

Daniel Howe (Guest)	4/20/2021, 6:31:07 PM	4/20/2021, 8:02:37 PM	1h 31m		Attendee
Anna C. Price	4/20/2021, 6:31:08 PM	4/20/2021, 8:12:22 PM	1h 41m	annac@aireprice@yorkproperties.com	Attendee
Nicole and Jason (Guest)	4/20/2021, 6:31:18 PM	4/20/2021, 7:38:09 PM	1h 6m		Attendee
Casey High (Guest)	4/20/2021, 6:31:22 PM	4/20/2021, 8:12:17 PM	1h 40m		Attendee
Matthew Leatherman	4/20/2021, 6:31:26 PM	4/20/2021, 7:54:33 PM	1h 23m	matthew.leatherman@fcitglobal.org	Attendee
Edie	4/20/2021, 6:31:29 PM	4/20/2021, 6:33:19 PM	1m 49s		Attendee
John Dorsey (Guest)	4/20/2021, 6:31:31 PM	4/20/2021, 8:12:11 PM	1h 40m		Attendee
Emily King (Guest)	4/20/2021, 6:31:32 PM	4/20/2021, 8:12:16 PM	1h 40m		Attendee
Kelsey Hymel (Guest)	4/20/2021, 6:31:34 PM	4/20/2021, 8:12:24 PM	1h 40m		Attendee
Tres Watkins (Guest)	4/20/2021, 6:31:55 PM	4/20/2021, 8:19:07 PM	1h 47m		Attendee
Dawn Comfort (Guest)	4/20/2021, 6:31:58 PM	4/20/2021, 8:12:14 PM	1h 40m		Attendee
Margaret Miller (Guest)	19196234226 4/20/2021, 6:32:18 PM	4/20/2021, 6:36:16 PM	3m 58s		Attendee
Mike Louis	4/20/2021, 6:32:30 PM	4/20/2021, 7:57:32 PM	1h 25m	mlouis@solutionsatl.com	Attendee
Anastasia Caton (Guest)	4/20/2021, 6:32:35 PM	4/20/2021, 7:59:25 PM	1h 26m		Attendee
Ginger M (Guest)	4/20/2021, 6:32:46 PM	4/20/2021, 8:12:25 PM	1h 39m		Attendee
anna singer	4/20/2021, 6:32:58 PM	4/20/2021, 8:17:55 PM	1h 39m		Attendee
Josh And Sharon Hansen	19785491588 4/20/2021, 6:33:04 PM	4/20/2021, 6:53:30 PM	20m 26s	anna@lauraparkdesigns.com	Attendee
Rosina Rubes (Guest)	19192601546 4/20/2021, 6:33:30 PM	4/20/2021, 8:12:14 PM	1h 38m		Attendee
Mary-Jo Gellenbeck (Guest)	15089229766 4/20/2021, 6:33:44 PM	4/20/2021, 7:12:05 PM	38m 34s		Attendee
Nelson Burrn	4/20/2021, 6:33:49 PM	4/20/2021, 8:12:05 PM	1h 38m		Attendee
Simon Gildener (Guest)	19194143576 4/20/2021, 6:34:12 PM	4/20/2021, 7:46:42 PM	1h 12m		Attendee
Edie	4/20/2021, 6:34:22 PM	4/20/2021, 8:12:09 PM	1h 38m		Attendee
Molly McNeill _ Staff - Counsel	4/20/2021, 6:34:23 PM	4/20/2021, 7:34:29 PM	1h	NBunh@ndaajustice.org	Attendee
Anna Bickley	13363377434 4/20/2021, 6:34:24 PM	4/20/2021, 7:11:58 PM	37m 36s		Attendee
Jen Wike Huger	4/20/2021, 6:34:40 PM	4/20/2021, 8:12:26 PM	1h 38m		Attendee
\Davis Morton (Guest)\""	19197494520 4/20/2021, 6:34:52 PM	4/20/2021, 7:33:05 PM	58m 25s		Attendee
Edie	4/20/2021, 6:35:02 PM	4/20/2021, 8:12:11 PM	1h 37m		Attendee
Molly McNeill _ Staff - Counsel	4/20/2021, 6:35:04 PM	4/20/2021, 7:33:05 PM	11m		Attendee
Anna Bickley	4/20/2021, 6:35:13 PM	4/20/2021, 6:45:52 PM	36m 43s	mrmcneill3@wcps.net	Attendee
Jen Wike Huger	14085977195 4/20/2021, 6:35:33 PM	4/20/2021, 8:09:20 PM	1h 34m	Anna.Bickley@UVision360.com	Attendee
\Davis Morton (Guest)\""	12147299182 4/20/2021, 6:35:38 PM	4/20/2021, 8:11:43 PM	1h 36m		Attendee
Jen Wike Huger	4/20/2021, 6:35:52 PM	4/20/2021, 7:08:46 PM	33m 12s		Attendee
\Davis Morton (Guest)\""	4/20/2021, 6:35:55 PM	4/20/2021, 8:12:13 PM	1h 36m		Attendee
19196055112 4/20/2021, 6:36:12 PM	4/20/2021, 6:35:55 PM	4/20/2021, 7:28:06 PM	52m 13s		Attendee
19196055112 4/20/2021, 6:36:12 PM	4/20/2021, 8:12:35 PM	4/20/2021, 8:12:33 PM	1h 36m		Attendee

SL (Guest)	4/20/2021, 6:36:56 PM	4/20/2021, 7:24:51 PM	47m 55s	Attendee
Clark (Guest)	4/20/2021, 6:37:06 PM	4/20/2021, 8:12:16 PM	1h 35m	Attendee
Lisa Dion	4/20/2021, 6:37:15 PM	4/20/2021, 7:28:10 PM	50m 54s	Attendee
Catherine Kaminski	4/20/2021, 6:37:32 PM	4/20/2021, 8:11:46 PM	1h 34m	Attendee
	19197419197	4/20/2021, 6:37:35 PM	1h 34m	Attendee
Mary Louise Talley	4/20/2021, 6:38:07 PM	4/20/2021, 6:46:55 PM	8m 48s	Attendee
\Mark (Guest)\	4/20/2021, 6:39:59 PM	4/20/2021, 8:12:29 PM	1h 32m	Attendee
Harlan Shays (Guest)	4/20/2021, 6:40:32 PM	4/20/2021, 8:12:23 PM	1h 31m	Attendee
	19199461345	4/20/2021, 6:41:06 PM	1h 31m	Attendee
Laurie	4/20/2021, 6:41:08 PM	4/20/2021, 8:09:36 PM	1h 28m	Attendee
Adam Strouth (Guest)	4/20/2021, 6:41:37 PM	4/20/2021, 8:14:11 PM	1h 32m	Attendee
Hailey Strouth (Guest)	4/20/2021, 6:41:50 PM	4/20/2021, 8:15:32 PM	1h 33m	Attendee
Pete Candito (Guest)	4/20/2021, 6:42:08 PM	4/20/2021, 8:12:40 PM	1h 30m	Attendee
Dot Kibler	4/20/2021, 6:42:21 PM	4/20/2021, 6:44:46 PM	2m 25s	Attendee
Hymel, Jon	4/20/2021, 6:42:38 PM	4/20/2021, 8:14:02 PM	1h 31m	Attendee
	16107725333	4/20/2021, 6:43:11 PM	1h 31m	Attendee
Mary Louise Talley (Guest)	4/20/2021, 6:46:46 PM	4/20/2021, 8:14:19 PM	1h 19m	Attendee
Gabby H	4/20/2021, 6:49:29 PM	4/20/2021, 8:06:34 PM	40m 47s	Attendee
Alex Lewis (Guest)	4/20/2021, 6:51:14 PM	4/20/2021, 7:30:16 PM	2m 11s	Attendee
	12523148497	4/20/2021, 6:52:19 PM	2m 55s	Attendee
Alex Lewis (Guest)	4/20/2021, 6:55:08 PM	4/20/2021, 6:55:14 PM	1h 17m	Attendee
	19197036162	4/20/2021, 6:56:07 PM	32m 17s	Attendee
	19197036162	4/20/2021, 7:36:37 PM	10m 9s	Attendee
Anna S. Traylor	4/20/2021, 6:57:41 PM	4/20/2021, 7:01:51 PM	4m 9s	Attendee
Anna S. Traylor	4/20/2021, 7:31:19 PM	4/20/2021, 7:34:27 PM	3m 8s	Attendee
	17182079744	4/20/2021, 6:59:03 PM	45m 24s	Attendee
Sandra (Guest)	4/20/2021, 6:59:05 PM	4/20/2021, 7:50:18 PM	51m 12s	Attendee
Steve N	4/20/2021, 7:04:59 PM	4/20/2021, 7:28:59 PM	23m 59s	Attendee
Klem, Matthew	4/20/2021, 7:05:52 PM	4/20/2021, 8:12:32 PM	1h 6m	Attendee
	19198193620	4/20/2021, 7:07:24 PM	1h 4m	Attendee
Kevin and Morgan Rollinson	4/20/2021, 7:08:47 PM	4/20/2021, 8:12:09 PM	1m 35s	Attendee
Iajosa (Guest)	4/20/2021, 7:09:05 PM	4/20/2021, 7:10:23 PM	1h 2m	Attendee
Kevin Rollinson	4/20/2021, 7:09:49 PM	4/20/2021, 8:11:54 PM	1h 2m	Attendee
Edith Jeffreys	4/20/2021, 7:10:18 PM	4/20/2021, 8:12:23 PM	53m 59s	Attendee
	19195234830	4/20/2021, 7:10:52 PM	18m 27s	Attendee
Sara Cooper (Guest)	4/20/2021, 7:13:57 PM	4/20/2021, 7:29:20 PM	58m 15s	Attendee
HP Walker (Guest)	4/20/2021, 7:17:03 PM	4/20/2021, 8:12:13 PM	33m 30s	Attendee
		4/20/2021, 7:50:33 PM		Attendee

JonHymel@Eaton.com

atraylor@clarknexsen.com  
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Matthew.Klem@raleighnc.gov

edith.jeffreys@sas.com

19196360367	4/20/2021, 7:25:43 PM	4/20/2021, 7:35:26 PM	9m 42s	Attendee
Patricia Hall (Guest)	4/20/2021, 7:32:42 PM	4/20/2021, 8:12:09 PM	39m 26s	Attendee
Gabby H	4/20/2021, 7:33:16 PM	4/20/2021, 8:16:00 PM	42m 44s	Attendee
Gabby H	4/20/2021, 8:24:14 PM	4/20/2021, 8:25:47 PM	1m 32s	Attendee
Liz Pauk (Guest)	4/20/2021, 7:36:12 PM	4/20/2021, 8:12:25 PM	36m 13s	Attendee
Caroline Philbeck plus 7(Guest)	4/20/2021, 7:37:53 PM	4/20/2021, 8:15:19 PM	37m 25s	Attendee
Carol Ashcraft (Guest)	4/20/2021, 7:39:34 PM	4/20/2021, 8:12:15 PM	32m 40s	Attendee
Heydt Philbeck (Guest)\"" (Guest)	4/20/2021, 7:48:37 PM	4/20/2021, 7:57:46 PM	9m 8s	Attendee
Alice Fortune-Britt (Guest)	4/20/2021, 7:51:04 PM	4/20/2021, 8:10:08 PM	19m 3s	Attendee
Guest	4/20/2021, 7:55:04 PM	4/20/2021, 8:16:38 PM	21m 33s	Attendee
Felipe Flores	4/20/2021, 7:57:09 PM	4/20/2021, 8:12:11 PM	15m 1s	Attendee
Anne C. (Guest)	4/20/2021, 8:01:51 PM	4/20/2021, 8:13:06 PM	11m 14s	Attendee
19197919692	4/20/2021, 8:04:52 PM	4/20/2021, 8:10:08 PM	5m 16s	Attendee
Brittany Keur (Guest)	4/20/2021, 8:05:05 PM	4/20/2021, 8:12:17 PM	7m 11s	Attendee
Carol M	4/20/2021, 8:28:07 PM	4/20/2021, 8:29:22 PM	1m 14s	Attendee





May 11, 2021

Chuck Walker, PLA  
Entitlement Preservation Group  
275 North Pea Ridge Road  
Pittsboro, NC 27312  
Email: [cwalker@epgrouponline.com](mailto:cwalker@epgrouponline.com)

Subject: **Daily Traffic Letter - Fairview**  
Raleigh, North Carolina

Dear Mr. Walker:

This letter provides a summary of the daily traffic of roadways surrounding the proposed Fairview development. 24-hour tube counts were conducted along Hanover Street, Greenwood Street, Bicket Boulevard, Cherokee Drive, and Fairview Road on April 28<sup>th</sup>, 2021 to find the current daily traffic along those roadways. Refer to Table 1 for a summary of this information.

**Table 1: Trip Generation Comparison Summary**

Roadway	Daily Traffic (vpd)	Adjusted Daily Traffic (vpd)
Hanover Street	139	180
Greenwood Street	195	250
Bicket Boulevard	498	630
Cherokee Drive	239	300
Fairview Road	1901	2380

It should be noted that Table 1 also includes a summary of daily traffic along the roadways adjusted by 25% due to the COVID-19 pandemic. This adjustment is in line with what has been commonly found as the reduction in traffic volumes in Raleigh during the latest stages of the COVID-19 pandemic. Additionally, the capacity for these roadways to maintain a level-of-service D is approximately 10,000 vehicles per day. This capacity information is from the Florida Department of Transportation (FDOT) FDOT Quality / Level of Service Handbook tables that show the approximate annual average daily traffic volumes for urbanized areas. As shown in the above table, the surrounding roadways are currently at a maximum of 24% of that capacity with COVID-19 adjustments.

If you should have any questions, please feel free to contact me at (919) 872-5115.

Sincerely,



Nate Bouquin, P.E.  
Traffic Engineering Project Manager  
***Ramey Kemp & Associates, Inc.***

NC Corporate License # C-0910



Attachments:

Count Data

## Daily Vehicle Volume Report

Study Date: Wednesday, 04/28/2021

Unit ID: Hanover Street

Location: Hanover St

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	0	1	1
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	2	0	2
05:00 - 05:59	1	0	1
06:00 - 06:59	1	1	2
07:00 - 07:59	3	2	5
08:00 - 08:59	4	3	7
09:00 - 09:59	4	1	5
10:00 - 10:59	6	6	12
11:00 - 11:59	7	5	12
12:00 - 12:59	6	5	11
13:00 - 13:59	6	6	12
14:00 - 14:59	4	3	7
15:00 - 15:59	11	3	14
16:00 - 16:59	8	3	11
17:00 - 17:59	5	3	8
18:00 - 18:59	5	3	8
19:00 - 19:59	8	3	11
20:00 - 20:59	3	2	5
21:00 - 21:59	0	2	2
22:00 - 22:59	1	1	2
23:00 - 23:59	0	1	1
Totals	85	54	139
AM Peak Time	10:20 - 11:19	10:00 - 10:59	10:20 - 11:19
AM Peak Volume	11	6	14
PM Peak Time	14:56 - 15:55	12:48 - 13:47	14:39 - 15:38
PM Peak Volume	12	8	15

## Daily Northbound Classes Report

Study Date: Wednesday, 04/28/2021

Unit ID: Hanover Street

Location: Hanover St

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00 - 06:59	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00 - 07:59	0	2	0	0	1	0	0	0	0	0	0	0	0	3
08:00 - 08:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
09:00 - 09:59	0	2	1	0	1	0	0	0	0	0	0	0	0	4
10:00 - 10:59	0	4	1	0	1	0	0	0	0	0	0	0	0	6
11:00 - 11:59	0	5	0	0	2	0	0	0	0	0	0	0	0	7
12:00 - 12:59	0	5	0	0	1	0	0	0	0	0	0	0	0	6
13:00 - 13:59	1	4	1	0	0	0	0	0	0	0	0	0	0	6
14:00 - 14:59	0	2	0	0	2	0	0	0	0	0	0	0	0	4
15:00 - 15:59	0	8	0	0	3	0	0	0	0	0	0	0	0	11
16:00 - 16:59	0	7	0	0	1	0	0	0	0	0	0	0	0	8
17:00 - 17:59	0	3	1	0	1	0	0	0	0	0	0	0	0	5
18:00 - 18:59	0	3	2	0	0	0	0	0	0	0	0	0	0	5
19:00 - 19:59	0	6	1	0	1	0	0	0	0	0	0	0	0	8
20:00 - 20:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:00 - 21:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00 - 22:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	62	8	0	14	0	0	0	0	0	0	0	0	85
Percent of Total	1.2	72.9	9.4	0.0	16.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	71.4	10.7	0.0	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	1.8	73.7	8.8	0.0	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

### Truck Summary:

Total Trucks: 14

% Trucks: 16.5

AM % Trucks: 17.9

PM % Trucks: 15.8

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles  
#2 Passenger Cars - 2 Axles  
#3 Pickup Trucks, Vans - 2 Axles  
#4 Buses  
#5 Single Unit - 2 Axles, 6 Tires

#6 Single Unit Truck - 3 Axles  
#7 Single Unit - 4 Axles  
#8 Single Unit - 4 Axles or Less  
#9 Double Unit - 5 Axles  
#10 Double Unit - 6 Axles or More

#11 Multi-Unit - 5 Axles or Less  
#12 Multi-Unit - 6 Axles  
#13 Multi-Unit - 7 Axles or More

## Daily Southbound Classes Report

Study Date: Wednesday, 04/28/2021

Unit ID: Hanover Street

Location: Hanover St

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00 - 07:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:00 - 08:59	0	2	0	0	1	0	0	0	0	0	0	0	0	3
09:00 - 09:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 - 10:59	0	5	1	0	0	0	0	0	0	0	0	0	0	6
11:00 - 11:59	0	5	0	0	0	0	0	0	0	0	0	0	0	5
12:00 - 12:59	1	3	0	0	1	0	0	0	0	0	0	0	0	5
13:00 - 13:59	0	6	0	0	0	0	0	0	0	0	0	0	0	6
14:00 - 14:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
15:00 - 15:59	0	2	1	0	0	0	0	0	0	0	0	0	0	3
16:00 - 16:59	0	2	1	0	0	0	0	0	0	0	0	0	0	3
17:00 - 17:59	0	1	2	0	0	0	0	0	0	0	0	0	0	3
18:00 - 18:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
19:00 - 19:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:00 - 20:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00 - 21:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00 - 22:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00 - 23:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Totals	1	46	5	0	2	0	0	0	0	0	0	0	0	54
Percent of Total	1.9	85.2	9.3	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	89.5	5.3	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	2.9	82.9	11.4	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

### Truck Summary:

Total Trucks: 2

% Trucks: 3.7

AM % Trucks: 5.3

PM % Trucks: 2.9

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles  
#2 Passenger Cars - 2 Axles  
#3 Pickup Trucks, Vans - 2 Axles  
#4 Buses  
#5 Single Unit - 2 Axles, 6 Tires

#6 Single Unit Truck - 3 Axles  
#7 Single Unit - 4 Axles  
#8 Single Unit - 4 Axles or Less  
#9 Double Unit - 5 Axles  
#10 Double Unit - 6 Axles or More

#11 Multi-Unit - 5 Axles or Less  
#12 Multi-Unit - 6 Axles  
#13 Multi-Unit - 7 Axles or More

## Daily Total Classes Report

Study Date: Wednesday, 04/28/2021

Unit ID: Hanover Street

Location: Hanover St

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00 - 06:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:00 - 07:59	0	4	0	0	1	0	0	0	0	0	0	0	0	5
08:00 - 08:59	0	6	0	0	1	0	0	0	0	0	0	0	0	7
09:00 - 09:59	0	3	1	0	1	0	0	0	0	0	0	0	0	5
10:00 - 10:59	0	9	2	0	1	0	0	0	0	0	0	0	0	12
11:00 - 11:59	0	10	0	0	2	0	0	0	0	0	0	0	0	12
12:00 - 12:59	1	8	0	0	2	0	0	0	0	0	0	0	0	11
13:00 - 13:59	1	10	1	0	0	0	0	0	0	0	0	0	0	12
14:00 - 14:59	0	5	0	0	2	0	0	0	0	0	0	0	0	7
15:00 - 15:59	0	10	1	0	3	0	0	0	0	0	0	0	0	14
16:00 - 16:59	0	9	1	0	1	0	0	0	0	0	0	0	0	11
17:00 - 17:59	0	4	3	0	1	0	0	0	0	0	0	0	0	8
18:00 - 18:59	0	6	2	0	0	0	0	0	0	0	0	0	0	8
19:00 - 19:59	0	9	1	0	1	0	0	0	0	0	0	0	0	11
20:00 - 20:59	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:00 - 21:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00 - 22:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00 - 23:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Totals	2	108	13	0	16	0	0	0	0	0	0	0	0	139
Percent of Total	1.4	77.7	9.4	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	78.7	8.5	0.0	12.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	2.2	77.2	9.8	0.0	10.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

### Truck Summary:

Total Trucks: 16

% Trucks: 11.5

AM % Trucks: 12.8

PM % Trucks: 10.9

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles  
#2 Passenger Cars - 2 Axles  
#3 Pickup Trucks, Vans - 2 Axles  
#4 Buses  
#5 Single Unit - 2 Axles, 6 Tires

#6 Single Unit Truck - 3 Axles  
#7 Single Unit - 4 Axles  
#8 Single Unit - 4 Axles or Less  
#9 Double Unit - 5 Axles  
#10 Double Unit - 6 Axles or More

#11 Multi-Unit - 5 Axles or Less  
#12 Multi-Unit - 6 Axles  
#13 Multi-Unit - 7 Axles or More

## Daily Northbound Speeds (MPH)

Study Date: Wednesday, 04/28/2021

Unit ID: Hanover Street

Location: Hanover St

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 - 06:59	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00 - 07:59	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00 - 08:59	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	4
09:00 - 09:59	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00 - 10:59	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00 - 11:59	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	7
12:00 - 12:59	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
13:00 - 13:59	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	6
14:00 - 14:59	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	4
15:00 - 15:59	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	11
16:00 - 16:59	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	8
17:00 - 17:59	1	0	1	2	1	0	0	0	0	0	0	0	0	0	0	5
18:00 - 18:59	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	5
19:00 - 19:59	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	8
20:00 - 20:59	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
21:00 - 21:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00 - 22:59	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	27	22	27	8	1	0	0	0	0	0	0	0	0	0	0	85
Percent of Total	31.8	25.9	31.8	9.4	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	25.0	28.6	35.7	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	35.1	24.6	29.8	8.8	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	6.5 MPH	Ten Mile Pace:	15 to 24 MPH	85th Percentile:	24.2 MPH
Mean Speed:	17.8 MPH	Percent in Ten Mile Pace:	57.6%	15th Percentile:	9.5 MPH
Median Speed:	18.4 MPH			90th Percentile:	25.0 MPH
Modal Speed:	10.0 MPH			95th Percentile:	27.7 MPH

## Daily Southbound Speeds (MPH)

Study Date: Wednesday, 04/28/2021

Unit ID: Hanover Street

Location: Hanover St

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:59	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00 - 07:59	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 - 08:59	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
09:00 - 09:59	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 - 10:59	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00 - 11:59	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
12:00 - 12:59	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
13:00 - 13:59	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
14:00 - 14:59	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
15:00 - 15:59	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:00 - 16:59	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
17:00 - 17:59	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
18:00 - 18:59	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
19:00 - 19:59	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
20:00 - 20:59	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:00 - 21:59	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00 - 22:59	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00 - 23:59	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Totals	25	24	5	0	0	0	0	0	0	0	0	0	0	0	0	54
Percent of Total	46.3	44.4	9.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	63.2	31.6	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	37.1	51.4	11.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation: 4.9 MPH

Ten Mile Pace: 15 to 24 MPH

85th Percentile: 19.3 MPH

Mean Speed: 14.5 MPH

Percent in Ten Mile Pace: 53.7%

Median Speed: 15.3 MPH

15th Percentile: 8.0 MPH

Modal Speed: 10.0 MPH

90th Percentile: 19.8 MPH

95th Percentile: 21.8 MPH



## Daily Total Speeds (MPH)

Study Date: Wednesday, 04/28/2021

Unit ID: Hanover Street

Location: Hanover St

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 - 05:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 - 06:59	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00 - 07:59	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:00 - 08:59	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	7
09:00 - 09:59	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	5
10:00 - 10:59	7	1	4	0	0	0	0	0	0	0	0	0	0	0	0	12
11:00 - 11:59	4	5	1	2	0	0	0	0	0	0	0	0	0	0	0	12
12:00 - 12:59	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	11
13:00 - 13:59	2	6	4	0	0	0	0	0	0	0	0	0	0	0	0	12
14:00 - 14:59	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	7
15:00 - 15:59	6	6	1	1	0	0	0	0	0	0	0	0	0	0	0	14
16:00 - 16:59	1	2	8	0	0	0	0	0	0	0	0	0	0	0	0	11
17:00 - 17:59	4	0	1	2	1	0	0	0	0	0	0	0	0	0	0	8
18:00 - 18:59	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	8
19:00 - 19:59	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	11
20:00 - 20:59	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
21:00 - 21:59	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00 - 22:59	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00 - 23:59	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>	<b>52</b>	<b>46</b>	<b>32</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>139</b>
<b>Percent of Total</b>	<b>37.4</b>	<b>33.1</b>	<b>23.0</b>	<b>5.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>40.4</b>	<b>29.8</b>	<b>23.4</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>35.9</b>	<b>34.8</b>	<b>22.8</b>	<b>5.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation: 6.1 MPH

Ten Mile Pace: 15 to 24 MPH

85th Percentile: 23.1 MPH

Mean Speed: 16.5 MPH

Percent in Ten Mile Pace: 56.1%

Median Speed: 16.8 MPH

15th Percentile: 8.9 MPH

Modal Speed: 10.0 MPH

90th Percentile: 24.2 MPH

95th Percentile: 26.0 MPH

## Weekly Volumes

Unit ID: Hanover Street

Location: Hanover St

Week of 04/28/2021

Start Time	04/28 Wednesday		04/29 Thursday		04/30 Friday		05/01 Saturday		05/02 Sunday		05/03 Monday		05/04 Tuesday		Daily Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
00:00	0	1	-	-	-	-	-	-	-	-	-	-	-	-	0	1
01:00	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0
02:00	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0
03:00	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0
04:00	2	0	-	-	-	-	-	-	-	-	-	-	-	-	2	0
05:00	1	0	-	-	-	-	-	-	-	-	-	-	-	-	1	0
06:00	1	1	-	-	-	-	-	-	-	-	-	-	-	-	1	1
07:00	3	2	-	-	-	-	-	-	-	-	-	-	-	-	3	2
08:00	4	3	-	-	-	-	-	-	-	-	-	-	-	-	4	3
09:00	4	1	-	-	-	-	-	-	-	-	-	-	-	-	4	1
10:00	6	6	-	-	-	-	-	-	-	-	-	-	-	-	6	6
11:00	7	5	-	-	-	-	-	-	-	-	-	-	-	-	7	5
12:00	6	5	-	-	-	-	-	-	-	-	-	-	-	-	6	5
13:00	6	6	-	-	-	-	-	-	-	-	-	-	-	-	6	6
14:00	4	3	-	-	-	-	-	-	-	-	-	-	-	-	4	3
15:00	11	3	-	-	-	-	-	-	-	-	-	-	-	-	11	3
16:00	8	3	-	-	-	-	-	-	-	-	-	-	-	-	8	3
17:00	5	3	-	-	-	-	-	-	-	-	-	-	-	-	5	3
18:00	5	3	-	-	-	-	-	-	-	-	-	-	-	-	5	3
19:00	8	3	-	-	-	-	-	-	-	-	-	-	-	-	8	3
20:00	3	2	-	-	-	-	-	-	-	-	-	-	-	-	3	2
21:00	0	2	-	-	-	-	-	-	-	-	-	-	-	-	0	2
22:00	1	1	-	-	-	-	-	-	-	-	-	-	-	-	1	1
23:00	0	1	-	-	-	-	-	-	-	-	-	-	-	-	0	1
Lane Total	85	54	-	-	-	-	-	-	-	-	-	-	-	-	85	54
Day Total		139		-		-		-		-		-		-		139
AM Peak	10:20	10:00	-	-	-	-	-	-	-	-	-	-	-	-	11:00	10:00
AM Count	11	6	-	-	-	-	-	-	-	-	-	-	-	-	7	6
PM Peak	14:56	12:48	-	-	-	-	-	-	-	-	-	-	-	-	15:00	13:00
PM Count	12	8	-	-	-	-	-	-	-	-	-	-	-	-	11	6

## Daily Vehicle Volume Report

Study Date: Wednesday, 04/28/2021

Unit ID: Greenwood Street

Location: Greenwood St

	Southbound Volume
00:00 - 00:59	0
01:00 - 01:59	0
02:00 - 02:59	0
03:00 - 03:59	0
04:00 - 04:59	2
05:00 - 05:59	1
06:00 - 06:59	0
07:00 - 07:59	7
08:00 - 08:59	5
09:00 - 09:59	19
10:00 - 10:59	9
11:00 - 11:59	17
12:00 - 12:59	15
13:00 - 13:59	22
14:00 - 14:59	17
15:00 - 15:59	14
16:00 - 16:59	18
17:00 - 17:59	21
18:00 - 18:59	11
19:00 - 19:59	11
20:00 - 20:59	3
21:00 - 21:59	3
22:00 - 22:59	0
23:00 - 23:59	0
Totals	195
AM Peak Time	09:12 - 10:11
AM Peak Volume	22
PM Peak Time	12:28 - 13:27
PM Peak Volume	25

## Weekly Volumes

Unit ID: Greenwood Street

Location: Greenwood St

Week of 04/28/2021

Start Time	04/28 Wed	04/29 Thu	04/30 Fri	05/01 Sat	05/02 Sun	05/03 Mon	05/04 Tue	Average
	SB	SB	SB	SB	SB	SB	SB	SB
00:00	0	-	-	-	-	-	-	0
01:00	0	-	-	-	-	-	-	0
02:00	0	-	-	-	-	-	-	0
03:00	0	-	-	-	-	-	-	0
04:00	2	-	-	-	-	-	-	2
05:00	1	-	-	-	-	-	-	1
06:00	0	-	-	-	-	-	-	0
07:00	7	-	-	-	-	-	-	7
08:00	5	-	-	-	-	-	-	5
09:00	19	-	-	-	-	-	-	19
10:00	9	-	-	-	-	-	-	9
11:00	17	-	-	-	-	-	-	17
12:00	15	-	-	-	-	-	-	15
13:00	22	-	-	-	-	-	-	22
14:00	17	-	-	-	-	-	-	17
15:00	14	-	-	-	-	-	-	14
16:00	18	-	-	-	-	-	-	18
17:00	21	-	-	-	-	-	-	21
18:00	11	-	-	-	-	-	-	11
19:00	11	-	-	-	-	-	-	11
20:00	3	-	-	-	-	-	-	3
21:00	3	-	-	-	-	-	-	3
22:00	0	-	-	-	-	-	-	0
23:00	0	-	-	-	-	-	-	0
Lane Total	195	-	-	-	-	-	-	195
Day Total	195	-	-	-	-	-	-	195
AM Peak	09:12	-	-	-	-	-	-	09:00
AM Count	22	-	-	-	-	-	-	19
PM Peak	12:28	-	-	-	-	-	-	13:00
PM Count	25	-	-	-	-	-	-	22

## Daily Vehicle Volume Report

Study Date: Wednesday, 04/28/2021

Unit ID: Bickett Boulevard

Location: Bickett Blvd

	Westbound Volume	Eastbound Volume	Total Volume
00:00 - 00:59	1	1	2
01:00 - 01:59	0	2	2
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	1	0	1
05:00 - 05:59	2	2	4
06:00 - 06:59	2	5	7
07:00 - 07:59	6	13	19
08:00 - 08:59	10	11	21
09:00 - 09:59	3	18	21
10:00 - 10:59	3	24	27
11:00 - 11:59	14	27	41
12:00 - 12:59	14	20	34
13:00 - 13:59	15	22	37
14:00 - 14:59	7	29	36
15:00 - 15:59	7	41	48
16:00 - 16:59	12	24	36
17:00 - 17:59	11	48	59
18:00 - 18:59	7	33	40
19:00 - 19:59	7	13	20
20:00 - 20:59	9	17	26
21:00 - 21:59	3	9	12
22:00 - 22:59	1	4	5
23:00 - 23:59	0	0	0
Totals	135	363	498
AM Peak Time	10:55 - 11:54	10:20 - 11:19	10:55 - 11:54
AM Peak Volume	14	29	42
PM Peak Time	12:03 - 13:02	17:01 - 18:00	17:01 - 18:00
PM Peak Volume	16	50	61

## Daily Westbound Classes Report

Study Date: Wednesday, 04/28/2021

Unit ID: Bickett Boulevard

Location: Bickett Blvd

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00 - 06:59	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:00 - 07:59	0	5	0	0	1	0	0	0	0	0	0	0	0	6
08:00 - 08:59	0	10	0	0	0	0	0	0	0	0	0	0	0	10
09:00 - 09:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:00 - 10:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:00 - 11:59	0	12	1	0	1	0	0	0	0	0	0	0	0	14
12:00 - 12:59	1	9	4	0	0	0	0	0	0	0	0	0	0	14
13:00 - 13:59	0	14	1	0	0	0	0	0	0	0	0	0	0	15
14:00 - 14:59	0	6	1	0	0	0	0	0	0	0	0	0	0	7
15:00 - 15:59	0	4	1	0	2	0	0	0	0	0	0	0	0	7
16:00 - 16:59	0	11	0	0	1	0	0	0	0	0	0	0	0	12
17:00 - 17:59	0	8	3	0	0	0	0	0	0	0	0	0	0	11
18:00 - 18:59	0	6	1	0	0	0	0	0	0	0	0	0	0	7
19:00 - 19:59	0	7	0	0	0	0	0	0	0	0	0	0	0	7
20:00 - 20:59	0	8	1	0	0	0	0	0	0	0	0	0	0	9
21:00 - 21:59	0	1	2	0	0	0	0	0	0	0	0	0	0	3
22:00 - 22:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	113	16	0	5	0	0	0	0	0	0	0	0	135
Percent of Total	0.7	83.7	11.9	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	90.5	4.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	1.1	80.6	15.1	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

### Truck Summary:

Total Trucks: 5

% Trucks: 3.7

AM % Trucks: 4.8

PM % Trucks: 3.2

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles  
#2 Passenger Cars - 2 Axles  
#3 Pickup Trucks, Vans - 2 Axles  
#4 Buses  
#5 Single Unit - 2 Axles, 6 Tires

#6 Single Unit Truck - 3 Axles  
#7 Single Unit - 4 Axles  
#8 Single Unit - 4 Axles or Less  
#9 Double Unit - 5 Axles  
#10 Double Unit - 6 Axles or More

#11 Multi-Unit - 5 Axles or Less  
#12 Multi-Unit - 6 Axles  
#13 Multi-Unit - 7 Axles or More

## Daily Eastbound Classes Report

Study Date: Wednesday, 04/28/2021

Unit ID: Bickett Boulevard

Location: Bickett Blvd

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00 - 06:59	0	2	2	0	1	0	0	0	0	0	0	0	0	5
07:00 - 07:59	0	9	4	0	0	0	0	0	0	0	0	0	0	13
08:00 - 08:59	0	7	2	0	1	0	0	1	0	0	0	0	0	11
09:00 - 09:59	0	11	2	0	5	0	0	0	0	0	0	0	0	18
10:00 - 10:59	0	13	6	0	3	1	0	1	0	0	0	0	0	24
11:00 - 11:59	0	21	4	0	2	0	0	0	0	0	0	0	0	27
12:00 - 12:59	0	17	2	0	1	0	0	0	0	0	0	0	0	20
13:00 - 13:59	0	20	1	0	1	0	0	0	0	0	0	0	0	22
14:00 - 14:59	0	19	6	0	4	0	0	0	0	0	0	0	0	29
15:00 - 15:59	0	31	3	0	7	0	0	0	0	0	0	0	0	41
16:00 - 16:59	0	20	2	0	1	1	0	0	0	0	0	0	0	24
17:00 - 17:59	0	43	4	0	1	0	0	0	0	0	0	0	0	48
18:00 - 18:59	0	32	1	0	0	0	0	0	0	0	0	0	0	33
19:00 - 19:59	0	11	1	0	1	0	0	0	0	0	0	0	0	13
20:00 - 20:59	0	14	2	0	1	0	0	0	0	0	0	0	0	17
21:00 - 21:59	0	8	1	0	0	0	0	0	0	0	0	0	0	9
22:00 - 22:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	287	43	0	29	2	0	2	0	0	0	0	0	363
Percent of Total	0.0	79.1	11.8	0.0	8.0	0.6	0.0	0.6	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	66.0	19.4	0.0	11.7	1.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.0	84.2	8.8	0.0	6.5	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

### Truck Summary:

Total Trucks: 33

% Trucks: 9.1

AM % Trucks: 14.6

PM % Trucks: 6.9

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles  
#2 Passenger Cars - 2 Axles  
#3 Pickup Trucks, Vans - 2 Axles  
#4 Buses  
#5 Single Unit - 2 Axles, 6 Tires

#6 Single Unit Truck - 3 Axles  
#7 Single Unit - 4 Axles  
#8 Single Unit - 4 Axles or Less  
#9 Double Unit - 5 Axles  
#10 Double Unit - 6 Axles or More

#11 Multi-Unit - 5 Axles or Less  
#12 Multi-Unit - 6 Axles  
#13 Multi-Unit - 7 Axles or More

## Daily Total Classes Report

Study Date: Wednesday, 04/28/2021

Unit ID: Bickett Boulevard

Location: Bickett Blvd

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:00 - 06:59	0	3	3	0	1	0	0	0	0	0	0	0	0	7
07:00 - 07:59	0	14	4	0	1	0	0	0	0	0	0	0	0	19
08:00 - 08:59	0	17	2	0	1	0	0	1	0	0	0	0	0	21
09:00 - 09:59	0	14	2	0	5	0	0	0	0	0	0	0	0	21
10:00 - 10:59	0	16	6	0	3	1	0	1	0	0	0	0	0	27
11:00 - 11:59	0	33	5	0	3	0	0	0	0	0	0	0	0	41
12:00 - 12:59	1	26	6	0	1	0	0	0	0	0	0	0	0	34
13:00 - 13:59	0	34	2	0	1	0	0	0	0	0	0	0	0	37
14:00 - 14:59	0	25	7	0	4	0	0	0	0	0	0	0	0	36
15:00 - 15:59	0	35	4	0	9	0	0	0	0	0	0	0	0	48
16:00 - 16:59	0	31	2	0	2	1	0	0	0	0	0	0	0	36
17:00 - 17:59	0	51	7	0	1	0	0	0	0	0	0	0	0	59
18:00 - 18:59	0	38	2	0	0	0	0	0	0	0	0	0	0	40
19:00 - 19:59	0	18	1	0	1	0	0	0	0	0	0	0	0	20
20:00 - 20:59	0	22	3	0	1	0	0	0	0	0	0	0	0	26
21:00 - 21:59	0	9	3	0	0	0	0	0	0	0	0	0	0	12
22:00 - 22:59	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	400	59	0	34	2	0	2	0	0	0	0	0	498
Percent of Total	0.2	80.3	11.8	0.0	6.8	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	73.1	15.2	0.0	9.7	0.7	0.0	1.4	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.3	83.3	10.5	0.0	5.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

### Truck Summary:

Total Trucks: 38

% Trucks: 7.6

AM % Trucks: 11.7

PM % Trucks: 5.9

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles  
#2 Passenger Cars - 2 Axles  
#3 Pickup Trucks, Vans - 2 Axles  
#4 Buses  
#5 Single Unit - 2 Axles, 6 Tires

#6 Single Unit Truck - 3 Axles  
#7 Single Unit - 4 Axles  
#8 Single Unit - 4 Axles or Less  
#9 Double Unit - 5 Axles  
#10 Double Unit - 6 Axles or More

#11 Multi-Unit - 5 Axles or Less  
#12 Multi-Unit - 6 Axles  
#13 Multi-Unit - 7 Axles or More



## Daily Westbound Speeds (MPH)

Study Date: Wednesday, 04/28/2021

Unit ID: Bickett Boulevard

Location: Bickett Blvd

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00 - 06:59	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
07:00 - 07:59	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
08:00 - 08:59	1	2	7	0	0	0	0	0	0	0	0	0	0	0	0	10
09:00 - 09:59	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
10:00 - 10:59	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
11:00 - 11:59	0	9	4	1	0	0	0	0	0	0	0	0	0	0	0	14
12:00 - 12:59	0	4	7	3	0	0	0	0	0	0	0	0	0	0	0	14
13:00 - 13:59	0	6	9	0	0	0	0	0	0	0	0	0	0	0	0	15
14:00 - 14:59	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	7
15:00 - 15:59	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	7
16:00 - 16:59	4	1	7	0	0	0	0	0	0	0	0	0	0	0	0	12
17:00 - 17:59	2	5	4	0	0	0	0	0	0	0	0	0	0	0	0	11
18:00 - 18:59	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
19:00 - 19:59	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	7
20:00 - 20:59	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	9
21:00 - 21:59	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00 - 22:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	13	56	56	10	0	0	0	0	0	0	0	0	0	0	0	135
Percent of Total	9.6	41.5	41.5	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	7.1	40.5	42.9	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	10.8	41.9	40.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	4.6 MPH	Ten Mile Pace:	15 to 24 MPH	85th Percentile:	24.0 MPH
Mean Speed:	19.6 MPH	Percent in Ten Mile Pace:	83.0%	15th Percentile:	15.6 MPH
Median Speed:	19.8 MPH			90th Percentile:	24.6 MPH
Modal Speed:	17.5 MPH			95th Percentile:	26.4 MPH

## Daily Eastbound Speeds (MPH)

Study Date: Wednesday, 04/28/2021

Unit ID: Bickett Boulevard

Location: Bickett Blvd

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 - 01:59	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:59	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00 - 06:59	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	5
07:00 - 07:59	1	6	6	0	0	0	0	0	0	0	0	0	0	0	0	13
08:00 - 08:59	2	3	5	1	0	0	0	0	0	0	0	0	0	0	0	11
09:00 - 09:59	2	4	11	1	0	0	0	0	0	0	0	0	0	0	0	18
10:00 - 10:59	1	7	13	3	0	0	0	0	0	0	0	0	0	0	0	24
11:00 - 11:59	0	8	16	3	0	0	0	0	0	0	0	0	0	0	0	27
12:00 - 12:59	0	7	11	2	0	0	0	0	0	0	0	0	0	0	0	20
13:00 - 13:59	1	9	12	0	0	0	0	0	0	0	0	0	0	0	0	22
14:00 - 14:59	0	6	14	9	0	0	0	0	0	0	0	0	0	0	0	29
15:00 - 15:59	3	15	12	9	2	0	0	0	0	0	0	0	0	0	0	41
16:00 - 16:59	4	7	12	1	0	0	0	0	0	0	0	0	0	0	0	24
17:00 - 17:59	2	10	27	9	0	0	0	0	0	0	0	0	0	0	0	48
18:00 - 18:59	1	13	16	3	0	0	0	0	0	0	0	0	0	0	0	33
19:00 - 19:59	1	8	3	1	0	0	0	0	0	0	0	0	0	0	0	13
20:00 - 20:59	1	8	6	2	0	0	0	0	0	0	0	0	0	0	0	17
21:00 - 21:59	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	9
22:00 - 22:59	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	23	117	173	48	2	0	0	0	0	0	0	0	0	0	0	363
Percent of Total	6.3	32.2	47.7	13.2	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	7.8	29.1	53.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	5.8	33.5	45.4	14.6	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation:	4.6 MPH	Ten Mile Pace:	15 to 24 MPH	85th Percentile:	24.9 MPH
Mean Speed:	20.8 MPH	Percent in Ten Mile Pace:	79.9%	15th Percentile:	16.3 MPH
Median Speed:	21.2 MPH			90th Percentile:	26.4 MPH
Modal Speed:	22.5 MPH			95th Percentile:	28.3 MPH

## Daily Total Speeds (MPH)

Study Date: Wednesday, 04/28/2021

Unit ID: Bickett Boulevard

Location: Bickett Blvd

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	4
06:00 - 06:59	2	1	2	2	0	0	0	0	0	0	0	0	0	0	0	7
07:00 - 07:59	1	10	8	0	0	0	0	0	0	0	0	0	0	0	0	19
08:00 - 08:59	3	5	12	1	0	0	0	0	0	0	0	0	0	0	0	21
09:00 - 09:59	2	5	12	2	0	0	0	0	0	0	0	0	0	0	0	21
10:00 - 10:59	2	8	14	3	0	0	0	0	0	0	0	0	0	0	0	27
11:00 - 11:59	0	17	20	4	0	0	0	0	0	0	0	0	0	0	0	41
12:00 - 12:59	0	11	18	5	0	0	0	0	0	0	0	0	0	0	0	34
13:00 - 13:59	1	15	21	0	0	0	0	0	0	0	0	0	0	0	0	37
14:00 - 14:59	1	10	15	10	0	0	0	0	0	0	0	0	0	0	0	36
15:00 - 15:59	4	18	14	10	2	0	0	0	0	0	0	0	0	0	0	48
16:00 - 16:59	8	8	19	1	0	0	0	0	0	0	0	0	0	0	0	36
17:00 - 17:59	4	15	31	9	0	0	0	0	0	0	0	0	0	0	0	59
18:00 - 18:59	1	17	19	3	0	0	0	0	0	0	0	0	0	0	0	40
19:00 - 19:59	1	11	6	2	0	0	0	0	0	0	0	0	0	0	0	20
20:00 - 20:59	3	14	7	2	0	0	0	0	0	0	0	0	0	0	0	26
21:00 - 21:59	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	12
22:00 - 22:59	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
23:00 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	36	173	229	58	2	0	0	0	0	0	0	0	0	0	0	498
Percent of Total	7.2	34.7	46.0	11.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	7.6	32.4	50.3	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	7.1	35.7	44.2	12.5	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100

Standard Deviation: 4.7 MPH

Ten Mile Pace: 15 to 24 MPH

85th Percentile: 24.7 MPH

Mean Speed: 20.5 MPH

Percent in Ten Mile Pace: 80.7%

Median Speed: 20.9 MPH

15th Percentile: 16.1 MPH

Modal Speed: 22.5 MPH

90th Percentile: 25.8 MPH

95th Percentile: 28.0 MPH

## Weekly Volumes

Unit ID: Bickett Boulevard

Location: Bickett Blvd

Week of 04/28/2021

Start Time	04/28 Wednesday		04/29 Thursday		04/30 Friday		05/01 Saturday		05/02 Sunday		05/03 Monday		05/04 Tuesday		Daily Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
00:00	1	1	-	-	-	-	-	-	-	-	-	-	-	-	1	1
01:00	0	2	-	-	-	-	-	-	-	-	-	-	-	-	0	2
02:00	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0
03:00	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0
04:00	1	0	-	-	-	-	-	-	-	-	-	-	-	-	1	0
05:00	2	2	-	-	-	-	-	-	-	-	-	-	-	-	2	2
06:00	2	5	-	-	-	-	-	-	-	-	-	-	-	-	2	5
07:00	6	13	-	-	-	-	-	-	-	-	-	-	-	-	6	13
08:00	10	11	-	-	-	-	-	-	-	-	-	-	-	-	10	11
09:00	3	18	-	-	-	-	-	-	-	-	-	-	-	-	3	18
10:00	3	24	-	-	-	-	-	-	-	-	-	-	-	-	3	24
11:00	14	27	-	-	-	-	-	-	-	-	-	-	-	-	14	27
12:00	14	20	-	-	-	-	-	-	-	-	-	-	-	-	14	20
13:00	15	22	-	-	-	-	-	-	-	-	-	-	-	-	15	22
14:00	7	29	-	-	-	-	-	-	-	-	-	-	-	-	7	29
15:00	7	41	-	-	-	-	-	-	-	-	-	-	-	-	7	41
16:00	12	24	-	-	-	-	-	-	-	-	-	-	-	-	12	24
17:00	11	48	-	-	-	-	-	-	-	-	-	-	-	-	11	48
18:00	7	33	-	-	-	-	-	-	-	-	-	-	-	-	7	33
19:00	7	13	-	-	-	-	-	-	-	-	-	-	-	-	7	13
20:00	9	17	-	-	-	-	-	-	-	-	-	-	-	-	9	17
21:00	3	9	-	-	-	-	-	-	-	-	-	-	-	-	3	9
22:00	1	4	-	-	-	-	-	-	-	-	-	-	-	-	1	4
23:00	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0
Lane Total	135	363	-	-	-	-	-	-	-	-	-	-	-	-	135	363
Day Total		498														498
AM Peak	10:55	10:20	-	-	-	-	-	-	-	-	-	-	-	-	11:00	11:00
AM Count	14	29	-	-	-	-	-	-	-	-	-	-	-	-	14	27
PM Peak	12:03	17:01	-	-	-	-	-	-	-	-	-	-	-	-	13:00	17:00
PM Count	16	50	-	-	-	-	-	-	-	-	-	-	-	-	15	48

## Daily Vehicle Volume Report

Study Date: Wednesday, 04/28/2021

Unit ID: Cherokee Drive

Location: Cherokee dr

	Northbound Volume
00:00 - 00:59	0
01:00 - 01:59	1
02:00 - 02:59	0
03:00 - 03:59	0
04:00 - 04:59	1
05:00 - 05:59	0
06:00 - 06:59	1
07:00 - 07:59	6
08:00 - 08:59	9
09:00 - 09:59	14
10:00 - 10:59	12
11:00 - 11:59	11
12:00 - 12:59	25
13:00 - 13:59	38
14:00 - 14:59	22
15:00 - 15:59	16
16:00 - 16:59	15
17:00 - 17:59	27
18:00 - 18:59	10
19:00 - 19:59	19
20:00 - 20:59	7
21:00 - 21:59	3
22:00 - 22:59	2
23:00 - 23:59	0
Totals	239
AM Peak Time	09:49 - 10:48
AM Peak Volume	21
PM Peak Time	12:41 - 13:40
PM Peak Volume	44

## Weekly Volumes

Unit ID: Cherokee Drive

Location: Cherokee dr

Week of 04/28/2021

Start Time	04/28 Wed	04/29 Thu	04/30 Fri	05/01 Sat	05/02 Sun	05/03 Mon	05/04 Tue	Average
	NB1	NB1	NB1	NB1	NB1	NB1	NB1	NB1
00:00	0	-	-	-	-	-	-	0
01:00	1	-	-	-	-	-	-	1
02:00	0	-	-	-	-	-	-	0
03:00	0	-	-	-	-	-	-	0
04:00	1	-	-	-	-	-	-	1
05:00	0	-	-	-	-	-	-	0
06:00	1	-	-	-	-	-	-	1
07:00	6	-	-	-	-	-	-	6
08:00	9	-	-	-	-	-	-	9
09:00	14	-	-	-	-	-	-	14
10:00	12	-	-	-	-	-	-	12
11:00	11	-	-	-	-	-	-	11
12:00	25	-	-	-	-	-	-	25
13:00	38	-	-	-	-	-	-	38
14:00	22	-	-	-	-	-	-	22
15:00	16	-	-	-	-	-	-	16
16:00	15	-	-	-	-	-	-	15
17:00	27	-	-	-	-	-	-	27
18:00	10	-	-	-	-	-	-	10
19:00	19	-	-	-	-	-	-	19
20:00	7	-	-	-	-	-	-	7
21:00	3	-	-	-	-	-	-	3
22:00	2	-	-	-	-	-	-	2
23:00	0	-	-	-	-	-	-	0
Lane Total	239	-	-	-	-	-	-	239
Day Total	239	-	-	-	-	-	-	239
AM Peak	09:49	-	-	-	-	-	-	09:00
AM Count	21	-	-	-	-	-	-	14
PM Peak	12:41	-	-	-	-	-	-	13:00
PM Count	44	-	-	-	-	-	-	38

## Daily Vehicle Volume Report

Study Date: Wednesday, 04/28/2021

Unit ID: Fairview Road

Location: Fairview Rd

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:59	2	3	5
01:00 - 01:59	5	1	6
02:00 - 02:59	1	0	1
03:00 - 03:59	1	2	3
04:00 - 04:59	1	4	5
05:00 - 05:59	3	10	13
06:00 - 06:59	10	24	34
07:00 - 07:59	48	58	106
08:00 - 08:59	73	62	135
09:00 - 09:59	56	56	112
10:00 - 10:59	67	32	99
11:00 - 11:59	65	69	134
12:00 - 12:59	75	63	138
13:00 - 13:59	82	56	138
14:00 - 14:59	84	61	145
15:00 - 15:59	85	54	139
16:00 - 16:59	94	50	144
17:00 - 17:59	120	75	195
18:00 - 18:59	61	60	121
19:00 - 19:59	57	36	93
20:00 - 20:59	35	27	62
21:00 - 21:59	22	15	37
22:00 - 22:59	17	12	29
23:00 - 23:59	3	4	7
Totals	1067	834	1901
AM Peak Time	10:51 - 11:50	11:00 - 11:59	07:52 - 08:51
AM Peak Volume	79	69	138
PM Peak Time	16:52 - 17:51	16:37 - 17:36	16:52 - 17:51
PM Peak Volume	123	80	200

## Daily Northbound Classes Report

Study Date: Wednesday, 04/28/2021

Unit ID: Fairview Road

Location: Fairview Rd

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00 - 02:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00 - 06:59	0	5	4	0	1	0	0	0	0	0	0	0	0	10
07:00 - 07:59	0	36	6	1	5	0	0	0	0	0	0	0	0	48
08:00 - 08:59	0	46	15	1	11	0	0	0	0	0	0	0	0	73
09:00 - 09:59	0	35	12	0	9	0	0	0	0	0	0	0	0	56
10:00 - 10:59	0	46	15	0	4	2	0	0	0	0	0	0	0	67
11:00 - 11:59	0	56	6	0	2	0	0	1	0	0	0	0	0	65
12:00 - 12:59	0	63	8	0	4	0	0	0	0	0	0	0	0	75
13:00 - 13:59	1	64	12	0	5	0	0	0	0	0	0	0	0	82
14:00 - 14:59	0	65	13	0	5	0	0	1	0	0	0	0	0	84
15:00 - 15:59	0	67	10	1	6	0	0	0	1	0	0	0	0	85
16:00 - 16:59	0	79	10	0	5	0	0	0	0	0	0	0	0	94
17:00 - 17:59	0	99	15	0	6	0	0	0	0	0	0	0	0	120
18:00 - 18:59	0	53	6	0	2	0	0	0	0	0	0	0	0	61
19:00 - 19:59	0	50	4	0	3	0	0	0	0	0	0	0	0	57
20:00 - 20:59	0	31	4	0	0	0	0	0	0	0	0	0	0	35
21:00 - 21:59	0	19	2	0	1	0	0	0	0	0	0	0	0	22
22:00 - 22:59	0	14	3	0	0	0	0	0	0	0	0	0	0	17
23:00 - 23:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Totals	1	844	145	3	69	2	0	2	1	0	0	0	0	1067
Percent of Total	0.1	79.1	13.6	0.3	6.5	0.2	0.0	0.2	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	71.4	17.5	0.6	9.6	0.6	0.0	0.3	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.1	82.6	11.8	0.1	5.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	100

### Truck Summary:

Total Trucks: 77

% Trucks: 7.2

AM % Trucks: 11.1

PM % Trucks: 5.4

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles  
#2 Passenger Cars - 2 Axles  
#3 Pickup Trucks, Vans - 2 Axles  
#4 Buses  
#5 Single Unit - 2 Axles, 6 Tires

#6 Single Unit Truck - 3 Axles  
#7 Single Unit - 4 Axles  
#8 Single Unit - 4 Axles or Less  
#9 Double Unit - 5 Axles  
#10 Double Unit - 6 Axles or More

#11 Multi-Unit - 5 Axles or Less  
#12 Multi-Unit - 6 Axles  
#13 Multi-Unit - 7 Axles or More



## Daily Southbound Classes Report

Study Date: Wednesday, 04/28/2021

Unit ID: Fairview Road

Location: Fairview Rd

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00 - 05:59	0	10	0	0	0	0	0	0	0	0	0	0	0	10
06:00 - 06:59	0	20	2	0	2	0	0	0	0	0	0	0	0	24
07:00 - 07:59	0	49	4	0	5	0	0	0	0	0	0	0	0	58
08:00 - 08:59	0	47	6	0	8	1	0	0	0	0	0	0	0	62
09:00 - 09:59	0	40	7	0	8	0	0	1	0	0	0	0	0	56
10:00 - 10:59	0	22	4	0	6	0	0	0	0	0	0	0	0	32
11:00 - 11:59	0	60	4	0	5	0	0	0	0	0	0	0	0	69
12:00 - 12:59	1	47	8	1	6	0	0	0	0	0	0	0	0	63
13:00 - 13:59	0	50	4	1	1	0	0	0	0	0	0	0	0	56
14:00 - 14:59	0	48	4	1	6	1	0	1	0	0	0	0	0	61
15:00 - 15:59	0	37	12	0	5	0	0	0	0	0	0	0	0	54
16:00 - 16:59	0	41	6	0	3	0	0	0	0	0	0	0	0	50
17:00 - 17:59	0	60	12	0	3	0	0	0	0	0	0	0	0	75
18:00 - 18:59	0	49	5	0	6	0	0	0	0	0	0	0	0	60
19:00 - 19:59	0	31	4	0	1	0	0	0	0	0	0	0	0	36
20:00 - 20:59	0	24	1	0	1	0	0	1	0	0	0	0	0	27
21:00 - 21:59	1	9	0	1	4	0	0	0	0	0	0	0	0	15
22:00 - 22:59	0	8	3	0	1	0	0	0	0	0	0	0	0	12
23:00 - 23:59	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Totals	2	666	86	4	71	2	0	3	0	0	0	0	0	834
Percent of Total	0.2	79.9	10.3	0.5	8.5	0.2	0.0	0.4	0.0	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	80.4	8.4	0.0	10.6	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.4	79.5	11.5	0.8	7.2	0.2	0.0	0.4	0.0	0.0	0.0	0.0	0.0	100

### Truck Summary:

Total Trucks: 80

% Trucks: 9.6

AM % Trucks: 11.2

PM % Trucks: 8.6

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles  
#2 Passenger Cars - 2 Axles  
#3 Pickup Trucks, Vans - 2 Axles  
#4 Buses  
#5 Single Unit - 2 Axles, 6 Tires

#6 Single Unit Truck - 3 Axles  
#7 Single Unit - 4 Axles  
#8 Single Unit - 4 Axles or Less  
#9 Double Unit - 5 Axles  
#10 Double Unit - 6 Axles or More

#11 Multi-Unit - 5 Axles or Less  
#12 Multi-Unit - 6 Axles  
#13 Multi-Unit - 7 Axles or More

## Daily Total Classes Report

Study Date: Wednesday, 04/28/2021

Unit ID: Fairview Road

Location: Fairview Rd

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:59	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:00 - 01:59	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:00 - 02:59	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00 - 04:59	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:00 - 05:59	0	13	0	0	0	0	0	0	0	0	0	0	0	13
06:00 - 06:59	0	25	6	0	3	0	0	0	0	0	0	0	0	34
07:00 - 07:59	0	85	10	1	10	0	0	0	0	0	0	0	0	106
08:00 - 08:59	0	93	21	1	19	1	0	0	0	0	0	0	0	135
09:00 - 09:59	0	75	19	0	17	0	0	1	0	0	0	0	0	112
10:00 - 10:59	0	68	19	0	10	2	0	0	0	0	0	0	0	99
11:00 - 11:59	0	116	10	0	7	0	0	1	0	0	0	0	0	134
12:00 - 12:59	1	110	16	1	10	0	0	0	0	0	0	0	0	138
13:00 - 13:59	1	114	16	1	6	0	0	0	0	0	0	0	0	138
14:00 - 14:59	0	113	17	1	11	1	0	2	0	0	0	0	0	145
15:00 - 15:59	0	104	22	1	11	0	0	0	1	0	0	0	0	139
16:00 - 16:59	0	120	16	0	8	0	0	0	0	0	0	0	0	144
17:00 - 17:59	0	159	27	0	9	0	0	0	0	0	0	0	0	195
18:00 - 18:59	0	102	11	0	8	0	0	0	0	0	0	0	0	121
19:00 - 19:59	0	81	8	0	4	0	0	0	0	0	0	0	0	93
20:00 - 20:59	0	55	5	0	1	0	0	1	0	0	0	0	0	62
21:00 - 21:59	1	28	2	1	5	0	0	0	0	0	0	0	0	37
22:00 - 22:59	0	22	6	0	1	0	0	0	0	0	0	0	0	29
23:00 - 23:59	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Totals	3	1510	231	7	140	4	0	5	1	0	0	0	0	1901
Percent of Total	0.2	79.4	12.2	0.4	7.4	0.2	0.0	0.3	0.1	0.0	0.0	0.0	0.0	100
Percent of AM	0.0	75.8	13.0	0.3	10.1	0.5	0.0	0.3	0.0	0.0	0.0	0.0	0.0	100
Percent of PM	0.2	81.3	11.7	0.4	5.9	0.1	0.0	0.2	0.1	0.0	0.0	0.0	0.0	100

### Truck Summary:

Total Trucks: 157

% Trucks: 8.3

AM % Trucks: 11.2

PM % Trucks: 6.7

Classification Scheme: FHWA (ID: 1)

#1 Motorcycles - 2 Axles  
#2 Passenger Cars - 2 Axles  
#3 Pickup Trucks, Vans - 2 Axles  
#4 Buses  
#5 Single Unit - 2 Axles, 6 Tires

#6 Single Unit Truck - 3 Axles  
#7 Single Unit - 4 Axles  
#8 Single Unit - 4 Axles or Less  
#9 Double Unit - 5 Axles  
#10 Double Unit - 6 Axles or More

#11 Multi-Unit - 5 Axles or Less  
#12 Multi-Unit - 6 Axles  
#13 Multi-Unit - 7 Axles or More

## Daily Northbound Speeds (MPH)

Study Date: Wednesday, 04/28/2021

Unit ID: Fairview Road

Location: Fairview Rd

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00 - 01:59	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
02:00 - 02:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 - 04:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 - 05:59	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
06:00 - 06:59	0	3	5	2	0	0	0	0	0	0	0	0	0	0	0	10
07:00 - 07:59	4	3	21	16	4	0	0	0	0	0	0	0	0	0	0	48
08:00 - 08:59	5	22	31	13	2	0	0	0	0	0	0	0	0	0	0	73
09:00 - 09:59	5	6	31	13	1	0	0	0	0	0	0	0	0	0	0	56
10:00 - 10:59	5	17	27	16	2	0	0	0	0	0	0	0	0	0	0	67
11:00 - 11:59	2	8	39	13	3	0	0	0	0	0	0	0	0	0	0	65
12:00 - 12:59	1	5	39	26	4	0	0	0	0	0	0	0	0	0	0	75
13:00 - 13:59	1	14	36	27	3	1	0	0	0	0	0	0	0	0	0	82
14:00 - 14:59	3	11	41	27	2	0	0	0	0	0	0	0	0	0	0	84
15:00 - 15:59	4	17	34	22	7	0	0	0	0	0	0	0	0	0	1	85
16:00 - 16:59	1	13	52	25	3	0	0	0	0	0	0	0	0	0	0	94
17:00 - 17:59	10	21	62	23	4	0	0	0	0	0	0	0	0	0	0	120
18:00 - 18:59	3	9	29	16	4	0	0	0	0	0	0	0	0	0	0	61
19:00 - 19:59	0	7	22	25	1	2	0	0	0	0	0	0	0	0	0	57
20:00 - 20:59	0	7	15	8	4	0	0	0	0	0	0	0	0	0	0	34
21:00 - 21:59	0	3	14	5	0	0	0	0	0	0	0	0	0	0	0	22
22:00 - 22:59	2	3	4	7	1	0	0	0	0	0	0	0	0	0	0	17
23:00 - 23:59	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Totals</b>	<b>46</b>	<b>171</b>	<b>514</b>	<b>286</b>	<b>45</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1066</b>
<b>Percent of Total</b>	<b>4.3</b>	<b>16.0</b>	<b>48.2</b>	<b>26.8</b>	<b>4.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>100</b>
<b>Percent of AM</b>	<b>6.3</b>	<b>18.1</b>	<b>49.4</b>	<b>22.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>3.4</b>	<b>15.1</b>	<b>47.7</b>	<b>28.7</b>	<b>4.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>100</b>

Standard Deviation:	5.4 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	28.1 MPH
Mean Speed:	23.0 MPH	Percent in Ten Mile Pace:	75.0%	15th Percentile:	18.3 MPH
Median Speed:	23.1 MPH			90th Percentile:	29.0 MPH
Modal Speed:	22.5 MPH			95th Percentile:	29.9 MPH

## Daily Southbound Speeds (MPH)

Study Date: Wednesday, 04/28/2021

Unit ID: Fairview Road

Location: Fairview Rd

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
01:00 - 01:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00 - 04:59	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
05:00 - 05:59	0	0	3	6	1	0	0	0	0	0	0	0	0	0	0	10
06:00 - 06:59	0	0	16	7	1	0	0	0	0	0	0	0	0	0	0	24
07:00 - 07:59	2	4	23	25	4	0	0	0	0	0	0	0	0	0	0	58
08:00 - 08:59	2	6	22	31	1	0	0	0	0	0	0	0	0	0	0	62
09:00 - 09:59	5	5	21	25	0	0	0	0	0	0	0	0	0	0	0	56
10:00 - 10:59	2	3	14	6	6	0	0	1	0	0	0	0	0	0	0	32
11:00 - 11:59	4	4	24	35	2	0	0	0	0	0	0	0	0	0	0	69
12:00 - 12:59	1	4	28	25	5	0	0	0	0	0	0	0	0	0	0	63
13:00 - 13:59	0	6	22	25	2	0	1	0	0	0	0	0	0	0	0	56
14:00 - 14:59	2	7	23	25	4	0	0	0	0	0	0	0	0	0	0	61
15:00 - 15:59	3	8	22	17	4	0	0	0	0	0	0	0	0	0	0	54
16:00 - 16:59	1	3	15	27	4	0	0	0	0	0	0	0	0	0	0	50
17:00 - 17:59	5	10	27	28	4	1	0	0	0	0	0	0	0	0	0	75
18:00 - 18:59	1	8	17	25	8	0	1	0	0	0	0	0	0	0	0	60
19:00 - 19:59	1	3	14	15	3	0	0	0	0	0	0	0	0	0	0	36
20:00 - 20:59	3	3	11	8	1	0	0	0	0	0	0	0	1	0	0	27
21:00 - 21:59	2	1	5	5	1	0	0	0	0	0	0	0	1	0	0	15
22:00 - 22:59	0	1	8	3	0	0	0	0	0	0	0	0	0	0	0	12
23:00 - 23:59	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4
<b>Totals</b>	<b>34</b>	<b>77</b>	<b>320</b>	<b>344</b>	<b>53</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>834</b>
<b>Percent of Total</b>	<b>4.1</b>	<b>9.2</b>	<b>38.4</b>	<b>41.2</b>	<b>6.4</b>	<b>0.1</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of AM</b>	<b>4.7</b>	<b>6.9</b>	<b>39.9</b>	<b>43.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>3.7</b>	<b>10.7</b>	<b>37.4</b>	<b>40.2</b>	<b>7.0</b>	<b>0.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>

Standard Deviation:	5.6 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	29.0 MPH
Mean Speed:	24.4 MPH	Percent in Ten Mile Pace:	79.6%	15th Percentile:	20.2 MPH
Median Speed:	24.8 MPH			90th Percentile:	29.6 MPH
Modal Speed:	27.5 MPH			95th Percentile:	31.6 MPH

## Daily Total Speeds (MPH)

Study Date: Wednesday, 04/28/2021

Unit ID: Fairview Road

Location: Fairview Rd

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:59	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
01:00 - 01:59	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
02:00 - 02:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 - 03:59	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00 - 04:59	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
05:00 - 05:59	0	0	5	7	1	0	0	0	0	0	0	0	0	0	0	13
06:00 - 06:59	0	3	21	9	1	0	0	0	0	0	0	0	0	0	0	34
07:00 - 07:59	6	7	44	41	8	0	0	0	0	0	0	0	0	0	0	106
08:00 - 08:59	7	28	53	44	3	0	0	0	0	0	0	0	0	0	0	135
09:00 - 09:59	10	11	52	38	1	0	0	0	0	0	0	0	0	0	0	112
10:00 - 10:59	7	20	41	22	8	0	0	1	0	0	0	0	0	0	0	99
11:00 - 11:59	6	12	63	48	5	0	0	0	0	0	0	0	0	0	0	134
12:00 - 12:59	2	9	67	51	9	0	0	0	0	0	0	0	0	0	0	138
13:00 - 13:59	1	20	58	52	5	1	1	0	0	0	0	0	0	0	0	138
14:00 - 14:59	5	18	64	52	6	0	0	0	0	0	0	0	0	0	0	145
15:00 - 15:59	7	25	56	39	11	0	0	0	0	0	0	0	0	0	1	139
16:00 - 16:59	2	16	67	52	7	0	0	0	0	0	0	0	0	0	0	144
17:00 - 17:59	15	31	89	51	8	1	0	0	0	0	0	0	0	0	0	195
18:00 - 18:59	4	17	46	41	12	0	1	0	0	0	0	0	0	0	0	121
19:00 - 19:59	1	10	36	40	4	2	0	0	0	0	0	0	0	0	0	93
20:00 - 20:59	3	10	26	16	5	0	0	0	0	0	0	0	1	0	0	61
21:00 - 21:59	2	4	19	10	1	0	0	0	0	0	0	0	1	0	0	37
22:00 - 22:59	2	4	12	10	1	0	0	0	0	0	0	0	0	0	0	29
23:00 - 23:59	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	7
<b>Totals</b>	<b>80</b>	<b>248</b>	<b>834</b>	<b>630</b>	<b>98</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1900</b>
<b>Percent of Total</b>	<b>4.2</b>	<b>13.1</b>	<b>43.9</b>	<b>33.2</b>	<b>5.2</b>	<b>0.2</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>100</b>
<b>Percent of AM</b>	<b>5.5</b>	<b>12.6</b>	<b>44.7</b>	<b>32.6</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>
<b>Percent of PM</b>	<b>3.5</b>	<b>13.3</b>	<b>43.5</b>	<b>33.4</b>	<b>5.5</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.1</b>	<b>100</b>

Standard Deviation:	5.5 MPH	Ten Mile Pace:	20 to 29 MPH	85th Percentile:	28.6 MPH
Mean Speed:	23.6 MPH	Percent in Ten Mile Pace:	77.1%	15th Percentile:	19.1 MPH
Median Speed:	23.7 MPH			90th Percentile:	29.3 MPH
Modal Speed:	22.5 MPH			95th Percentile:	30.6 MPH

## Weekly Volumes

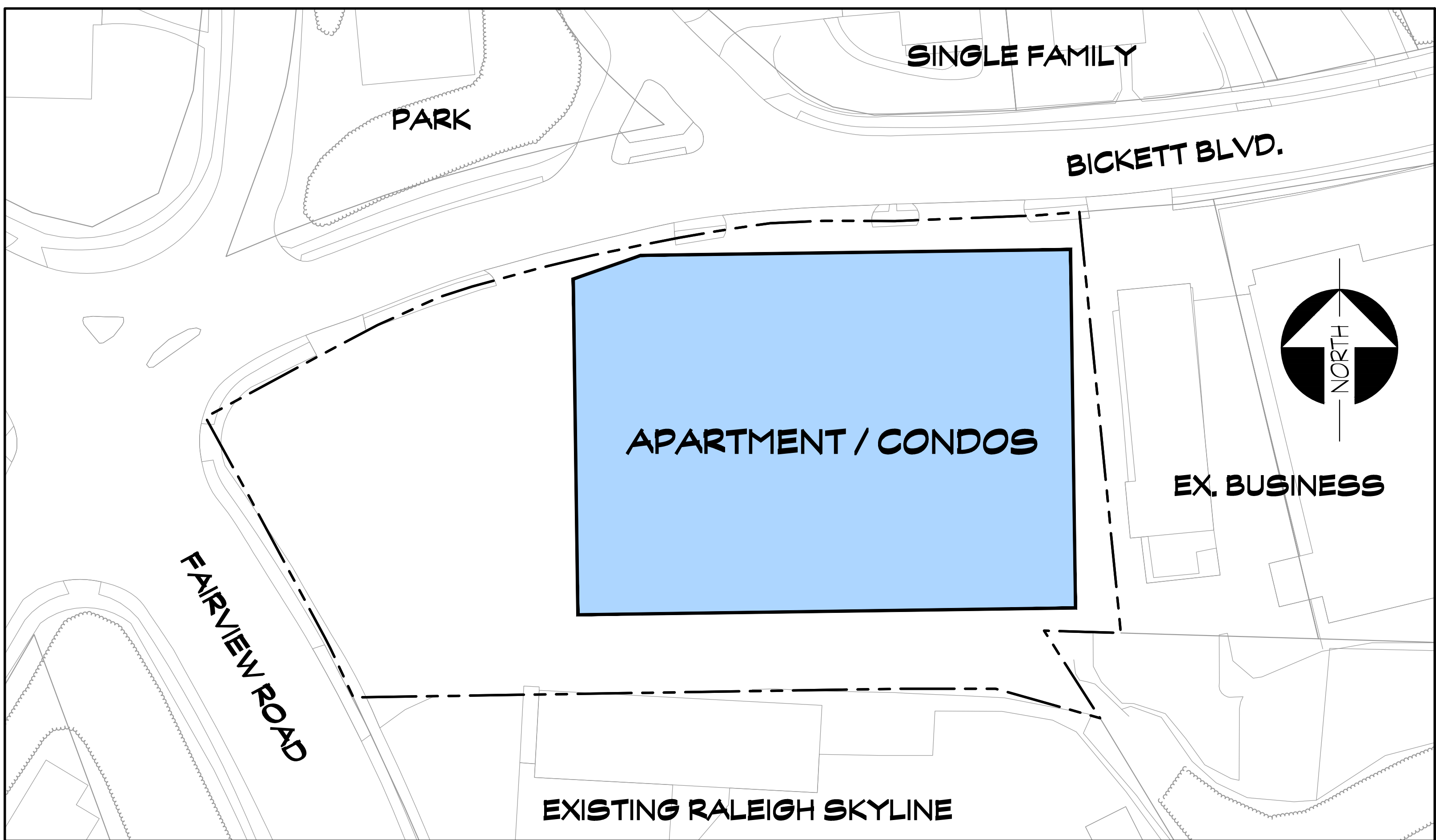
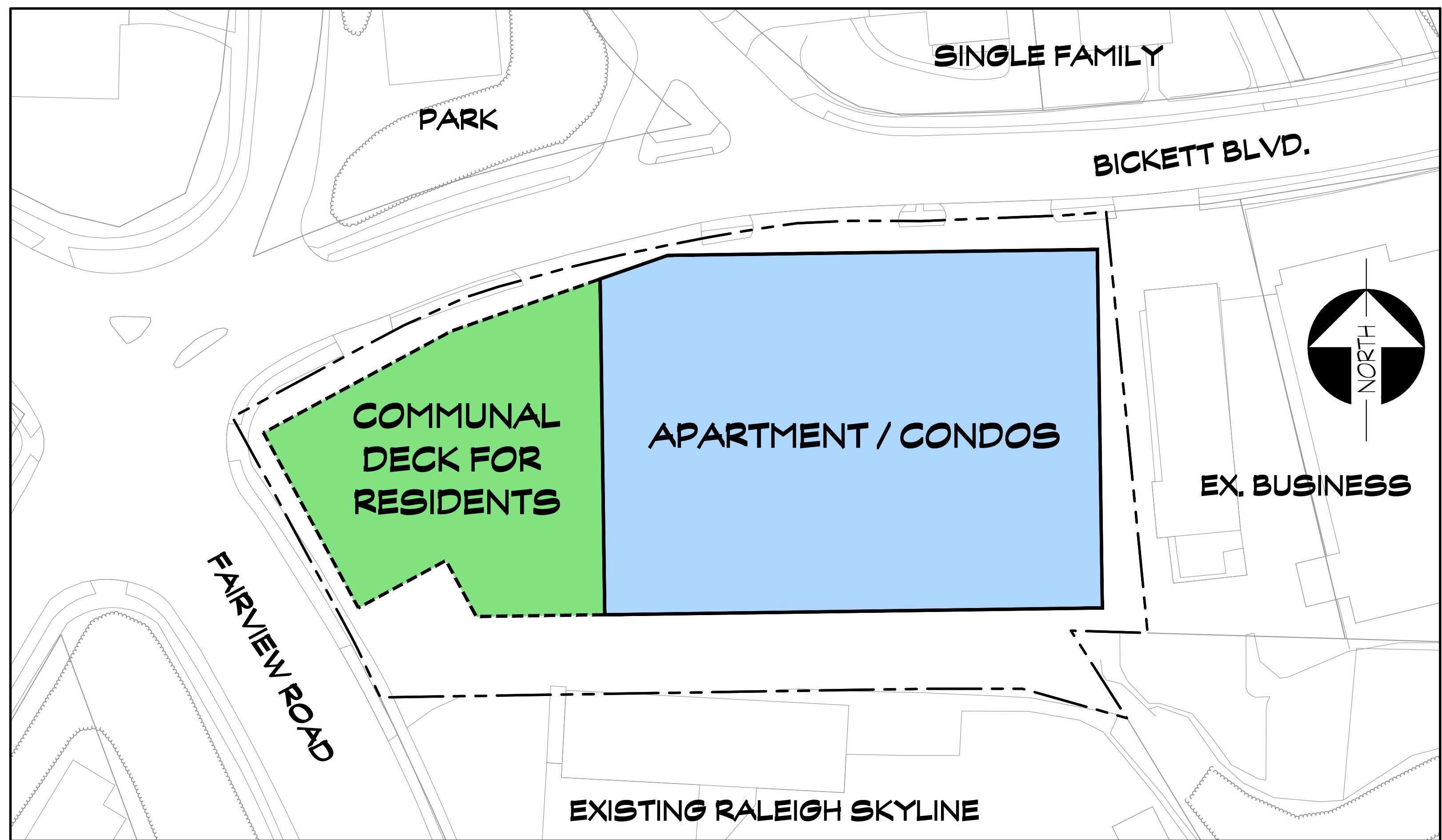
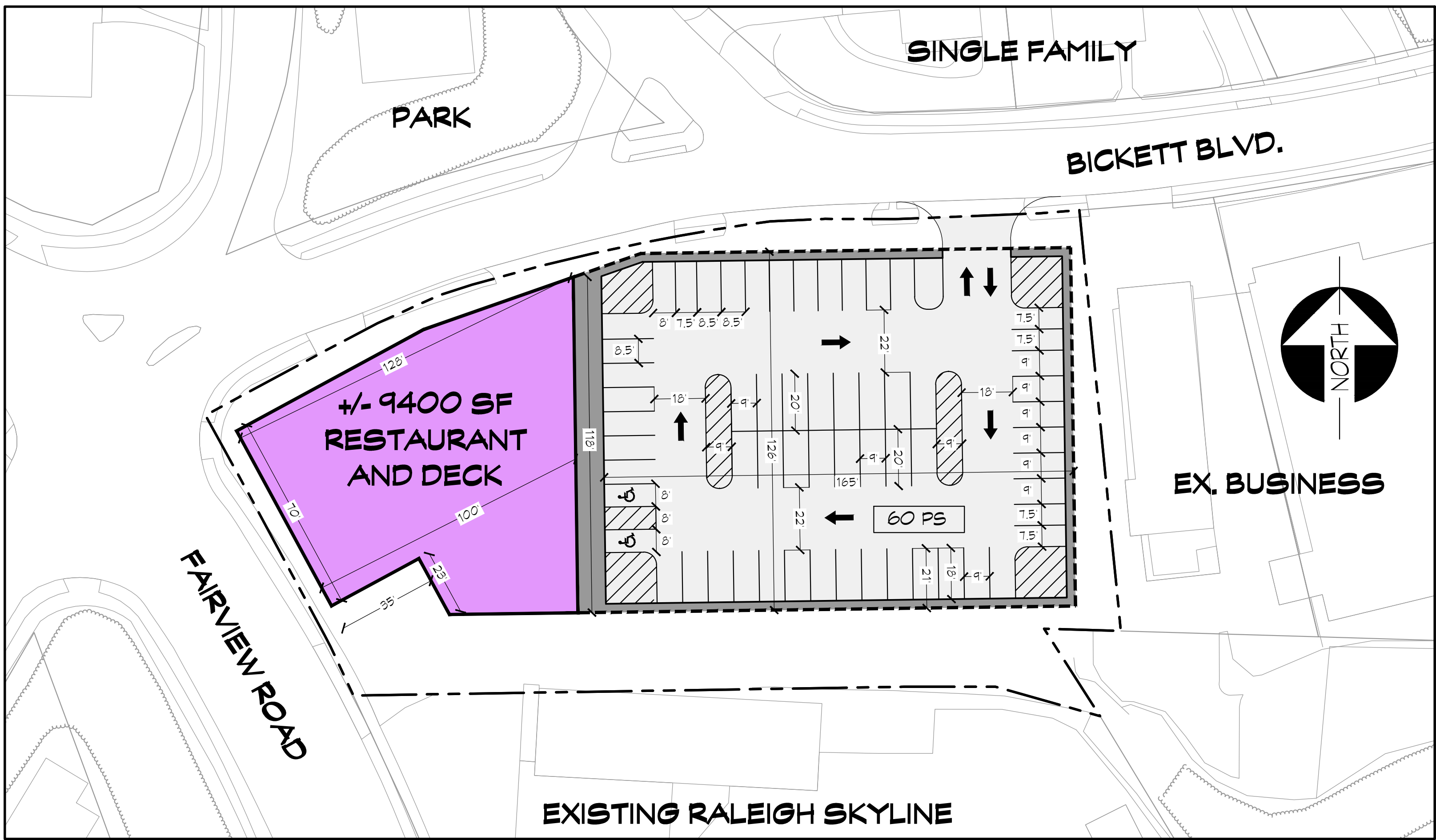
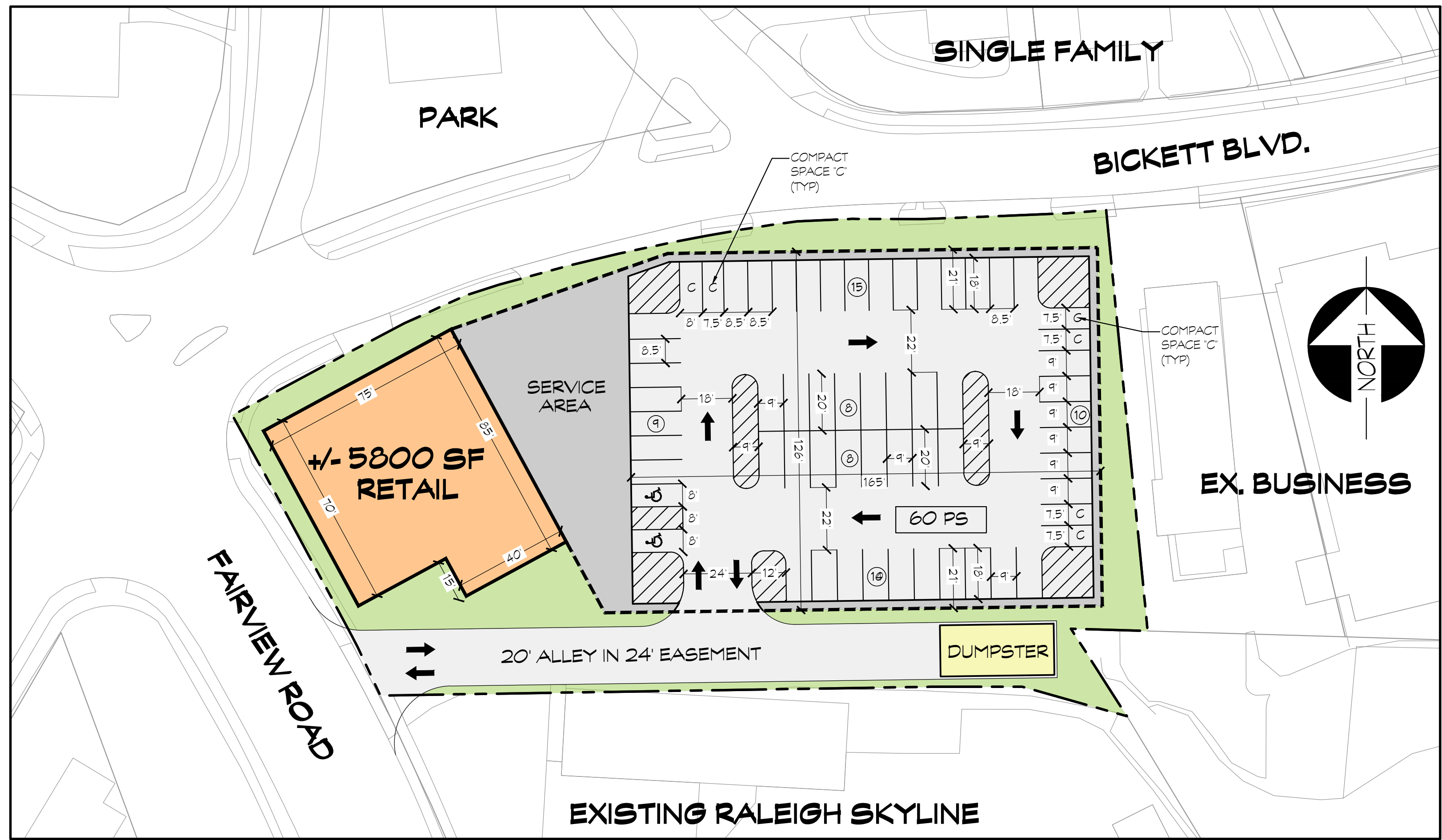
Unit ID: Fairview Road

Location: Fairview Rd

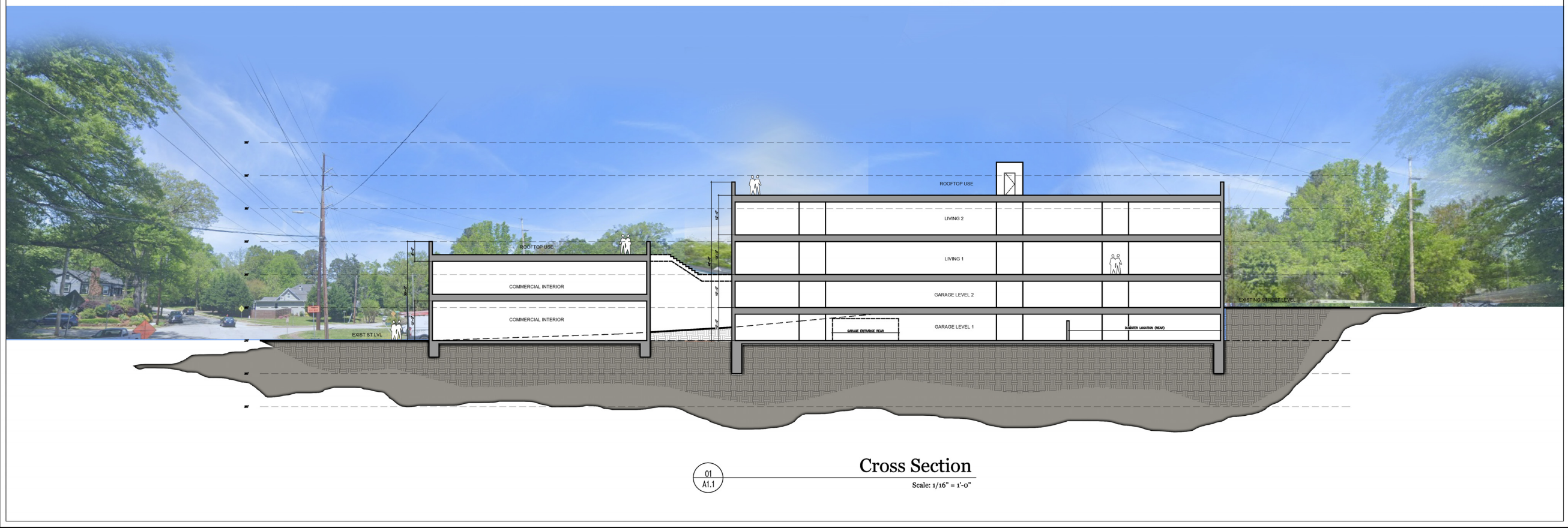
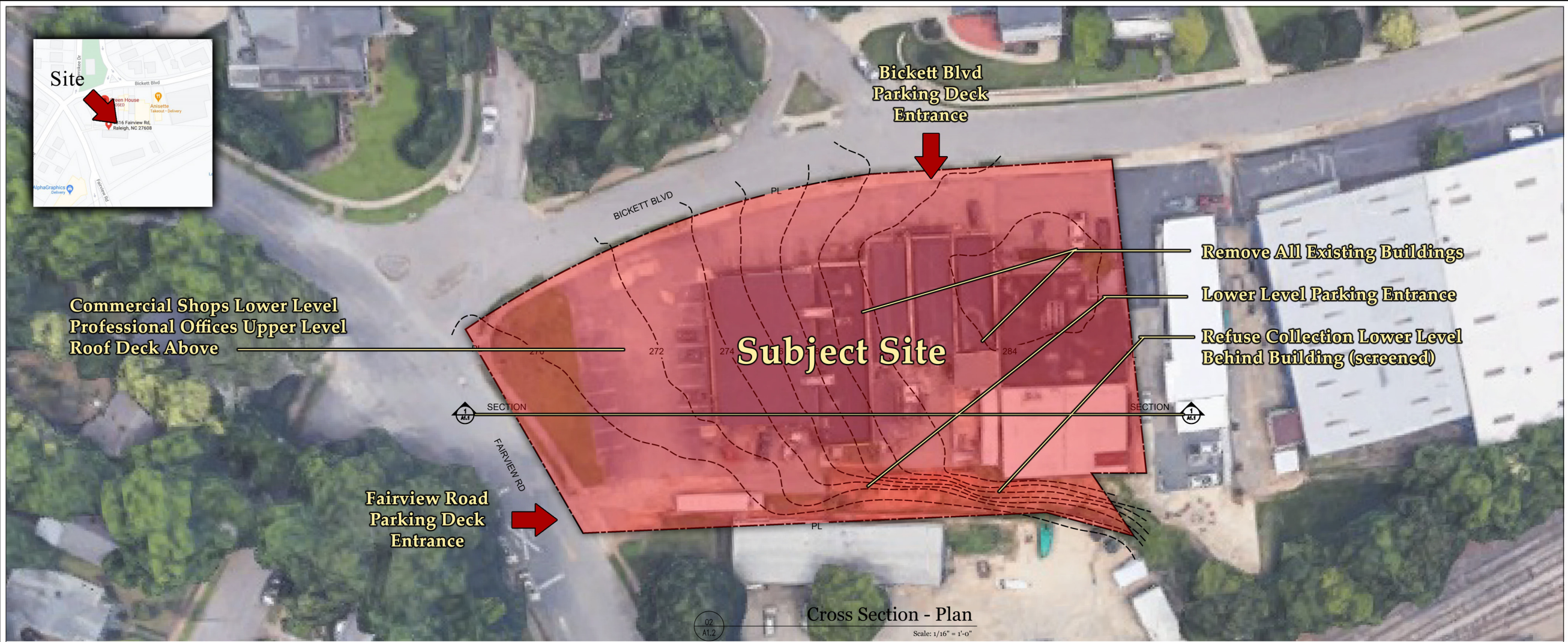
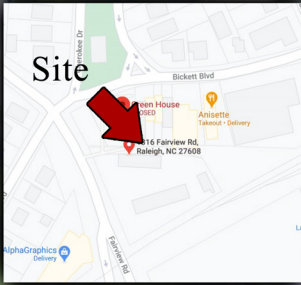
Week of 04/28/2021

Start Time	04/28 Wednesday		04/29 Thursday		04/30 Friday		05/01 Saturday		05/02 Sunday		05/03 Monday		05/04 Tuesday		Daily Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
00:00	2	3	-	-	-	-	-	-	-	-	-	-	-	-	2	3
01:00	5	1	-	-	-	-	-	-	-	-	-	-	-	-	5	1
02:00	1	0	-	-	-	-	-	-	-	-	-	-	-	-	1	0
03:00	1	2	-	-	-	-	-	-	-	-	-	-	-	-	1	2
04:00	1	4	-	-	-	-	-	-	-	-	-	-	-	-	1	4
05:00	3	10	-	-	-	-	-	-	-	-	-	-	-	-	3	10
06:00	10	24	-	-	-	-	-	-	-	-	-	-	-	-	10	24
07:00	48	58	-	-	-	-	-	-	-	-	-	-	-	-	48	58
08:00	73	62	-	-	-	-	-	-	-	-	-	-	-	-	73	62
09:00	56	56	-	-	-	-	-	-	-	-	-	-	-	-	56	56
10:00	67	32	-	-	-	-	-	-	-	-	-	-	-	-	67	32
11:00	65	69	-	-	-	-	-	-	-	-	-	-	-	-	65	69
12:00	75	63	-	-	-	-	-	-	-	-	-	-	-	-	75	63
13:00	82	56	-	-	-	-	-	-	-	-	-	-	-	-	82	56
14:00	84	61	-	-	-	-	-	-	-	-	-	-	-	-	84	61
15:00	85	54	-	-	-	-	-	-	-	-	-	-	-	-	85	54
16:00	94	50	-	-	-	-	-	-	-	-	-	-	-	-	94	50
17:00	120	75	-	-	-	-	-	-	-	-	-	-	-	-	120	75
18:00	61	60	-	-	-	-	-	-	-	-	-	-	-	-	61	60
19:00	57	36	-	-	-	-	-	-	-	-	-	-	-	-	57	36
20:00	35	27	-	-	-	-	-	-	-	-	-	-	-	-	35	27
21:00	22	15	-	-	-	-	-	-	-	-	-	-	-	-	22	15
22:00	17	12	-	-	-	-	-	-	-	-	-	-	-	-	17	12
23:00	3	4	-	-	-	-	-	-	-	-	-	-	-	-	3	4
Lane Total	1067	834	-	-	-	-	-	-	-	-	-	-	-	-	1067	834
Day Total		1901														1901
AM Peak	10:51	11:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	11:00
AM Count	79	69	-	-	-	-	-	-	-	-	-	-	-	-	73	69
PM Peak	16:52	16:37	-	-	-	-	-	-	-	-	-	-	-	-	17:00	17:00
PM Count	123	80	-	-	-	-	-	-	-	-	-	-	-	-	120	75









ISSUED FOR:	ISSUE DATE:	BY:
Client Review	2020.12.23	MGT

New Commercial/Mixed-use Project:

**Fairview**  
Raleigh, North Carolina

**THOMAS**  
DESIGN GROUP, INC  
74 Sparrowhead Lane  
Hilton Head Island, SC 29926  
843.715.9434

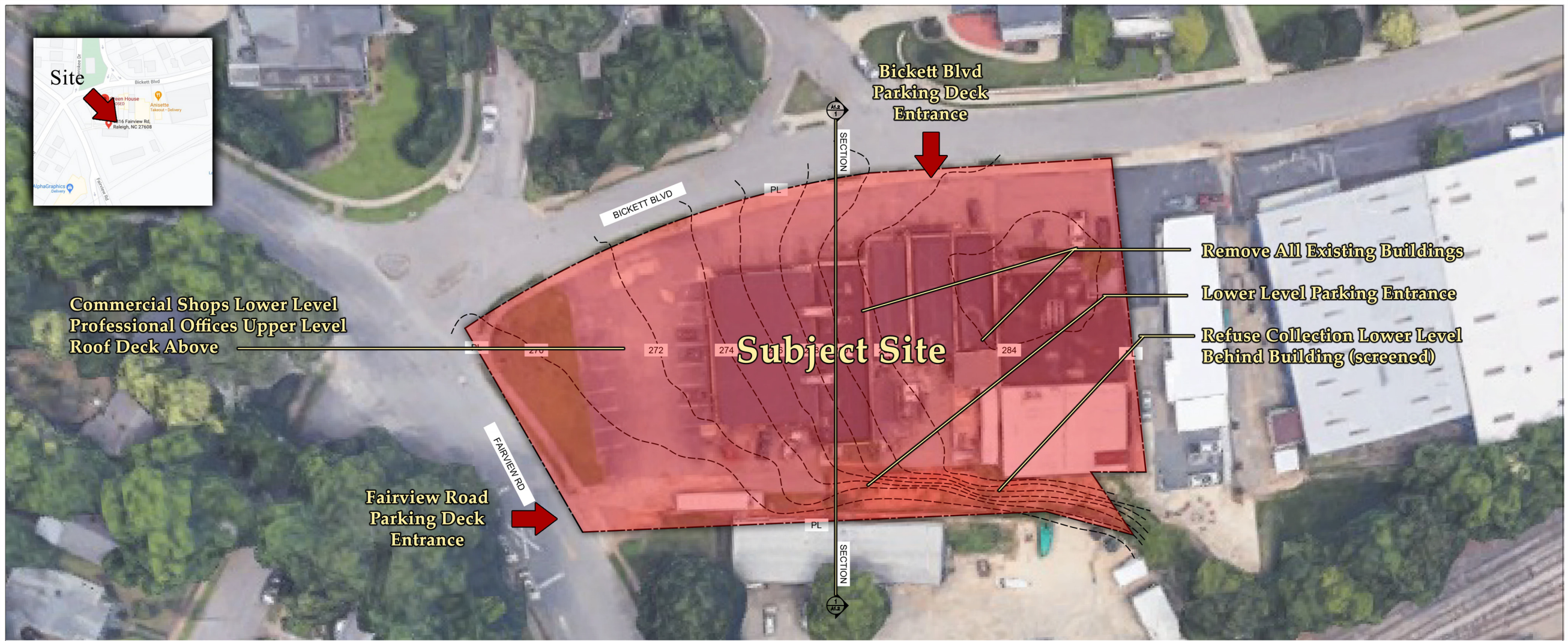
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TDG Project # 2005.00

**A1.1**

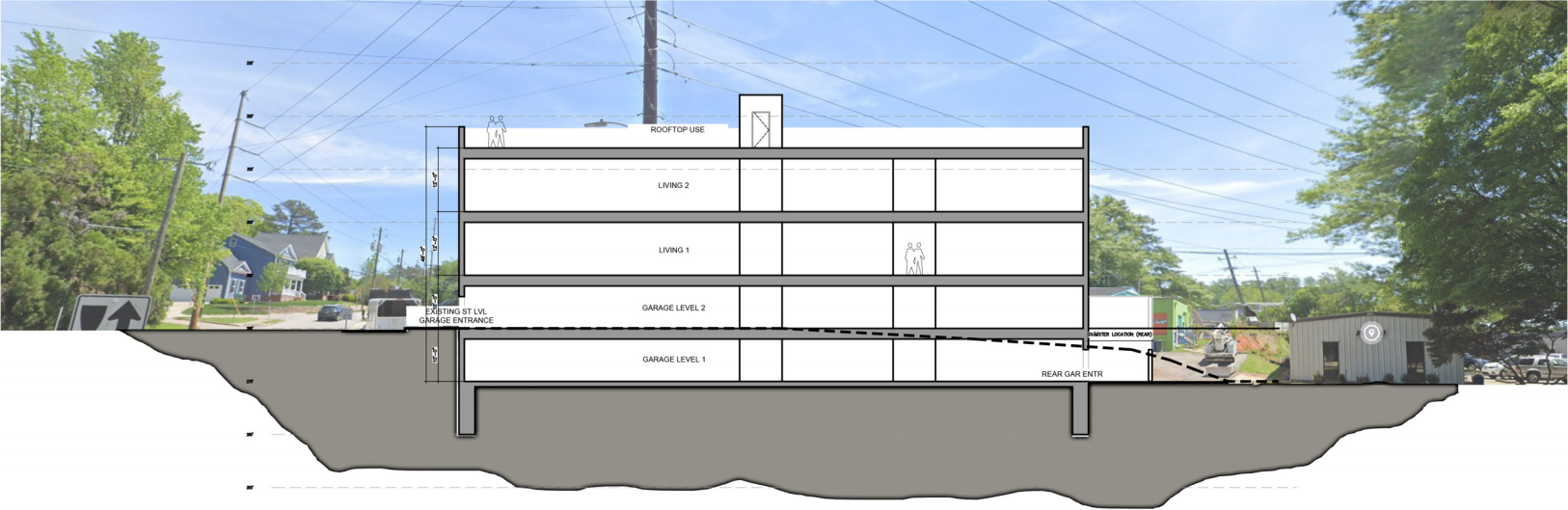




02  
A1.2

Cross Section - Plan

Scale: 1/16" = 1'-0"



01  
A1.2

Cross Section

Scale: 1/16" = 1'-0"

ISSUED FOR:	ISSUE DATE:	BY:
Client Review	2020.12.23	MGT
Client Review	2021.02.06	MGT

New Commercial/Mixed-use Project:

**Fairview**  
Raleigh, North Carolina

**THOMAS**  
DESIGN GROUP, INC.

74 Sparrowwheel Lane  
Hilton Head Island, SC 29926  
843.715.9434

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TDG Project # 2005.00

A1.2





April 19, 2021

Chuck Walker, PLA  
Entitlement Preservation Group  
275 North Pea Ridge Road  
Pittsboro, NC 27312  
Email: [cwalker@epgrouponline.com](mailto:cwalker@epgrouponline.com)

Subject: **Trip Generation Comparison Letter**  
Fairview  
Raleigh, North Carolina

Dear Mr. Walker:

This letter provides a comparison of the existing commercial development to the proposed mixed-use development to be located along Bickett Boulevard in Raleigh, North Carolina. The proposed development is anticipated to consist of 48 apartments, with access to only Bickett Boulevard, and 20,000 sq. ft. of retail space, with access to only Fairview Road. Refer to the attachments for the proposed site plan.

The proposed development is anticipated to consist of 48 apartments, with access to only Bickett Boulevard, and 20,000 sq. ft. of retail space, with access to only Fairview Road. A total of 11,435 sq. ft. of retail space, with access to only Bickett Boulevard, currently exists at the site of the proposed development. Average weekday daily, AM, and PM peak hour trips for both the existing and proposed land uses were calculated using the ITE *Trip Generation Manual*, 10<sup>th</sup> Edition.

The existing development on the site is served by access points on Bickett Boulevard only. With construction of the proposed development, access will be provided via both Bickett Boulevard and Fairview Road to separate the parking for the residential and commercial land uses. Refer to Tables 1 and 2, on the following page, for a comparison of the trip generations of the existing and proposed developments based on the location of each site access.

**Table 1: Trip Generation Comparison Summary – Bickett Boulevard Access**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Shopping Center (820) <i>Existing</i>	11,435 sq. ft.	440	7	4	21	23
Multifamily Housing (Low-Rise) (220) <i>Proposed</i>	48 dwelling units	300	6	18	20	11
<b>Difference in Trips</b>		<b>-140</b>	<b>-1</b>	<b>+14</b>	<b>-1</b>	<b>-12</b>

Based on the trip generation comparison results, it is expected that the proposed development will account for a net decrease of 140 weekday daily trips, an increase of 13 weekday AM peak hour trips, and a decrease of 13 weekday PM peak hour trips versus the current uses on site served by Bickett Boulevard.

**Table 2: Trip Generation Comparison Summary – Fairview Road Access**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Shopping Center (820) <i>Proposed</i>	20,000 sq. ft.	760	12	7	36	40
<b>Difference in Trips</b>		<b>+760</b>	<b>+12</b>	<b>+7</b>	<b>+36</b>	<b>+40</b>

Based on the trip generation comparison results, it is expected that the proposed development will account for a net increase of 760 weekday daily trips, 19 weekday AM peak hour trips, and 76 weekday PM peak hour trips versus the current uses on site served by Fairview Road.

### Conclusion

The proposed redevelopment of the site located in the southeastern quadrant of the intersection of Fairview Road and Bickett Boulevard was reviewed to determine the trip generation potential for the current versus proposed uses of the development based on the roadway serving each use. Current uses on the site are served by accesses on Bickett Boulevard. The proposed development will provide site access on Fairview Road for the commercial development and Bickett Boulevard for the residential land uses to better separate the uses on-site

and in the vicinity of the development. Altogether, the proposed development is expected to account for a net increase of 620 weekday daily trips, 32, weekday AM peak hour trips, and 63 weekday PM peak hour trips versus the current uses of this site.

If you should have any questions, please feel free to contact me at (919) 872-5115.

Sincerely,



Nate Bouquin, P.E.  
Traffic Engineering Project Manager  
***Ramey Kemp & Associates, Inc.***



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