

**CITY OF RAYTOWN  
PLANNING & ZONING COMMISSION  
AGENDA**

**Raytown City Hall  
Board of Aldermen Meeting Chambers  
10000 East 59<sup>th</sup> Street  
Raytown, Missouri 64133  
April 6, 2023  
7:00 pm**

**1. Welcome by Chairperson**

**2. Call meeting to order and Roll Call**

Wilson:	Thurman:	Emerson:	Meyers:
Hunt:	Frazier:	Stock:	Bruenger:
Jean-Paul:			

**3. Approval of Minutes**

**A. February 2, 2023, Regular Meeting Minutes**

- a) Revisions
- b) Motion
- c) Second
- d) Additional Board Discussion
- e) Vote

**4. Public Discussion (Regarding matters not on this agenda only)**

**5. Old Business: None.**

**6. New Business:**

**A. Case No.: PZ 2023-02**

**Applicant: City of Raytown**

**Reason: Amend Comprehensive Plan Future Land Use Map on a Portion of a 5.2 Acre Tract of Land Located at 5348 Blue Ridge Blvd. from Single Family Residential to Commercial.**

- 1. Introduction of Application by Chair.
- 2. Explanation of any exparte' communication from Commission members regarding the application
- 3. Swearing in of all speakers by City Attorney that plan to give testimony during hearing

4. Enter Relevant City Exhibits into the Record:
  - a. Staff report
  - b. Application Supporting Documents
  - c. Planning Commission Resolution 2023-01
5. City Staff Presentation
6. Request for Public Comment by Chairman
7. Additional Staff Comments and Recommendation
8. Commission Discussion
9. Commission Decision to Approve, Conditionally Approve or Deny the Application
  - a. Motion
  - b. Second
  - c. Additional Board Discussion
  - d. Vote

**B. Case No.: PZ 2023-01**

**Applicant: Nasruddin Bhamani, owner; Dana Blay of DBL Architecture, agent**

**Reason: Amending the City of Raytown's Official Zoning Map on a Portion of a 5.2-Acre Tract of Land Located at 5348 Blue Ridge Blvd. from District R-1, Low Density Residential to District NC, Neighborhood Commercial.**

1. Introduction of Application by Chair.
2. Explanation of any exparte' communication from Commission members regarding the application
3. Swearing in of all speakers by City Attorney that plan to give testimony during hearing
4. Applicant's Presentation
5. Enter Relevant Applicant Exhibits into the Record
6. Enter Relevant City Exhibits into the Record:
  - a. Staff report
  - b. Application Supporting Documents
7. City Staff Presentation
8. Request for Public Comment by Chairman
9. Additional Staff Comments and Recommendation
10. Commission Discussion
11. Commission Decision to Approve, Conditionally Approve or Deny the Application
  - a. Motion
  - b. Second
  - c. Additional Board Discussion
  - d. Vote

**7. Other Business: None.**

**8. Set Future Meeting Date – Next Regular Meeting, Thursday, May 4, 2023, at 7:00 PM.**

**9. Adjourn**

**CITY OF RAYTOWN**  
**PLANNING & ZONING COMMISSION**  
**REGULAR MEETING**  
**MINUTES**

February 2, 2023  
7:00 pm  
Council Meeting Chambers

**1. Welcome by Chairman Wilson**

**2. Call to Order.** Chairman Wilson called the meeting to order at 7:00 PM.

**3. Roll Call.**

Wilson:	Present	Thurman:	Present	Emerson:	Present
Stock:	Absent	Frazier:	Absent	Hunt:	Present
Meyers:	Present	Bruenger:	Present	Jean-Paul	Present

**4. Approval of Minutes:** Minutes of December 1, 2022, Regular Meeting were approved 7-0 upon motion by Ms. Emerson and second by Ms. Thurman.

**5. Old Business: None.**

**6. New Business: None.**

**7. Other Business- Annual Meeting and Election of Officers**

**A. Election of Officers.** The Planning Commission elected its officers for 2023 as follows:

Mr. Meyers moved and Mr. Jean-Paul seconded to nominate Kevin Wilson to continue as Chairman of the Planning Commission. The motion passed 6-0-1, with Kevin Wilson abstaining.

Ms. Thurman moved and Mr. Wilson seconded to nominate David Frazier to continue as Vice-Chairman of the Planning Commission. The motion passed 7-0

Ms. Thurman moved and Mr. Bruenger seconded to nominate DeeAnn Stock to continue as Secretary of the Planning Commission. The motion passed 7-0

**B. Legal Briefing on Planning Commission Duties and Responsibilities.**

City Attorney Jennifer Baird provided the legal briefing PowerPoint presentation going over the history of zoning, what types of matters Planning Commissioners review and what their powers are in relation to the matters under their purview.

**C. Briefing on the Path of a Typical Application from Filing of the Application to Ordinance.**

Planning and Zoning Coordinator Chris Gilbert provided the briefing explaining the numerous steps involved in the review of a Planning Commission application, using a Conditional Use Permit as the application type since so many cases reviewed by the Planning Commission are of this variety.

**D. Update on Status of Applications reviewed by the Planning Commission in 2022.**

Mr. Gilbert provided an update on recent projects reviewed by the Planning Commission and their current status.

**7. Set Future Meeting Date – Next scheduled meeting date is March 2, 2023.**

**8. Meeting was Adjourned at 8:21 PM upon motion by Mr. Meyers and second by Ms. Thurman.**



**PZ 2023-02**

To: City of Raytown Planning and Zoning Commission

From: Chris Gilbert, Planning & Zoning Coordinator

Date: April 6, 2023

Re: Amendment to Comprehensive Plan Future Land Use Map on a Portion of a 5.2 Acre Tract of Land Located at 5348 Blue Ridge Blvd. from Single Family Residential to Commercial

**BACKGROUND INFORMATION:**

The subject property is currently zoned into the Low Density Residential category which consists of primarily single family residences. The Future Land Use Map Designation for this same property is Single Family Residential, which matches the existing zoning. However, the property is across from commercial land use and was historically used as a commercial business (nursery from 1974 – 2015) as depicted in Figure 1..

Amending the Future Land Use Map is an action specifically taken by the Planning Commission as the keeper of the Comprehensive Plan. This action is not subject to review by the Board of Aldermen. Should the land use be amended by the Planning Commission via the attached Resolution, the Resolution will be recorded with Jackson County Recorder of Deeds with a copy provided to the Raytown City Clerk and included with its recommendation on the rezoning application to the Board of Aldermen.



**FIGURE 1: BLUE RIDGE NURSERY OPERATION AS DEPICTED ON 2012 AERIAL PHOTO**



# Staff Report

Community Development  
Planning and Development Services

## FACTORS TO BE CONSIDERED

When considering amending the Future Land Use Map the Planning Commission should consider several factors, including information contained in the Comprehensive Plan, outside factors such as history of the property in question, surrounding land uses, suitability for the amended land use category, and public input regarding the amendment.

### *History of the subject parcel:*

The Blue Ridge Nursery operated on the property, according to City records, from 1974 to 2015 as a commercial nursery operation, which today requires Highway Commercial zoning if it were a new business. The 1996 Raytown Comprehensive Plan contains an Existing Land Use Map showing all the City-wide existing land uses when the Plan was prepared. The subject property is labeled under the existing land uses map as “Commercial”, while the Future Land Use Map calls for future residential use on the property.

In 2019, the property was sold at auction to an out of state buyer who was interested in developing the property. No plans were ever submitted to the City for review. Ultimately, in the summer of 2022, the property was sold to a new buyer.

### *Surrounding Land Uses:*

	<u>LAND USE CATEGORY</u>	<u>EXISTING LAND USES</u>
South:	Single Family Residential	Single Family Homes
North:	Two Family Residential	Single Family, Two Family, and Multi-Family Homes and Buildings, Senior Care Facility, Church
East:	Commercial	Small Box Commercial, Miscellaneous Commercial, Non-conforming Residences
West:	Single Family Residential	Single Family Homes

### *Suitability for the Amended Land Use Category:*

The subject property is directly adjacent to a commercial node to the east (CVS store) and northeast (Blue Ridge Shopping Center, car wash, auto repair and McDonald’s). It is also directly adjacent to low density residential homes to the south and west. “Commercial” Future Land Use for the subject property does fit with the surroundings and is consistent with the existing land use identified on the property at the time the Comprehensive Plan was prepared. While commercial land use can fit, it should be done with requisite care to protect the adjacent neighborhoods by including a strong landscape screening buffer and by minimizing excessive noise and lighting to the extent possible. Commercial extensions should also be part of existing commercial nodes, which is indeed the case with the subject property as it is adjacent to the Blue Ridge Shopping Center entryway node.



# Staff Report

Community Development  
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All three streets that abut the subject property are identified by the City of Raytown Public Works Department as being Collector streets. These are not local neighborhood streets nor arterials such as Raytown Road or 63<sup>rd</sup> Street.

Chapter 13 of the Raytown Comprehensive Plan makes a number of assumptions and identifies trends impacting the Raytown community and points out that the Future Land Use Map is intended to show a “desirable distribution of land uses”. The Plan goes on to state it is also a living document, including that development proposals which do not exactly match the map could be given reasonable consideration by the Planning Commission.

**Noticing:**

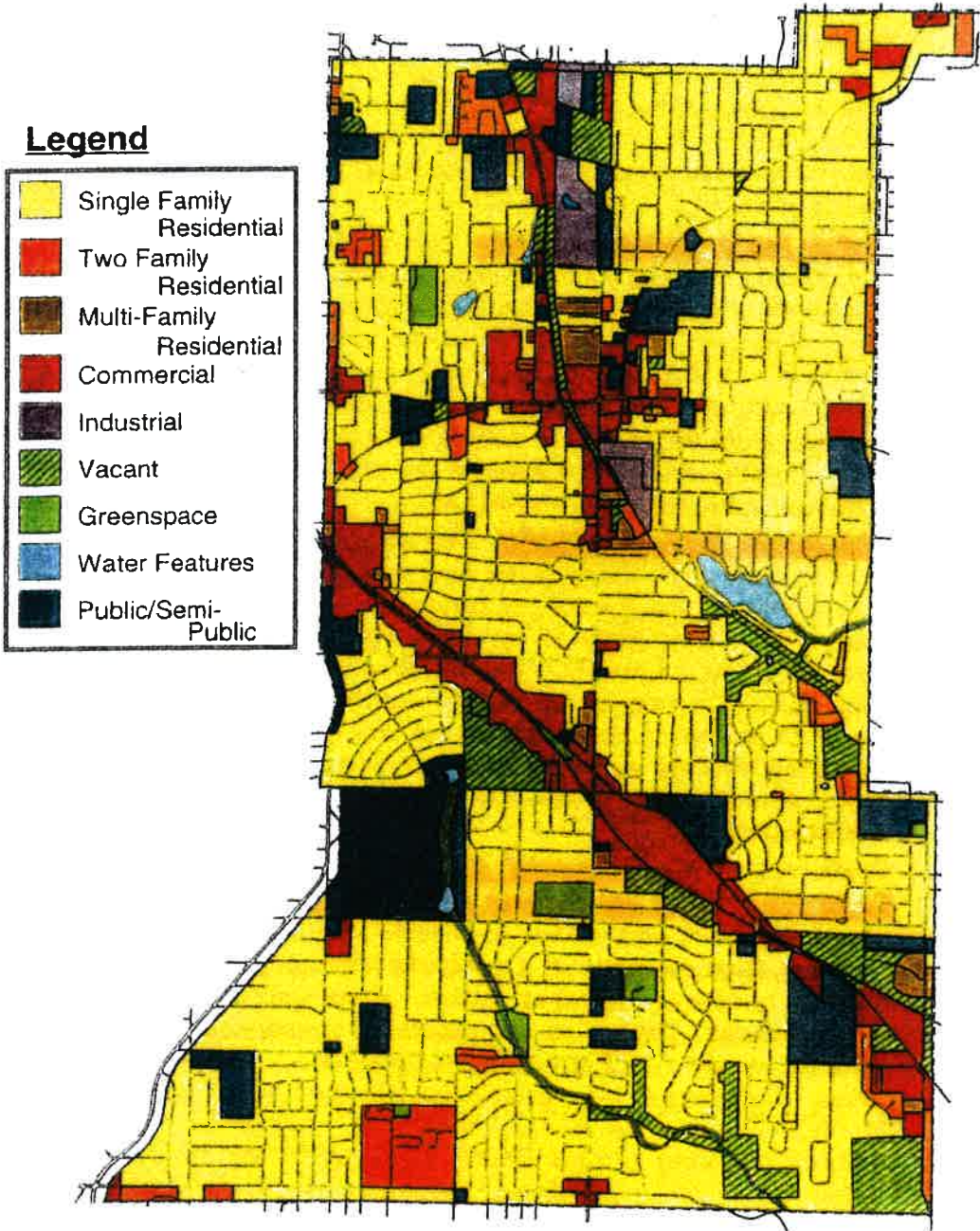
*Publication in Daily Record:*

Pursuant to state statute (RSMo), the only noticing requirement for a Comprehensive Plan Amendment is a published notice in a publication of general circulation. The Raytown City Clerk arranged for a public hearing notice to be published in The Daily Record Kansas City, a paper of general circulation in Kansas City, Missouri, and qualified to publish public hearing notices, on March 20, 2023. A copy of the affidavit of publication is included with the attachments to this report.

**Staff Recommendation:**

Staff recommends the Planning Commission review and consider the information included with this report, the intent for the Comprehensive Plan to be a living, breathing, document and subject to amendments from time to time, surrounding conditions impacting the property, and public comment and consider approving the Resolution attached to this report to amend the Future Land Use Map from Single Family Residential to Commercial on the southeast 2.5 acres of the subject 5.2 acre property located at 5348 Blue Ridge Blvd.

**FIGURE 3**  
**Existing Land Use**

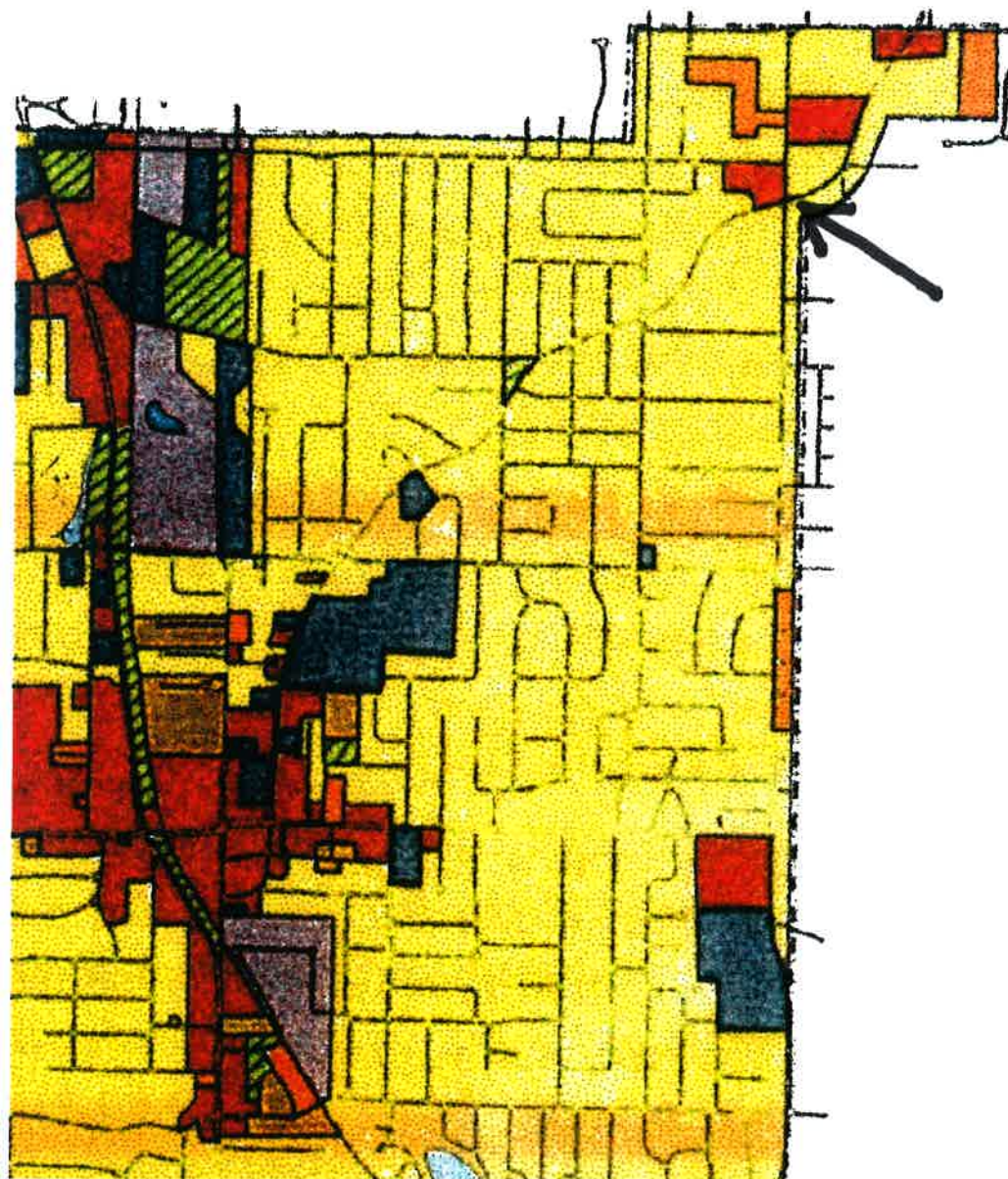


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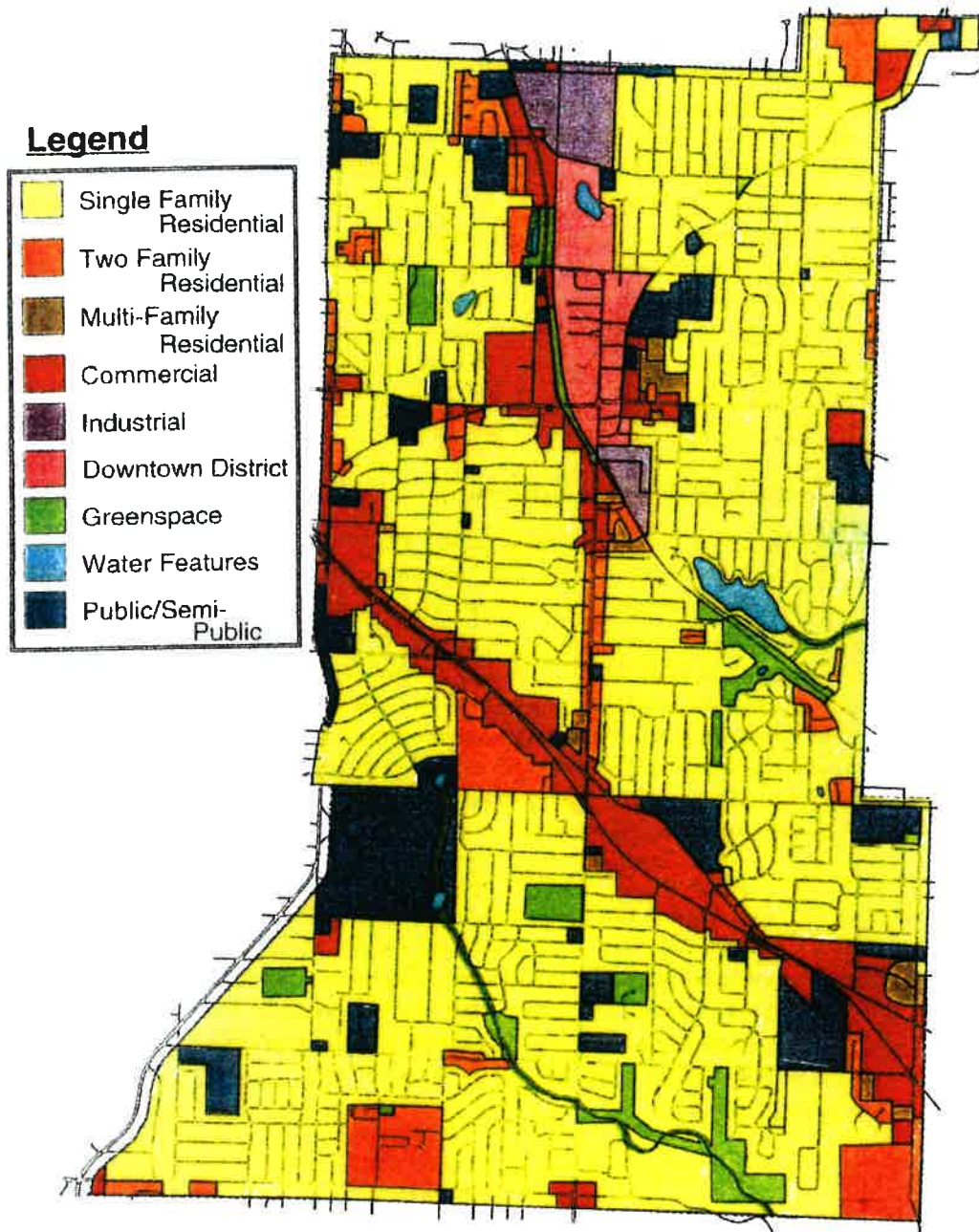
# *Land Use & Development*

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**FIGURE 3**  
**Existing Land Use**



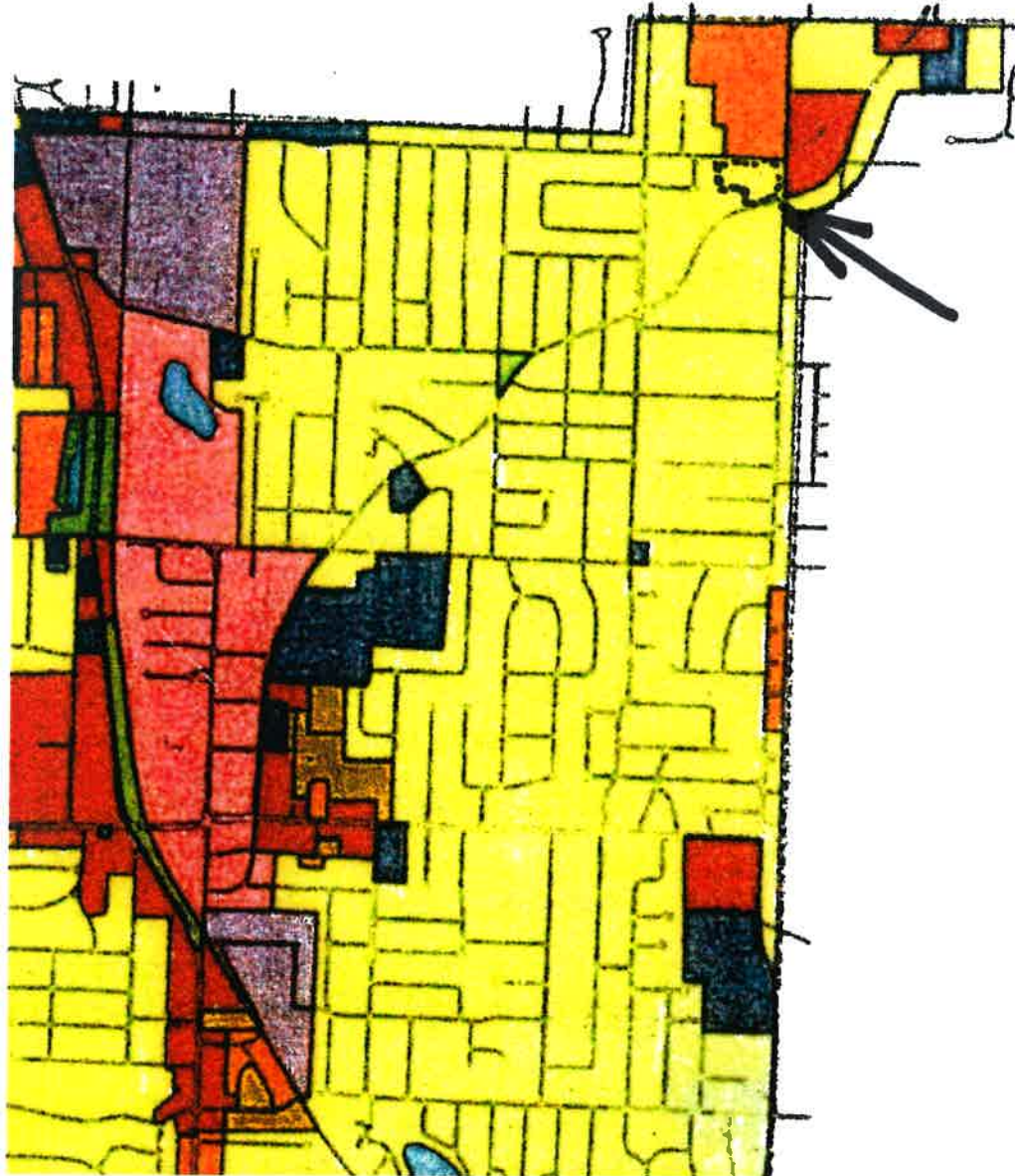
**FIGURE 11**  
**Future Land Use Map**



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**FIGURE 11**  
**Future Land Use Map**



Kansas City Daily Record  
920 Main St  
Kansas City, MO, 64105  
Phone: 8169312002 Fax: 0

# The Daily Record

KANSAS CITY

## Affidavit of Publication

To: Raytown, City Of, Missouri - City Clerk  
10000 E 59Th St  
Raytown, MO, 641333915

Re: Legal Notice 2485587, 5348 Blue Ridge Blvd., Raytown, Missouri  
State of MO )  
County of Jackson ) SS:  
County of Jackson )

**Notice of Public Hearing**  
**Affected Property:** 5348 Blue Ridge Blvd., Raytown, Missouri  
**Jackson County Parcel ID #** 32-710-08-28-00-0-00-000

A public hearing to consider amending the City of Raytown's Comprehensive Plan Future Land Use Map category from "Single Family Residential" to "Commercial" on the southeasternmost approximately 2.5 acres of a 5.29-acre property located at 5348 Blue Ridge Blvd. will be held by the Raytown Planning & Zoning Commission at 7:00pm on Thursday, April 6, 2023. The complete staff report and agenda for this hearing should be available for view on the City of Raytown website on Friday, March 31, 2023.

**This public hearing will take place in the Council Chambers at Raytown City Hall located at 30000 E. 59th St. Raytown, MO 64133.**

The public is invited to attend this public hearing to ask questions and provide comment. Additional information can be obtained from the Department of Community Development located in Raytown City Hall at 10000 East 59th Street, by telephone at (816) 737-6059 or by e-mail at [chrisg@raytown.mo.us](mailto:chrisg@raytown.mo.us).

If you will require any special accommodation (i.e., qualified interpreter, large print, reader, hearing assistance) to attend this public hearing, please notify the Department of Community Development at Raytown City Hall at (816) 737-6014 no later than 48 hours prior to the applicable public hearing date.

2485587 Jackson Mar. 20, 2023

I, Karie Clark, being duly sworn, depose and say: that I am the Authorized Designee of Kansas City Daily Record, a daily newspaper of general circulation in Kansas City, County of Jackson, State of MO; that a notice, of which the annexed is a printed copy, has been duly and regularly published in the Kansas City Daily Record once each day for 1 consecutive days; and that the date of the publication were as follows: 03/20/2023.

Publishers fee: \$51.98 By: Karie Clark  
Karie Clark

Sworn to me on this 20<sup>th</sup> day of March 2023

By: Lisa Fowler

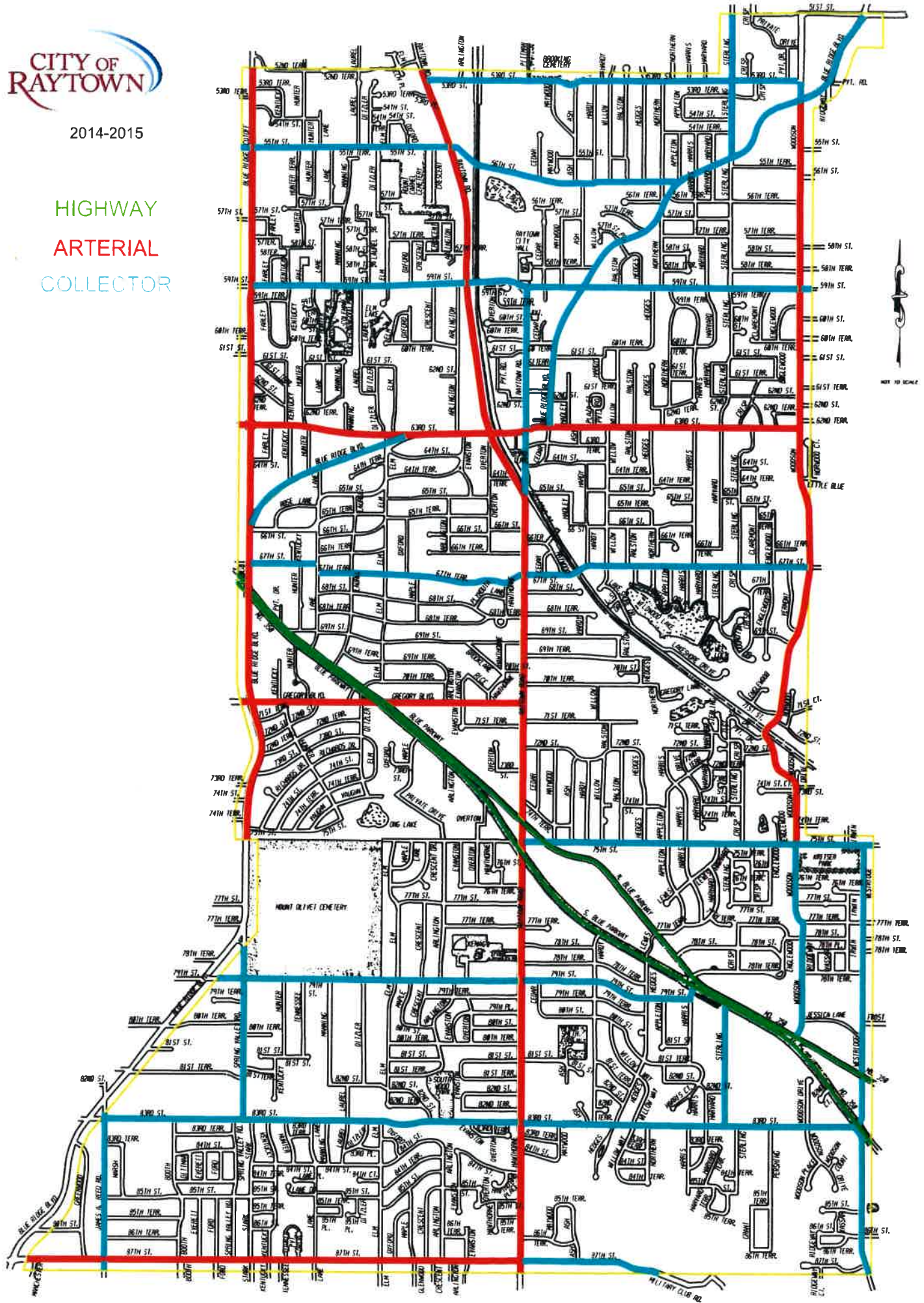
Lisa Fowler  
Notary Public, State of MO  
No. 20129779  
Qualified in St. Louis County  
My commission expires on  
October 12, 2024





2014-2015

HIGHWAY  
ARTERIAL  
COLLECTOR



**Resolution No. 2023-01**

**A RESOLUTION APPROVING AN UPDATE TO CHAPTER 13 OF THE COMPREHENSIVE PLAN FOR THE CITY OF RAYTOWN, MISSOURI, ADOPTED NOVEMBER 1996, REVISED OCTOBER 2002, AMENDING THE FUTURE LAND USE MAP CATEGORY ON THE SOUTHEAST 2.5 ACRES OF A 5.2 ACRE TRACT OF LAND LOCATED AT 5348 BLUE RIDGE BLVD. FROM SINGLE FAMILY RESIDENTIAL TO COMMERCIAL.**

WHEREAS, pursuant to Chapter 89 of the Revised Statutes of Missouri, as amended, a municipality is authorized to make, adopt, amend and carry out a city plan for the physical development and uses of land and for the general location, character and extent of streets and other public ways with the corporate limits; and

WHEREAS, the Planning Commission of the City of Raytown, Missouri, adopted the Raytown Comprehensive Plan in 1996 as the city plan for the City of Raytown, as amended from time to time; and

WHEREAS, the Planning Commission desires to amend the Future Land Use Map, a component of the Raytown Comprehensive Plan, from Single Family Residential to Commercial on the southeastern 2.5 acres of a 5.2 acre tract located at 5348 Blue Ridge Blvd.; and

WHEREAS, after due notice, in the manner prescribed by law, on April 6, 2023, the Planning Commission held a public hearing regarding this amendment to the Future Land Use Map, a component of the Raytown Comprehensive Plan; and

**Now therefore, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF RAYTOWN, MISSOURI, AS FOLLOWS:**

Section 1. That the Future Land Use Map, a component of the City of Raytown, Missouri, Comprehensive Plan, a copy of which is attached hereto and incorporated herein, is hereby amended from Single Family Residential to Commercial on the southeastern 2.5 acres of a 5.2 acre tract located at 5348 Blue Ridge Blvd. and the new Future Land Use Map adopted in accordance with Chapter 89 of the Revised Statutes of Missouri.

Section 2. That the chairman and secretary of the Planning Commission are hereby authorized to affix their signatures to the this Resolution; that a copy of the plan be certified to the Board of Alderman of the City and the City Clerk of the City; that a copy shall be provided to the Recorder of Deeds offices in Jackson County, Missouri, for public inspection during normal office hours; and, that a copy shall be available at the City Clerk's office for public inspection during normal office hours.

PASSED, APPROVED AND ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

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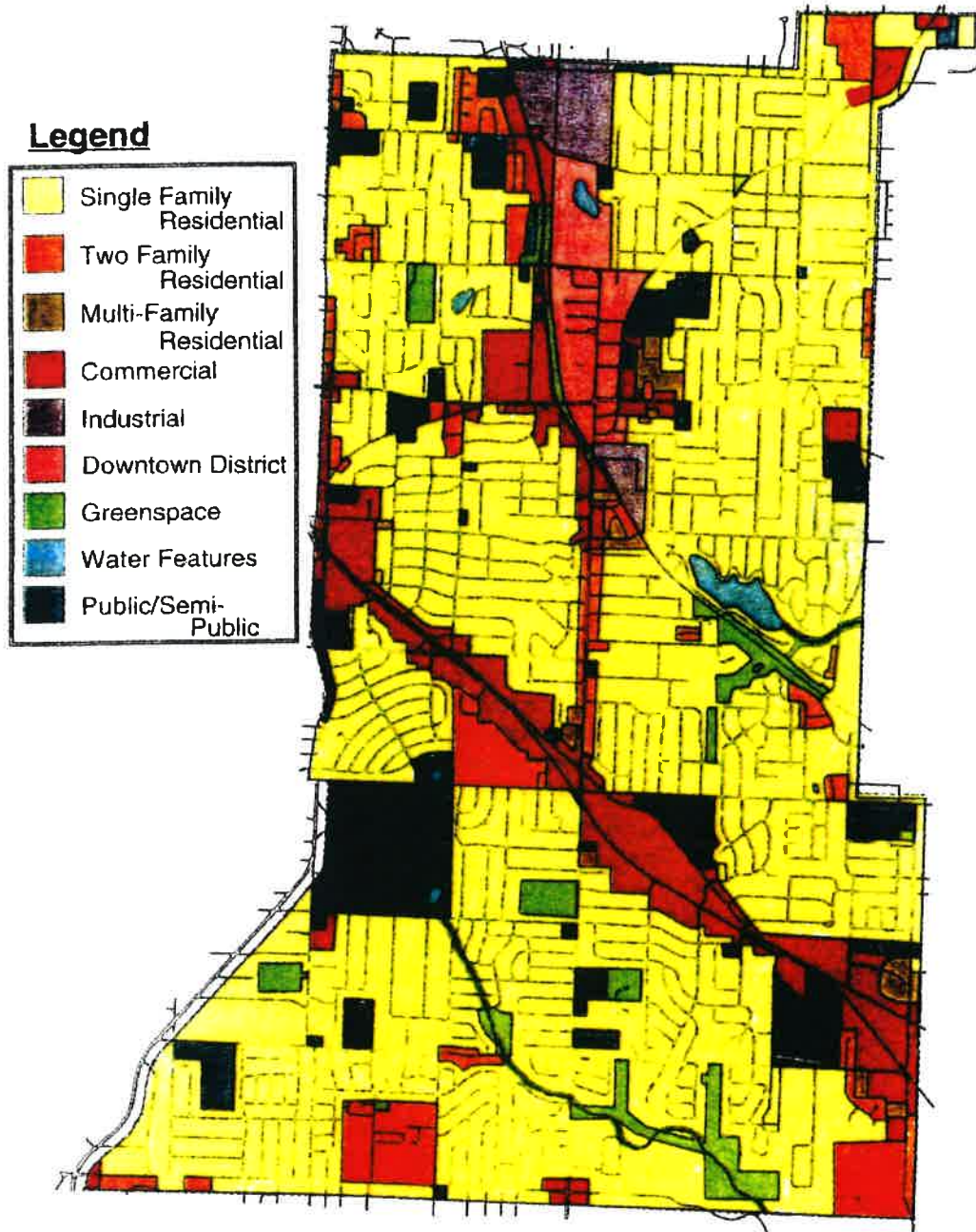
Kevin Wilson  
Planning Commission Chairman

ATTEST:

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Dee Ann Stock  
Planning Commission Secretary

**FIGURE 11**  
**Future Land Use Map**





**PZ 2023-01**

To: City of Raytown Planning and Zoning Commission

From: Chris Gilbert, Planning & Zoning Coordinator

Date: April 6, 2023

Re: Application for Rezoning

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**APPLICATION SUMMARY**

Applicant: Nasruddin Bhamani, owner, and agent, Dana Blay (DBL Architecture)

Project Contact: Dana Blay, DBL Architecture

Property Location: 5348 Blue Ridge Blvd.

Request: Rezoning from R-1, Low Density Residential to NC, Neighborhood Commercial

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**BACKGROUND INFORMATION:**

Nasruddin Bhamani, the owner of the subject property and two additional existing businesses in Raytown, has filed an application to rezone 2.5 acres of a mostly vacant 5.2-acre property. He purchased the subject property in 2022, and is requesting rezoning from R-1, Low Density Residential, which primarily consists of single-family dwellings, to NC, Neighborhood Commercial, which primarily consists of neighborhood oriented smaller scale commercial development, within which all commercial development not on or near 350 Highway is located. The intent of the rezone application is to construct a new commercial development with a full-service convenience store including fuel pumps along with additional commercial lease space. This is proposed to be in the form of a small strip retail center, along Blue Ridge Blvd. and Woodson Road on the south and east portions of the subject property, using about half of the available acreage. The remaining acreage is proposed by the applicant to remain zoned as low density residential along 53<sup>rd</sup> Street and on the far western end of the property.

At the present time there are no “convenience stores” with fuel sales, as defined by Chapter 50 of the Raytown Municipal Code located in Raytown north of 60<sup>th</sup> Terrace and east of Raytown Road. While this use category may be issued a liquor license, package liquor sales cannot be the primary gross receipts of the business. Quiktrip and Minit Mart are similar businesses under this category. New package liquor stores were restricted by the Board of Aldermen in 2020 by imposing a 2600-foot distance separation from other such stores and since 2020, no new package liquor stores have been permitted in Raytown. The closest “convenience stores” in Raytown are at 5304 Raytown Road near the former Super Splash, and at 6024 Blue Ridge Blvd. across from Raytown High School. Outside of Raytown to the north, there are such facilities at 5016 and 4704 Blue Ridge Blvd. in Kansas City.

Prior to this application, the Blue Ridge Nursery operated on the property, according to available City licensing records, from 1974 to 2015 as a commercial nursery operation. Per current zoning regulations, this type of business would require Highway Commercial zoning to

operate. Highway Commercial is only zoned along 350 Highway, as this zone is intended for major commercial operations including plant nurseries. Existing such operations in Raytown are legal non-conforming (“Grandfathered”). In 2019, the property was sold at auction to an out of state buyer who was interested in developing the property. The City never received any development plans for the property from the buyer. Ultimately, in 2022, the property was sold to the applicant.

The Blue Ridge Nursery was a full-service commercial nursery operation as shown in the photos attached to this staff report, with about two-thirds of the 5.2-acre property actively used for greenhouse structures, planting areas, material storage areas, customer parking, and a contractor access from Woodson Road. The size and scope of the operation was significant enough that the 1996 Raytown Comprehensive Plan’s Existing Land Use Map labels the property as “Commercial” land use.



**FIGURE 1: BLUE RIDGE NURSERY OPERATION AS DEPICTED ON 2012 AERIAL PHOTO**

### **NOTICING**

The following noticing steps were taken for this application, in accordance with Chapter 50 of the Raytown Municipal Code and Chapter 89 of the Revised Statutes of Missouri (RSMo):

*Neighbor notice letters for the first neighborhood meeting held at 4 PM on January 24, 2023, at Raytown City Hall:*

Property owners within 185 feet of the perimeter of the entire subject 5.2-acre parcel were determined from information obtained from the Jackson County Assessor’s Property Tax Records. The property owner mailing list, letters dated January 10, 2023, and a map were provided to the applicant to be mailed by regular mail. A copy is included with the



# Staff Report

Community Development  
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attachments to this report in addition to a copy of the neighborhood meeting sign in sheet and a synopsis of the meeting.

*Neighbor notice letters for the second neighborhood meeting held at 6 PM on March 21, 2023, at the School District Wellness Center:*

Property owners within 185 feet of the perimeter of the entire subject 5.2 are parcel were sent new notice letters by the applicant dated March 10, 2023, for this neighborhood meeting. This mailing used the same mailing list, new letters with updated meeting dates, and a map. A copy is included with the attachments to this report in addition to a copy of the neighborhood meeting sign in sheet and a synopsis of the meeting. NOTE: This second meeting was agreed to be provided as a courtesy by the applicant following the first meeting and was not required by Ordinance.

*Publication in Daily Record:*

The Raytown City Clerk arranged for the public hearing notice to be published in The Daily Record Kansas City, a paper of general circulation in Kansas City, Missouri, and qualified to publish public hearing notices, on March 16, 2023. A copy of the affidavit of publication is included with the attachments to this report.

*Posting of Public Hearing Signs on the Property:*

The applicant posted three public hearing signs provided by staff on the subject property on March 22, 2023, with one sign facing each of the three adjacent streets and provided photo evidence to staff that these signs were placed and is included with the attachments to this report.

*Website Postings:*

While not required by City Ordinance or State Statute (RSMo), staff has worked to keep the public informed by posting the Concept Plan and the Traffic Study for this application on the Planning and Zoning Commission's meeting page of the City of Raytown's website.

## **REZONING APPLICATION FACTORS TO BE CONSIDERED**

When considering a rezoning application, the following criteria should be considered to determine if the application should be approved.

### **1. CHARACTER OF THE NEIGHBORHOOD**

The character of the surrounding neighborhood is a mix of commercial, single family residential, and multi-family residential uses. To the north is the Hidden Lake senior care complex, a church, some small commercial parcels and a few residential single and two family structures. To the east is the small box retail commercial CVS Pharmacy building and other commercial buildings including a car wash, a McDonald's Restaurant and auto repair. To the south and west is entirely single-family residential uses.

As the surrounding neighborhood is a mix of uses, including R-1, Low Density Residential, R-2, Medium Density Residential, R-3, High Density Residential, and NC, Neighborhood Commercial, all directly abutting the subject property, it is clearly a mixed use area within which the proposed zoning and its accompanying commercial development would be a

consistent fit. Figure 1 below gives a visual display of how all these zone districts interact in relation to the subject property. The NC, Neighborhood Commercial district standards contain screening and buffering requirements specifically for this particular situation.

The subject parcel was previously used commercially for several decades (at least since 1974) until the use ceased in 2015. There is little remaining evidence of the previous use as a commercial nursery, with a couple structures and a small parking area remaining. The additional structures, growing areas, storage areas, additional access drives, and the pole sign on Blue Ridge Blvd. have been removed.



**FIGURE 2: Surrounding Zoning**

## 2. ZONING AND CURRENT USES OF NEARBY PROPERTY

The following provides an overview of the zoning and existing land uses on properties surrounding the subject area:

	<u>ZONING</u>	<u>EXISTING LAND USES</u>
South:	R-1	Low Density Residential
North:	R-2, R-3, NC	Medium Density Residential, High Density Residential, Commercial
East:	NC, R-2	Commercial, Medium Density Residential
West:	R-1	Low Density Residential

### 3. SUITABILITY OF ZONING FOR CURRENT USE

The subject property is presently vacant with two structures remaining on Blue Ridge Blvd. from its previous use as a commercial nursery operation. The current zoning as R-1 has been in place throughout its use as a commercial nursery. The 5.2-acre subject parcel can be suitable for low density residential development under the right conditions. At the present time, platting and constructing a single-family subdivision on the land, including installation of all required improvements to serve the development such as streets, sidewalks, buried and overhead utilities, and storm drainage control are highly unlikely to occur as developers expect a profit once the lots are sold. Higher density developments such as duplexes, apartments, or senior housing may be more viable for residential development but would require the property to be rezoned to permit such uses.

### 4. DETRIMENTAL EFFECTS TO NEARBY PROPERTIES IF REZONING IS APPROVED.

As is the case with any development of land, there will be impacts. Even the lowest form of development, the single-family home, brings impacts by introducing more traffic and people into an existing neighborhood. Commercial development does this as well. With commercial development, however, such impacts can, and are required to be, mitigated through the site plan review process. This process will apply all codified development standards regarding drainage control, ingress/egress, vehicle circulation around the site, façade appearance, site lighting, landscaping, and buffering. The traffic study that was submitted by the applicant has been reviewed and accepted by the City Engineer and his recommendations are contained with the attachments to this staff report.

As a result of the rapid residential growth Raytown experienced from the 1950s to the 1970s, including numerous annexations that absorbed existing developments under Jackson County jurisdiction during this time period, commercial development occurred primarily in narrow width strips along all of 350 Highway and in numerous other separate parts of the City to a smaller scale. With the exception of the downtown core and east side of Raytown Road north of 57<sup>th</sup> Street, these commercially developed strips are directly adjacent to existing residential structures today (a large part of the downtown area along Raytown Road and 63<sup>rd</sup> Street outside of the core are as well). If one looks at the larger vacant parcels that remain around Raytown that could be suitable for commercial purposes, the majority are located directly adjacent to existing residential developments. Because of these geographic constraints, applying appropriate landscape screening and buffer areas becomes very important in reducing the impacts caused by new commercial development next to existing residential.

The issue of existing vacant commercial space in Raytown needs examining. The applicant is proposing additional commercial lease space adjacent to his convenience store with fuel sales on the concept plan that would be the first truly new, non-remodeled, *non-office use only* commercial lease space in decades. While Raytown has had a number of vacant lease spaces along its major commercial corridors in recent years, since the end of the COVID 19 pandemic in 2021-22, many of these spaces have since been re-occupied by new businesses. There are very few small strip center vacancies in Raytown. The significant exception to this trend involves the larger traditional shopping centers north

of 350 Highway, including Raytown Plaza, Center 63, Woodson Village and the nearby Blue Ridge Shopping Center. These four centers are all 40 to 70 years old, in great need of appearance updates and parking lot reconstruction, are built to old building standards that do not lend themselves to easy partitioning to meet modern codes AND to meet the needs of potential new tenants, and most significantly, are all owned by a single corporate owner based in New Jersey that's absentee and makes minimal investments in the properties. The applicant already has existing businesses he owns in Raytown, lives in the area, and would own this development as well.

## 5. LENGTH OF TIME OF VACANCY.

The Blue Ridge Nursery operated from 1974 to 2015 and has not had a licensed business operating on the property since. Many of the improvements on the property have been removed that are visible on the 2012 aerial photo, giving the property a "vacant land" appearance to it, which is not at all what it was while the nursery was in full operation. The land sold at auction in 2019 to an out of state owner who did not undertake any improvement efforts prior to selling the property to the applicant in 2022.



FIGURE 3: REMAINING STRUCTURES FROM PREVIOUS BLUE RIDGE NURSERY BUSINESS

## 6. CONSIDERATION OF PUBLIC INTEREST.

1. Public Health: There are impacts that can accompany the requested commercial zoning on the subject property, including issues with excess lighting, noise, stormwater runoff, and traffic. ***All of these impacts are recognized by staff, and the site plan process that would follow any rezoning approval will be required to address these issues, as noted in more detail in the recommendations.***

2. Public Safety: The proposed commercial zoning will cause a minor increase in traffic flow in the area. The traffic study recommendations will be required to be implemented by the Raytown Public Works Department. The City Engineer has provided a comment letter that is attached to this report regarding his analysis of the traffic study. The traffic study is also attached to this report following the City Engineer's letter.

The Raytown Public Works Department's Major Street Plan, included as an attachment to this staff report, shows all three adjacent streets as being collector streets, the same designation given to 59th Street, 67th Street and 83rd Street, among others, so the street network is easily able to handle the increased traffic load from a small commercial development. In addition, the primary intersection adjacent to the proposed development is signalized.



**FIGURE 4: PROPERTY AS SEEN FROM CVS ON WOODSON ROAD. NOTE FORMER CONTRACTOR ACCESS APRON AND PATH.**

3. Public Welfare: There has been a lot of public discussion outside of official city public hearings regarding this project and the anticipated negative impacts a commercial development could impose on surrounding existing single-family neighborhoods, including issues with excess lighting, noise, stormwater runoff, and traffic. These types of impacts are already required to be partially mitigated with a 30-foot landscaped buffer adjacent to such residential areas and storm water is required to be managed on-site. Staff has also made recommendations in this report regarding the conceptual site plan layout proposed by the developer that could further lessen some of the impacts on surrounding residential areas.

## 7. IMPACTS ON PUBLIC SERVICES AND UTILITIES.

All necessary utilities and public services are available at the property line and capable of serving the proposed commercial development with service line connections by the various utility companies serving the area. Service improvements have also been made in the area recently, as the new church across 59<sup>th</sup> Street to the north of this property installed an upgrading fire line. There are no expected issues with impacts on public services and utilities in the area.

## 8. CONFORMANCE WITH THE COMPREHENSIVE PLAN.

The Future Land Use Map contained in the 1996 Raytown Comprehensive Plan, as amended, identifies the subject property as Single Family Residential. An amendment to the Future Land Use Map would need to be made for the rezoning of the property to a commercial district to be in conformance with the Comprehensive Plan. The proposed rezoning application can still be acted upon but will not be in conformance with the Comprehensive Plan Future Land Use Map.



FIGURE 5: POLE SIGN THAT PREVIOUSLY EXISTED AT ENTRANCE TO BLUE RIDGE NURSERY.

### STAFF RECOMMENDATION:

Staff recommends that the Planning Commission hold this public hearing, take testimony from all parties, and consider recommending approval of this application requesting rezoning of approximately 2.5 acres of the 5.2 acre subject parcel located at 5348 Blue Ridge Blvd. from

R-1, Low Density Residential District to NC, Neighborhood Commercial District, in a manner consistent with the general design concept provided by the applicant and contained in this staff report, and as modified by the recommended conditions listed below. These conditions are only required to be met pursuant to approval of this rezone application by the Board of Aldermen.

1. In accordance with Municipal Code section 50-562(h), time of performance in rezoning shall be applied, establishing an 18-month time frame from date of approval of the rezoning ordinance for this application, within which all of the following shall occur:
  - A. Approval of the Conditional Use Permit for the Fuel Station component;
  - B. Approval of the Final Site Plan;
  - C. Issuance of building permits; and
  - D. Start of project construction.

This timeframe shall be extended by factors outside of the applicant's control in the course of meeting the aforementioned milestones, including legal actions and other actions taken by government that prevent progress.

Should construction not commence by the end of this 18-month period, the Planning Commission may publish a notice, and conduct a public hearing for purposes of determining whether or not the change in zoning continues to be in the public interest and can take an action to recommend one or more of the following to the Board of Aldermen:

- A. That it extend the time of performance to a specified date;
  - B. Remove the time-of-performance section from the rezoning ordinance; or
  - C. Rezone the subject land to another specific district.
2. Applicant shall apply for a Conditional Use Permit for the Fuel Station component along with the Final Site Plan for the proposed project (only the approximately 2.5 acres impacted by the presented concept plan) for public hearing review. The boundary of the project shown on the Final Site Plan approved following this process by the Board of Aldermen shall constitute the exact boundary of the new commercial zoning district being applied.
  3. Applicant shall rotate the convenience store and fuel pumps 90 degrees from the submitted concept plan to face Woodson Road and the CVS across the street. Raytown has no convenience stores with pumps, even those located next to residential areas, that face directly toward residences.
  4. Applicant to restrict convenience store hours of operation to within the 6 AM to 10 PM time frame. Hours of operation shall also apply to automated fuel pumps if vehicles using the pumps would face residential properties. If the fuel pumps are oriented in such a manner that vehicles using the pumps face only the proposed new store or the existing CVS across Woodson, then the fuel pumps may dispense fuel in an automated manner on a 24 hour basis.
  5. Applicant to provide the required screening buffer on the south and west ends of the project consistent with the NC, Neighborhood Commercial District buffer requirements contained in Municipal Code Section 50-188.

6. Remainder of the subject property, consisting of approximately two and a half acres and not included in the requested rezone application, shall remain R-1, Low Density Residential.

Concerning the property at 5348 Blue Ridge:

There is a growing neighborhood opposition to this property being rezoned from residential to commercial. As the question comes up over the next couple of months, we would very much like the City government to understand why this opposition exists.

This neighborhood consists of mostly homeowners who have personal investment in our properties. We have seen blight take hold in our area at the shopping center, Blue Ridge Plaza, literally a stone's throw from the currently proposed development. The Plaza contained at one time and another the exact amenities offered in this new proposal, but has all but failed. We believe this is because the neighborhood cannot economically support all of these businesses, not just because of mismanagement. The now-defunct gas station at the same location and an operational Car Wash there have been recently struggling with vandalism and theft, and the CVS next door shares those issues. Blight does draw in criminal elements, unfortunately. Certainly we would like this addressed, but the current proposal does nothing for this problem.

The City may be under the impression that a commercial development at the 5348 space will increase tax revenue coming in, but we believe the more likely scenario is that existing revenue will simply move to the new location from other businesses. This has happened in recent years at the Blue Ridge Plaza when a Dollar General was built at 51st & Blue Ridge, putting the Family Dollar at the Plaza out of business. Those tax dollars were diverted half a block away, not increased.

If the new proposed development was perhaps a rebuild or refacing of the blighted space at the Blue Ridge Plaza, the neighborhood would be welcoming it. But the development is proposed for a space that is at the moment green and designated for housing purposes.

While the two small buildings that sit on 5348 need to be demolished because of degradation, the rest of this space is green, having been cultivated in the past as a Nursery garden, and it absorbs a lot of the water runoff at that corner. Even so, the neighborhood experiences wet basement and foundation problems because of runoff from Blue Ridge during rainy seasons. We do not have proper storm drainage. Paving the majority of the green space will worsen this issue, and certainly not pay for the cost of the infrastructure the City will eventually need to build. This space needs to stay majority green because of this.

Other environmental issues raised by creating a commercial center include light pollution, noise pollution, increased litter, and if the business is moderately successful, much more traffic. A version of the proposal has boasted of "walkability" for the location. Anecdotally, this author has a habit of walking in northern Raytown daily, and no, this area is not very walkable at all. Besides Blue Ridge itself, the neighborhood has no sidewalks, only ditches. Because of this, traffic to this location will be by car. There are concerns with how that will wear on the narrow roads of Woodson and 53rd that intersect with Blue Ridge at the property, considering they are already quite congested.

We understand that the owner of the 5348 property wishes to expand on his current business in Raytown, and we do not oppose his personal efforts at entrepreneurship. We simply oppose his choice of location, as we believe within a short amount of time, he, too, will experience the disappointment and financial loss of a failed venture, and we will all have to deal with the aftermath.

It should be noted that there is also concern about the types of business that are being proposed for the location. We understand that a private commercial property owner has much freedom to choose what business to build on their own space. We also understand that the owner of this space is most comfortable and familiar with running liquor/smoke/convenience stores, and as this is his bread and butter, he will most likely lean into that experience when building his new development. There are in Raytown within 2.5 miles of this space already five liquor/smoke/convenience stores, and this is not counting the

businesses which happen to sell liquor alongside their other more prioritized products. This is an oversaturation of the market already, something that Raytown needs to be paying close attention to. We risk more economic downturn if we do not encourage business diversity in our city. Supply should not outpace demand.

As an already residentially zoned location, the property at 5348 Blue Ridge is suited to housing and can accommodate quite a few new single family homes with good back yards if parceled judiciously, something that Raytown needs. A boost to the population of our neighborhood would make us economically able to support the current businesses and allow them to flourish. Consider that any housing development that increases population will also increase use tax revenue as new residents order online deliveries in this modern era. The new owner can be encouraged to pivot his focus from his current venture to a housing investment that will benefit the area, or he may choose to pass on his investment to another individual who would be interested in creating more housing.

The neighbors of 5348 Blue Ridge want a beautiful hometown in which to raise our families, to live out the remainder of our years, and to pass on to the next generations. We appreciate the small town feel of Raytown, balanced with its convenient proximity to a large metropolis. We want to see it continue to grow in diversity and vibrant culture while maintaining a conscious focus on environmental and economic security. We ask for your support as part of our City government in advocating for progress that will benefit all of us.

Thank you for your consideration.

--

- *Bec Pennington*

*You want a toe? I can get you a toe, believe me. I can get you a toe by 3 o'clock this afternoon... with nail polish.*

Ms. Alexander,

We would greatly appreciate your assistance in forwarding our e-mail to the Planning and Zoning Commission for consideration related to the Commission's 4/6/2023 Meeting Agenda.

Re: Opposition to rezoning of the Blue Ridge Boulevard area

Commission Members,

The rezoning of the 5348 Blue Ridge Boulevard area to commercial enterprises would be a detriment to the community. The Blue Ridge Plaza strip mall, located nearly adjacent to this property is an excellent example of blight, with store fronts and a gasoline station within this "shopping center" that have been vacant for years and a large deteriorated parking lot. We are lifelong residents of Raytown, Missouri and we have loved living here. Throughout our careers, we have endured Overland Park colleagues disparage Raytown as a low class area they would never consider living. We have lived on Blue Ridge Boulevard many years and do our utmost to keep the longtime standards attributed to the beauty of the Boulevard. The original rezoning that allowed that parcel to convert from residential to commercial interests was a terrible mistake. It led to the building of a nursing home for years rated among the worst in the nation being constructed just behind Blue Ridge Plaza. There has been no upside for the residents of Raytown and especially none for the residents along Blue Ridge Boulevard. Single family residence are needed and wanted. We are absolutely against rezoning of the 5348 Blue Ridge Boulevard parcel of land to install businesses that will only add to the blight of our area.

Sincerely,

Martin and Carla Brogdon  
5525 Blue Ridge Boulevard  
Raytown, Missouri 64133

Case Number \_\_\_\_\_  
Date Received \_\_\_\_\_

**CITY OF RAYTOWN  
APPLICATION FOR REZONING**

**PART I BACKGROUND INFORMATION**

1. This request applies to property at the following address:  
5348 Blue Ridge Blvd.

---

2. The name (s), address(es), and phone number(s) of the property owners: (As listed on the deed)

Name	Address	Phone
Nasruddin Bhamani	6625 Raytown Road	512-905-2356

---

3. We, the property owner(s), do hereby appoint the following person as our agent during consideration of our request:

Name	Address	Phone
Dana Blay (DBL ARCHITECTURE, INC.)	8031 Wenonga Road, Leawood, KS 66206	913-206-6060

---

4. The property is currently being used for the following purposes:

Vacant Land

---

5. We propose that the zoning of the property be changed from R1 to CN.

6. Please list all existing structures and their heights located on the property:

<u>Structure</u>	<u>Height</u>
1 - Existing Residence	1 story - 17'
2 - Existing Garage	1 story - 15'

---

7. We, the undersigned, do hereby authorize the submission of this application and associated documents, and do hereby certify that all the information contained therein is true and correct. (Signatures of property owners)

Naddi Hana

## PART II REZONING AMENDMENT STATEMENT

This statement will become part of the application. This is an opportunity to justify approval of a zoning amendment. The information requested pertains to factors that will be considered in reaching a decision on applications.

If the space provided is not adequate, the applicant may attach additional pages. The applicant is also encouraged to submit any other pertinent information, such as photographs, drawings, maps, statistics, legal documents, and letters of support.

- A. The proposed development will be in keeping with the character of the neighborhood because:

**As there is Commercial uses along Blue Ridge Boulevard and right next door to this property, Neighborhood type uses will fill a need that the other commercial uses do not. The building will be low in height and have a contemporary style to attract more uses. The main use will be a convenience store.**

- B. The proposed use will be consistent with the zoning and uses on nearby parcels because:

**Same answer as item A.**

C. This property is more suited for its proposed zoning than its current zoning because:

**As there are sufficient housing in the area and not enough Neighborhood Services to compliment the residences this will help serve a need.**

D. The proposed zoning will have the following detrimental effects on nearby parcels:

**It is our intent to not have any detrimental effects on the nearby parcels. We plan to buffer the existing residential neighborhood with additional single family residences. We intend to leave as much vegetation as is practical to keep the character of an older neighborhood intact.**

E. Prior to submitting this application, the property has been vacant for:

**Unknown.**

F. If the application is denied, the property owner(s) will face the following hardships:

**As said in item C above, there is plenty of residences in the area. To build out this property as zoned to be all single family residences would not be practical or wise for the neighborhood.**

G. The proposed development implements the Comprehensive Plan in the following ways:

**It makes for more walkability sustained uses for residences in the area.**

H. Public facilities and utilities are adequate to serve the proposed use as follows:

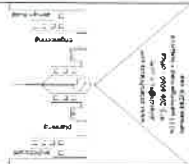
**There is currently adequate sanitary and storm water and water services for the site if it was built out as residential. The commercial uses would require less demand than what is currently zoned. Also there is an existing traffic signal at the corner of Blue Ridge and Woodson with turn lanes which aids in the proposed use.**

I. Additional comments:

**It is our intention to make this center a well designed center with a variety of shops and uses. We plan to have a walking trail around the future residential lots to allow for neighbors to walk to the shops in a vertical type park.**

NOT APPROVED FOR CONSTRUCTION

DBL ARCHITECTURE - INC



15/09/2022  
 DBL ARCHITECTURE - INC  
 2000 Blue Ridge Blvd  
 Raleigh, NC 27607  
 Phone: 919.877.1111  
 Fax: 919.877.1112  
 Email: info@dblarch.com  
 Website: www.dblarch.com

**PROJECT:**  
 BARNETT CENTER  
 2000 BLUE RIDGE BLVD  
 RALEIGH, NC 27607

**PROJECT LOG:**  
 CONTRACT INITIATION  
 August 24, 2022

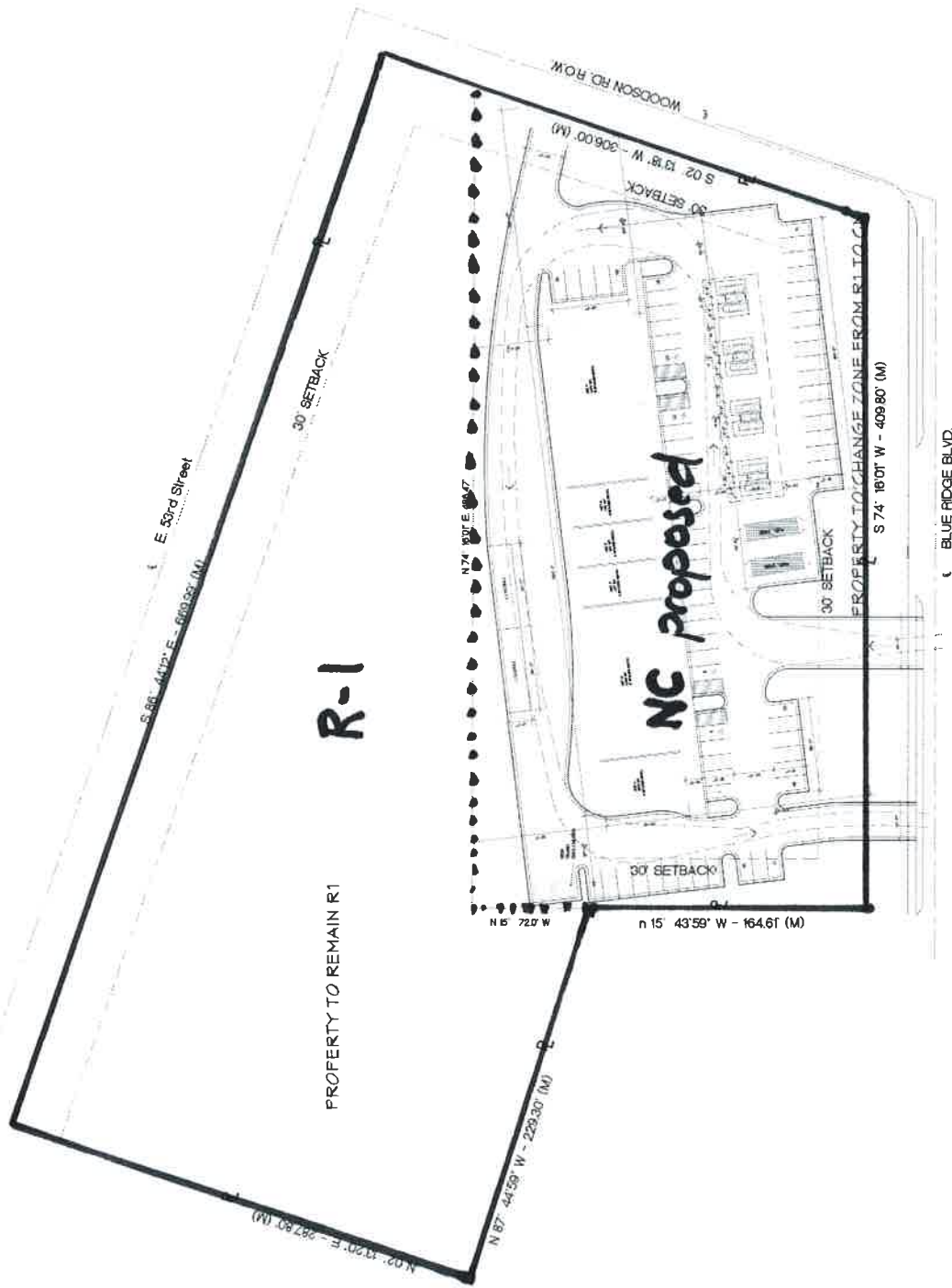
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 09/20/22  
 OWNER'S DESIGN REVIEW  
 11/19/22  
 PLANNING RE-SUBMIT  
 11/19/22  
 PLANS PERMIT SUBMIT  
 07/22  
 PLANS PERMIT RE-SUBMIT  
 07/22

**REVISIONS:**  
 REVISED PER CITY  
 1 07/22  
 2 07/22  
 3 07/22

**SHEET TITLE:**  
 OVERALL  
 SITE PLAN

**SHEET NO.:**  
 AC1

**PROJECT NUMBER:**  
 062922



1 ARCHITECTURAL SITE PLAN

NOT APPROVED FOR CONSTRUCTION



© 2022 DPL ARCHITECTURE, INC. 504 BLUE RIDGE BLVD. Raleigh, NC 27603

PROJECT: BRAHMIN CENTER 504 BLUE RIDGE BLVD. Raleigh, NC 27603

PROJECT LOG: CONTRACT INITIATION August 24, 2022

OWNER'S DESIGN REVIEW 9/26/22

OWNERS CD REVIEW 9/26/22

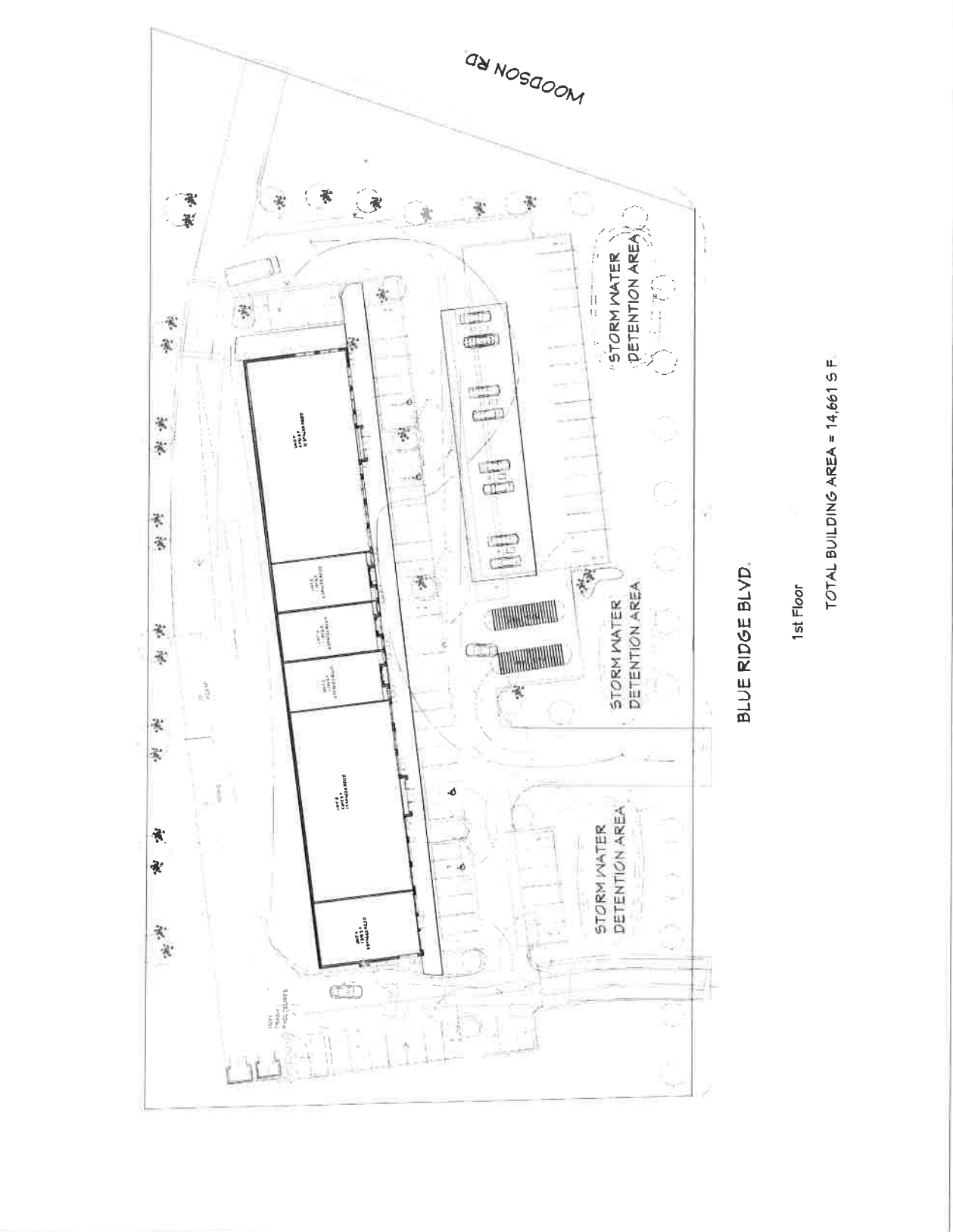
PLANNING SUBMIT 11/16/22

PLANNING RE SUBMIT 11/16/22

PLANS PERMIT SUBMIT 11/16/22

PLANS PERMIT RESUBMIT 11/16/22

REVISIONS: REVISION PER CITY 11/16/22



BLUE RIDGE BLVD.

1st Floor

TOTAL BUILDING AREA = 14,661 S F

SHEET NO. AC2

PROJECT NUMBER: 092422

**NOT APPROVED FOR CONSTRUCTION**

DBL ARCHITECTURE • INC  
1000 S. GARDNER STREET, SUITE 100  
MARIETTA, GA 30067  
PHONE: 770.426.1100  
WWW.DBLARCHITECTURE.COM

**PROJECT:**  
BRAIN CENTER  
584 BLUE RIDGE BLVD  
RAYMOND, MISSISSIPPI 39155

**PROJECT LOG**  
CONTRACT INITIATION  
August 24, 2022

**OWNER'S DESIGN REVIEW**  
9/22/22

**OWNER'S CD REVIEW**  
11/15/22

**PLANNING SUBMIT**  
11/15/22

**PLANNING RE SUBMIT**  
11/15/22

**PLANS PERMIT SUBMIT**  
1/17/23

**PLANS PERMIT RESUBMIT**  
1/17/23

**REVISIONS:**  
1. REVISION PER CITY  
1/17/23

**REVISIONS:**  
2. REVISION PER CITY  
1/17/23

**SHEET TITLE:**  
BUILDING ELEVATIONS

**SHEET NO.:**  
A1

**PROJECT NUMBER:**  
082922



Elevation 14  
SOUTH ELEVATION



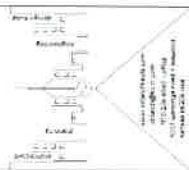
Elevation 12  
EAST ELEVATION



Elevation 13  
NORTH ELEVATION

NOT  
APPROVED  
FOR  
CONSTRUCTION

DBL ARCHITECTURE • INC



11/05/2022  
DBL ARCHITECTURE • INC  
10000 W. 10th Street, Suite 100  
Denver, CO 80202  
Tel: 303.733.1111  
Fax: 303.733.1112  
www.dblarchitecture.com

**PROJECT:**  
SHANNON CENTER  
500 BLUE RIDGE BLVD  
Aurora, Colorado 80015

**PROJECT LOG:**  
CONTRACT INITIATION  
August 24, 2022

OWNER'S DESIGN REVIEW  
11/22

OWNER'S CD REVIEW  
11/22

PLANNING SUBMIT  
11/22

PLANNING RE SUBMIT  
11/22

PLANS PERMIT SUBMIT  
11/22

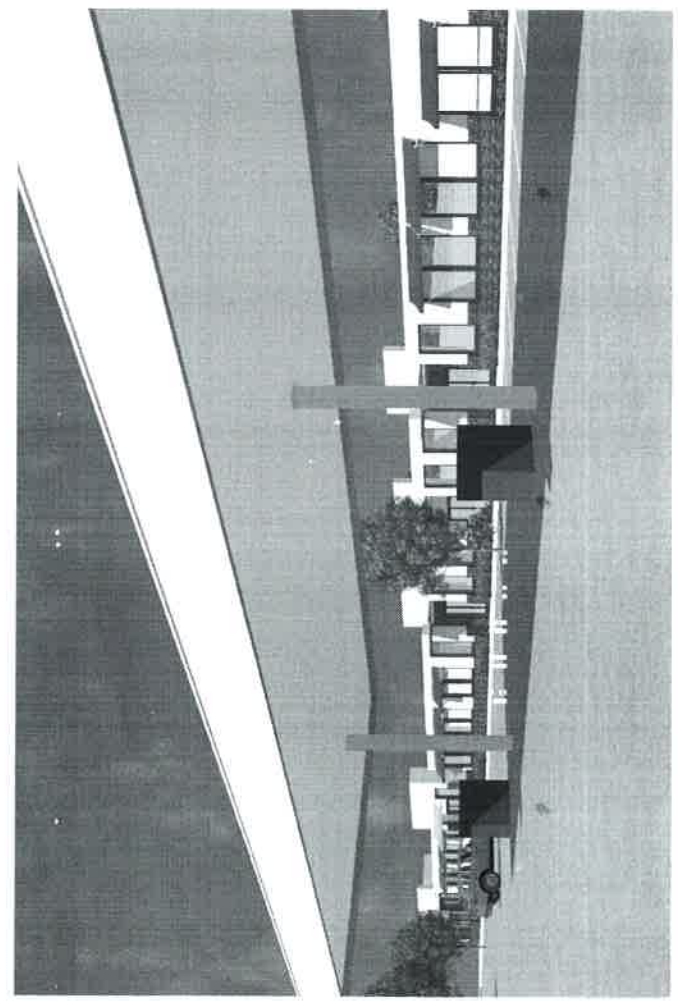
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11/22

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1 REVISED PER CITY  
1 3/7/22  
2 REVISED PER CITY  
2 9/7/22

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PERSPECTIVE  
VIEW

**SHEET NO.:**  
A2

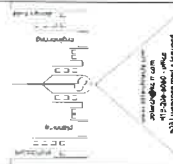
PROJECT NUMBER  
082922



Camera 1

NOT  
APPROVED  
FOR  
CONSTRUCTION

D&L ARCHITECTURE • INC



10/20/2022  
D&L ARCHITECTURE • INC  
554 BLUE RIDGE BLVD  
RAJPOON HILLSPUR 04159  
TEL: 203-866-1194  
WWW.D&LARCHITECTURE.COM

CONTRACT NO. 22-00000001  
PROJECT NO. 22-00000001  
DATE: 10/20/22

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**PROJECT:**  
BIRDMAN CENTER  
554 BLUE RIDGE BLVD  
RAJPOON HILLSPUR 04159

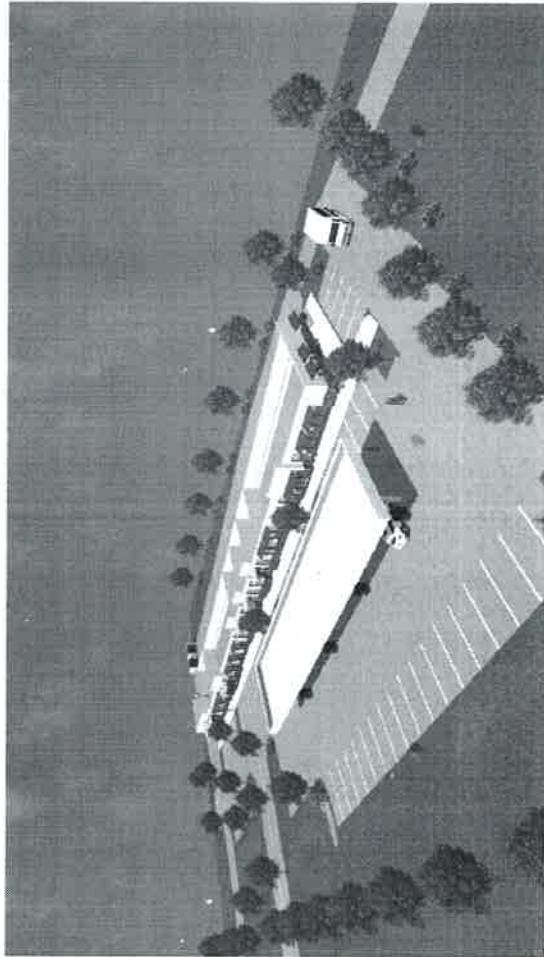
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CONTRACT INITIATION  
August 24, 2022

OWNER'S DESIGN REVIEW  
9/28/22  
OWNER'S CD REVIEW  
11/15/22  
PLANNING SUBMIT  
11/15/22  
PLANNING RE-SUBMIT  
11/15/22  
PLANS PERMIT SUBMIT  
1/12/23  
PLANS PERMIT RESUBMIT  
1/12/23

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A REVISION PER CITY  
1/12/23

**SHEET TITLE:**  
BIRDEYE VIEW

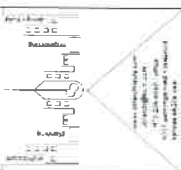
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A3  
PROJECT NUMBER:  
082922



Camera 2

NOT FOR CONSTRUCTION  
APPROVED

P.L.N. & ASSOCIATES ARCHITECTURE + INTERIOR DESIGN  
PBL ARCHITECTURE + INC



15 SEPTEMBER 2022  
PBL ARCHITECTURE + INC  
10000 Blue Ridge Blvd  
Raytown, Missouri 64135  
Tel: 816.336.8100  
Fax: 816.336.8101  
www.pblarch.com

PROJECT NO. 092422  
SHEET NO. A4

**PROJECT:**  
BROOKING CENTER  
500 BLUE RIDGE BLVD  
Raytown Missouri 64135

**PROJECT LOG:**  
CONTRACT INITIATION  
August 24, 2021

OWNER'S DESIGN REVIEW  
9/28/22

OWNER'S CD REVIEW  
11/15/22

PLANNING SUBMIT  
11/15/22

PLANNING RE-SUBMIT  
11/15/22

PLANS PERMIT SUBMIT  
1/17/23

PLANS PERMIT RESUBMIT  
2/22/23

**REVISIONS:**

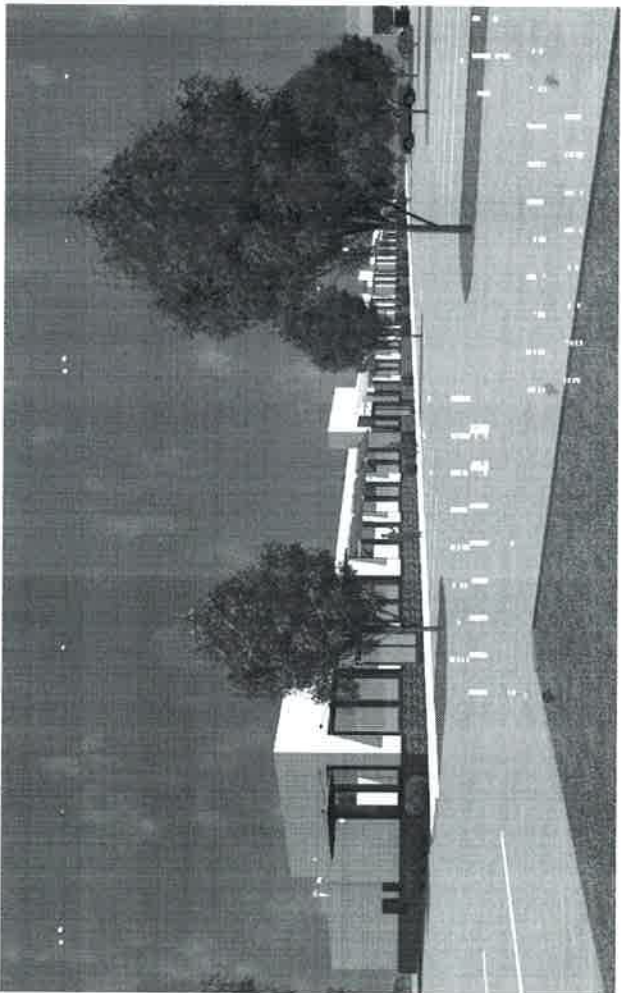
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1/17/23

2. ISSUED PER CITY  
2/22/23

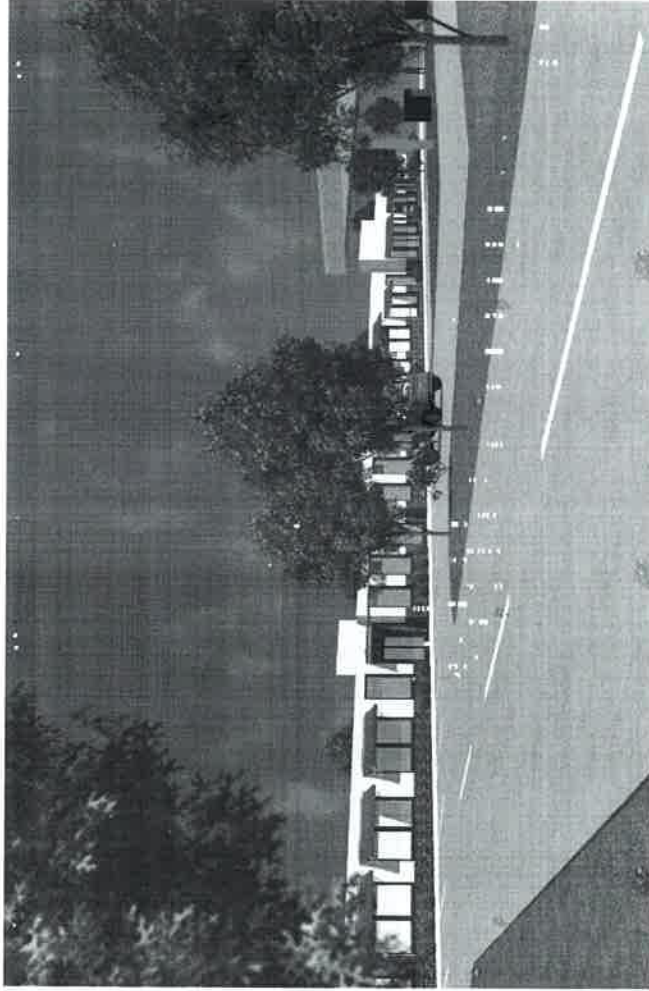
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PERSPECTIVE  
VIEW

**SHEET NO. A4**

PROJECT NUMBER:  
092422



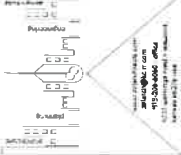
Camera 3



Camera 4

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APPROVED FOR ARCHITECT

DBL ARCHITECTURE • INC



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DBL ARCHITECTURE • INC  
1500 BLUE RIDGE BLVD  
Raleigh, NC 27606  
919.536.4000  
www.dblarch.com

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**PROJECT:**  
SHARPE CENTER  
5100 BLUE RIDGE BLVD  
Raleigh, NC 27606

**PROJECT LOG**  
CONTRACT INITIATION  
August 24, 2022

OWNER'S DESIGN REVIEW  
6/22/22

ENGINEERED REVIEW  
6/22/22

PLANNING SUBMIT  
1/19/22

PLANNING RE SUBMIT  
1/19/22

PLANS PERMIT SUBMIT  
1/19/22

PLANS PERMIT RESUBMIT  
1/19/22

**REVISIONS:**  
A REVISED PER CITY  
2/7/22

A REVISED PER CITY  
2/7/22

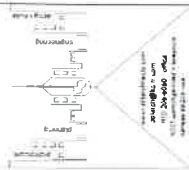
**SHEET TITLE:**  
PERSPECTIVE  
VIEW

**SHEET NO.:**  
A5

PROJECT NUMBER:  
082922

NOT APPROVED FOR CONSTRUCTION

DBL ARCHITECTURE • INC



PROJECT: SHARIN CENTER  
 5346 BLUE RIDGE BLVD  
 RAYDON, MISSOURI 64139

PROJECT LOG  
 CONTRACT INITIATION  
 August 24, 2023

OWNER'S DESIGN REVIEW  
 5/20/22

OWNERS CO REVIEW  
 6/1/22

PLANNING SUBMIT  
 11/16/23

PLANNING RESUBMIT  
 7/6/23

PLANS PERMIT SUBMIT  
 7/6/23

PLANS PERMIT RESUBMIT  
 7/6/23

REVISIONS:  
 A REVISION PER CITY  
 7/6/23

SHEET TITLE:  
 LANDSCAPE  
 SITE PLAN

SHEET NO.:  
 A6  
 PROJECT NUMBER  
 082922



BLUE RIDGE BLVD.

LANDSCAPE SITE PLAN

NUMBER	QTY	COMMON NAMES	PLANT SCHEDULE	SCIENTIFIC NAME
P01	44	BARBERRY		BERBERIS
P02	50	CATANIBA RHODODENDRON		RHODODENDRON CATANIBENSE
P03	43	TEXAS RED OAK SPANISH OAK SPOTTED OAK RED OAK ROCK OAK		QUERCUS BUCKLEYI

1st Floor



VIEW LOOKING SOUTH



VIEW LOOKING NORTHWEST



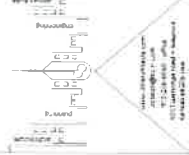
VIEW LOOKING NORTHWEST



VIEW LOOKING SOUTH

NOT APPROVED FOR CONSTRUCTION

DBL ARCHITECTURE • INC



10/20/2023  
 DBL ARCHITECTURE • INC  
 10000 WOODBURN ROAD  
 SUITE 100  
 WOODBURN, MISSOURI 64094  
 PHONE: 816.224.8888  
 FAX: 816.224.8889  
 WWW.DBLARCHITECTURE.COM

**PROJECT:**  
 SHARPE CENTER  
 500 BLUE RIDGE BLVD  
 RAYBURN, MISSOURI 64139

**PROJECT LOG**  
 CONTRACT INITIATION  
 AUGUST 24, 2022

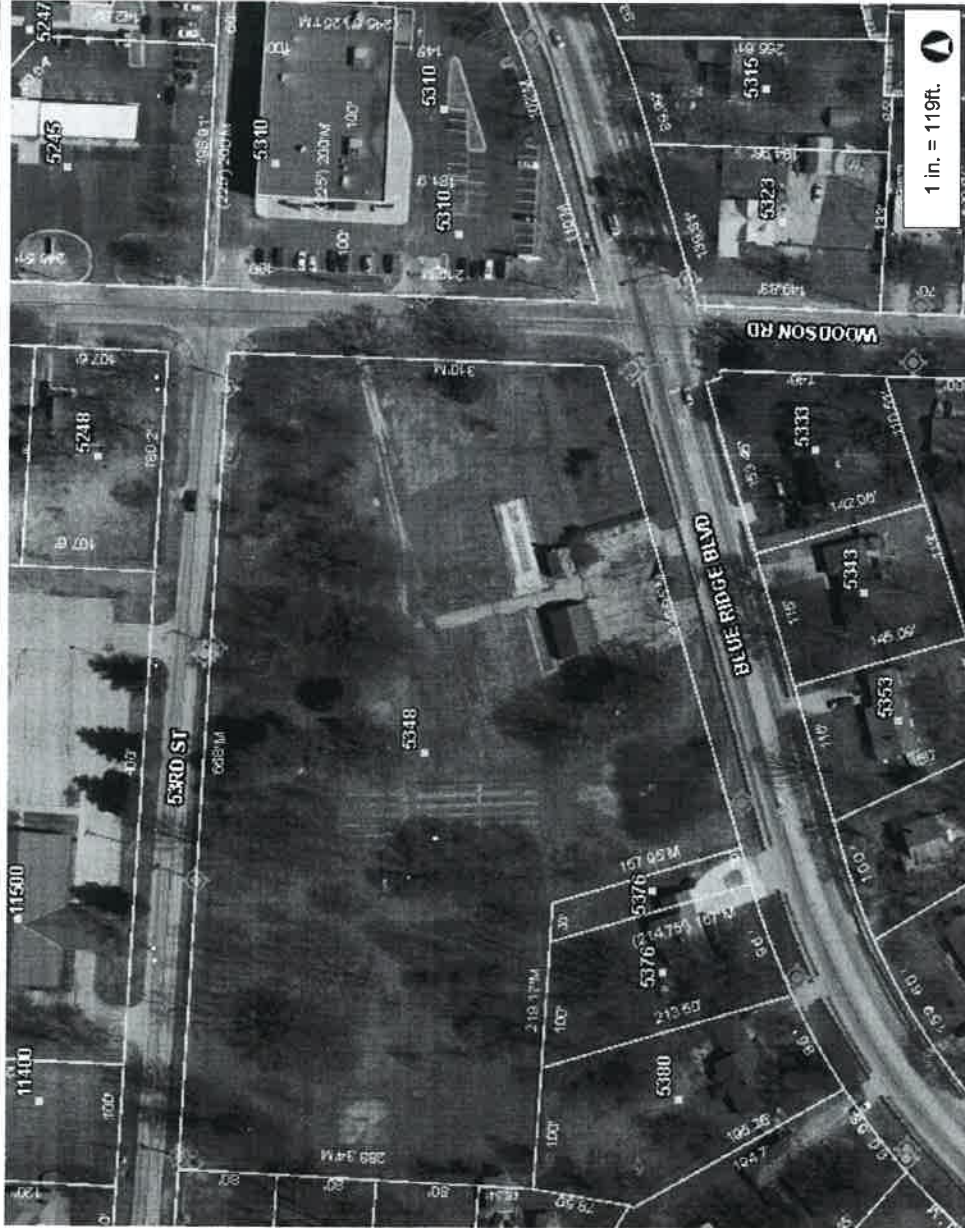
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 OWNER'S CD REVIEW  
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 1/11/23  
 PLANS PERMIT SUBMIT  
 3/7/23  
 PLANS PERMIT RESUBMIT  
 3/7/23

**REVISIONS:**  
 A REVISION PER CITY  
 3/7/23  
 A REVISION PER CITY  
 3/7/23

**SHEET TITLE:**  
 EXISTING  
 VIEWS

**SHEET NO.:**  
 A7  
**PROJECT NUMBER:**  
 082-922

# Raytown, MO



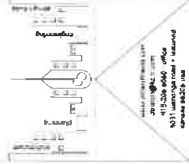
1 in. = 119ft.

238.7 0 119.33 238.7 Feet

This Cadastral Map is for informational purposes only. It does not purport to represent a property boundary survey of the parcels shown and shall not be used for conveyances or the establishment of property boundaries.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

NOT APPROVED FOR CONSTRUCTION



DBL ARCHITECTURE, INC.  
11-208-6666  
www.dblarch.com

**PROJECT:**  
BISHOP CENTER  
534 BLUE RIDGE BLVD  
Raytown Missouri 64135

**PROJECT LOG**  
CONTRACT INITIATION  
August 29, 2022

OWNER'S CD REVIEW  
11/16/22  
PLANNING RE SUBMIT  
11/16/22  
PLANS PERMIT SUBMIT  
7/7/22  
PLANS PERMIT RESUBMIT  
7/7/22

**REVISIONS:**  
A REVISIONS PER CITY  
B REVISIONS PER CITY  
C REVISIONS PER CITY

**SHEET TITLE:**  
EXISTING  
AERIAL

**SHEET NO.:**  
A8

**PROJECT NUMBER:**  
082422

**Legend**

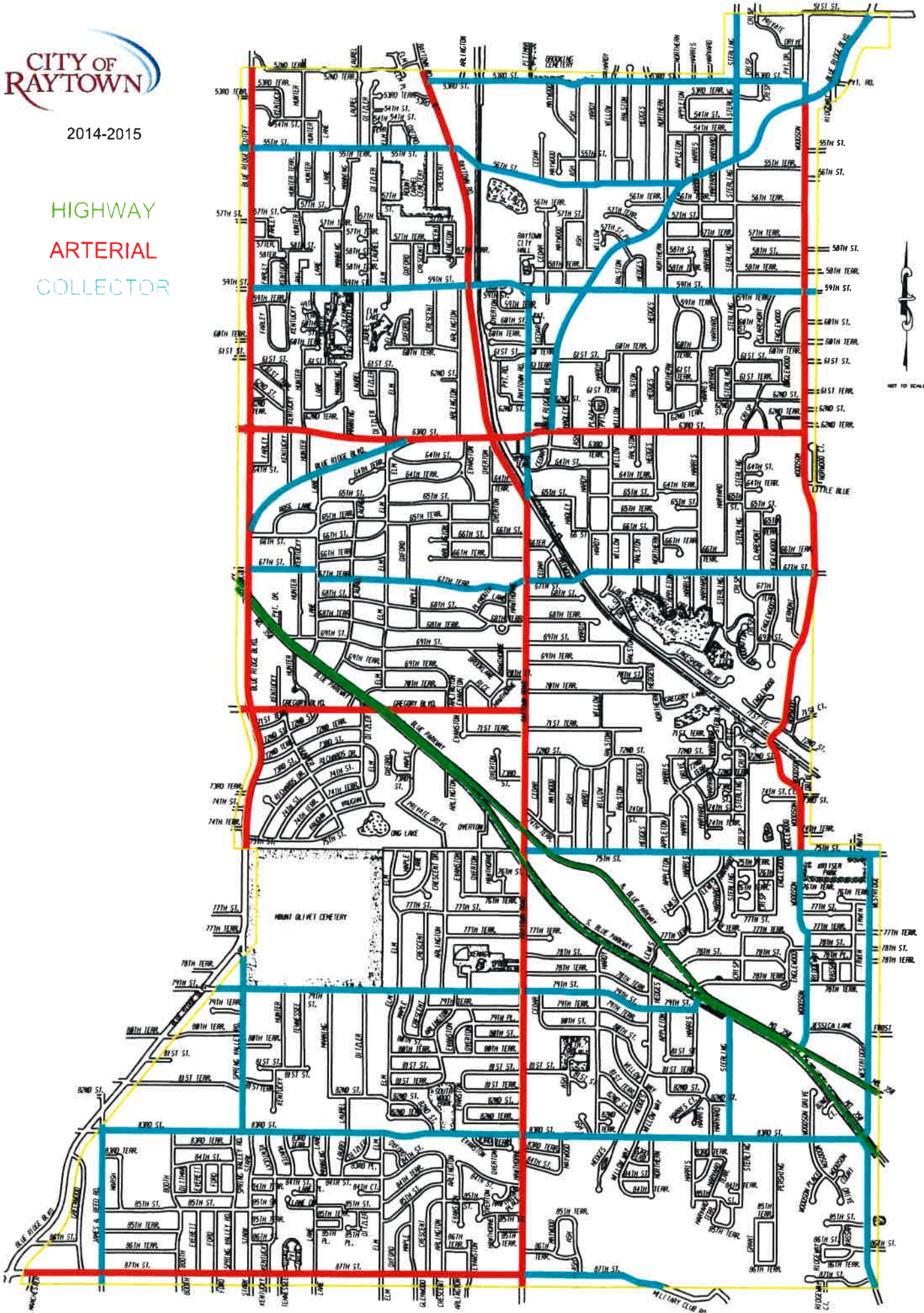
- Road
- Parcel
- Address Point
- City Limit
- Raytown Street Light
- KCPL Street Light
- Street Light
- Existing Rented
- Existing City Owned
- Owned by Others
- Proposed Street Light
- Sidewalk

**Notes**



2014-2015

HIGHWAY  
ARTERIAL  
COLLECTOR



## Affidavit of Publication

To: Raytown, City Of, Missouri - City Clerk  
10000 E 59Th St  
Raytown, MO, 641333915

Re: Legal Notice 2484564, Notice of Public Hearings  
State of MO )  
County of Jackson ) SS:

I, Rose Bryant, being duly sworn, depose and say: that I am the Authorized Designee of Kansas City Daily Record, a daily newspaper of general circulation in Kansas City, County of Jackson, State of MO; that a notice, of which the annexed is a printed copy, has been duly and regularly published in the Kansas City Daily Record once each day for 1 consecutive days; and that the date of the publication were as follows: 03/16/2023.

Publishers fee: \$66.67

By:



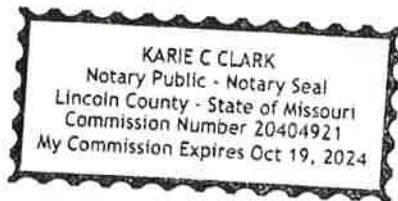
Rose Bryant

Sworn to me on this 17<sup>th</sup> day of  
March 2023

By:



Karie C. Clark  
Notary Public, State of MO  
No. 20404921  
Qualified in Lincoln County  
My commission expires on  
October 19, 2024



### Notice of Public Hearings

**Affected Property:** 5348 Blue Ridge Blvd., Raytown, Missouri

**Jackson County Parcel ID #** 32-710-08-28-00-0-00-000

A public hearing to consider an application to change the zoning classification on part of a property located at 5348 Blue Ridge Blvd., the entire parcel consisting of 5.29 acres of primarily vacant land with 2 small structures upon it, from R-1, Single Family Residential District, to MC, Neighborhood Commercial District, filed by Nasruddin Bhamani of Raytown, Missouri, will be held by the Raytown Planning & Zoning Commission at 7:00pm on Thursday, April 6, 2023. The subject parcel is bounded on the north by 53rd Street, the east by Woodson Road, and the south by Blue Ridge Blvd. The complete staff report and agenda for this hearing should be available for view on the City of Raytown website on Friday, March 31, 2023.

The Raytown Board of Aldermen will also hold a public hearing to consider this application for a change of zoning classification, tentatively scheduled for 7:00pm on Tuesday, June 6, 2023.

All public hearings will take place in the Council Chambers at Raytown City Hall located at 10000 E. 59th St. Raytown, MO 64133.

The public is invited to attend the public hearings to ask questions and provide comment. Additional information can be obtained from the Department of Community Development located in Raytown City Hall at 10000 East 59th Street, by telephone at (816) 737-6059 or by e-mail at [chrisg@raytown.mo.us](mailto:chrisg@raytown.mo.us).

If you will require any special accommodation (i.e., qualified interpreter, large print, reader, hearing assistance) to attend either of these public hearings, please notify the Department of Community Development at Raytown City Hall at (816) 737-6014 no later than 48 hours prior to the applicable public hearing date.

2484564 Jackson Mar. 16, 2023

MAILING LIST FOR KEVIN BHAMANI REZONE OF 5348 BLUE RIDGE BLVD. FROM R-1 to NC

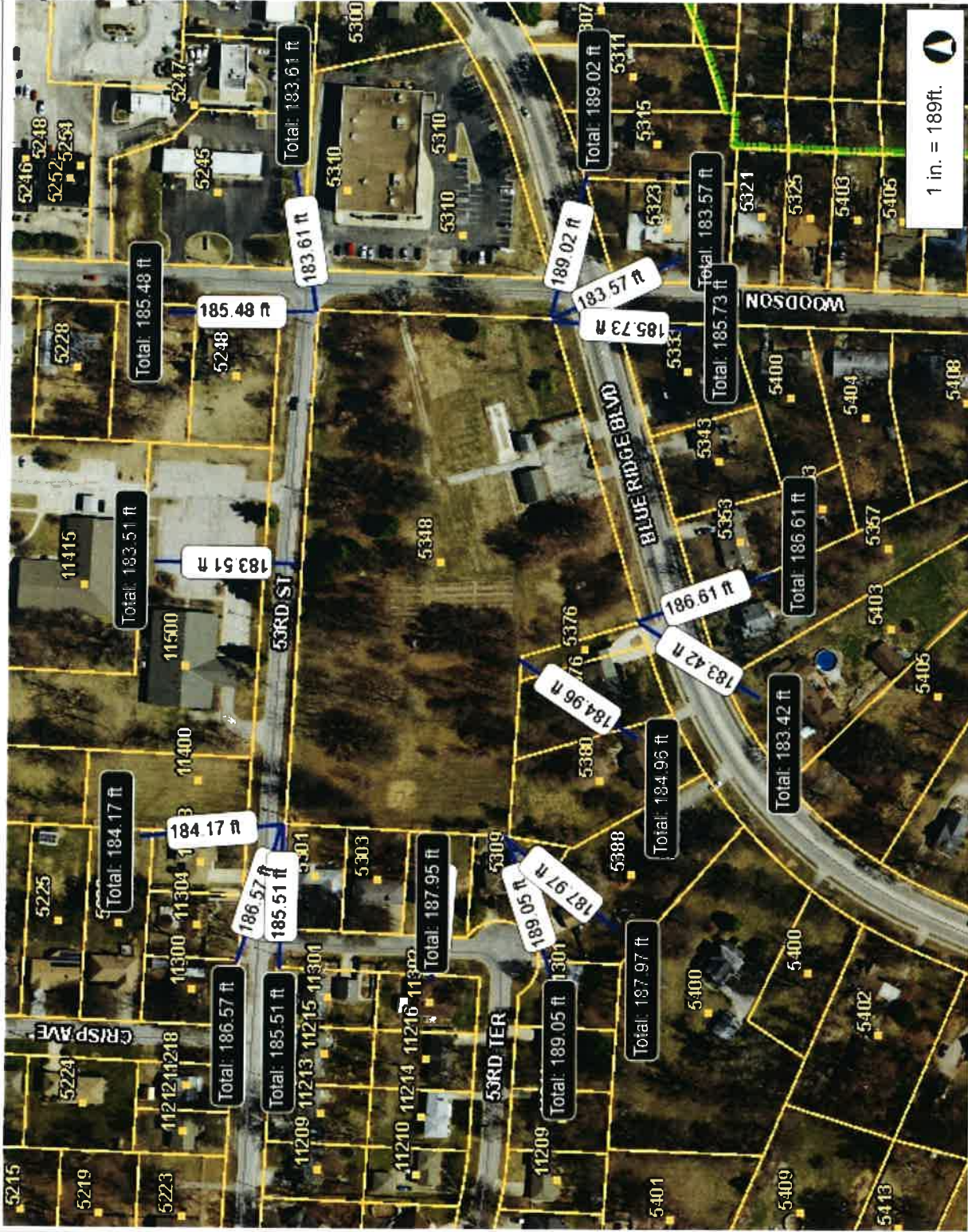
OWNER	OWNER ADDRESS	OWNER	OWNER ADDRESS
Debra Kay Pashman	5229 Crisp Ave., Raytown, MO 64133	Shelton Enterprises, LLC	8447 Wilshire Blvd., Suite 204, Beverly Hills, CA 90211
SFR3-050, LLC	228 Park Ave. S Suite 73833, New York, NY 10003	SCP 2006 C23 087, LLC	One CVS Drive, Woonsocket, RI 02895
Mark & Cynthia Weiss	11304 E. 53 <sup>rd</sup> St., Raytown, MO 64133	Carwash Plaza, LLC	5577 Blue Ridge Blvd., Raytown, MO 64133
Jean Denham	11308 E. 53 <sup>rd</sup> St., Raytown, MO 64133	Jourdan Michels	5248 Woodson Rd., Raytown, MO 64133
Kelli Padgett	11301 E. 53 <sup>rd</sup> St., Raytown, MO 64133	The Oasis Church International	4741 Central St. Ste. 522, Kansas City, MO 64112
Joyce McFadden	11302 E. 53 <sup>rd</sup> Terr., Raytown, MO 64133		
Started on Lee-Jackson County, LLC	7000 Lee's Summit Rd., Kansas City, MO 64136		
Marilyn & Nancy McGough, Trustees	5303 Crisp Ave., Raytown, MO 64133		
Marilyn Layton	5307 Crisp Ave., Raytown, MO 64133		
Egypt Patton	5309 Crisp Ave., Raytown, MO 64133		
Brian Cain	5388 Blue Ridge Blvd., Raytown, MO 64133		
Douglas East	11301 E. 53 <sup>rd</sup> Terr., Raytown, MO 64133		
Kenneth Moore & Tiffany Moore	5380 Blue Ridge Blvd., Raytown, MO 64133		
Kenneth & Lois Moore	5376 Blue Ridge Blvd., Raytown, MO 64133		
Michael & Brooke Mansell	5403 Blue Ridge Blvd., Raytown, MO 64133		
Jeff & Lori Webb	5357 Blue Ridge Blvd., Raytown, MO 64133		
Robert & Rosemary Hoover	3365 Blue Ridge Blvd., Independence, MO 64052		
Brenda Finlay-Hager & James Hager	5343 Blue Ridge Blvd., Raytown, MO 64133		
Brenda Honeywell	5333 Blue Ridge Blvd., Raytown, MO 64133		
Stephanie Pierce	5323 Blue Ridge Blvd., Raytown, MO 64133		

# Raytown, MO



## Legend

- Road
- Parcel
- Address Point
- City Limit



## Notes

This Cadastral Map is for informational purposes only. It does not purport to represent a property boundary survey of the parcels shown and shall not be used for conveyances or the establishment of property boundaries.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



January 17, 2023

Dear Property Owner/Tenant:

### **Notice of Neighborhood Meeting and Public Hearings in Your Area**

The Raytown Community Development Department is processing an application filed by Nasruddin Bhamani of Raytown, Missouri, requesting the zoning on property located at 5348 Blue Ridge Blvd., consisting of 5.29 acres of primarily vacant property with two small structures and located within the city limits of the City of Raytown, Missouri, be changed from R-1, Single Family Residential District to NC, Neighborhood Commercial District. As a nearby owner or tenant, you are entitled to appear and provide comment at any of the public hearings on this matter or to provide written comment.

The applicant will be holding a neighborhood information meeting at Raytown City Hall at 4:00 PM on Tuesday, January 24, 2023, to which you are invited to discuss the application directly with them. City staff will not be present at this time. If you have any concerns or need more information about the application, this is a good meeting to attend.

A public hearing to consider this application will be held by the Raytown Planning & Zoning Commission **at 7:00 PM on Thursday, March 2, 2023.** The full packet and agenda should be available for view on the City of Raytown website on Friday, January 27, 2023.

The Raytown Board of Aldermen will also hold a public hearing regarding the above-described application, tentatively scheduled for **7:00 PM on Tuesday, April 11, 2023.**

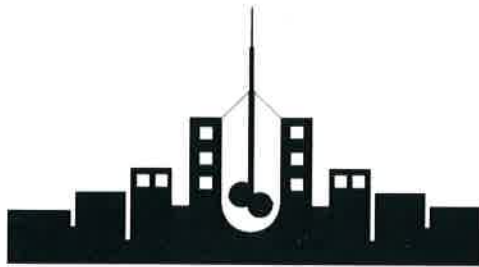
**All public hearings will take place in the Council Chambers at Raytown City Hall located at 10000 E. 59<sup>th</sup> St. Raytown, MO 64133.**

The public is invited to attend the neighborhood meeting and the public hearings to ask questions and provide comment regarding this application. Additional information regarding this application can be obtained from the Department of Community Development located in Raytown City Hall at 10000 East 59<sup>th</sup> Street, by phone at (816) 737-6059 or by e-mail at [chrisg@raytown.mo.us](mailto:chrisg@raytown.mo.us).

If you will require any special accommodation (i.e., qualified interpreter, large print, reader, hearing assistance) to attend either of these public hearings, please notify the Department of Community Development at Raytown City Hall at (816) 737-6014 no later than 48 hours prior to the applicable public hearing date.



## DBL ARCHITECTURE + INC



8031 WENONGA ROAD, LEAWOOD, KANSAS 66206 USA  
913-383-8928 · O 913-273-1808 · F  
www.DBLARCHITECTS.COM DBLARCHI@KC.RR.COM

### MEETING MINUTES FOR THE NEIGHBORHOOD MEETING 1/24/23 FOR THE PROPOSAL OF A NEW STRIP CENTER WITH CONVENIENCE STORE AND FUELING STATION

Meeting Started at 4:00 in the City Hall Main Chambers

I introduced myself and the team for the project.

I then proceeded to introduce the project to the audience through the use of Renderings of the Building and Site Plans. Some were passed around for a closer look.

After introducing the project and explaining to the audience the design I took questions.

Some comments included why would we build a new structure when many vacancies existed throughout Raytown. It was explained that a new facility would attract tenants versus some of the run-down old facilities.

Other comments were purely negative in that they simply did not want a new building built here. That it should be left as a park.

Some comments were concerned with lights going into their residences from autos. We explained that as the property was lower than the street that the use of berms and landscaping would mitigate this problem.

There was discussion about a signed petition going around to stop this project. Discussion about that went on for quite a while.

Another comment was that they had not received the letter for the meeting and that they had to take off of work to get there. We discussed the fact that only people within 180 feet of the property were required to be notified. We mentioned that there would be another meeting at a later time at a later date.

The Meeting ended around 6:00 pm.

# Neighborhood Meeting Rezone 5348 Blue Ridge Blvd. R-1 to NC

January 24, 2023  
SIGN-IN SHEET

PLEASE PRINT LEGIBLY

Name	Mailing Address (Include City, State & Zip Code)	Daytime Phone #	Evening Phone #	E-Mail Address
Trinity Murphy				
Gus Basson	5728 WOODSON			
Theresa Hay	11313 E. 50 <sup>TH</sup> ST			
Vera Baslin	10909 E 51 <sup>ST</sup> LERR			
Liam Bobbi	" " "			
Chris Bvenger	6913 Lakeshore D.			
JIM HAGER	5343 BLUE RIDGE BLVD			
FRENDA FINLAY-HARR	" " "			
Devin Moore	5376 Blue Ridge Blv			
Ken Moore	5376 Blue Ridge Blvd	816-510-2472	Same	Ftskenmoore69@gmail.com
CINDY SWEETLAND	6325 Hedge Ave	816-356-2299	na me	CINDY@EETLANDSBB.COM
Janelle Gentry	1102 E 59 <sup>TH</sup> ST	816-868-8224	N	Jgentry63@yahoo.com
MARK WEISD	11304 E 53	816-592-2453		gma@com

March 10, 2023

Dear Property Owner/Tenant:

### **Notice of Neighborhood Meeting and Public Hearings in Your Area**

The Raytown Community Development Department is processing an application filed by Nasruddin Bhamani of Raytown, Missouri, requesting the zoning on a part of the property located at 5348 Blue Ridge Blvd., consisting of 5.29 acres of primarily vacant property with two small structures and located within the city limits of the City of Raytown, Missouri, be changed from R-1, Single Family Residential District to NC, Neighborhood Commercial District. As a nearby owner or tenant, you are entitled to appear and provide comment at any of the public hearings on this matter or to provide written comment.

**The applicant will be holding a second neighborhood information meeting at the Raytown Wellness Center, located at 10301 E. 350 Highway, from 6:00 PM to 8:00 PM on Tuesday, March 21, 2023, to which you are invited to discuss the application directly with them. City staff will not be present at this meeting.** If you have any concerns or need more information about the application, this is a good meeting to attend.

A public hearing to consider this application is scheduled to be held by the Raytown Planning & Zoning Commission **at 7:00 PM on Thursday, April 6, 2023.** The full packet and agenda should be available for view on the City of Raytown website on Friday, March 31, 2023.

The Raytown Board of Aldermen will also hold a public hearing regarding the above-described application, tentatively scheduled for **7:00 PM on Tuesday, June 6, 2023.**

**All public hearings will take place in the Council Chambers at Raytown City Hall located at 10000 E. 59<sup>th</sup> St. Raytown, MO 64133.**

The public is invited to attend the neighborhood meeting and the public hearings to ask questions and provide comment regarding this application. Additional information regarding this application can be obtained from the Department of Community Development located in Raytown City Hall at 10000 East 59<sup>th</sup> Street, by phone at (816) 737-6059 or by e-mail at [chrisg@raytown.mo.us](mailto:chrisg@raytown.mo.us).

If you will require any special accommodation (i.e., qualified interpreter, large print, reader, hearing assistance) to attend either of these public hearings, please notify the Department of Community Development at Raytown City Hall at (816) 737-6014 no later than 48 hours prior to the applicable public hearing date.

## **MINUTES OF MARCH 21, 2023 NEIGHBORHOOD MEETING ON PROPOSED 5348 BLUE RIDGE BLVD., RAYTOWN SHOPPING CENTER DEVELOPMENT**

The meeting was called to Order. Dana Blay, the proposed project architect, had the project renderings on large boards around the room for neighbors to review. D. Blay said the applicant, Ruskin Real Estate Development, LLC, was proposing a newly constructed strip shopping center with several shops, a gas station and a fueling center. Nicole Moore asked if any tenants had signed leases for the shopping center. D. Blay and K. Bhamani said there had been conversations with prospective tenants but no leases would be signed unless the development project was approved.

Zach Mulholland asked what type of tenants were being considered for the shopping center. D. Blay said there would be a coffee shop with a drive-through and a meat market and deli in the Kay-Bee's location. Other tenants in the shopping center might be an insurance agency and a pizza restaurant, as interest from these businesses had been expressed.

There was a discussion about the procedural stages for City approval of the development project: April 6 for the Planning Commission hearing and June for the City Council meeting. Lois Moore, Erin Pennington and Rebeccah Pennington expressed concern about the financial viability of a shopping center in the proposed location. They observed that the Dollar General had gone out of business.

Mark Weirs (sp. ?) and Morris Malloy raised concerns about the scope of the rezoning application and what was perceived as a misleading depiction of the effect of a rezoning. The project renderings show commercial use along the highway. However, the rezoning application shows a proposed rezoning of the entire property now owned by Ruskin Real Estate Development, not just the property along the highway. D. Blay said this issue had been previously discussed with the City.

N. Moore stated that the neighbors close to the proposed shopping center were not interested in the proposed commercial use of the property. N. Moore, who indicated she is a real estate agent/broker, stated there are plenty of empty buildings in Raytown where businesses had opened and failed. N. Moore indicated she could show the proposed developer many commercially zoned buildings in Raytown that are vacant and might be available for the proposed developer's use. M. Malloy indicated he had recently checked Ruskin Real Estate Development's rezoning application and the entire property owned by Ruskin Real Estate Development was still included in the rezoning application, not just the portion of property along the highway. D. Blay confirmed that Ruskin Real Estate Development wanted to maintain residential use for

the property depicted as green space in the project renderings.

M. Weirs stated that the letter notifying neighbors of the meeting was dated March 10, 2023, but he did not believe the letters were mailed until March 15, 2023, limiting the time neighbors had to prepare for the March 21, 2023 meeting. M. Weirs said, in his opinion, the same delay in mailing notices for the neighborhood meeting occurred in connection with the initial meeting. Kenneth Moore stated the proposed developer had selected a poor area to develop a business. The CVS had gone out of business. The neighborhood would boycott the stores in the shopping center because the neighbors are unhappy with the proposed development. The neighborhood does not want more traffic, as there is already a problem with speeding and poor road visibility. The neighborhood does not want “bad company” walking through their yards. The proposed development will lower property values in the area and the proposed shopping center will encroach on the neighbors’ way of life.

Jeanette Genhay (sp. ?) stated that a high percentage of the neighbors own their own homes. She expressed concern that more residences will be converted to rentals if the proposed shopping center is constructed. Cheryl Wyrick said that water run-off from the proposed shopping center is a concern, as many of the homes in the neighborhood already have issues with wet basements. M. Malloy asked if a Hydrology Study had been completed. It was observed that there are no storm sewers in the area. Brenda Hager stated there are no sidewalks in the area, so walkability of the area (as discussed in the development proposal) is not a possibility.

There was a general discussion of inadequate police responses to the area. One neighbor waited 30 minutes for a police response when someone was pushing the front door into his home. One neighbor reported someone walking through the neighborhood firing a gun into backyards. He said the police were late in arriving and did not arrest the individual. Questions were raised about the date the traffic study for the proposed project was completed, as there are two different dates on the traffic report.

A thoughtful rendering of the Ruskin Real Estate Development property with single family lots for \$350,000 homes was presented as an alternative to the commercial development (attached).

The meeting was adjourned after 7:00 p.m.

Stephanie Hazelton, Legal Counsel for Ruskin Real Estate Development

# Neighborhood Meeting Rezone 5348 Blue Ridge Blvd. R-1 to NC

March 21, 2023  
SIGN-IN SHEET

PLEASE PRINT LEGIBLY

Name	Mailing Address (include City, State & Zip Code)	Daytime Phone #	Evening Phone #	E-Mail Address
Arlene Moore	Pocket apt 5376 Blue Ridge Blvd. Kaysville, MO 64133	816-510-2772		Itskennmore69@gmail.com
Kenneth Moore	Kaysville, MO 64133			
Doris Moore	Raytown MO 64133			
Brenda Finlay Hager	Raytown MO 64133			
Lisa Blume	Raytown MO			
Morris Mallett	Raytown, MO			
Candy Murphy	Raytown, MO			
Cepha Clarke	" "			
Mark Weiss	" "			
Dorothy Green	Raytown MO			
Zach Holland	11216 E 57th Tr Raytown MO			
Evan Myers	10002 E 54th St			
James Axl	5301 Vinop Ave			
Holt Arons				

# Neighborhood Meeting Rezone 5348 Blue Ridge Blvd. R-1 to NC

March 21, 2023  
SIGN-IN SHEET

PLEASE PRINT LEGIBLY

Name	Mailing Address (include City, State & Zip Code)	Daytime Phone #	Evening Phone #	E-Mail Address
Beth Kungur	6221 Blue Ridge Blvd. MO 64133	816-313-8225	Same	N/A
Dan & Doris Beind	10909 E 51st Ave			mhbristh316@att.net
Cheryl Wurd	11055 Slater Cir	913-209-9887		Pamperpaus@jre.com
Joan Kaffel	5203 Blue Ridge Blvd			N/A
Stghorn Heath	4600 Maple Ave Suite 650 67112	816-253-5676		N/A
Kevin Blarmani	16341 S. Twilight Lane Crestview 66602	512-905-0356	same	kevinblarmani@gmail.com
DAVID BLAY				DBL.ARC@kc.rr.com
Rebecca Guinigan	11215 E 53rd St			Rebecca.Guinigan@att.net
EGAN PENNINGTON	11215 E 53rd St	816-876-7104		
Arcle Moore				Arcle Moore sells more @ignition

ELECTRONICALLY RECORDED  
JACKSON COUNTY, MISSOURI



09/01/2022 10:37 AM  
COV FEE: \$24.00 2 PGS

INSTRUMENT NUMBER  
2022E0081716

### WARRANTY DEED

THIS DEED, made effective as of this 23 day AUGUST, 2022,  
WITNESSETH, that **CAMA Plan Administrator FBO Donald R. Palumbo IRA (Acct. No: T170112-01)**,  
Grantor(s), for and in consideration of the sum of TEN DOLLARS AND OTHER GOOD VALUABLE  
CONSIDERATIONS, does by these presents, GRANT, BARGAIN AND SELL, Convey and Confirm unto  
**Raytown Real Estate Development, LLC, a Missouri limited liability company**, whose mailing  
address is **16347 S. Twilight Lane, Olathe, KS 66062**, Grantee(s), its successors and assigns, the  
following described land situated in **Jackson County, Missouri**:

Tract "A" of the Fannie C. Dehoney Estate, a subdivision in the City of Raytown, Jackson County,  
Missouri, Beginning at the Northeast corner of the Southeast Quarter of the Northeast Quarter of  
Section 33, Township 49, Range 32; thence South along the East line of said Quarter Quarter  
Section, 366 feet to the center of the Blue Ridge Road; thence South 72 degrees 1 minute West  
along the center of said road, 453.33 feet; thence North 17 degrees 59 minutes West, 214.75 feet;  
thence West 197.62 feet; thence North 313.34 feet to the North line of said Quarter Quarter Section;  
thence East 695.02 feet to beginning; said Tract "A" being marked and designated on plat according  
to the Commissioners' Report on file in Book 449 at Page 516 in the Recorder's Office at  
Independence, Jackson County, Missouri. EXCEPT ALL THAT PART of Tract "A" of FANNIE B.  
DEHONEY ESTATE described as follows, to-wit:  
Beginning at the Northeast corner of the Southeast Quarter of the Northeast Quarter of Section 33,  
Township 49, Range 32; thence South along the East line of said Quarter Quarter of said Section,  
366 feet to the center of the Blue Ridge Road; thence South 72 ° 1' West along the center line of said  
road, 423.33 feet to the True Point of Beginning; thence North 17° 59' West to a point due East of the  
Northeast corner of that part of Tract "B" of FANNIE B. DEHONEY ESTATE, as described in deed  
recorded in Book 793 at Page 112, as Document No. 526217, Office of Recorder of Deeds for  
Jackson County, Missouri, at Independence, owned by Herschel H. Hinrichs and Frances M.  
Hinrichs; thence West to the Northeast corner of said Part of Tract "B" of FANNIE B. DEHONEY  
ESTATE as described in Book 793 at Page 112, as Document No. 526217, owned by Herschel H.  
Hinrichs and Frances M. Hinrichs; thence South along the East line of said Part of Tract "B", South  
17° 59' East, 214.75 feet to the center of Blue Ridge Road; thence North 72° 1' East along the center  
of said road 30 feet to the point of beginning; AND EXCEPT that part in roads.

Filed by Chicago Title Company, LLC

Deed (Warranty - Commercial)  
MOD1176.doc / Updated: 04.19.18

Page 1

Printed: 08.17.22 @ 12:31 PM by  
MO-CT-FKCM-01080.330711-KCC221544

**WARRANTY DEED**  
(continued)

Subject to easements, reservations, restrictions, and covenants, if any, of record.

TO HAVE AND TO HOLD The premises aforesaid, with all and singular the rights, privileges, appurtenances and immunities thereto belonging or in anywise appertaining unto said Grantee, and unto its successors and assigns forever; said Grantor does hereby covenant that he/she/they is/are lawfully seized of an indefeasible estate in fee of the premises herein conveyed; that he/she/they has/have good right to convey the same; that said premises are free and clear from any encumbrance done or suffered by him/her/them or those under whom he/she/they claim(s), and that he/she/they will warrant and defend the title to said premises unto said Grantee unto its successors and assigns forever, against the lawful claims and demand of all persons whomsoever.

IN WITNESS WHEREOF, said Grantor(s) has/have hereunto set his/her/their hand(s) this 17th day of August, 2022.

DRP CAMA Plan Administrator FBO Donald R. Palumbo IRA (Acct. No: T170112-01)

BY: *Donna Tanuzzi*  
Printed Name DONNA TANUZZI  
Vice President

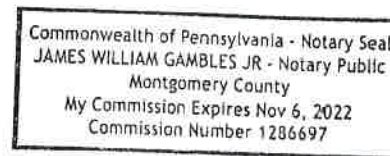
STATE OF PA

COUNTY OF Montgomery

On this 23<sup>rd</sup> day of August, 2022, before me, the undersigned, a Notary Public in and for said County and State, personally appeared Donna Tanuzzi, Vice President on behalf of CAMA Plan Administrator FBO Donald R. Palumbo IRA (Acct. No: T170112-01) known to me to be the person(s) who executed the instrument within and who duly acknowledged execution of the same.

Witness my hand and Notarial Seal subscribed and affixed in said County and State, the day and year in this certificate above written.

*James William Gambles Jr.*  
Notary Public  
My Commission Expires: 11/6/2022



**Filed by Chicago Title Company, LLC**

Deed (Warranty - Commercial)  
MOD1176.doc / Updated: 04.19.18



ELECTRONICALLY RECORDED  
JACKSON COUNTY, MISSOURI

09/01/2022 10:37 AM

FEE: \$57.00 13 PGS

INSTRUMENT NUMBER

2022E0081717

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Space Above This Line For Recording Data

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**DEED OF TRUST**  
(With Future Advance Clause)

---

**DATE AND PARTIES.** The date of this Deed Of Trust (Security Instrument) is August 31, 2022. The parties and their addresses are:

**GRANTOR:**

**RAYTOWN REAL ESTATE DEVELOPMENT, LLC**  
A Missouri Limited Liability Company  
16347 S Twilight Lane  
Olathe, KS 66062

**TRUSTEE:**

**KATHLENE A POINTS**  
2015 State Hwy RA  
Gravois Mills, MO 65037

**GRANTEE (Lender):**

**PATRIOTS BANK**  
Organized and existing under the laws of Kansas  
840 E MAIN ST  
GARDNER, KS 66030

**1. DEFINITIONS.** For the purposes of this document, the following term has the following meaning.

**A. Loan.** "Loan" refers to this transaction generally, including obligations and duties arising from the terms of all documents prepared or submitted for this transaction.

**2. CONVEYANCE.** For good and valuable consideration, the receipt and sufficiency of which is acknowledged, and to secure the Secured Debts and Grantor's performance under this Security Instrument, Grantor does hereby irrevocably grant, bargain, sell and convey to Trustee, in trust for the benefit of Lender, with power of sale, the following described property:

---

Raytown Real Estate Development, LLC  
Missouri Deed Of Trust

Legal on Exhibit A

KS14XXCMILL50000000002577062N

Walters Kluwer Financial Services ©1996, 2022 Bankers.  
Systems™

Page 1

See Attached Exhibit "A"

The property is located in Jackson County at 5348 Blue Ridge Blvd, Raytown, Missouri 64133.

Together with all rights, easements, appurtenances, royalties, mineral rights, oil and gas rights, crops, timber including timber to be cut now or at any time in the future, all diversion payments or third party payments made to crop producers, all water and riparian rights, wells, ditches, reservoirs and water stock and all existing and future improvements, structures, fixtures, and replacements that may now, or at any time in the future, be part of the real estate described (all referred to as Property). This Security Instrument will remain in effect until the Secured Debts and all underlying agreements have been terminated in writing by Lender.

**3. MAXIMUM OBLIGATION LIMIT.** The total principal amount secured by this Security Instrument at any one time and from time to time will not exceed \$308,000.00. Any limitation of amount does not include interest and other fees and charges validly made pursuant to this Security Instrument. Also, this limitation does not apply to advances made under the terms of this Security Instrument to protect Lender's security and to perform any of the covenants contained in this Security Instrument.

**4. SECURED DEBTS AND FUTURE ADVANCES.** The term "Secured Debts" includes and this Security Instrument will secure each of the following:

**A. Specific Debts.** The following debts and all extensions, renewals, refinancings, modifications and replacements. A promissory note or other agreement, No. 802312, dated August 31, 2022, from Grantor to Lender, with a loan amount of \$308,000.00 and maturing on August 31, 2042.

**B. Future Advances.** All future advances from Lender to Grantor under the Specific Debts executed by Grantor in favor of Lender after this Security Instrument. If more than one person signs this Security Instrument, each agrees that this Security Instrument will secure all future advances that are given to Grantor either individually or with others who may not sign this Security Instrument. All future advances are secured by this Security Instrument even though all or part may not yet be advanced. All future advances are secured as if made on the date of this Security Instrument. Nothing in this Security Instrument shall constitute a commitment to make additional or future advances in any amount. Any such commitment must be agreed to in a separate writing. This Security Instrument secures all future advances to Grantor from Lender or other future obligations of Grantor to Lender, as governed by Mo. Rev. Stat. § 443.055.

**C. All Debts.** All present and future debts from Grantor to Lender, even if this Security Instrument is not specifically referenced, or if the future debt is unrelated to or of a different type than this debt. If more than one person signs this Security Instrument, each agrees that it will secure debts incurred either individually or with others who may not sign this Security Instrument. Nothing in this Security Instrument constitutes a commitment to make additional or future loans or advances. Any such commitment must be in writing. This Security Instrument will not secure any debt for which a non-possessory, non-purchase money security interest is created in "household goods" in connection with a "consumer loan," as those terms are defined by federal law governing unfair and deceptive credit practices. This Security Instrument will not secure any debt for which a security interest is created in "margin stock" and Lender does not obtain a "statement of purpose," as defined and required by federal law governing securities. This Security Instrument will not secure any other debt if Lender, with respect to that other debt, fails to fulfill any necessary requirements or fails to conform to any limitations of the Truth in Lending Act (Regulation Z) or the Real Estate Settlement Procedures Act (Regulation X) that are required for loans secured by the Property.

**D. Sums Advanced.** All sums advanced and expenses incurred by Lender under the terms of this Security Instrument.

**5. LIMITATIONS ON CROSS-COLLATERALIZATION.** The cross-collateralization clause on any existing or future loan, but not including this Loan, is void and ineffective as to this Loan, including any extension or refinancing.

The Loan is not secured by a previously executed security instrument if a non-possessory, non-purchase money security interest is created in "household goods" in connection with a "consumer loan," as those terms are defined by federal law governing unfair and deceptive credit practices. The Loan is not secured by a previously executed security instrument if Lender fails to fulfill any necessary requirements or fails to conform to any limitations of the Real Estate Settlement Procedures Act, (Regulation X), that are required for loans secured by the Property or if, as a result, the other debt would become subject to Section 670 of the John Warner National Defense Authorization Act for Fiscal Year 2007.

The Loan is not secured by a previously executed security instrument if Lender fails to fulfill any necessary requirements or fails to conform to any limitations of the Truth in Lending Act, (Regulation Z), that are required for loans secured by the Property.

**6. PAYMENTS.** Grantor agrees that all payments under the Secured Debts will be paid when due and in accordance with the terms of the Secured Debts and this Security Instrument.

**7. WARRANTY OF TITLE.** Grantor warrants that Grantor is or will be lawfully seized of the estate conveyed by this Security Instrument and has the right to irrevocably grant, convey and sell the Property to Trustee, in trust, with power of sale. Grantor also warrants that the Property is unencumbered, except for encumbrances of record.

**8. PRIOR SECURITY INTERESTS.** With regard to any other mortgage, deed of trust, security agreement or other lien document that created a prior security interest or encumbrance on the Property, Grantor agrees:

- A. To make all payments when due and to perform or comply with all covenants.
- B. To promptly deliver to Lender any notices that Grantor receives from the holder.
- C. Not to allow any modification or extension of, nor to request any future advances under any note or agreement secured by the lien document without Lender's prior written consent.

**9. CLAIMS AGAINST TITLE.** Grantor will pay all taxes, assessments, liens, encumbrances, lease payments, ground rents, utilities, and other charges relating to the Property when due. Lender may require Grantor to provide to Lender copies of all notices that such amounts are due and the receipts evidencing Grantor's payment. Grantor will defend title to the Property against any claims that would impair the lien of this Security Instrument. Grantor agrees to assign to Lender, as requested by Lender, any rights, claims or defenses Grantor may have against parties who supply labor or materials to maintain or improve the Property.

**10. DUE ON SALE OR ENCUMBRANCE.** Lender may, at its option, declare the entire balance of the Secured Debt to be immediately due and payable upon the creation of, or contract for the creation of, any lien, encumbrance, transfer or sale of all or any part of the Property. This right is subject to the restrictions imposed by federal law, as applicable.

**11. TRANSFER OF AN INTEREST IN THE GRANTOR.** If Grantor is an entity other than a natural person (such as a corporation, partnership, limited liability company or other organization), Lender may demand immediate payment if:

- A. A beneficial interest in Grantor is sold or transferred.

**B.** There is a change in either the identity or number of members of a partnership or similar entity.

**C.** There is a change in ownership of more than 25 percent of the voting stock of a corporation, partnership, limited liability company or similar entity.

However, Lender may not demand payment in the above situations if it is prohibited by law as of the date of this Security Instrument.

**12. WARRANTIES AND REPRESENTATIONS.** Grantor makes to Lender the following warranties and representations which will continue as long as this Security Instrument is in effect:

**A. Power.** Grantor is duly organized, and validly existing and in good standing in all jurisdictions in which Grantor operates. Grantor has the power and authority to enter into this transaction and to carry on Grantor's business or activity as it is now being conducted and, as applicable, is qualified to do so in each jurisdiction in which Grantor operates.

**B. Authority.** The execution, delivery and performance of this Security Instrument and the obligation evidenced by this Security Instrument are within Grantor's powers, have been duly authorized, have received all necessary governmental approval, will not violate any provision of law, or order of court or governmental agency, and will not violate any agreement to which Grantor is a party or to which Grantor is or any of Grantor's property is subject.

**C. Name and Place of Business.** Other than previously disclosed in writing to Lender, Grantor has not changed Grantor's name or principal place of business within the last 10 years and has not used any other trade or fictitious name. Without Lender's prior written consent, Grantor does not and will not use any other name and will preserve Grantor's existing name, trade names and franchises.

**13. PROPERTY CONDITION, ALTERATIONS, INSPECTION, VALUATION AND APPRAISAL.**

Grantor will keep the Property in good condition and make all repairs that are reasonably necessary. Grantor will not commit or allow any waste, impairment, or deterioration of the Property. Grantor will keep the Property free of noxious weeds and grasses. Grantor agrees that the nature of the occupancy and use will not substantially change without Lender's prior written consent. Grantor will not permit any change in any license, restrictive covenant or easement without Lender's prior written consent. Grantor will notify Lender of all demands, proceedings, claims, and actions against Grantor, and of any loss or damage to the Property.

No portion of the Property will be removed, demolished or materially altered without Lender's prior written consent except that Grantor has the right to remove items of personal property comprising a part of the Property that become worn or obsolete, provided that such personal property is replaced with other personal property at least equal in value to the replaced personal property, free from any title retention device, security agreement or other encumbrance. Such replacement of personal property will be deemed subject to the security interest created by this Security Instrument. Grantor will not partition or subdivide the Property without Lender's prior written consent.

Lender or Lender's agents may, at Lender's option, enter the Property at any reasonable time and frequency for the purpose of inspecting, valuating, or appraising the Property. Lender will give Grantor notice at the time of or before an on-site inspection, valuation, or appraisal for on-going due diligence or otherwise specifying a reasonable purpose. Any inspection, valuation or appraisal of the Property will be entirely for Lender's benefit and Grantor will in no way rely on Lender's inspection, valuation or appraisal for its own purpose, except as otherwise provided by law.

**14. AUTHORITY TO PERFORM.** If Grantor fails to perform any duty or any of the covenants contained in this Security Instrument, Lender may, without notice, perform or cause them to be performed. Grantor appoints Lender as attorney in fact to sign Grantor's name or pay any amount

necessary for performance. Lender's right to perform for Grantor will not create an obligation to perform, and Lender's failure to perform will not preclude Lender from exercising any of Lender's other rights under the law or this Security Instrument. If any construction on the Property is discontinued or not carried on in a reasonable manner, Lender may take all steps necessary to protect Lender's security interest in the Property, including completion of the construction.

**15. ASSIGNMENT OF LEASES AND RENTS.** Grantor irrevocably assigns, grants, bargains and conveys to Lender as additional security all the right, title and interest in the following (Property).

**A.** Existing or future leases, subleases, licenses, guaranties and any other written or verbal agreements for the use and occupancy of the Property, including but not limited to any extensions, renewals, modifications or replacements (Leases).

**B.** Rents, issues and profits, including but not limited to security deposits, minimum rents, percentage rents, additional rents, common area maintenance charges, parking charges, real estate taxes, other applicable taxes, insurance premium contributions, liquidated damages following default, cancellation premiums, "loss of rents" insurance, guest receipts, revenues, royalties, proceeds, bonuses, accounts, contract rights, general intangibles, and all rights and claims which Grantor may have that in any way pertain to or are on account of the use or occupancy of the whole or any part of the Property (Rents).

In the event any item listed as Leases or Rents is determined to be personal property, this Assignment will also be regarded as a security agreement. Grantor will promptly provide Lender with copies of the Leases and will certify these Leases are true and correct copies. The existing Leases will be provided on execution of the Assignment, and all future Leases and any other information with respect to these Leases will be provided immediately after they are executed. Grantor may collect, receive, enjoy and use the Rents so long as Grantor is not in default. Grantor will not collect in advance any Rents due in future lease periods, unless Grantor first obtains Lender's written consent. Upon default, Grantor will receive any Rents in trust for Lender and Grantor will not commingle the Rents with any other funds. When Lender so directs, Grantor will endorse and deliver any payments of Rents from the Property to Lender. Amounts collected will be applied at Lender's discretion to the Secured Debts, the costs of managing, protecting, valuating, appraising and preserving the Property, and other necessary expenses. Grantor agrees that this Security Instrument is immediately effective between Grantor and Lender. This Security Instrument will remain effective during any statutory redemption period until the Secured Debts are satisfied. Unless otherwise prohibited or prescribed by state law, Grantor agrees that Lender may take actual possession of the Property without the necessity of commencing any legal action or proceeding. Grantor agrees that actual possession of the Property is deemed to occur when Lender notifies Grantor of Grantor's default and demands that Grantor and Grantor's tenants pay all Rents due or to become due directly to Lender. Immediately after Lender gives Grantor the notice of default, Grantor agrees that either Lender or Grantor may immediately notify the tenants and demand that all future Rents be paid directly to Lender. As long as this Assignment is in effect, Grantor warrants and represents that no default exists under the Leases, and the parties subject to the Leases have not violated any applicable law on leases, licenses and landlords and tenants. Grantor, at its sole cost and expense, will keep, observe and perform, and require all other parties to the Leases to comply with the Leases and any applicable law. If Grantor or any party to the Lease defaults or fails to observe any applicable law, Grantor will promptly notify Lender. If Grantor neglects or refuses to enforce compliance with the terms of the Leases, then Lender may, at Lender's option, enforce compliance. Grantor will not sublet, modify, extend, cancel, or otherwise alter the Leases, or accept the surrender of the Property covered by the Leases (unless the Leases so require) without Lender's consent. Grantor will not assign, compromise, subordinate or encumber the Leases and Rents without Lender's prior written consent. Lender does not assume or become liable for the Property's maintenance, depreciation,

or other losses or damages when Lender acts to manage, protect or preserve the Property, except for losses and damages due to Lender's gross negligence or intentional torts. Otherwise, Grantor will indemnify Lender and hold Lender harmless for all liability, loss or damage that Lender may incur when Lender opts to exercise any of its remedies against any party obligated under the Leases.

**16. DEFAULT.** Grantor will be in default if any of the following events (known separately and collectively as an Event of Default) occur:

**A. Payments.** Grantor fails to make a payment when due.

**B. Other Events.** Anything else happens that causes Lender to reasonably believe that the prospect of payment, performance or realization of the Property is significantly impaired.

**17. REMEDIES.** On or after the occurrence of an Event of Default, Lender may use any and all remedies Lender has under state or federal law or in any document relating to the Secured Debts, including, without limitation, the power to sell the Property. Any amounts advanced on Grantor's behalf will be immediately due and may be added to the balance owing under the Secured Debts. Lender may make a claim for any and all insurance benefits or refunds that may be available on Grantor's default.

Subject to any right to cure, required time schedules or any other notice rights Grantor may have under federal and state law, Lender may make all or any part of the amount owing by the terms of the Secured Debts immediately due and foreclose this Security Instrument in a manner provided by law upon the occurrence of an Event of Default or anytime thereafter.

If there is an occurrence of an Event of Default, Trustee will, in addition to any other permitted remedy, at the request of Lender, advertise and sell the Property as a whole or in separate parcels at public auction to the highest bidder for cash and convey a trustee's deed that conveys all right, title and interest to the Property that was sold to the purchaser(s) at such time and place as Trustee designates. Trustee will give notice of sale including the time, terms and place of sale and a description of the Property to be sold as required by the applicable law in effect at the time of the proposed sale.

To the extent not prohibited by law, Trustee will apply the proceeds of the Property's sale in the following order: to all fees, charges, costs and expenses of exercising the power of sale and the sale; to Lender for all advances made for repairs, taxes, insurance, liens, assessments and prior encumbrances and interest thereon; to the Secured Debts' principal and interest; and paying any surplus as required by law. Lender or its designee may purchase the Property.

Upon any sale of the Property, Trustee will make and deliver a trustee's deed that conveys all right, title and interest to the Property that was sold to the purchaser(s). The recitals in any deed of conveyance will be prima facie evidence of the facts set forth therein.

All remedies are distinct, cumulative and not exclusive, and Lender is entitled to all remedies provided at law or equity, whether or not expressly set forth. The acceptance by Lender of any sum in payment or partial payment on the Secured Debts after the balance is due or is accelerated or after foreclosure proceedings are filed will not constitute a waiver of Lender's right to require full and complete cure of any existing default. By not exercising any remedy, Lender does not waive Lender's right to later consider the event a default if it continues or happens again.

**18. COLLECTION EXPENSES AND ATTORNEYS' FEES.** On or after the occurrence of an Event of Default, to the extent permitted by law, Grantor agrees to pay all expenses of collection, enforcement, valuation, appraisal or protection of Lender's rights and remedies under this Security Instrument or any other document relating to the Secured Debts. Grantor agrees to pay expenses for Lender to inspect, value, appraise and preserve the Property and for any recordation costs of releasing the Property from this Security Instrument. Expenses include, but are not limited to,

attorneys' fees, court costs, and other legal expenses, as allowed by law. These expenses are due and payable immediately. If not paid immediately, these expenses will bear interest from the date of payment until paid in full at the highest interest rate in effect as provided for in the terms of the Secured Debts. In addition, to the extent permitted by the United States Bankruptcy Code, Grantor agrees to pay the reasonable attorneys' fees incurred by Lender to protect Lender's rights and interests in connection with any bankruptcy proceedings initiated by or against Grantor.

**19. ENVIRONMENTAL LAWS AND HAZARDOUS SUBSTANCES.** As used in this section, (1) Environmental Law means, without limitation, the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA, 42 U.S.C. 9601 et seq.), all other federal, state and local laws, regulations, ordinances, court orders, attorney general opinions or interpretive letters concerning the public health, safety, welfare, environment or a hazardous substance; and (2) Hazardous Substance means any toxic, radioactive or hazardous material, waste, pollutant or contaminant which has characteristics which render the substance dangerous or potentially dangerous to the public health, safety, welfare or environment. The term includes, without limitation, any substances defined as "hazardous material," "toxic substance," "hazardous waste," "hazardous substance," or "regulated substance" under any Environmental Law.

Grantor represents, warrants and agrees that:

A. Except as previously disclosed and acknowledged in writing to Lender, no Hazardous Substance has been, is, or will be located, transported, manufactured, treated, refined, or handled by any person on, under or about the Property, except in the ordinary course of business and in strict compliance with all applicable Environmental Law.

B. Except as previously disclosed and acknowledged in writing to Lender, Grantor has not and will not cause, contribute to, or permit the release of any Hazardous Substance on the Property.

C. Grantor will immediately notify Lender if (1) a release or threatened release of Hazardous Substance occurs on, under or about the Property or migrates or threatens to migrate from nearby property; or (2) there is a violation of any Environmental Law concerning the Property. In such an event, Grantor will take all necessary remedial action in accordance with Environmental Law.

D. Except as previously disclosed and acknowledged in writing to Lender, Grantor has no knowledge of or reason to believe there is any pending or threatened investigation, claim, or proceeding of any kind relating to (1) any Hazardous Substance located on, under or about the Property; or (2) any violation by Grantor or any tenant of any Environmental Law. Grantor will immediately notify Lender in writing as soon as Grantor has reason to believe there is any such pending or threatened investigation, claim, or proceeding. In such an event, Lender has the right, but not the obligation, to participate in any such proceeding including the right to receive copies of any documents relating to such proceedings.

E. Except as previously disclosed and acknowledged in writing to Lender, Grantor and every tenant have been, are and will remain in full compliance with any applicable Environmental Law.

F. Except as previously disclosed and acknowledged in writing to Lender, there are no underground storage tanks, private dumps or open wells located on or under the Property and no such tank, dump or well will be added unless Lender first consents in writing.

G. Grantor will regularly inspect the Property, monitor the activities and operations on the Property, and confirm that all permits, licenses or approvals required by any applicable Environmental Law are obtained and complied with.

H. Grantor will permit, or cause any tenant to permit, Lender or Lender's agent to enter and inspect the Property and review all records at any reasonable time to determine (1) the existence, location and nature of any Hazardous Substance on, under or about the Property; (2) the existence, location, nature, and magnitude of any Hazardous Substance that has been

released on, under or about the Property; or (3) whether or not Grantor and any tenant are in compliance with applicable Environmental Law.

I. Upon Lender's request and at any time, Grantor agrees, at Grantor's expense, to engage a qualified environmental engineer to prepare an environmental audit of the Property and to submit the results of such audit to Lender. The choice of the environmental engineer who will perform such audit is subject to Lender's approval.

J. Lender has the right, but not the obligation, to perform any of Grantor's obligations under this section at Grantor's expense.

K. As a consequence of any breach of any representation, warranty or promise made in this section, (1) Grantor will indemnify and hold Lender and Lender's successors or assigns harmless from and against all losses, claims, demands, liabilities, damages, cleanup, response and remediation costs, penalties and expenses, including without limitation all costs of litigation and attorneys' fees, which Lender and Lender's successors or assigns may sustain; and (2) at Lender's discretion, Lender may release this Security Instrument and in return Grantor will provide Lender with collateral of at least equal value to the Property without prejudice to any of Lender's rights under this Security Instrument.

L. Notwithstanding any of the language contained in this Security Instrument to the contrary, the terms of this section will survive any foreclosure or satisfaction of this Security Instrument regardless of any passage of title to Lender or any disposition by Lender of any or all of the Property. Any claims and defenses to the contrary are hereby waived.

**20. CONDEMNATION.** Grantor will give Lender prompt notice of any pending or threatened action by private or public entities to purchase or take any or all of the Property through condemnation, eminent domain, or any other means. Grantor authorizes Lender to intervene in Grantor's name in any of the above described actions or claims. Grantor assigns to Lender the proceeds of any award or claim for damages connected with a condemnation or other taking of all or any part of the Property. Such proceeds will be considered payments and will be applied as provided in this Security Instrument. This assignment of proceeds is subject to the terms of any prior mortgage, deed of trust, security agreement or other lien document.

**21. INSURANCE.** Grantor agrees to keep the Property insured against the risks reasonably associated with the Property. Grantor will maintain this insurance in the amounts Lender requires. This insurance will last until the Property is released from this Security Instrument. What Lender requires pursuant to the preceding two sentences can change during the term of the Secured Debts. Grantor may choose the insurance company, subject to Lender's approval, which will not be unreasonably withheld.

All insurance policies and renewals shall include a standard "mortgage clause" (or "lender loss payable clause") endorsement that names Lender as "mortgagee" and "loss payee". If required by Lender, all insurance policies and renewals will also include an "additional insured" endorsement that names Lender as an "additional insured". If required by Lender, Grantor agrees to maintain comprehensive general liability insurance and rental loss or business interruption insurance in amounts and under policies acceptable to Lender. The comprehensive general liability insurance must name Lender as an additional insured. The rental loss or business interruption insurance must be in an amount equal to at least coverage of one year's debt service, and required escrow account deposits (if agreed to separately in writing).

Grantor will give Lender and the insurance company immediate notice of any loss. All insurance proceeds will be applied to restoration or repair of the Property or to the Secured Debts, at Lender's option. If Lender acquires the Property in damaged condition, Grantor's rights to any insurance policies and proceeds will pass to Lender to the extent of the Secured Debts.

Grantor will immediately notify Lender of cancellation or termination of insurance. If Grantor fails to keep the Property insured, Lender may obtain insurance to protect Lender's interest in the Property and Grantor will pay for the insurance on Lender's demand. Lender may demand that Grantor pay for the insurance all at once, or Lender may add the insurance premiums to the balance of the Secured Debts and charge interest on it at the rate that applies to the Secured Debts. This insurance may include lesser or greater coverages than originally required of Grantor, may be written by a company other than one Grantor would choose, and may be written at a higher rate than Grantor could obtain if Grantor purchased the insurance. Grantor acknowledges and agrees that Lender or one of Lender's affiliates may receive commissions on the purchase of this insurance.

**22. ESCROW FOR TAXES AND INSURANCE.** Grantor will not be required to pay to Lender funds for taxes and insurance in escrow.

**23. LEASE OF THE PROPERTY.** Trustee hereby leases the Property to Grantor until this Security Instrument is either satisfied and released or until there is a default under the provisions of this Security Instrument. The Property is leased upon the following terms and conditions: Grantor, and every person claiming an interest in or possessing the Property or any part of it, will pay rent during the term of the lease for one cent per month, payable on demand, and without notice or demand will surrender peaceable possession of the Property to Trustee upon default or to the purchaser of the Property at the foreclosure sale.

**24. SUCCESSOR TRUSTEE.** Lender, at Lender's option, may from time to time remove Trustee and appoint a successor without any other formality than the designation in writing. The successor trustee, without conveyance of the Property, will succeed to all the title, power and duties conferred upon Trustee by this Security Instrument and applicable law.

**25. WAIVERS.** Except to the extent prohibited by law, Grantor waives all appraisal and homestead exemption rights relating to the Property.

**26. USE OF PROPERTY.** Grantor shall not use or occupy the Property in any manner that would constitute a violation of any state and/or federal laws involving controlled substances, even in a jurisdiction that allows such use by state or local law or ordinance. In the event that Grantor becomes aware of such a violation, Grantor shall take all actions allowed by law to terminate the violating activity.

In addition to all other indemnifications, obligations, rights and remedies contained herein, if the Lender and/or its respective directors, officers, employees, agents and attorneys (each an "Indemnitee") is made a party defendant to any litigation or any claim is threatened or brought against such Indemnitee concerning this Security Instrument or the related property or any part thereof or therein or concerning the construction, maintenance, operation or the occupancy or use of such property, then the Grantor shall (to the extent permitted by applicable law) indemnify, defend and hold each Indemnitee harmless from and against all liability by reason of said litigation or claims, including attorneys' fees and expenses incurred by such Indemnitee in connection with any such litigation or claim, whether or not any such litigation or claim is prosecuted to judgment. To the extent permitted by applicable law, the within indemnification shall survive payment of the Secured Debt, and/or any termination, release or discharge executed by the Lender in favor of the Grantor.

Violation of this provision is a material breach of this Security Instrument and thereby constitutes a default under the terms and provisions of this Security Instrument.

**27. APPLICABLE LAW.** This Security Instrument is governed by the laws of Kansas, the United States of America, and to the extent required, by the laws of the jurisdiction where the Property is located, except to the extent such state laws are preempted by federal law.

**28. JOINT AND SEVERAL LIABILITY AND SUCCESSORS.** Each Grantor's obligations under this Security Instrument are independent of the obligations of any other Grantor. Lender may sue each Grantor severally or together with any other Grantor. Lender may release any part of the Property and Grantor will still be obligated under this Security Instrument for the remaining Property. Grantor agrees that Lender and any party to this Security Instrument may extend, modify or make any change in the terms of this Security Instrument or any evidence of debt without Grantor's consent. Such a change will not release Grantor from the terms of this Security Instrument. The duties and benefits of this Security Instrument will bind and benefit the successors and assigns of Lender and Grantor.

**29. AMENDMENT, INTEGRATION AND SEVERABILITY.** This Security Instrument may not be amended or modified by oral agreement. No amendment or modification of this Security Instrument is effective unless made in writing. This Security Instrument and any other documents relating to the Secured Debts are the complete and final expression of the agreement. If any provision of this Security Instrument is unenforceable, then the unenforceable provision will be severed and the remaining provisions will still be enforceable.

**30. INTERPRETATION.** Whenever used, the singular includes the plural and the plural includes the singular. The section headings are for convenience only and are not to be used to interpret or define the terms of this Security Instrument.

**31. NOTICE, ADDITIONAL DOCUMENTS AND RECORDING FEES.** Unless otherwise required by law, any notice will be given by delivering it or mailing it by first class mail to the appropriate party's address listed in the DATE AND PARTIES section, or to any other address designated in writing. Notice to one Grantor will be deemed to be notice to all Grantors. Grantor will inform Lender in writing of any change in Grantor's name, address or other application information. Grantor will provide Lender any other, correct and complete information Lender requests to effectively mortgage or convey the Property. Grantor agrees to pay all expenses, charges and taxes in connection with the preparation and recording of this Security Instrument. Grantor agrees to sign, deliver, and file any additional documents or certifications that Lender may consider necessary to perfect, continue, and preserve Grantor's obligations under this Security Instrument and to confirm Lender's lien status on any Property, and Grantor agrees to pay all expenses, charges and taxes in connection with the preparation and recording thereof. Time is of the essence.

**32. AGREEMENT TO ARBITRATE.** Lender or Grantor may submit to binding arbitration any dispute, claim or other matter in question between or among Lender and Grantor that arises out of or relates to this Transaction (Dispute), except as otherwise indicated in this section or as Lender and Grantor agree to in writing. For purposes of this section, this Transaction includes this Security Instrument and any other document relating to the Secured Debts, and proposed loans or extensions of credit that relate to this Security Instrument. Lender or Grantor will not arbitrate any Dispute within any "core proceedings" under the United States bankruptcy laws.

Lender and Grantor must consent to arbitrate any Dispute concerning the Secured Debt secured by real estate at the time of the proposed arbitration. Lender may foreclose or exercise any powers of sale against real property securing the Secured Debt underlying any Dispute before, during or after any arbitration. Lender may also enforce the Secured Debt secured by this real property and underlying the Dispute before, during or after any arbitration.

Lender or Grantor may, whether or not any arbitration has begun, pursue any self-help or similar remedies, including taking property or exercising other rights under the law; seek attachment, garnishment, receivership or other provisional remedies from a court having jurisdiction to preserve the rights of or to prevent irreparable injury to Lender or Grantor; or foreclose against any property by any method or take legal action to recover any property. Foreclosing or exercising a power of

sale, beginning and continuing a judicial action or pursuing self-help remedies will not constitute a waiver of the right to compel arbitration.

The arbitrator will determine whether a Dispute is arbitrable. A single arbitrator will resolve any Dispute, whether individual or joint in nature, or whether based on contract, tort, or any other matter at law or in equity. The arbitrator may consolidate any Dispute with any related disputes, claims or other matters in question not arising out of this Transaction. Any court having jurisdiction may enter a judgment or decree on the arbitrator's award. The judgment or decree will be enforced as any other judgment or decree.

Lender and Grantor acknowledge that the agreements, transactions or the relationships which result from the agreements or transactions between and among Lender and Grantor involve interstate commerce. The United States Arbitration Act will govern the interpretation and enforcement of this section.

The American Arbitration Association's Commercial Arbitration Rules, in effect on the date of this Security Instrument, will govern the selection of the arbitrator and the arbitration process, unless otherwise agreed to in this Security Instrument or another writing.

**33. WAIVER OF TRIAL FOR ARBITRATION.** Lender and Grantor understand that the parties have the right or opportunity to litigate any Dispute through a trial by judge or jury, but that the parties prefer to resolve Disputes through arbitration instead of litigation. If any Dispute is arbitrated, Lender and Grantor voluntarily and knowingly waive the right to have a trial by jury or judge during the arbitration.

**34. WAIVER OF JURY TRIAL.** If the parties do not opt for arbitration, then all of the parties to this Security Instrument knowingly and intentionally, irrevocably and unconditionally, waive any and all right to a trial by jury in any litigation arising out of or concerning this Security Instrument or any other documents relating to the Secured Debts or related obligation. All of these parties acknowledge that this section has either been brought to the attention of each party's legal counsel or that each party had the opportunity to do so.

**SIGNATURES.** By signing, Grantor agrees to the terms and covenants contained in this Security Instrument. Grantor also acknowledges receipt of a copy of this Security Instrument.

**GRANTOR:**

Raytown Real Estate <sup>Development</sup> ~~Development~~, LLC

By Nasruddin Bhamani Date 8/31/22  
Nasruddin Bhamani, Member

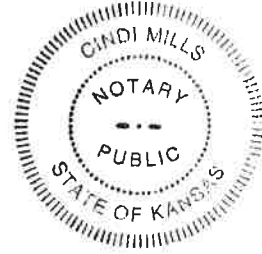
**ACKNOWLEDGMENT.**

STATE OF KANSAS, COUNTY OF JOHNSON ss.

On this 31st day of August 2022, before me, Cindi Mills, a Notary Public in and for said state, personally appeared Nasruddin Bhamani - Member of Raytown Real Estate ~~Development~~, LLC, a Limited Liability Company, known to me to be the person(s) who executed the within instrument in behalf of said Limited Liability Company and acknowledged to me that he/she/they executed the same for the purposes therein stated.

My commission expires:  
January 10, 2024

*Cindi Mills*  
\_\_\_\_\_  
(Notary Public)  
Cindi Mills



My Appointment Expires 1-10-24

## EXHIBIT A

Tract "A" of the Fannie C. Dehoney Estate, a subdivision in the City of Raytown, Jackson County, Missouri, Beginning at the Northeast corner of the Southeast Quarter of the Northeast Quarter of Section 33, Township 49, Range 32; thence South along the East line of said Quarter Quarter Section, 366 feet to the center of the Blue Ridge Road; thence South 72 degrees 1 minute West along the center of said road, 453.33 feet; thence North 17 degrees 59 minutes West, 214.75 feet; thence West 197.62 feet; thence North 313.34 feet to the North line of said Quarter Quarter Section; thence East 695.02 feet to beginning; said Tract "A" being marked and designated on plat according to the Commissioners' Report on file in Book 449 at Page 516 in the Recorder's Office at Independence, Jackson County, Missouri. EXCEPT ALL THAT PART of Tract "A" of FANNIE B. DEHONEY ESTATE described as follows, to-wit: Beginning at the Northeast corner of the Southeast Quarter of the Northeast Quarter of Section 33, Township 49, Range 32; thence South along the East line of said Quarter Quarter of said Section, 366 feet to the center of the Blue Ridge Road; thence South 72 ° 1' West along the center line of said road, 423.33 feet to the True Point of Beginning; thence North 17° 59' West to a point due East of the Northeast corner of that part of Tract "B" of FANNIE B. DEHONEY ESTATE, as described in deed recorded in Book 793 at Page 112, as Document No. 526217, Office of Recorder of Deeds for Jackson County, Missouri, at Independence, owned by Herschel H. Hinrichs and Frances M. Hinrichs; thence West to the Northeast corner of said Part of Tract "B" of FANNIE B. DEHONEY ESTATE as described in Book 793 at Page 112, as Document No. 526217, owned by Herschel H. Hinrichs and Frances M. Hinrichs; thence South along the East line of said Part of Tract "B", South 17° 59' East, 214.75 feet to the center of Blue Ridge Road; thence North 72° 1' East along the center of said road 30 feet to the point of beginning; AND EXCEPT that part in roads.



Owner	100	RAYTOWN REAL ESTATE DEVELOPMENT LLC	16347 S TWILIGHT LN, OLATHE, KS 66062
-------	-----	-------------------------------------	---------------------------------------

**Property Values**

Value Type	Tax Year 2022	Tax Year 2021	Tax Year 2020	Tax Year 2019	Tax Year 2018
Market Value Total	210000	210000	203223	203223	176716
Taxable Value Total	65849	65849	63680	63680	55374
Assessed Value Total	65848	65848	63680	63680	55374

**Motor Vehicle Account Asset Inventory**

Item Type	Make	Model	Series	Model Year	Item ID	Plate Number	Name on Title 1	Name on Title 2
No Vehicle Account Assets Found								

**Active Exemptions**

No Exemptions Found

**Tax Balance**

No Charge Amounts are due for this property. If you believe this is incorrect, please contact a Property Support Specialist.

**Distribution of Current Taxes**

District	Amount
BOARD OF DISABLED SERVICES	\$55.05
CITY - RAYTOWN	\$313.25
FIRE DISTRICT - RAYTOWN	\$834.44
JACKSON COUNTY	\$389.82
MENTAL HEALTH	\$73.29
METRO JUNIOR COLLEGE	\$133.54
MID-CONTINENT LIBRARY	\$213.35
RAYTOWN SCHOOL C-II	\$4,161.66
STATE BLIND PENSION	\$19.75

REPLACEMENT TAX

\$934.60

**Receipts**

<b>Date</b>	<b>Receipt No.</b>	<b>Amount Applied to Parcel</b>	<b>Amount Due for Parcels Selected</b>	<b>Receipt Total</b>	<b>Change</b>
12/27/2022 00:00:00	13466827 (ReceiptDetail.aspx? receiptnumber=13466827)	\$7,128.75	\$7,128.75	\$7,128.75	\$0.00
12/10/2021 00:00:00	12801273 (ReceiptDetail.aspx? receiptnumber=12801273)	\$7,150.28	\$7,150.28	\$7,150.28	\$0.00
12/08/2020 00:00:00	12109596 (ReceiptDetail.aspx? receiptnumber=12109596)	\$6,972.32	\$6,972.32	\$6,972.32	\$0.00
12/03/2019 00:00:00	11509596 (ReceiptDetail.aspx? receiptnumber=11509596)	\$6,939.79	\$6,939.79	\$6,939.79	\$0.00
12/12/2018 00:00:00	11080632 (ReceiptDetail.aspx? receiptnumber=11080632)	\$6,016.38	\$6,016.38	\$6,016.38	\$0.00
12/20/2017 00:00:00	10570924 (ReceiptDetail.aspx? receiptnumber=10570924)	\$5,853.75	\$5,853.75	\$5,853.75	\$0.00
12/16/2016 00:00:00	9989490 (ReceiptDetail.aspx? receiptnumber=9989490)	\$4,669.97	\$4,669.97	\$4,669.97	\$0.00
12/14/2015 00:00:00	9413128 (ReceiptDetail.aspx? receiptnumber=9413128)	\$4,680.40	\$4,680.40	\$4,680.40	\$0.00
12/26/2014 00:00:00	8939022 (ReceiptDetail.aspx? receiptnumber=8939022)	\$4,712.19	\$4,712.19	\$4,712.19	\$0.00
12/19/2013 00:00:00	8318529 (ReceiptDetail.aspx? receiptnumber=8318529)	\$4,714.94	\$4,714.94	\$4,714.94	\$0.00



## Public Works Department

10000 East 59<sup>th</sup> Street  
Raytown, Missouri 64133  
(816) 737-6012  
www.raytown.mo.us



To: Community Development Dept.  
From: Public Works Department  
Date: January 26, 2023  
Re: Bhamini Center – Traffic Impact Study

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The Public Works Department has reviewed the Traffic Impact Study dated 12-23-2022. This study is accepted, with just a few comments:

- The cover sheet has an incorrect date at the top of April 16, 2019.
- Traffic Impact Study page 1, Section 3 states that *"the location for the access point onto Woodson is in the approximate location of an existing access point onto the property. This location is between two access points into the CVS Pharmacy. Ideally the location would align with either drive for CVS. The client has indicated that the proposed drive location is preferred by the City"*.
  - I don't believe the City has received any design drawings that depict how this development plan driveway on Woodson Road will align with or not to the CVS driveway. We agree that ideally this proposed driveway would align with the CVS driveway, unless there is an engineering reason for it to be offset.
- The City accepts the Traffic Impact Study conclusion that states *"intersections within the study area currently operate with a good level of service and will continue to do so with the additional traffic generated by the development. A twenty-year horizon future scenario with modest growth in the background traffic has study intersections performing with acceptable levels of service still. No additional improvements are recommended as a result of this development"*.

Sincerely,

A handwritten signature in blue ink that reads "Jason M. Hanson".

Jason M. Hanson  
City Engineer

**Bhamini Center**  
**TRAFFIC IMPACT STUDY**

April 16, 2019

Prepared For:  
DBL Architecture+ Inc.  
8031 Wenonga Road  
Leawood, KS 66206

Prepared By:  
Priority Engineers, Inc.  
PO Box 563  
Garden City, MO 64747



12-23-22



December 23, 2022

Mr. Dana Blay, CEO  
DBL Architecture+Inc.  
8031 Wenonga Road  
Leawood, KS 66206

RE: 5348 Blue Ridge Boulevard – Raytown, Missouri

Dear Mr. Blay:

In response to your request, Priority Engineers, Inc. has completed a traffic impact analysis for the above referenced project. The purpose of the analysis is to determine the potential traffic impacts associated with this development on the intersections and streets surrounding this site, primarily during the AM and PM peak hours and on Saturdays. The following report documents our analysis and recommendations.

We appreciate the opportunity to work with you on this project. Please contact us with any questions or if you require additional information.

Sincerely,

PRIORITY ENGINEERS, INC.

A handwritten signature in blue ink, appearing to read "Jesse Skinner", is written over a light blue horizontal line.

Jesse Skinner, P.E., PTOE  
Senior Transportation Engineer

Priority Engineers, Inc.  
PO Box 563  
Garden City, MO 64747  
816.738.4400

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## 1) INTRODUCTION

The purpose of this study is to examine the potential traffic impacts associated with the proposed multi-use Bhamini Center development. The site is located at the northwest corner of the intersection of Blue Ridge Boulevard and Woodson Road in Raytown, Missouri.

The study area is shown in Figure 1. The site layout is shown in Figure 2.

## 2) EXISTING CONDITIONS

The proposed development site currently has a building that was previously used for commercial properties and a detached garage. The site is bordered to the south by Blue Ridge Boulevard. Blue Ridge Boulevard, within the study area, has a three-lane cross section with a Two Way Left Turn Lane (TWLTL). This portion of Blue Ridge Boulevard has curb and gutter and an enclosed drainage system and a posted speed limit of 35 MPH. Blue Ridge Boulevard is classified as a Minor Arterial by the Mid America Regional Council (MARC).

To the east of the proposed development is Woodson Rd. MARC has assigned this roadway a functional classification of Minor Arterial south of Blue Ridge Boulevard and a default classification of Local Road to the north of Blue Ridge Boulevard. North of Blue Ridge Boulevard, Woodson Road has a posted speed limit of 25 MPH and to the south of Blue Ridge Boulevard it has a 35 MPH posted speed limit. The cross section of Woodson Road is two-lanes with curb and gutter on the east side and an open drainage system on the west side.

53<sup>rd</sup> Street is a two-lane road with curb and gutter on the north side and an open drainage system on the south side. 53<sup>rd</sup> Street has been assigned a default classification of Local Road by MARC and has a posted speed limit of 25 MPH.

The predominant land use in the vicinity of the proposed development is single family residential. There is a CVS pharmacy located on the east side of Woodson Road from the proposed development and additional commercial activity located northeast of the proposed development.

AM and PM Peak Hour turning movement counts for the intersections of Blue Ridge Boulevard and Woodson Road, Woodson Road at the CVS drive, and Woodson Road and 53<sup>rd</sup> Street were collected on November 30<sup>th</sup> and December 1<sup>st</sup> of this year. The AM Peak Hour was found to be from 7:00 to 8:00 and the PM Peak Hour was found to be from 4:30 to 5:30. The complete traffic counts are shown in Appendix II. The peak hour traffic volumes and existing lane configurations are shown in Figures 3-8.

## 3) PROPOSED DEVELOPMENT

The proposed development is a multi-use in nature. There will be three anticipated complementary land uses, a convenience station, a fast-food restaurant with drive through and a strip retail plaza. The site will have two full access drives onto Blue Ridge boulevard and a third full access drive onto Woodson Road. The location for the access point onto Woodson is in the approximate location of an existing access point onto the property. This location is located between two access points into the CVS Pharmacy. Ideally the location would align with either drive for CVS. The client has indicated that the proposed drive location is preferred by the City. The proposed access points onto Blue Ridge Boulevard are shifted west of their current locations with the westernmost access point being located close to the property line and the

easternmost access point being limited from being located further to the east by the intersection. The proposed site plan has good throat length on the drives and allows for good internal circulation.

The proposed site plan is shown in Figure 2.

#### 4) TRIP GENERATION

The vehicle trips generated by the proposed development were estimated using the Institute of Transportation Engineers' (ITE) Trip Generation, 11<sup>th</sup> Edition. The estimated AM and PM peak hour traffic volumes associated with this development are shown in Table 2. The selected land use for the 8,116 SF of retail establishments is, Land Use 822 "Strip Retail Plaza (<40K)". Land Use 945, "Convenience Store/ Gas Station" was used for the 4,970 square foot convenience store. Land Use 934, "Fast-Food with Drive-Through Window" was used for the 1,575 square foot proposed restaurant with a drive through window.

<b>Table 1: Trip Generation</b>								
<b>Land Use</b>	<b>Intensity</b>	<b>Daily</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>
Strip Retail Plaza (<40k)	8,116 SF	572	25	15	10	67	33	34
Fast-Food Restaurant with Drive-Through Window	1,575 SF	739	70	35	35	52	27	25
Convenience Store/Gas Station (VFP 2-8)	4,970 SF	3102	202	101	101	241	120	121
<b>Total</b>		<b>4413</b>	<b>297</b>	<b>151</b>	<b>146</b>	<b>360</b>	<b>180</b>	<b>180</b>

It is important to note that land use 945 has two subcategories available for trip generation: number of fueling positions and the size of the store based. For each subcategory the other option (size or fueling positions) is the independent variable. Using the subcategory shown in the table above is more conservative with 32 percent more trips estimated in the PM peak Hour.

#### 5) PASS-BY TRIPS

Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. For this site pass-by trips will be those vehicles already traveling along Blue Ridge Boulevard in the vicinity of the intersection of Blue Ridge Boulevard and Woodson Road. ITE Trip Generation data, it was estimated that the pass-by trips for this site will be 50 percent of Fast-Food Restaurants' trips during the AM Peak Hour and 55 percent of Fast-Food Restaurants' trips during the PM Peak Hour. For land use 945, ITE data indicates that 60 percent of AM Peak Hour and 56 percent of PM Peak Hour trips are pass-by in nature. The Trip Generation volumes were adjusted as shown in Table 2

Table 2: Trip Generation w/ Pass-By Reductions								
Land Use	Intensity	ITE Code	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Strip Retail Plaza (<40k)	8,116 SF	822	25	15	10	67	33	34
Fast-Food Restaurant with Drive-Through Window	1,575 SF	934	70	35	35	52	27	25
			-34	-17	-17	-29	-15	-14
Convenience Store/Gas Station (VFP 2-8)	4,970 SF	945	202	101	101	241	120	121
			-120	-60	-60	-135	-67	-68
Subtotal			297	151	146	360	180	180
Pass-By Trips			-154	-77	-77	-164	-82	-82
<b>Total New Trips</b>			<b>143</b>	<b>74</b>	<b>69</b>	<b>196</b>	<b>98</b>	<b>98</b>

## 6) TRIP DISTRIBUTION AND ASSIGNMENT

Trips generated by the Bhamini Center Development were distributed based a general analysis of the surrounding area. The trips were distributed onto the existing street system approximately as follows:

- 5 percent to and from the north on Woodson Road
- 15 percent to and from the south on Woodson Road
- 40 percent to and from the east on Blue Ridge Boulevard
- 30 percent to and from the west on Blue Ridge Boulevard
- 10 percent on 53<sup>rd</sup> Street

For the purpose of accounting for pass by trips, the following distributions, based on existing traffic volumes, were assumed:

AM Peak Hour:

- 44 percent eastbound on Blue Ridge Boulevard
- 56 percent westbound on Blue Ridge Boulevard

PM Peak Hour:

- 60 percent eastbound on Blue Ridge Boulevard
- 40 percent westbound on Blue Ridge Boulevard

## 7) LEVEL OF SERVICE AND VOLUME/CAPACITY ANALYSES

Capacity analysis was used to quantify the impacts of the increased traffic on the intersections studied. The methodology outlined in the Highway Capacity Manual, 6th Edition, was used as a basis to perform the analysis for this study. Capacity analysis defines the quality of traffic

operation for an intersection using a grading system called Level of Service (LOS). The LOS is defined in terms of average vehicle delay. Levels of service A through F have been established with A representing the best and F the worst.

<b>Table 7: Level of Service Definitions</b>		
<b>Level of Service</b>	<b>Unsignalized Intersection</b>	<b>Signalized Intersection</b>
A	< 10 Seconds	< 10 Seconds
B	< 15 Seconds	< 20 Seconds
C	< 25 Seconds	< 35 Seconds
D	< 35 Seconds	< 55 Seconds
E	< 50 Seconds	< 80 Seconds
F	≥ 50 Seconds	≥ 80 Seconds

The study intersections were evaluated using Synchro based on part on Highway Capacity Manual methods. The analysis reports are included in Appendix II. The signalized intersection of Blue Ridge Boulevard and Woodson Road was analyzed utilizing signal timing inputs provided by the City. Since this signal is currently running “free” without a cycle length, a optimized cycle length was selected for each of the scenarios.

**Existing Conditions**

The levels of service, lane configuration, and queue lengths for existing conditions are shown in Figures 6-8 in Appendix I.

The signalized intersection of Blue Ridge Boulevard and Woodson Road was found to have an overall Level of Service of B in both Peak hours.

The stop-controlled intersection at the entrance of the pharmacy operates with a level of service A for all movements in all three scenarios with minimal design queueing. The intersection Woodson Road and 53<sup>rd</sup> Street operated with a level of service B or better for the minor movements which are stop controlled.

**Existing + Proposed Development Conditions**

The levels of service, lane configuration, and queue lengths for the Existing plus Proposed Development Conditions are shown in Figures 9 and 10 in Appendix I. This scenario assumes the full buildout of the proposed development previously discussed in this study.

The signalized intersection Blue Ridge Boulevard and Woodson Road continues to have an overall Level of Service of B in both Peak hours with good levels of service for individual movement groups.

All stop-controlled study intersections have a level of service C or better for minor movements.

**8) FUTURE CONDITIONS**

Future traffic volumes were estimated by assuming a 1/2% annual growth rate for twenty years for a total increase of 11%. This growth rate was selected after reviewing the MARC prediction of a population decline within the MARC 2040 data and after factoring in the built-up nature of the vicinity with minimal undeveloped parcels. The Future AM and PM Peak Hour Volumes are

shown in Figures 11 and 12 and the Lane Configurations and Levels of Service are shown in Figures 13 and 14 of Appendix I.

The signalized intersection of Blue Ridge Boulevard and Woodson Road is predicted to continue to operate with an overall level of service C or better in both peak hours.

All stop-controlled study intersections continue to have a level of service C or better for minor movements

## **9) RECOMMENDATIONS & CONCLUSIONS**

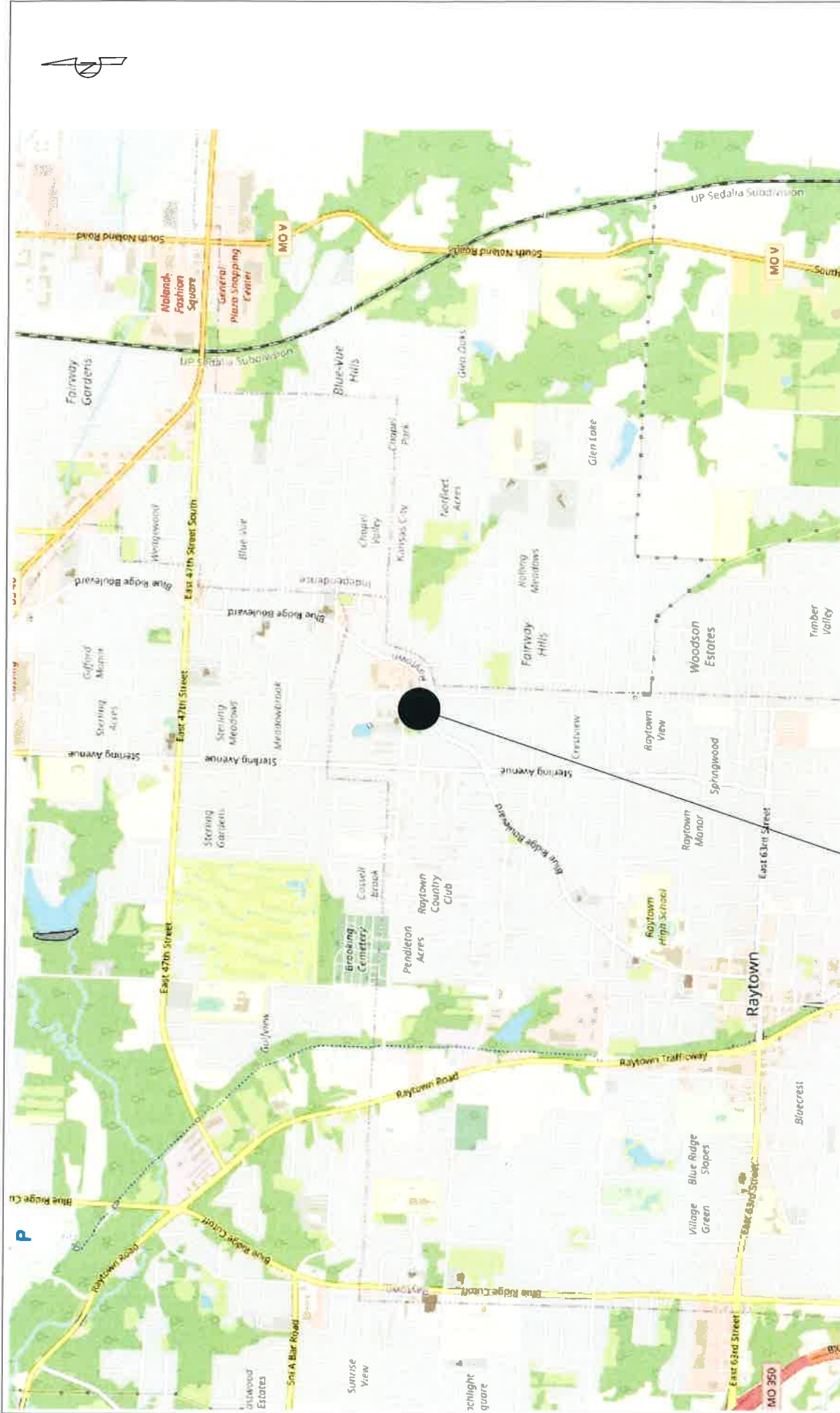
This study documents the impact of the proposed Bhamini Center development on the road network within the study area.

Intersections within the study area currently operate with a good level of service and will continue to do so with the additional traffic generated by the development. A twenty-year horizon future scenario with modest growth in the background traffic has study intersections performing with acceptable levels of service still.

No additional improvements are recommended as a result of this development.

**APPENDIX I**

Project Location	Figure 1
Site Plan	Figure 2
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Future (2042) AM Peak Hour Lane Configuration & Levels of Service	Figure 13
Future (2042) PM Peak Hour Lane Configuration & Levels of Service	Figure 14



© OpenStreetMap contributors

*Project Location*



Priority  
ENGINEERS  
PO Box 563  
Garden City, MO 64747  
816.738.4400

No Scale	Bhamini Center Raytown, MO	Project Location
Figure 1		



S 86° 44'12" E - 669.99' (M)  
E 53rd Street

30' SETBACK

PROPERTY TO REMAIN R1

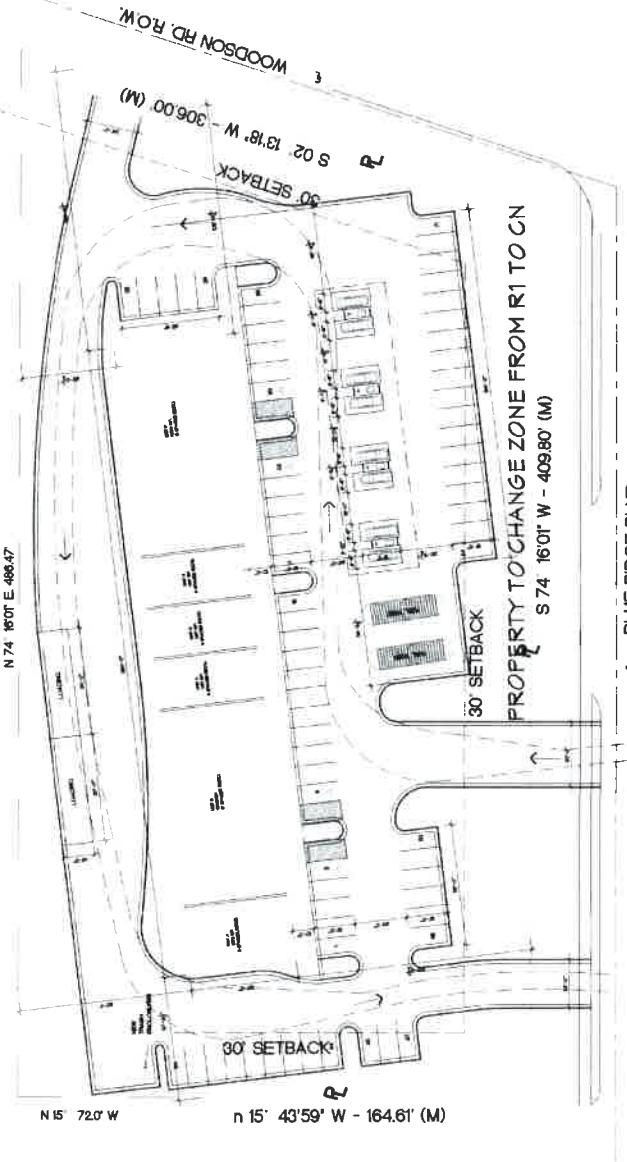
N 02° 13'20" E - 287.80' (M)

N 87° 44'59" W - 229.30' (M)

N 74° 16'01" E - 488.47'

N 15° 72'0" W

N 15° 43'59" W - 164.61' (M)



S 02° 13'18" W - 306.00' (M)  
30' SETBACK

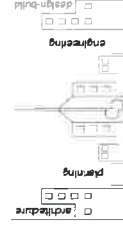
30' SETBACK

PROPERTY TO CHANGE ZONE FROM R1 TO CN  
S 74° 16'01" W - 409.80' (M)

BLUE RIDGE BLVD.

WOODSON RD. R.O.W.

DBL ARCHITECTURE + INC.



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ENGINEERS

PO Box 563  
Garden City, MO 64747  
816.738.4400

No Scale

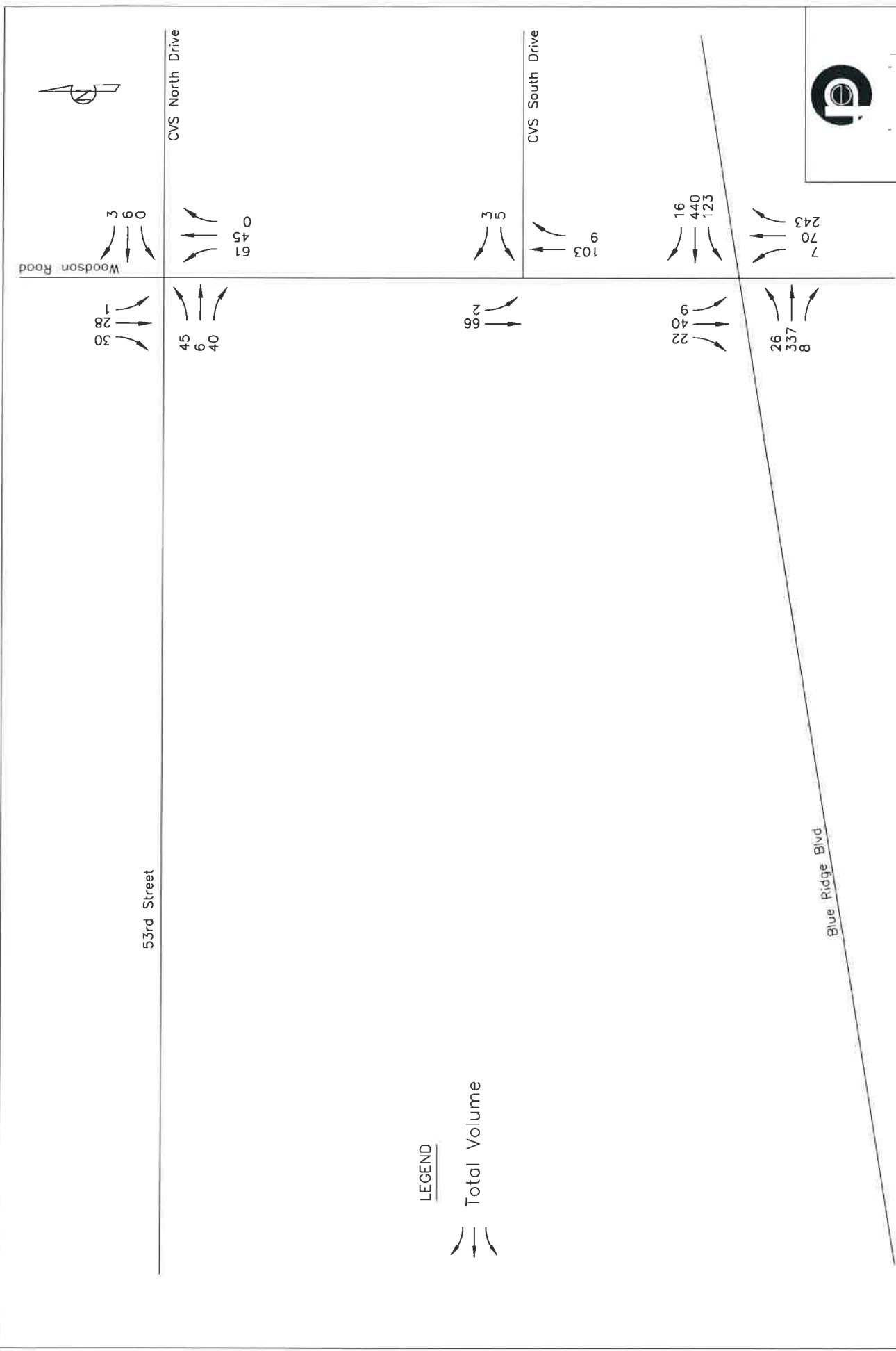
Figure 2

Bhamini Center  
Raytown, MO

Site Plan

LEGEND

Total Volume  


**Priority**  
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816.738.4400

Existing AM Peak Hour Traffic Volumes	Bhamini Center Raytown, MO	No Scale
		Figure 3

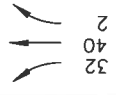
LEGEND

Total Volume  



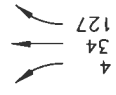
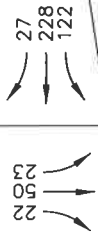
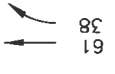

53rd Street

CVS North Drive



Woodson Road

CVS South Drive



Blue Ridge Blvd



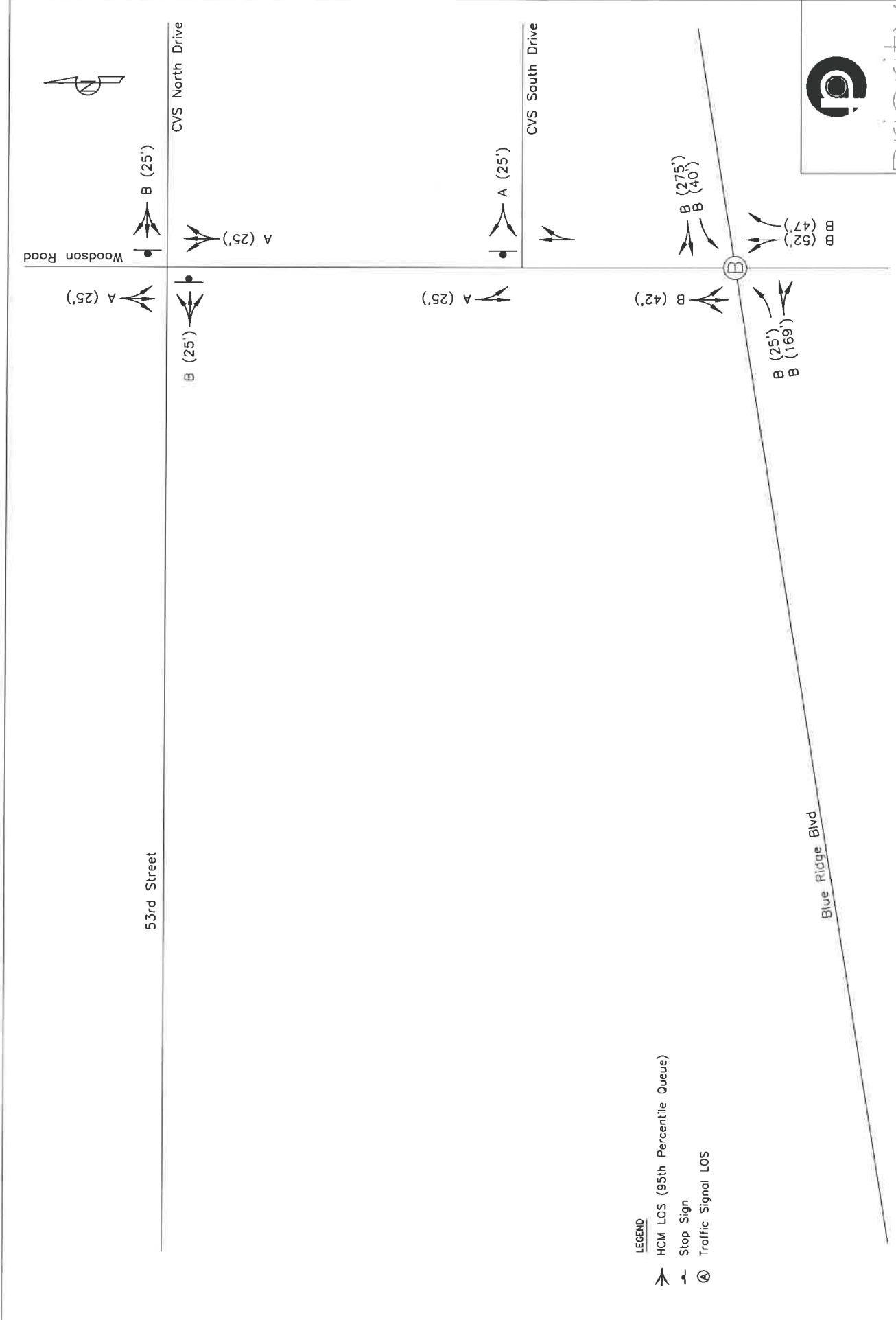
**Priority**  
 ENGINEERS  
 PO Box 563  
 Garden City, MO 64747  
 816.738.4400

No Scale

Bhamini Center  
 Raytown, MO

Existing PM Peak Hour  
 Traffic Volumes

Figure 4

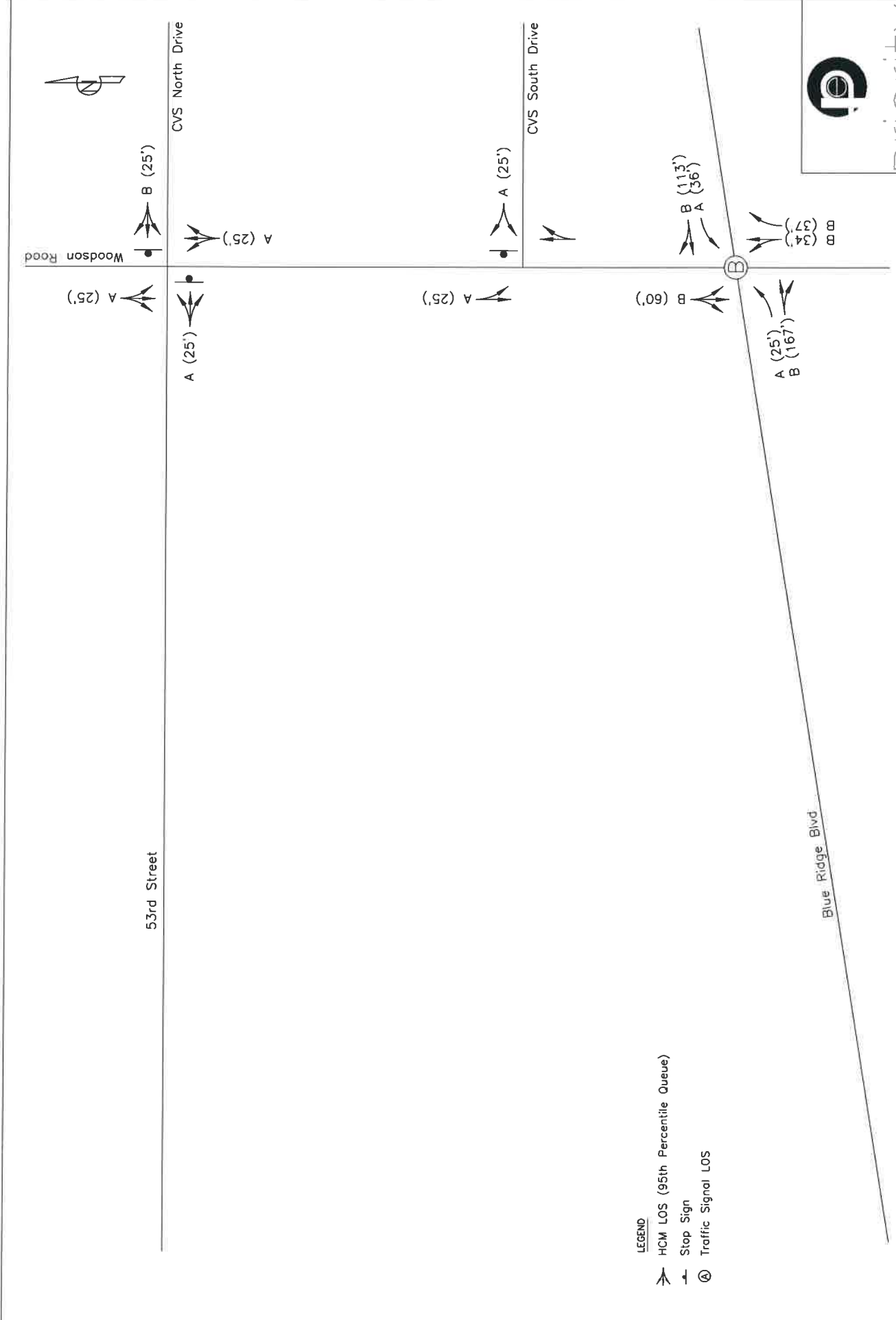


- LEGEND**
- HCM LOS (95th Percentile Queue)
  - Stop Sign
  - Traffic Signal LOS

**Priority**  
ENGINEERS

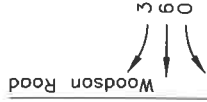
PO Box 563  
Garden City, MO 64747  
816.738.4400

No Scale	Bhamini Center Raytown, MO	Existing AM Peak Hour Lane Configuration & Levels of Service
Figure 5		

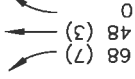


Priority  
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PO Box 563  
Garden City, MO 64747  
816.738.4400

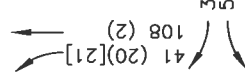
Existing PM Peak Hour Lane Configuration & Levels of Service	Bhamini Center Raytown, MO	No Scale
		Figure 6



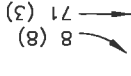
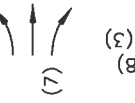
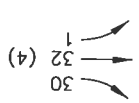
CVS North Drive



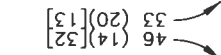
CVS South Drive



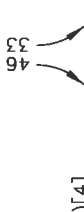
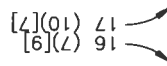
North Drive



East Drive



West Drive



53rd Street

LEGEND

Total Volume (New Trips)[Pass-By Trips]



Total Volume



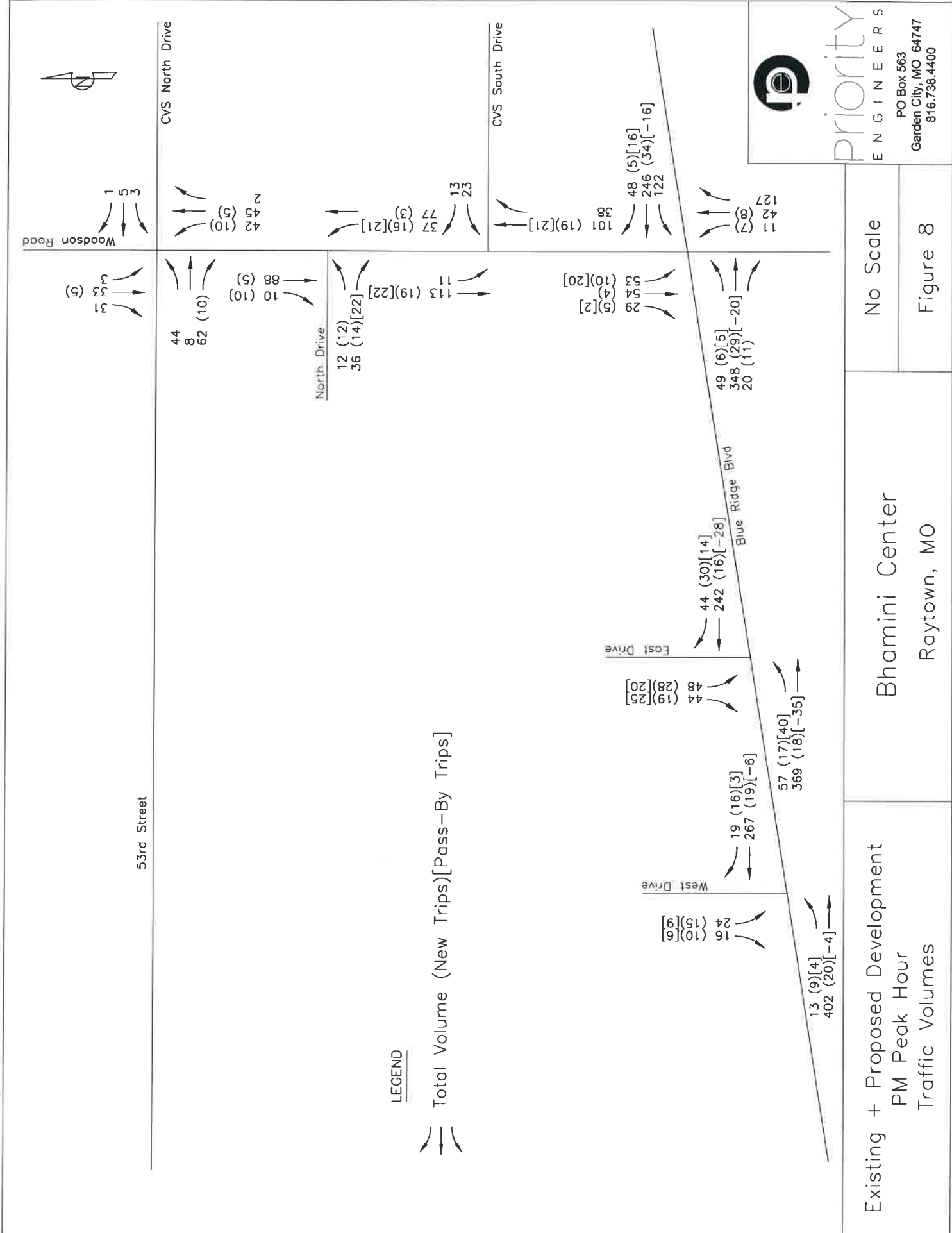
Priority  
ENGINEERS

PO Box 563  
Garden City, MO 64747  
816.738.4400

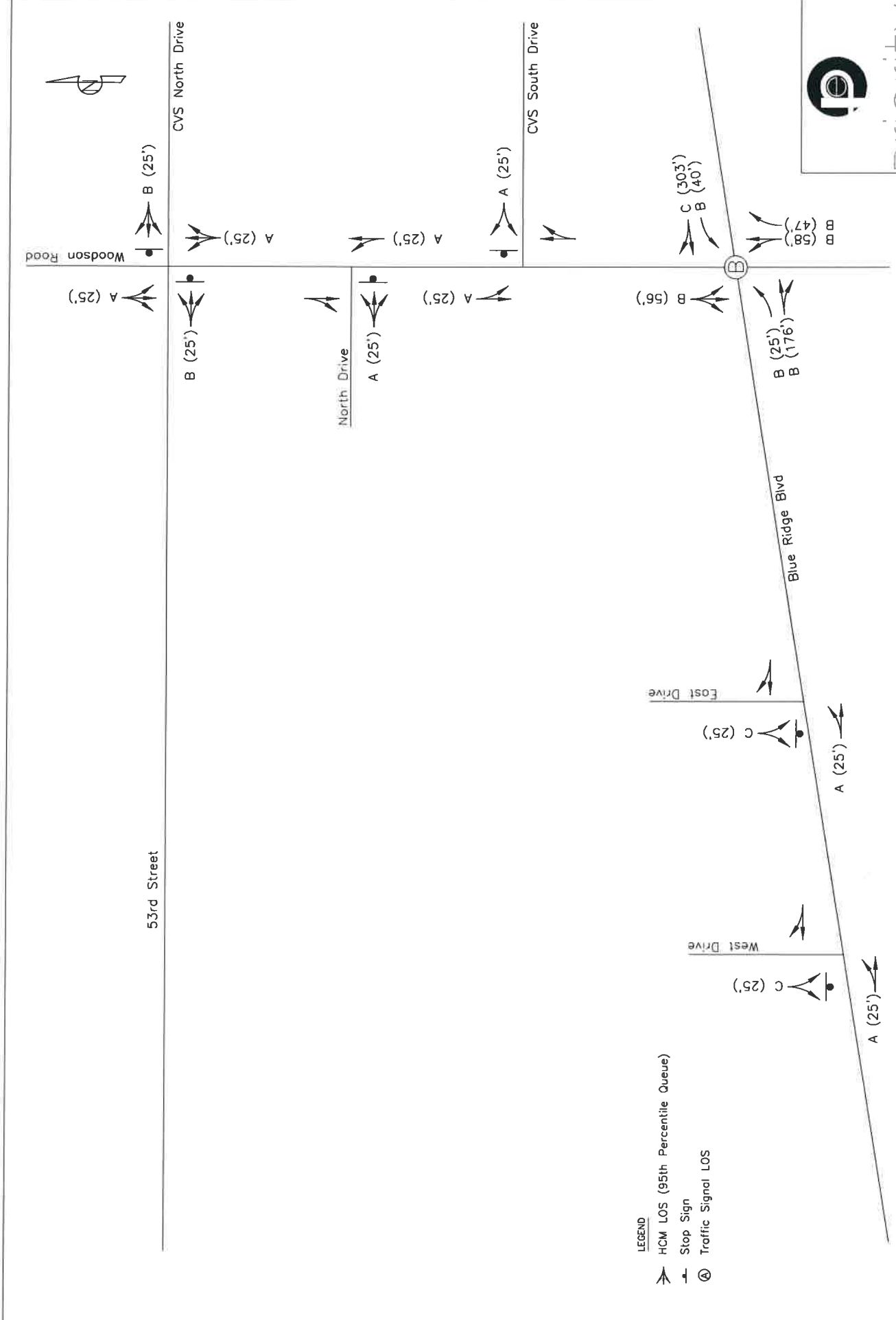
Existing + Proposed Development  
AM Peak Hour  
Traffic Volumes

Bhamini Center  
Raytown, MO

No Scale  
Figure 7



**Priority ENGINEERS**  
 PO Box 563  
 Garden City, MO 64747  
 816.738.4400



- LEGEND**
- ▶ HCM LOS (95th Percentile Queue)
  - ⊥ Stop Sign
  - ⊙ Traffic Signal LOS

**Priority**  
ENGINEERS

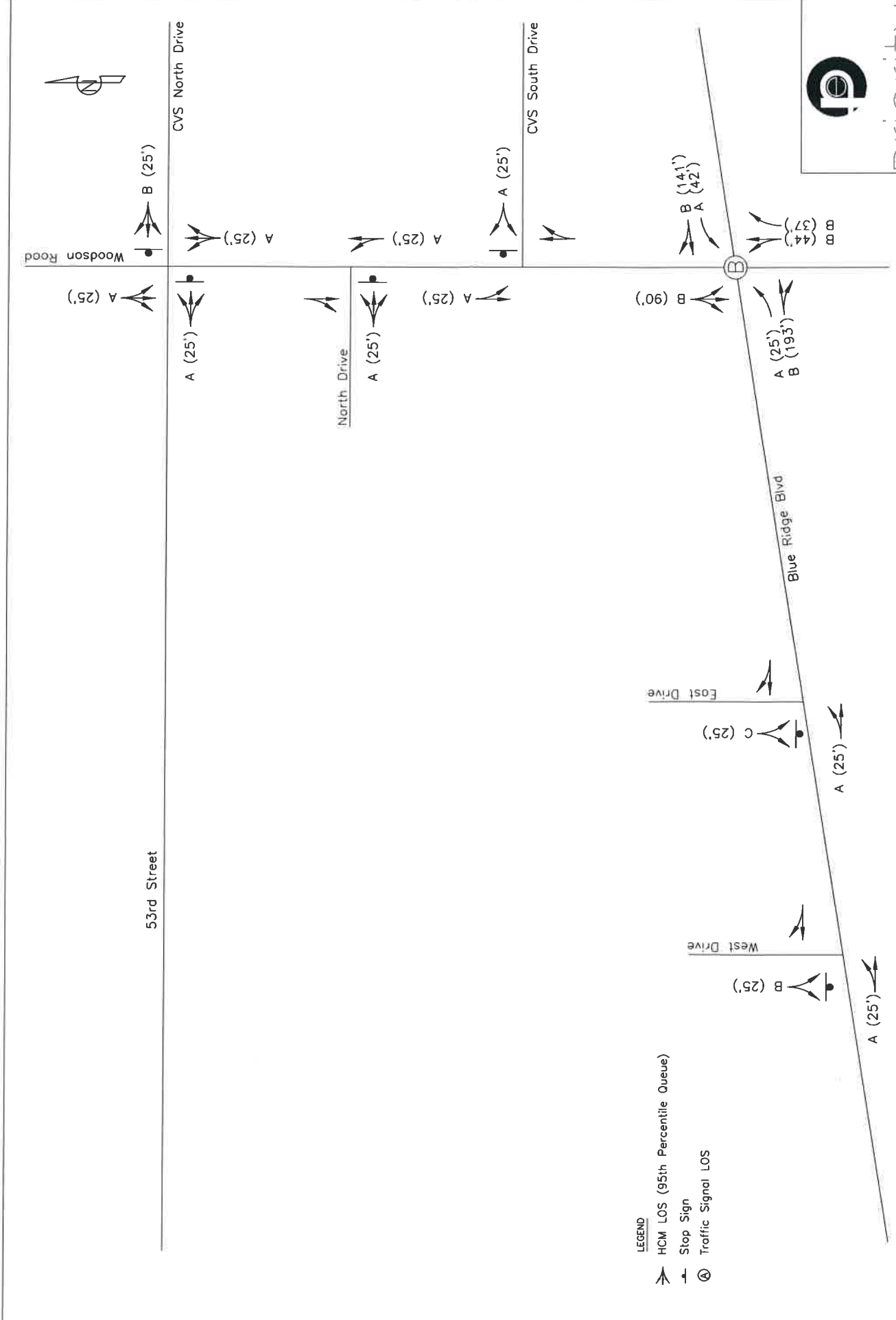
PO Box 563  
Garden City, MO 64747  
816.738.4400

Existing + Proposed Development  
AM Peak Hour  
Lane Configuration &  
Levels of Service

Bhamini Center  
Raytown, MO

No Scale

Figure 9



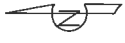

**Priority**  
ENGINEERS  
PO Box 563  
Garden City, MO 64747  
816.738.4400

No Scale

Figure 10

Bhamini Center  
Raytown, MO

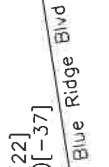
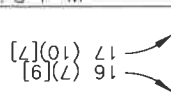
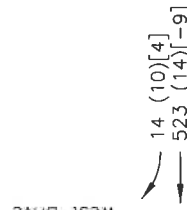
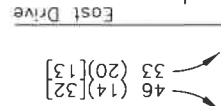
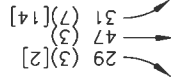
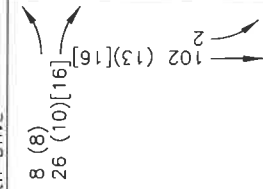
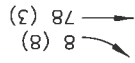
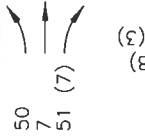
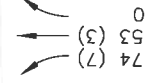
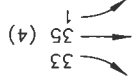
Existing + Proposed Development  
PM Peak Hour  
Lane Configuration &  
Levels of Service



53rd Street

CVS North Drive

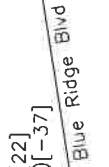
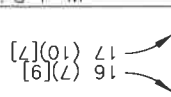
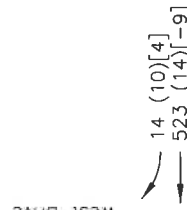
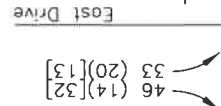
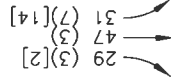
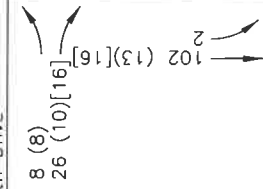
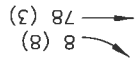
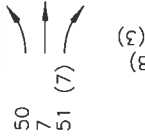
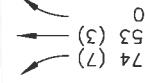
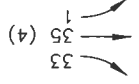
CVS South Drive



Total Volume

LEGEND

Total Volume (New Trips)[Pass-By Trips]



Total Volume

Future (2042)  
AM Peak Hour  
Traffic Volumes

Bhamini Center  
Raytown, MO

No Scale  
Figure 11



Priority  
ENGINEERS

PO Box 563  
Garden City, MO 64747  
816.738.4400



Woodson Road

34  
36 (5)  
3

CVS North Drive

45 (10)  
49 (5)  
2

49  
9  
67 (10)

10 (10)  
96 (5)

North Drive

12 (12)  
36 (14)[22]  
120 (19)[22]  
12

CVS South Drive

37 (16)[21]  
84 (3)  
14  
25

31 (5)[2]  
59 (4)  
55 (10)[20]

East Drive

44 (19)[25]  
48 (28)[20]

West Drive

16 (10)[6]  
24 (15)[9]

19 (16)[3]  
294 (19)[-6]

57 (17)[40]  
409 (18)[-35]

Blue Ridge Blvd

44 (30)[14]  
269 (16)[-28]

52 (6)[5]  
384 (29)[-20]  
21 (11)

42  
107 (19)[21]  
51 (5)[16]  
271 (34)[-16]  
135

11 (7)  
46 (8)  
140

53rd Street

**LEGEND**

Total Volume (New Trips)[Pass-By Trips]



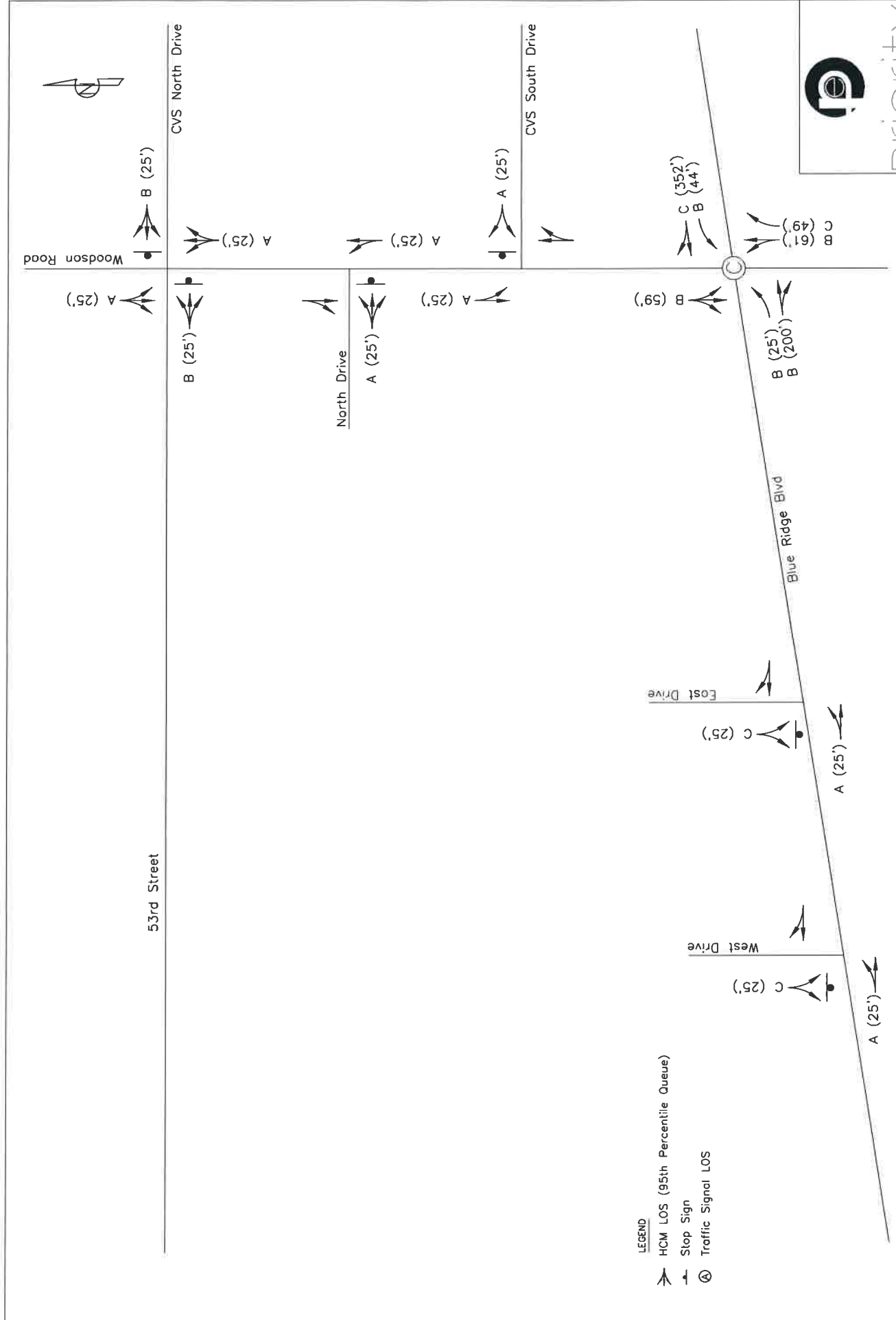
**Priority**  
ENGINEERS  
PO Box 563  
Garden City, MO 64747  
816.738.4400

No Scale

Figure 12

Bhamini Center  
Raytown, MO

Future (2042)  
PM Peak Hour  
Traffic Volumes



- LEGEND**
- ↔ HCM LOS (95th Percentile Queue)
  - ⊥ Stop Sign
  - ⊙ Traffic Signal LOS

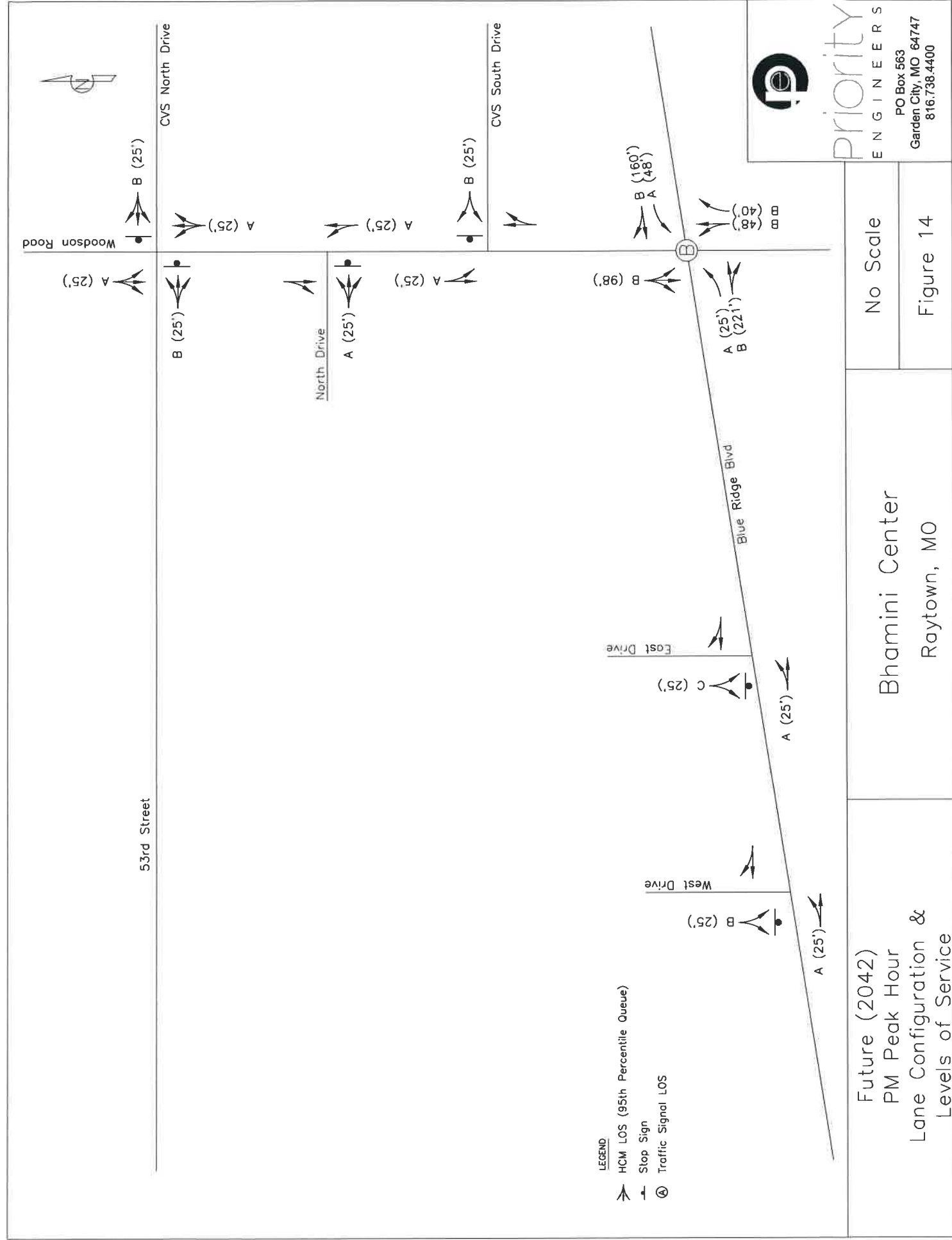


**Priority**  
ENGINEERS  
PO Box 563  
Garden City, MO 64747  
816.738.4400

Future (2042)  
AM Peak Hour  
Lane Configuration &  
Levels of Service

Bhamini Center  
Raytown, MO

No Scale  
Figure 13



**Priority**  
ENGINEERS

PO Box 563  
Garden City, MO 64747  
816.738.4400

No Scale

Figure 14

Bhamini Center  
Raytown, MO

Future (2042)  
PM Peak Hour  
Lane Configuration &  
Levels of Service

## APPENDIX II

### Peak Hour Traffic Counts

#### Synchro Reports

Existing AM Peak Hour	Pages 1-4
Existing PM Peak Hour	Pages 5-8
Proposed AM Peak Hour	Pages 9-15
Proposed PM Peak Hour	Pages 16-22
Future (2042) AM Peak Hour	Pages 23-29
Future (2042) PM Peak Hour	Pages 30-36



**Blue Ridge & Woodson**

Start Time	Southbound			Westbound			Northbound			Eastbound			Totals						
	Left	Through	Right	Ped Bike	Left	Through	Right	Ped Bike	Left	Through	Right	Ped Bike		Left	Through	Right	Ped Bike		
16:00	1	8	4	16	65	7	0	11	43	0	9	74	3	241					
16:15	3	14	5	39	55	6	0	10	35	0	3	78	2	250					
16:30	7	7	2	29	64	2	0	8	45	0	1	100	4	276	1003	1427			
16:45	4	9	8	26	58	6	1	12	24	0	10	78	0	236	236	1454			
17:00	4	12	6	34	57	10	3	3	31	0	7	85	1	253	1015	1499			
17:15	8	22	6	33	49	9	0	11	27	0	14	76	4	259	1024	1468			
17:30	7	17	8	32	58	4	1	7	28	0	6	78	1	247	995	1411			
17:45	1	6	2	27	51	7	0	8	48	0	3	77	1	231	990				
<b>Totals</b>	<b>23</b>	<b>50</b>	<b>22</b>	<b>0</b>	<b>122</b>	<b>228</b>	<b>27</b>	<b>0</b>	<b>4</b>	<b>34</b>	<b>127</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>339</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1024</b>
Trucks	1	1		1					1		1		2	3					
Truck %	4%	2%		0%					1%		3%		1%						

**Woodson & 53rd**

Start Time	Southbound			Westbound			Northbound			Eastbound			Totals						
	Left	Through	Right	Ped Bike	Left	Through	Right	Ped Bike	Left	Through	Right	Ped Bike		Left	Through	Right	Ped Bike		
16:00	2	2	5	0	2	2	1	9	11	0	0	0	1	10	3	10	58		
16:15	0	10	7	0	1	0	0	6	11	1	0	11	0	9	0	9	58		
16:30	1	9	8	0	1	0	0	8	11	1	0	13	4	11	0	11	67	236	
16:45	1	7	8	0	0	3	0	8	9	0	0	13	3	12	0	12	64	247	
17:00	1	7	6	0	1	1	0	10	9	0	0	7	1	20	0	20	63	252	
17:15	0	6	4	0	0	2	1	4	4	0	0	9	2	17	0	17	49	243	
17:30	0	3	2	0	0	4	1	7	7	0	0	9	3	6	0	6	42	218	
<b>Totals</b>	<b>3</b>	<b>28</b>	<b>31</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>40</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>8</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>252</b>
Trucks																			
Truck %																			

**Woodson & CVS**

Start Time	Southbound			Westbound			Northbound			Eastbound			Totals			
	Left	Through	Right	Ped Bike	Left	Through	Right	Ped Bike	Left	Through	Right	Ped Bike		Left	Through	Right
16:00	1	13	0	0	0	3	0	16	11	0	0	0	0	44		
16:15	1	20	1	2	2	3	12	6	6	0	0	0	0	45		
16:30	3	12	0	4	4	4	13	7	7	0	0	0	0	43		
16:45	3	18	0	4	3	3	18	10	10	0	0	0	0	56	188	
17:00	1	19	0	4	4	3	14	7	7	0	0	0	0	48	192	
17:15	4	27	0	11	11	3	17	14	14	0	0	0	0	76	223	
17:30	1	21	0	10	10	2	7	9	9	0	0	0	0	50	230	
17:45	0	9	0	1	1	1	11	7	7	0	0	0	0	29	203	
<b>Totals</b>	<b>11</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>62</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>223</b>		
Trucks	2	1		1			1		1					1		
Truck %	3%	2%		4%			2%		2%					1%		

3: Woodson Road & Blue Ridge Blvd





















Existing AM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	28	375	134	495	84	264	77
v/c Ratio	0.06	0.58	0.25	0.57	0.20	0.47	0.19
Control Delay	4.7	17.2	5.8	13.4	20.3	6.6	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.7	17.2	5.8	13.4	20.3	6.6	15.7
Queue Length 50th (ft)	3	88	14	65	19	0	12
Queue Length 95th (ft)	10	164	34	222	61	53	48
Internal Link Dist (ft)		582		344	229		99
Turn Bay Length (ft)	120		100			100	
Base Capacity (vph)	539	1188	550	1187	1105	1079	1050
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.32	0.24	0.42	0.08	0.24	0.07
<b>Intersection Summary</b>							

### 3: Woodson Road & Blue Ridge Blvd

Existing AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	337	8	123	440	16	7	70	243	9	40	22
Future Volume (veh/h)	26	337	8	123	440	16	7	70	243	9	40	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1870	1870	1870	1870	1693	1870	1870	1870	1856	1826
Adj Flow Rate, veh/h	28	366	9	134	478	17	8	76	264	10	43	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	2	2	2	2	2	14	2	2	2	3	5
Cap, veh/h	369	506	12	502	652	23	107	420	373	116	254	124
Arrive On Green	0.05	0.28	0.28	0.13	0.36	0.36	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1753	1818	45	1781	1795	64	60	1786	1585	83	1082	528
Grp Volume(v), veh/h	28	0	375	134	0	495	84	0	264	77	0	0
Grp Sat Flow(s),veh/h/ln	1753	0	1862	1781	0	1859	1846	0	1585	1694	0	0
Q Serve(g_s), s	0.5	0.0	7.7	2.0	0.0	9.8	0.0	0.0	6.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	7.7	2.0	0.0	9.8	1.5	0.0	6.5	1.5	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.03	0.10		1.00	0.13		0.31
Lane Grp Cap(c), veh/h	369	0	519	502	0	676	527	0	373	495	0	0
V/C Ratio(X)	0.08	0.00	0.72	0.27	0.00	0.73	0.16	0.00	0.71	0.16	0.00	0.00
Avail Cap(c_a), veh/h	620	0	1278	605	0	1276	1298	0	1051	1179	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.2	0.0	13.8	8.5	0.0	11.7	12.9	0.0	14.8	12.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.9	0.3	0.0	1.6	0.1	0.0	2.5	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.8	0.6	0.0	3.2	0.5	0.0	2.1	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	0.0	15.7	8.8	0.0	13.2	13.1	0.0	17.3	13.1	0.0	0.0
LnGrp LOS	B	A	B	A	A	B	B	A	B	B	A	A
Approach Vol, veh/h		403			629			348			77	
Approach Delay, s/veh		15.3			12.3			16.3			13.1	
Approach LOS		B			B			B			B	
<b>Timer - Assigned Phs</b>	<b>1</b>	<b>2</b>		<b>4</b>	<b>5</b>	<b>6</b>		<b>8</b>				
Phs Duration (G+Y+Rc), s	7.0	20.4		14.9	10.5	16.8		14.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	29.0		28.0	8.0	29.0		28.0				
Max Q Clear Time (g_c+I1), s	2.5	11.8		3.5	4.0	9.7		8.5				
Green Ext Time (p_c), s	0.0	2.8		0.4	0.1	2.1		1.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			14.1									
HCM 6th LOS			B									

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	6	40	0	6	3	61	45	0	1	28	30
Future Vol, veh/h	45	6	40	0	6	3	61	45	0	1	28	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	3	2	17	2	2	2	2	2	4	2
Mvmt Flow	49	7	43	0	7	3	66	49	0	1	30	33

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	235	230	47	255	246	49	63	0	0	49	0	0
Stage 1	49	49	-	181	181	-	-	-	-	-	-	-
Stage 2	186	181	-	74	65	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.23	7.12	6.67	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.67	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.67	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.327	3.518	4.153	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	720	670	1019	698	631	1020	1540	-	-	1558	-	-
Stage 1	964	854	-	821	722	-	-	-	-	-	-	-
Stage 2	816	750	-	935	812	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	688	640	1019	640	603	1020	1540	-	-	1558	-	-
Mov Cap-2 Maneuver	688	640	-	640	603	-	-	-	-	-	-	-
Stage 1	922	853	-	785	690	-	-	-	-	-	-	-
Stage 2	770	717	-	887	811	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.1		10.2		4.3		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1540	-	-	798	698	1558	-	-
HCM Lane V/C Ratio	0.043	-	-	0.124	0.014	0.001	-	-
HCM Control Delay (s)	7.4	0	-	10.1	10.2	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	0	-	-

**Intersection**

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			Y
Traffic Vol, veh/h	5	3	103	9	2	66
Future Vol, veh/h	5	3	103	9	2	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	3
Mvmt Flow	5	3	112	10	2	72

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	193	117	0	0	122
Stage 1	117	-	-	-	-
Stage 2	76	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	796	935	-	-	1465
Stage 1	908	-	-	-	-
Stage 2	947	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	795	935	-	-	1465
Mov Cap-2 Maneuver	795	-	-	-	-
Stage 1	908	-	-	-	-
Stage 2	946	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	842	1465
HCM Lane V/C Ratio	-	-	0.01	0.001
HCM Control Delay (s)	-	-	9.3	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

3: Woodson Road & Blue Ridge Blvd





















Existing PM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	41	378	133	277	41	138	103
v/c Ratio	0.06	0.44	0.21	0.26	0.10	0.29	0.26
Control Delay	4.8	15.2	5.5	9.8	17.7	6.3	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.8	15.2	5.5	9.8	17.7	6.3	16.5
Queue Length 50th (ft)	4	89	14	31	9	0	19
Queue Length 95th (ft)	13	163	32	110	33	37	59
Internal Link Dist (ft)		582		344	229		99
Turn Bay Length (ft)	120		100			100	
Base Capacity (vph)	727	1233	644	1220	1148	1064	1049
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.31	0.21	0.23	0.04	0.13	0.10
<b>Intersection Summary</b>							

3: Woodson Road & Blue Ridge Blvd

Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	339	9	122	228	27	4	34	127	23	50	22
Future Volume (veh/h)	38	339	9	122	228	27	4	34	127	23	50	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1870	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	41	368	10	133	248	29	4	37	138	25	54	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	2	2	2	2	2	2	2	2	4	2	2
Cap, veh/h	539	509	14	504	574	67	106	412	364	154	250	90
Arrive On Green	0.06	0.28	0.28	0.13	0.35	0.35	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1767	1812	49	1781	1644	192	53	1796	1585	207	1087	393
Grp Volume(v), veh/h	41	0	378	133	0	277	41	0	138	103	0	0
Grp Sat Flow(s),veh/h/ln	1767	0	1861	1781	0	1836	1848	0	1585	1687	0	0
Q Serve(g_s), s	0.7	0.0	7.7	2.0	0.0	4.8	0.0	0.0	3.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	7.7	2.0	0.0	4.8	0.7	0.0	3.1	2.0	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.10	0.10		1.00	0.24		0.23
Lane Grp Cap(c), veh/h	539	0	523	504	0	641	519	0	364	494	0	0
V/C Ratio(X)	0.08	0.00	0.72	0.26	0.00	0.43	0.08	0.00	0.38	0.21	0.00	0.00
Avail Cap(c_a), veh/h	764	0	1288	610	0	1270	1307	0	1059	1192	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.3	0.0	13.6	8.6	0.0	10.5	12.7	0.0	13.6	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.9	0.3	0.0	0.5	0.1	0.0	0.7	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	2.8	0.6	0.0	1.5	0.3	0.0	0.9	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	0.0	15.5	8.9	0.0	10.9	12.8	0.0	14.3	13.4	0.0	0.0
LnGrp LOS	A	A	B	A	A	B	B	A	B	B	A	A
Approach Vol, veh/h		419			410			179			103	
Approach Delay, s/veh		14.9			10.3			13.9			13.4	
Approach LOS		B			B			B			B	
<b>Timer - Assigned Phs</b>	<b>1</b>	<b>2</b>		<b>4</b>	<b>5</b>	<b>6</b>		<b>8</b>				
Phs Duration (G+Y+Rc), s	7.7	19.6		14.6	10.5	16.8		14.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	29.0		28.0	8.0	29.0		28.0				
Max Q Clear Time (g_c+I1), s	2.7	6.8		4.0	4.0	9.7		5.1				
Green Ext Time (p_c), s	0.0	1.5		0.5	0.1	2.1		0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			12.9									
HCM 6th LOS			B									

**Intersection**

Int Delay, s/veh 5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	44	8	52	3	5	1	32	40	2	3	28	31
Future Vol, veh/h	44	8	52	3	5	1	32	40	2	3	28	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	9	57	3	5	1	35	43	2	3	30	34

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	170	168	47	200	184	44	64	0	0	45	0	0
Stage 1	53	53	-	114	114	-	-	-	-	-	-	-
Stage 2	117	115	-	86	70	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	794	725	1022	759	710	1026	1538	-	-	1563	-	-
Stage 1	960	851	-	891	801	-	-	-	-	-	-	-
Stage 2	888	800	-	922	837	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	773	707	1022	697	692	1026	1538	-	-	1563	-	-
Mov Cap-2 Maneuver	773	707	-	697	692	-	-	-	-	-	-	-
Stage 1	938	849	-	871	783	-	-	-	-	-	-	-
Stage 2	861	782	-	860	835	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	10.1	3.2	0.4
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1538	-	-	873	720	1563	-	-
HCM Lane V/C Ratio	0.023	-	-	0.129	0.014	0.002	-	-
HCM Control Delay (s)	7.4	0	-	9.7	10.1	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	0	-	-

**Intersection**

Int Delay, s/veh 1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			4
Traffic Vol, veh/h	23	13	61	38	11	72
Future Vol, veh/h	23	13	61	38	11	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	2	2	2	2	3
Mvmt Flow	25	14	66	41	12	78

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	189	87	0	0	107
Stage 1	87	-	-	-	-
Stage 2	102	-	-	-	-
Critical Hdwy	6.44	6.22	-	-	4.12
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	3.318	-	-	2.218
Pot Cap-1 Maneuver	796	971	-	-	1484
Stage 1	931	-	-	-	-
Stage 2	917	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	790	971	-	-	1484
Mov Cap-2 Maneuver	790	-	-	-	-
Stage 1	931	-	-	-	-
Stage 2	910	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	847	1484
HCM Lane V/C Ratio	-	-	0.046	0.008
HCM Control Delay (s)	-	-	9.5	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

### 3: Woodson Road & Blue Ridge Blvd

Existing + Proposed Development AM Peak Hour























Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	40	390	134	528	96	264	109
v/c Ratio	0.08	0.57	0.25	0.61	0.24	0.47	0.29
Control Delay	4.7	16.2	5.8	13.8	21.2	6.7	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.7	16.2	5.8	13.8	21.2	6.7	18.4
Queue Length 50th (ft)	4	88	14	71	22	0	19
Queue Length 95th (ft)	13	164	34	240	70	54	68
Internal Link Dist (ft)		211		344	229		99
Turn Bay Length (ft)	120		100			100	
Base Capacity (vph)	492	1220	529	1213	1089	1074	974
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.32	0.25	0.44	0.09	0.25	0.11

#### Intersection Summary

### 3: Woodson Road & Blue Ridge Blvd

Existing + Proposed Development AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	344	15	123	446	40	10	78	243	30	43	27
Future Volume (veh/h)	37	344	15	123	446	40	10	78	243	30	43	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1870	1752	1870	1870	1870	1856	1841
Adj Flow Rate, veh/h	40	374	16	134	485	43	11	85	264	33	47	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	2	2	2	2	2	10	2	2	2	3	4
Cap, veh/h	372	538	23	508	624	55	109	402	363	168	201	95
Arrive On Green	0.06	0.30	0.30	0.13	0.37	0.37	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1767	1780	76	1781	1693	150	79	1758	1585	268	879	416
Grp Volume(v), veh/h	40	0	390	134	0	528	96	0	264	109	0	0
Grp Sat Flow(s),veh/h/ln	1767	0	1857	1781	0	1843	1838	0	1585	1563	0	0
Q Serve(g_s), s	0.6	0.0	8.2	2.0	0.0	11.1	0.0	0.0	6.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	8.2	2.0	0.0	11.1	1.8	0.0	6.8	2.2	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.08	0.11		1.00	0.30		0.27
Lane Grp Cap(c), veh/h	372	0	561	508	0	680	512	0	363	464	0	0
V/C Ratio(X)	0.11	0.00	0.70	0.26	0.00	0.78	0.19	0.00	0.73	0.23	0.00	0.00
Avail Cap(c_a), veh/h	545	0	1266	563	0	1257	1240	0	1009	1049	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.9	0.0	13.6	8.6	0.0	12.3	13.8	0.0	15.7	13.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.6	0.3	0.0	2.0	0.2	0.0	2.8	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	2.9	0.6	0.0	3.8	0.7	0.0	2.3	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	0.0	15.1	8.9	0.0	14.2	14.0	0.0	18.5	14.2	0.0	0.0
LnGrp LOS	B	A	B	A	A	B	B	A	B	B	A	A
Approach Vol, veh/h		430			662			360			109	
Approach Delay, s/veh		14.7			13.2			17.3			14.2	
Approach LOS		B			B			B			B	
<b>Timer - Assigned Phs</b>	<b>1</b>	<b>2</b>		<b>4</b>	<b>5</b>	<b>6</b>		<b>8</b>				
Phs Duration (G+Y+Rc), s	7.7	21.2		15.1	10.6	18.3		15.1				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	30.0		28.0	7.0	30.0		28.0				
Max Q Clear Time (g_c+I1), s	2.6	13.1		4.2	4.0	10.2		8.8				
Green Ext Time (p_c), s	0.0	3.1		0.6	0.1	2.2		1.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			14.6									
HCM 6th LOS			B									

6: Woodson Road & 53rd Street/CVS North Drive

Existing + Proposed Development AM Peak Hour

**Intersection**

Int Delay, s/veh 5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	6	47	0	6	3	68	48	0	1	32	30
Future Vol, veh/h	45	6	47	0	6	3	68	48	0	1	32	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	3	2	17	2	2	2	2	2	4	2
Mvmt Flow	49	7	51	0	7	3	74	52	0	1	35	33

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	259	254	52	283
Stage 1	54	54	-	200
Stage 2	205	200	-	83
Critical Hdwy	7.12	6.52	6.23	7.12
Critical Hdwy Stg 1	6.12	5.52	-	6.12
Critical Hdwy Stg 2	6.12	5.52	-	6.12
Follow-up Hdwy	3.518	4.018	3.327	3.518
Pot Cap-1 Maneuver	694	650	1013	669
Stage 1	958	850	-	802
Stage 2	797	736	-	925
Platoon blocked, %				
Mov Cap-1 Maneuver	659	617	1013	605
Mov Cap-2 Maneuver	659	617	-	605
Stage 1	910	849	-	762
Stage 2	747	699	-	871

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	10.4	4.4	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1533	-	-	788	678	1554	-	-
HCM Lane V/C Ratio	0.048	-	-	0.135	0.014	0.001	-	-
HCM Control Delay (s)	7.5	0	-	10.3	10.4	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0	0	-	-

8: Woodson Road & CVS South Drive

Existing + Proposed Development AM Peak Hour

**Intersection**

Int Delay, s/veh 0.4

**Movement** WBL WBR NBT NBR SBL SBT

Lane Configurations	Y		P			4
Traffic Vol, veh/h	5	3	146	9	2	95
Future Vol, veh/h	5	3	146	9	2	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	3	159	10	2	103

**Major/Minor** Minor1 Major1 Major2

Conflicting Flow All	271	164	0	0	169	0
Stage 1	164	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	718	881	-	-	1409	-
Stage 1	865	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	717	881	-	-	1409	-
Mov Cap-2 Maneuver	717	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	915	-	-	-	-	-

**Approach** WB NB SB

HCM Control Delay, s	9.7	0	0.2
HCM LOS	A		

**Minor Lane/Major Mvmt** NBT NBRWBLn1 SBL SBT

Capacity (veh/h)	-	-	771	1409	-
HCM Lane V/C Ratio	-	-	0.011	0.002	-
HCM Control Delay (s)	-	-	9.7	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	8	26	41	108	71	8
Future Vol, veh/h	8	26	41	108	71	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	28	45	117	77	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	289	82	86	0	-	0
Stage 1	82	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	702	978	1510	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	680	978	1510	-	-	-
Mov Cap-2 Maneuver	680	-	-	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	828	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1510	-	887	-	-
HCM Lane V/C Ratio	0.03	-	0.042	-	-
HCM Control Delay (s)	7.5	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

**Intersection**

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	9	384	474	14	17	16
Future Vol, veh/h	9	384	474	14	17	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	417	515	15	18	17

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	530	0	-	0	960 523
Stage 1	-	-	-	-	523 -
Stage 2	-	-	-	-	437 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1037	-	-	-	285 554
Stage 1	-	-	-	-	595 -
Stage 2	-	-	-	-	651 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1037	-	-	-	281 554
Mov Cap-2 Maneuver	-	-	-	-	281 -
Stage 1	-	-	-	-	587 -
Stage 2	-	-	-	-	651 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1037	-	-	-	369
HCM Lane V/C Ratio	0.009	-	-	-	0.097
HCM Control Delay (s)	8.5	0	-	-	15.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

**Intersection**

Int Delay, s/veh 1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	38	363	442	41	33	46
Future Vol, veh/h	38	363	442	41	33	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	395	480	45	36	50

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	525	0	-	0	980 503
Stage 1	-	-	-	-	503 -
Stage 2	-	-	-	-	477 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1042	-	-	-	277 569
Stage 1	-	-	-	-	607 -
Stage 2	-	-	-	-	624 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1042	-	-	-	263 569
Mov Cap-2 Maneuver	-	-	-	-	263 -
Stage 1	-	-	-	-	577 -
Stage 2	-	-	-	-	624 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1042	-	-	-	383
HCM Lane V/C Ratio	0.04	-	-	-	0.224
HCM Control Delay (s)	8.6	0	-	-	17.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

### 3: Woodson Road & Blue Ridge Blvd




















Existing + Proposed Development PM Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	53	400	133	319	58	138	149
v/c Ratio	0.08	0.46	0.22	0.30	0.13	0.27	0.36
Control Delay	5.4	15.3	6.2	10.6	17.6	5.9	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.4	15.3	6.2	10.6	17.6	5.9	18.7
Queue Length 50th (ft)	5	91	14	36	13	0	31
Queue Length 95th (ft)	19	184	39	140	42	36	85
Internal Link Dist (ft)		211		344	229		99
Turn Bay Length (ft)	120		100			100	
Base Capacity (vph)	691	1281	606	1263	1088	1046	970
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.31	0.22	0.25	0.05	0.13	0.15
<b>Intersection Summary</b>							

### 3: Woodson Road & Blue Ridge Blvd

Existing + Proposed Development PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	348	20	122	246	48	11	42	127	53	54	29
Future Volume (veh/h)	49	348	20	122	246	48	11	42	127	53	54	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	378	22	133	267	52	12	46	138	58	59	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	524	515	30	496	528	103	139	372	362	210	189	77
Arrive On Green	0.08	0.29	0.29	0.13	0.35	0.35	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	1750	102	1781	1521	296	167	1631	1585	411	829	339
Grp Volume(v), veh/h	53	0	400	133	0	319	58	0	138	149	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1852	1781	0	1817	1798	0	1585	1580	0	0
Q Serve(g_s), s	0.8	0.0	8.4	2.0	0.0	6.0	0.0	0.0	3.2	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	8.4	2.0	0.0	6.0	1.1	0.0	3.2	3.0	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.16	0.21		1.00	0.39		0.21
Lane Grp Cap(c), veh/h	524	0	545	496	0	631	511	0	362	477	0	0
V/C Ratio(X)	0.10	0.00	0.73	0.27	0.00	0.51	0.11	0.00	0.38	0.31	0.00	0.00
Avail Cap(c_a), veh/h	677	0	1332	555	0	1307	1195	0	993	1069	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.0	0.0	13.7	8.7	0.0	11.1	13.2	0.0	14.1	14.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.9	0.3	0.0	0.6	0.1	0.0	0.7	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.0	0.6	0.0	1.9	0.4	0.0	1.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	0.0	15.6	9.0	0.0	11.8	13.3	0.0	14.7	14.4	0.0	0.0
LnGrp LOS	A	A	B	A	A	B	B	A	B	B	A	A
Approach Vol, veh/h		453			452			196			149	
Approach Delay, s/veh		14.8			10.9			14.3			14.4	
Approach LOS		B			B			B			B	
<b>Timer - Assigned Phs</b>	<b>1</b>	<b>2</b>		<b>4</b>	<b>5</b>	<b>6</b>		<b>8</b>				
Phs Duration (G+Y+Rc), s	8.3	20.0		14.8	10.6	17.7		14.8				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	31.0		27.0	7.0	31.0		27.0				
Max Q Clear Time (g_c+I1), s	2.8	8.0		5.0	4.0	10.4		5.2				
Green Ext Time (p_c), s	0.0	1.8		0.9	0.1	2.3		0.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			13.3									
HCM 6th LOS			B									

**Intersection**

Int Delay, s/veh 5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	44	8	62	3	5	1	42	45	2	3	33	31
Future Vol, veh/h	44	8	62	3	5	1	42	45	2	3	33	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	9	67	3	5	1	46	49	2	3	36	34

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	204	202	53	239	218	50	70	0	0	51	0	0
Stage 1	59	59	-	142	142	-	-	-	-	-	-	-
Stage 2	145	143	-	97	76	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	754	694	1014	715	680	1018	1531	-	-	1555	-	-
Stage 1	953	846	-	861	779	-	-	-	-	-	-	-
Stage 2	858	779	-	910	832	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	730	671	1014	644	658	1018	1531	-	-	1555	-	-
Mov Cap-2 Maneuver	730	671	-	644	658	-	-	-	-	-	-	-
Stage 1	923	844	-	834	755	-	-	-	-	-	-	-
Stage 2	825	755	-	839	830	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	9.9		10.4			3.5		0.3		
HCM LOS	A		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1531	-	-	855	680	1555	-	-
HCM Lane V/C Ratio	0.03	-	-	0.145	0.014	0.002	-	-
HCM Control Delay (s)	7.4	0	-	9.9	10.4	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0	0	-	-

8: Woodson Road & CVS South Drive

Existing + Proposed Development PM Peak Hour

**Intersection**

Int Delay, s/veh 1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			Y
Traffic Vol, veh/h	23	13	101	38	11	113
Future Vol, veh/h	23	13	101	38	11	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	2	2	2	2	2
Mvmt Flow	25	14	110	41	12	123

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	278	131	0	0	151
Stage 1	131	-	-	-	-
Stage 2	147	-	-	-	-
Critical Hdwy	6.44	6.22	-	-	4.12
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	3.318	-	-	2.218
Pot Cap-1 Maneuver	708	919	-	-	1430
Stage 1	890	-	-	-	-
Stage 2	876	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	702	919	-	-	1430
Mov Cap-2 Maneuver	702	-	-	-	-
Stage 1	890	-	-	-	-
Stage 2	868	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	767	1430	-
HCM Lane V/C Ratio	-	-	0.051	0.008	-
HCM Control Delay (s)	-	-	9.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

**Intersection**

Int Delay, s/veh	2.8					
<b>Movement</b>	<b>EBL</b>	<b>EBR</b>	<b>NBL</b>	<b>NBT</b>	<b>SBT</b>	<b>SBR</b>
Lane Configurations						
Traffic Vol, veh/h	12	36	37	77	88	10
Future Vol, veh/h	12	36	37	77	88	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	39	40	84	96	11

<b>Major/Minor</b>	<b>Minor2</b>	<b>Major1</b>	<b>Major2</b>			
Conflicting Flow All	266	102	107	0	-	0
Stage 1	102	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	723	953	1484	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	703	953	1484	-	-	-
Mov Cap-2 Maneuver	703	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	865	-	-	-	-	-

<b>Approach</b>	<b>EB</b>	<b>NB</b>	<b>SB</b>
HCM Control Delay, s	9.4	2.4	0
HCM LOS	A		

<b>Minor Lane/Major Mvmt</b>	<b>NBL</b>	<b>NBT</b>	<b>EBLn1</b>	<b>SBT</b>	<b>SBR</b>
Capacity (veh/h)	1484	-	875	-	-
HCM Lane V/C Ratio	0.027	-	0.06	-	-
HCM Control Delay (s)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	13	402	267	19	24	16
Future Vol, veh/h	13	402	267	19	24	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	437	290	21	26	17
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	311	0	-	0	766	301
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	465	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1249	-	-	-	371	739
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	632	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1249	-	-	-	365	739
Mov Cap-2 Maneuver	-	-	-	-	365	-
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	632	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.2	0	13.7			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1249	-	-	-	458	
HCM Lane V/C Ratio	0.011	-	-	-	0.095	
HCM Control Delay (s)	7.9	0	-	-	13.7	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	

**Intersection**

Int Delay, s/veh 2.3

**Movement** EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	57	369	242	44	48	44
Future Vol, veh/h	57	369	242	44	48	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	401	263	48	52	48

**Major/Minor** Major1 Major2 Minor2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	311	0	0
Stage 1	-	-	287
Stage 2	-	-	525
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1249	-	348
Stage 1	-	-	762
Stage 2	-	-	593
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1249	-	326
Mov Cap-2 Maneuver	-	-	326
Stage 1	-	-	713
Stage 2	-	-	593

**Approach** EB WB SB








Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	15.4
HCM LOS			C

**Minor Lane/Major Mvmt** EBL EBT WBT WBR SBLn1

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1249	-	-	-	447
HCM Lane V/C Ratio	0.05	-	-	-	0.224
HCM Control Delay (s)	8	0	-	-	15.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

3: Woodson Road & Blue Ridge Blvd

Future (2042) AM Peak Hour

							
Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	43	429	148	581	103	291	117
v/c Ratio	0.09	0.60	0.29	0.64	0.26	0.50	0.32
Control Delay	4.8	16.5	6.2	14.6	22.2	6.9	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.8	16.5	6.2	14.6	22.2	6.9	19.4
Queue Length 50th (ft)	4	100	16	82	24	0	21
Queue Length 95th (ft)	14	187	38	279	75	56	74
Internal Link Dist (ft)		211		344	229		99
Turn Bay Length (ft)	120		100			100	
Base Capacity (vph)	468	1215	510	1208	1009	1028	907
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.35	0.29	0.48	0.10	0.28	0.13
<b>Intersection Summary</b>							

3: Woodson Road & Blue Ridge Blvd

Future (2042) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	379	16	136	492	42	11	84	268	31	47	29
Future Volume (veh/h)	40	379	16	136	492	42	11	84	268	31	47	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1870	1752	1870	1870	1870	1856	1841
Adj Flow Rate, veh/h	43	412	17	148	535	46	12	91	291	34	51	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	2	2	2	2	2	10	2	2	2	3	4
Cap, veh/h	349	587	24	490	662	57	101	422	381	159	207	102
Arrive On Green	0.06	0.33	0.33	0.12	0.39	0.39	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1767	1784	74	1781	1698	146	80	1757	1585	265	860	424
Grp Volume(v), veh/h	43	0	429	148	0	581	103	0	291	117	0	0
Grp Sat Flow(s),veh/h/ln	1767	0	1857	1781	0	1844	1837	0	1585	1549	0	0
Q Serve(g_s), s	0.7	0.0	9.9	2.4	0.0	13.7	0.0	0.0	8.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	9.9	2.4	0.0	13.7	2.2	0.0	8.4	2.6	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.08	0.12		1.00	0.29		0.27
Lane Grp Cap(c), veh/h	349	0	611	490	0	719	524	0	381	467	0	0
V/C Ratio(X)	0.12	0.00	0.70	0.30	0.00	0.81	0.20	0.00	0.76	0.25	0.00	0.00
Avail Cap(c_a), veh/h	490	0	1177	524	0	1169	1079	0	875	912	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.5	0.0	14.3	9.2	0.0	13.3	14.9	0.0	17.3	15.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.5	0.3	0.0	2.2	0.2	0.0	3.2	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.6	0.7	0.0	4.9	0.8	0.0	2.9	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.7	0.0	15.8	9.5	0.0	15.5	15.1	0.0	20.5	15.4	0.0	0.0
LnGrp LOS	B	A	B	A	A	B	B	A	C	B	A	A
Approach Vol, veh/h		472			729			394			117	
Approach Delay, s/veh		15.3			14.3			19.1			15.4	
Approach LOS		B			B			B			B	
<b>Timer - Assigned Phs</b>	<b>1</b>	<b>2</b>		<b>4</b>	<b>5</b>	<b>6</b>		<b>8</b>				
Phs Duration (G+Y+Rc), s	8.1	24.1		16.8	11.1	21.1		16.8				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	31.0		27.0	7.0	31.0		27.0				
Max Q Clear Time (g_c+I1), s	2.7	15.7		4.6	4.4	11.9		10.4				
Green Ext Time (p_c), s	0.0	3.3		0.7	0.1	2.5		1.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			15.8									
HCM 6th LOS			B									

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	7	51	0	7	3	74	53	0	1	35	33
Future Vol, veh/h	50	7	51	0	7	3	74	53	0	1	35	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	3	2	17	2	2	2	2	2	4	2
Mvmt Flow	54	8	55	0	8	3	80	58	0	1	38	36

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	282	276	56	308	294	58	74	0	0	58	0	0
Stage 1	58	58	-	218	218	-	-	-	-	-	-	-
Stage 2	224	218	-	90	76	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.23	7.12	6.67	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.67	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.67	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.327	3.518	4.153	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	670	632	1008	644	593	1008	1526	-	-	1546	-	-
Stage 1	954	847	-	784	695	-	-	-	-	-	-	-
Stage 2	779	723	-	917	803	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	633	597	1008	578	560	1008	1526	-	-	1546	-	-
Mov Cap-2 Maneuver	633	597	-	578	560	-	-	-	-	-	-	-
Stage 1	902	846	-	742	657	-	-	-	-	-	-	-
Stage 2	726	684	-	858	802	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.6		10.7		4.4		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1526	-	-	764	646	1546	-	-
HCM Lane V/C Ratio	0.053	-	-	0.154	0.017	0.001	-	-
HCM Control Delay (s)	7.5	0	-	10.6	10.7	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.1	0	-	-

**Intersection**

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	5	3	157	9	2	102
Future Vol, veh/h	5	3	157	9	2	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	3	171	10	2	111

Major/Minor	Minor1	Major1	Major2	Major3	Major4	Major5
Conflicting Flow All	291	176	0	0	181	0
Stage 1	176	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3,518	3,318	-	-	2,218	-
Pot Cap-1 Maneuver	700	867	-	-	1,394	-
Stage 1	855	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	699	867	-	-	1,394	-
Mov Cap-2 Maneuver	699	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	908	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	754	1394
HCM Lane V/C Ratio	-	-	0.012	0.002
HCM Control Delay (s)	-	-	9.8	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	8	26	41	119	78	8
Future Vol, veh/h	8	26	41	119	78	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	28	45	129	85	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	309	90	94	0	-	0
Stage 1	90	-	-	-	-	-
Stage 2	219	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	683	968	1500	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	661	968	1500	-	-	-
Mov Cap-2 Maneuver	661	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	1.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1500	-	873	-	-
HCM Lane V/C Ratio	0.03	-	0.042	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

**Intersection**

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	9	423	523	14	17	16
Future Vol, veh/h	9	423	523	14	17	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	460	568	15	18	17

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	583	0	-	0	1056 576
Stage 1	-	-	-	-	576 -
Stage 2	-	-	-	-	480 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	991	-	-	-	250 517
Stage 1	-	-	-	-	562 -
Stage 2	-	-	-	-	622 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	991	-	-	-	247 517
Mov Cap-2 Maneuver	-	-	-	-	247 -
Stage 1	-	-	-	-	554 -
Stage 2	-	-	-	-	622 -








Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	17.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	991	-	-	-	331
HCM Lane V/C Ratio	0.01	-	-	-	0.108
HCM Control Delay (s)	8.7	0	-	-	17.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	38	402	491	41	33	46
Future Vol, veh/h	38	402	491	41	33	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	437	534	45	36	50
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	579	0	-	0	1076	557
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	519	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	995	-	-	-	243	530
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	597	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	995	-	-	-	230	530
Mov Cap-2 Maneuver	-	-	-	-	230	-
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	597	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.8	0	19			
HCM LOS			C			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	995	-	-	-	343	
HCM Lane V/C Ratio	0.042	-	-	-	0.25	
HCM Control Delay (s)	8.8	0	-	-	19	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	1	





















3: Woodson Road & Blue Ridge Blvd

Future (2042) PM Peak Hour

							
Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	57	440	147	350	62	152	158
v/c Ratio	0.08	0.49	0.24	0.35	0.14	0.29	0.38
Control Delay	5.4	16.1	6.3	12.2	19.2	6.0	20.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.4	16.1	6.3	12.2	19.2	6.0	20.4
Queue Length 50th (ft)	6	107	16	75	15	0	36
Queue Length 95th (ft)	20	213	43	157	47	40	97
Internal Link Dist (ft)		211		344	229		99
Turn Bay Length (ft)	120		100			100	
Base Capacity (vph)	713	1166	612	1151	1072	1032	952
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.38	0.24	0.30	0.06	0.15	0.17
<b>Intersection Summary</b>							

3: Woodson Road & Blue Ridge Blvd

Future (2042) PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	384	21	135	271	51	11	46	140	55	59	31
Future Volume (veh/h)	52	384	21	135	271	51	11	46	140	55	59	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	417	23	147	295	55	12	50	152	60	64	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	522	550	30	489	560	104	129	366	350	200	184	75
Arrive On Green	0.08	0.31	0.31	0.13	0.37	0.37	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	1756	97	1781	1533	286	150	1655	1585	402	834	339
Grp Volume(v), veh/h	57	0	440	147	0	350	62	0	152	158	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1853	1781	0	1819	1804	0	1585	1574	0	0
Q Serve(g_s), s	0.9	0.0	9.6	2.2	0.0	6.8	0.0	0.0	3.7	0.6	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	9.6	2.2	0.0	6.8	1.2	0.0	3.7	3.5	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.16	0.19		1.00	0.38		0.22
Lane Grp Cap(c), veh/h	522	0	580	489	0	664	494	0	350	459	0	0
V/C Ratio(X)	0.11	0.00	0.76	0.30	0.00	0.53	0.13	0.00	0.43	0.34	0.00	0.00
Avail Cap(c_a), veh/h	699	0	1199	573	0	1177	1190	0	990	1058	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.8	0.0	13.9	8.8	0.0	11.2	14.1	0.0	15.0	14.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	2.1	0.3	0.0	0.7	0.1	0.0	0.8	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.5	0.7	0.0	2.2	0.4	0.0	1.2	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.9	0.0	15.9	9.1	0.0	11.8	14.2	0.0	15.9	15.4	0.0	0.0
LnGrp LOS	A	A	B	A	A	B	B	A	B	B	A	A
Approach Vol, veh/h		497			497			214			158	
Approach Delay, s/veh		15.1			11.0			15.4			15.4	
Approach LOS		B			B			B			B	
<b>Timer - Assigned Phs</b>	<b>1</b>	<b>2</b>		<b>4</b>	<b>5</b>	<b>6</b>		<b>8</b>				
Phs Duration (G+Y+Rc), s	8.6	21.4		14.9	10.9	19.0		14.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	29.0		28.0	8.0	29.0		28.0				
Max Q Clear Time (g_c+I1), s	2.9	8.8		5.5	4.2	11.6		5.7				
Green Ext Time (p_c), s	0.0	2.0		0.9	0.1	2.5		0.8				

**Intersection Summary**

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

**Intersection**

Int Delay, s/veh 5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	49	9	67	3	6	1	45	49	2	3	36	34
Future Vol, veh/h	49	9	67	3	6	1	45	49	2	3	36	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	10	73	3	7	1	49	53	2	3	39	37

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	220	217	58	257	234	54	76	0	0	55	0	0
Stage 1	64	64	-	152	152	-	-	-	-	-	-	-
Stage 2	156	153	-	105	82	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	736	681	1008	696	666	1013	1523	-	-	1550	-	-
Stage 1	947	842	-	850	772	-	-	-	-	-	-	-
Stage 2	846	771	-	901	827	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	710	657	1008	622	643	1013	1523	-	-	1550	-	-
Mov Cap-2 Maneuver	710	657	-	622	643	-	-	-	-	-	-	-
Stage 1	916	840	-	822	747	-	-	-	-	-	-	-
Stage 2	810	746	-	825	825	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.1		10.5		3.5		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1523	-	-	838	660	1550	-	-
HCM Lane V/C Ratio	0.032	-	-	0.162	0.016	0.002	-	-
HCM Control Delay (s)	7.4	0	-	10.1	10.5	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.1	0	-	-

**Intersection**

Int Delay, s/veh 1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			4
Traffic Vol, veh/h	25	14	107	42	12	120
Future Vol, veh/h	25	14	107	42	12	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	2	2	2	2	2
Mvmt Flow	27	15	116	46	13	130

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	295	139	0	0	162
Stage 1	139	-	-	-	-
Stage 2	156	-	-	-	-
Critical Hdwy	6.44	6.22	-	-	4.12
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	3.318	-	-	2.218
Pot Cap-1 Maneuver	692	909	-	-	1417
Stage 1	883	-	-	-	-
Stage 2	867	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	685	909	-	-	1417
Mov Cap-2 Maneuver	685	-	-	-	-
Stage 1	883	-	-	-	-
Stage 2	858	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	751	1417
HCM Lane V/C Ratio	-	-	0.056	0.009
HCM Control Delay (s)	-	-	10.1	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

**Intersection**

Int Delay, s/veh 2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	36	37	84	96	10
Future Vol, veh/h	12	36	37	84	96	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	39	40	91	104	11

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	281	110	115	0	-	0
Stage 1	110	-	-	-	-	-
Stage 2	171	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	709	943	1474	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	688	943	1474	-	-	-
Mov Cap-2 Maneuver	688	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	2.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1474	-	863	-	-
HCM Lane V/C Ratio	0.027	-	0.06	-	-
HCM Control Delay (s)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

**Intersection**

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	13	442	294	19	24	16
Future Vol, veh/h	13	442	294	19	24	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	480	320	21	26	17

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	341	0	-	0	839 331
Stage 1	-	-	-	-	331 -
Stage 2	-	-	-	-	508 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1218	-	-	-	336 711
Stage 1	-	-	-	-	728 -
Stage 2	-	-	-	-	604 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1218	-	-	-	331 711
Mov Cap-2 Maneuver	-	-	-	-	331 -
Stage 1	-	-	-	-	716 -
Stage 2	-	-	-	-	604 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1218	-	-	-	421
HCM Lane V/C Ratio	0.012	-	-	-	0.103
HCM Control Delay (s)	8	0	-	-	14.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

**Intersection**

Int Delay, s/veh 2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	57	409	269	44	48	44
Future Vol, veh/h	57	409	269	44	48	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	445	292	48	52	48

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	340	0	-	0	885 316
Stage 1	-	-	-	-	316 -
Stage 2	-	-	-	-	569 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1219	-	-	-	315 724
Stage 1	-	-	-	-	739 -
Stage 2	-	-	-	-	566 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1219	-	-	-	294 724
Mov Cap-2 Maneuver	-	-	-	-	294 -
Stage 1	-	-	-	-	689 -
Stage 2	-	-	-	-	566 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1219	-	-	-	411
HCM Lane V/C Ratio	0.051	-	-	-	0.243
HCM Control Delay (s)	8.1	0	-	-	16.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9