

Tad Lunger, Esq.
Arlington Land Use Group



Direct: 703-919-4314
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March 1, 2024

VIA Electronic Delivery

Ms. Arlova J. Vonhm
Zoning Administrator
Zoning Division
Department of Community Planning, Housing & Development
2100 Clarendon Blvd, Suite 1000
Arlington, VA 22201

**Re: Special General Land Use Plan Study Application
6045 Wilson Boulevard, Arlington, VA 22205, RPC No. 12-019-012 (the
“Property”)
Applicant: BCN Enterprises, LLC**

Dear Ms. Vonhm:

On behalf of BCN Enterprises (the “Applicant”), please accept the enclosed application for a Special General Land Use Plan Study (“Special GLUP Study”) for 6045 Wilson Boulevard (RPC No. 12-019-012). The following serves as a Statement of Justification for a Special GLUP Study in coordination with a future 4.1 Site Plan application to be filed.

Introduction and Background

The Property is located on the western end of Wilson Boulevard, up the hill from Bluemont Park before you get to Patrick Henry Drive, next to the Dominion Hills Shopping Center at Livingston Street.

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Figure 1: Aerial View (the Property is highlighted in Yellow)

The Property includes an existing, period-built 3-story office building and associated surface parking lot on the corner of Wilson Boulevard and North Livingston Street that was constructed sometime around 1967. The existing office building and surface parking lot occupy the entire Property of approximately 37,598 square feet (0.86 acres) of land. The Property is located immediately west of the Dominion Hills Shopping Center, east and south of adjacent single-family neighborhoods, and north across Wilson Boulevard from the Upton Hill Regional Park and Powhatan Springs Park.



The Property is approximately 1.60 miles from the East Falls Church Metro station and 1.80 miles from the Ballston-MU Metro station. The location generally is in the Dominion Hills neighborhood area, however, the Property is south of, and not located in, the Dominion Hills Historic District registered on the National Register of Historic Places. The existing office building was completed in 1967 as a 3-story concrete office building with approximately 14,256 square feet of Gross Floor Area (“GFA”) and has been consistently used for those purposes since that time. The Property is located within the Dominion Hills Civic Association boundary area and borders the Boulevard Manor Civic Association across Wilson Boulevard to the south. Due to its location outside of the County's transit corridors and within a predominantly residential neighborhood, the Applicant's proposal will help enhance the residential setting and provide a suitable transition between the commercial center to the east and the residential community to the north and west.



Figure 2: Civic Association Map (the Property is highlighted in Yellow)



Planning and Zoning Context; Existing Guidance

The Property is split-zoned, mostly located within a C-1 Local Commercial District, similar to the adjacent Dominion Hills Shopping Center, with a smaller area of the Property along its northern property line located within an R-6 One-Family Dwelling District. The Property was not developed through utilization of the 4.1 Site Plan process and is not located in or associated with any Phased Development Site Plan. The land use policy relating to the Property is guided by two principal planning documents, the General Land Use Plan (the “GLUP”) and the Dominion Hills Neighborhood Conservation Plan (2004).



Figure 3: Zoning Map (the Property is highlighted in Yellow)

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According to County records, the Property was rezoned from C-1 to R-6 in 1960 and then subsequently rezoned by Court Order back to C-1 in 1961. Arlington County's initial GLUP was adopted in 1961 (attached as Exhibit A), and from 1961 to 1975 the Property was designated "Low Residential", planning for 1-10 units per acre. In 1975, as part of a Comprehensive GLUP Amendment, the Property was reclassified as "Service Commercial," allowing for the use of personal and business services, generally one to three stories, and a maximum 1.0 FAR. A copy of the 1975 GLUP Map is included for reference as Exhibit B. Over the past 49 years, the Property has consistently been designated as "Service Commercial."

In 2023, the GLUP underwent a major amendment enabling new additional low-density uses per Arlington's Missing Middle Housing Study. The recent amendment introduced a new subsection within the "Special Planning Area" section to expand housing options in lower-density residential areas inclusive of the R Zoning Districts. Section 5.4 *Lower Density Residential Areas: Vision for Greater Sustainability and Expanded Housing Choice*, outlines the County's objective for adding diversity to housing typology within the lower-density residential areas (referred to as "EHO"). This amendment allows for a wider range of low-density housing options in single-family home zoning districts. The approved zoning amendment introduced a new zoning mechanism in Article 10 of the Zoning Ordinance. Article 10 of the Zoning Ordinance provides regulations for Unified Residential, Unified Commercial Mixed-Use, and other cluster development. The proposed EHO development section is similar to these unified development districts as it is only permissible in specific zoning districts. By incorporating EHO uses into Article 10 of the Zoning Ordinance instead of individual Residential districts, development can be regulated more comprehensively beyond the residential standards, especially in terms of density. The EHO development options are exclusively available to properties located within the R-5, R-6, R-8, R-10, and R-20 zoning districts. These increases in density for the R Districts are applicable to the R-6 portion of the Property, and the rate of density is now consistent with the current GLUP.



Figure 4: GLUP Map (the Property is highlighted in Yellow)

The GLUP Map generally tracks the Zoning Map relating to the Property. The majority of the Property is designated “Service Commercial” and a portion of the Property along its northern property line is designated “Low Residential,” which contemplates EHO multifamily, townhouse and duplex units at a rate of up to 6 units per Lot, or 43 units per acre in the R-6 District. Zoning Districts that correspond to the Service Commercial GLUP designated portion of the Property include C-1-R, C-1, C-1-O, C-2, C-O-1.0 and C-TH. Zoning Districts that correspond to the Low Residential GLUP designation include R-20, R-10, R-10T, R-8, R-6 and R-5, all inclusive of EHO multifamily uses. The existing C-1 Zoning District designation corresponds to the existing GLUP

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designation. The GLUP text does not contain any site-specific recommendations for the Property, nor is it located within an established revitalization district or other Sector Plan Boundary.

The Property is located within the 2004 Dominion Hills Neighborhood Conservation Plan (the “Plan”) area. The specific guidance for the Property in the Plan recommends limiting the commercial use and maintenance of the Property, providing that “the residents of Dominion Hills prefer no additional land be used for commercial purposes.”¹ The proposed GLUP amendment and conversion of the Property from commercial to residential use keep with the plan goals to “preserve the low-density, residential character of the neighborhood.”² A majority of the nearby properties are located within an R-6 District. The planning policy document lacks guidance or a clear vision for the Property. It suggests maintaining the current state of development in Dominion Hills without providing any specific land use or planning goals. This proposed GLUP amendment allows the Property to develop and also contribute to the neighborhood conservation of Dominion Hills.

The Property is not identified in the Historic Resources Inventory as having any historical significance. The Property is not located in a Housing Conservation District.

GLUP Amendment Request

The Applicant is requesting a change to the existing GLUP designation of the property to “Low Medium” Residential, which allows for residential density in the range of 16-32 units per acre. The current use of the outdated office building on the property is no longer practical and sustainable. After evaluating available options, it was determined that ongoing commercial uses are not viable at this location. The applicant is proposing townhouse development as a more sustainable and compatible use for the location, rather than office or retail uses. This proposal allows for the review and adoption of a coordinated, well planned-out development that does not involve an increase in density or building height compared to existing GLUP designations. .

Therefore, the Applicant proposes to amend the Property’s GLUP designation from “Low” Residential and “Service Commercial” to “Low-Medium” Residential to facilitate a future

¹ Arlington County Board, *Dominion Hills Neighborhood Conservation Plan*, December 11, 2004, page 43, https://www.arlingtonva.us/files/sharedassets/public/v/1/projects/documents/nc_dominionhills_plan.pdf.

² Arlington County Board, *Dominion Hills Neighborhood Conservation Plan*, December 11, 2004, page 5, https://www.arlingtonva.us/files/sharedassets/public/v/1/projects/documents/nc_dominionhills_plan.pdf.

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rezoning to RA8-18 Zoning District and redevelopment pursuant to the RA8-18 Zoning District regulations. As described above, the Applicant's proposal will meet several of the County's goals including providing diverse housing supply adjacent to single-family neighborhoods and the conversion of a dated and obsolete office asset to productive and much needed residential uses. The proposed GLUP designation will allow for a more streamlined and coordinated development that will be respectful of the existing built environment and the scale and density of the Property's existing GLUP designation.

We look forward to a productive, inclusive process with our neighbors, the community and County staff. If any questions arise relating to this application, please do not hesitate to contact us.

Thank you,

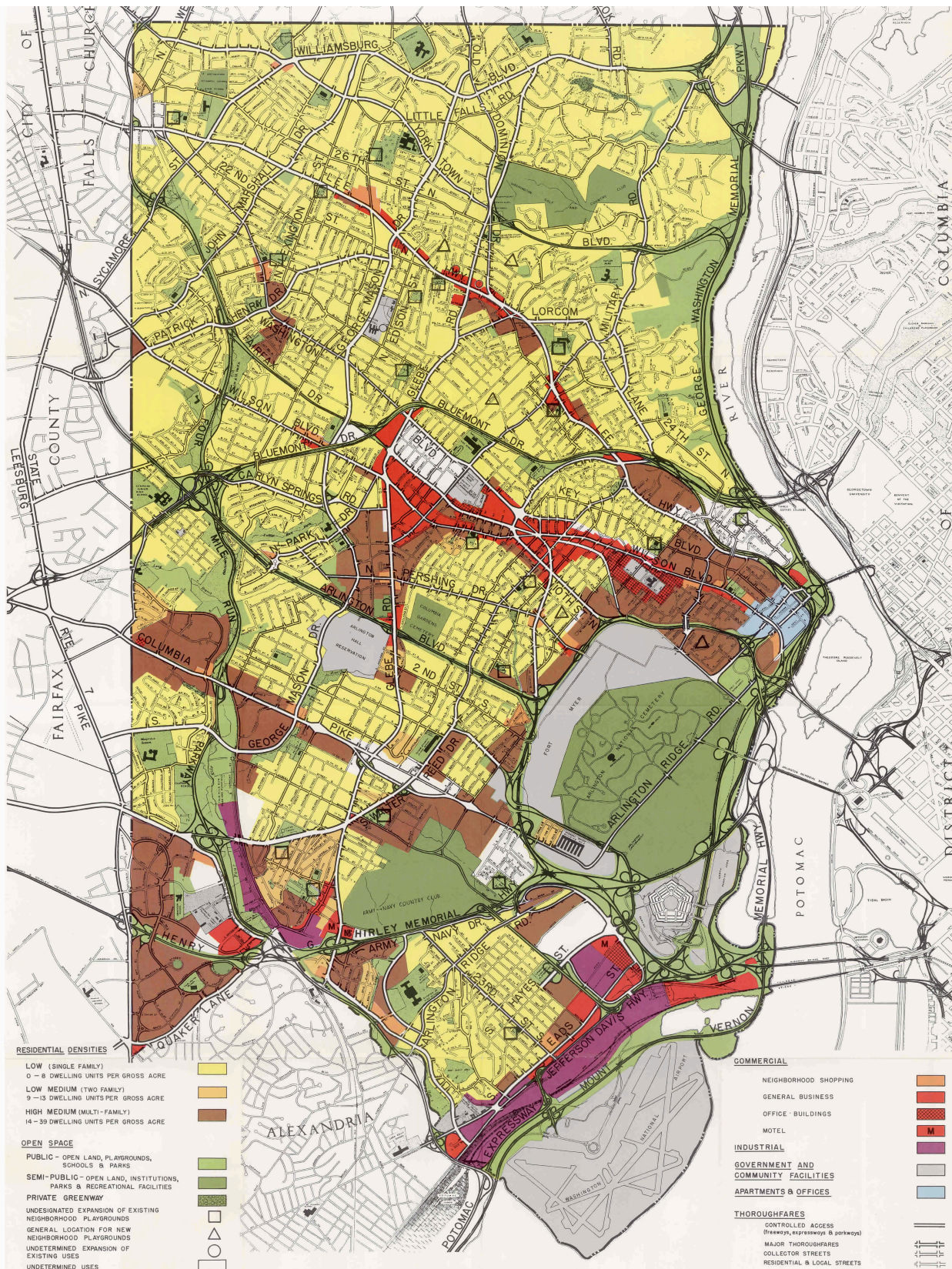
Tad Lunger, Esq.

Exhibits Included:

Exhibit A: 1961 General Land Use Plan Map

Exhibit B: 1975 General Land Use Plan Map

Exhibit A
1961 General Land Use Plan Map



THIS MAP SHOWS LAND USE AS PROPOSED ON THE OFFICIAL

ARLINGTON COUNTY GENERAL LAND USE PLAN

ADOPTED AUGUST 12, 1961

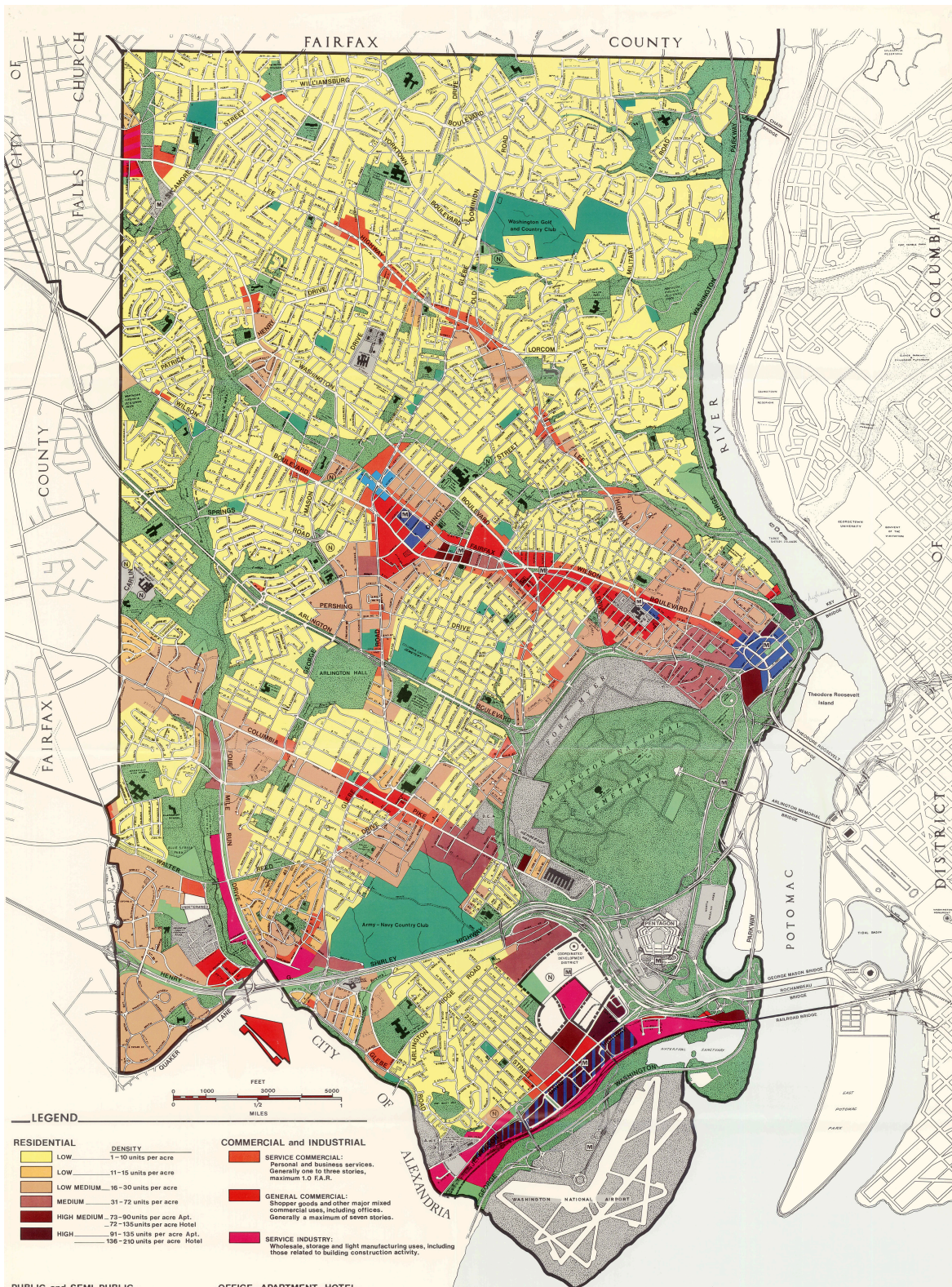
FOR PARTICULAR REFERENCE TO SPECIFIC PROPERTY, REFER TO THE OFFICIAL GENERAL LAND USE PLAN ON FILE WITH THE CLERK OF THE COUNTY BOARD, COURT HOUSE, ARLINGTON, VIRGINIA.



Prepared by Arlington County Office of Planning



Exhibit B
1975 General Land Use Plan Map



LEGEND

RESIDENTIAL	DENSITY
[Light Yellow]	LOW 1-10 units per acre
[Yellow]	LOW 11-15 units per acre
[Light Orange]	LOW MEDIUM 16-30 units per acre
[Orange]	MEDIUM 31-72 units per acre
[Dark Orange]	HIGH MEDIUM 73-90 units per acre Apt. 72-135 units per acre Hotel
[Red]	HIGH 91-135 units per acre Apt. 136-210 units per acre Hotel

COMMERCIAL and INDUSTRIAL	
[Light Red]	SERVICE COMMERCIAL: Personal and business services. Generally one to three stories, maximum 1.0 F.A.R.
[Red]	GENERAL COMMERCIAL: Shopper goods and other major mixed commercial uses, including offices. Generally a maximum of seven stories.
[Dark Red]	SERVICE INDUSTRY: Wholesale stores and light manufacturing uses, including those related to building construction activity.

PUBLIC and SEMI-PUBLIC	
[Green]	PUBLIC: Parks (local, regional and federal). Schools (public). Parkways, major unopened rights-of-way. Libraries and cultural facilities.
[Light Green]	SEMI-PUBLIC: Country clubs and semi-public recreational facilities. Churches, private schools and private cemeteries (predominant use on block).
[Grey]	GOVERNMENT and COMMUNITY FACILITIES: County, state and federal administration and service facilities (police, fire, property yard, etc.). Hospitals, nursing home and institutional housing. Utilities, military reservations, airports, etc.

OFFICE-APARTMENT-HOTEL	
[Blue with asterisk]	LOW 1.5 F.A.R. allowable up to 90 units per acre up to 135 units per acre
[Dark Blue]	MEDIUM 2.5 F.A.R. allowable up to 115 units per acre up to 180 units per acre
[Dark Blue with asterisk]	HIGH 3.5 F.A.R. allowable up to 135 units per acre up to 210 units per acre

Notes: Where a mix is shown, the width of the stripe indicates percentage of use.
 Stippled areas indicate current public ownership.
 Metro Station
 Appropriate Nursing Home Sites
 No property is classified within this designation at present.
 Reference: County Board action (Feb. 21, 1973).

**GENERAL LAND USE PLAN
arlington county, virginia**

Adopted August 12, 1961 With Amendments Through April 22, 1975

The record of the official General Land Use Plan is on file with the Clerk to the County Board.

February 26, 2024

VIA ELECTRONIC DELIVERY

Ms. Arlova Vohnm
Zoning Administrator
Zoning Division
Department of CPHD
2100 Clarendon Blvd., Suite 1000
Arlington, VA 22201


**RE: Statement of Consent for Special GLUP Study Application
6045 Wilson Boulevard, Arlington, VA 22204 (RPC no. 12-019-012) (the
"Property")**

Dear Ms. Vohnm:

As owner of 6045 Wilson Boulevard, Arlington, Virginia 22205 (RPC No. 12-019-012), I hereby consent to the filing of the enclosed Special GLUP Study request and all related matters pertaining to this request. Should there be any questions about this consent to filing and representation, do not hesitate to contact me or the attorney of record provided herein.

Sincerely,

Dominion Hills LLC



By: SIDNEY G. SIMMONDS

Title: MANAGER

An 'Owner Disclosure Statement' is not applicable to a Special GLUP Study Application.

The Arlington County Zoning Ordinance (Section 15.1.4) specifies that the disclosure statement is applicable to applications for amendments, variances, use permits & amendments, and site plans and amendments.

TECHNICAL MEMORANDUM

To: Frank Poli BCN Homes

From: Michelle Imarah
Sasha Ksanznak-Redmon, PE
Felice Brychta, PE

Date: March 8, 2024

Subject: 6045 Wilson Boulevard GLUP Support – Transportation Statement

This memorandum provides a transportation overview for the 6045 Wilson Blvd project located in Arlington County, Virginia. The site is bounded by existing properties to the north and to the west, Wilson Boulevard to the south, and N Livingston to the east. The property is currently improved with a 15,000-sf office building and is accessed by two curb cuts on N Livingston Street and one on Wilson Boulevard. The anticipated residential use is a less intensive generator of vehicular trips than the office use that is currently on-site.

The site is currently designated for 'Service Commercial' land uses with a C-1 ("Local Commercial District") zoning as shown in the Arlington County General Land Use Plan (GLUP) in Figure 1. An amendment to the current General Land Use Plan (GLUP) would be required to allow redevelopment of the site for residential use under the RA8-18 ("Multiple-family Dwelling District" zoning classification.

Figure 2 shows the potential vehicular connections for the site. Potential connections for the site will reuse the existing vehicular connections in their proximate locations as shown in the figure below.

Figure 3 shows the existing transit facilities and Figure 4 shows the existing bike facilities with the study area, both highlighting facilities within a ¼ - mile radius of the site location.

Figure 5 shows the current peak hour turning movement counts for vehicles and pedestrians at the following three (3) intersections:

1. N Livingston Street & Wilson Boulevard
2. N Lebanon Street & Wilson Boulevard
3. N Livingston Street & 9th Street N

Data was collected on Thursday, February 29, 2024, from 6:30 AM to 9:30 AM and 4:00 PM to 7:00 PM. Based on the counts, the morning system peak hour assumed was 7:30 AM to 8:30 AM and the afternoon system peak hour assumed was 5:00 PM to 6:00 PM. The raw turning movement count data is included in the Technical Attachments.

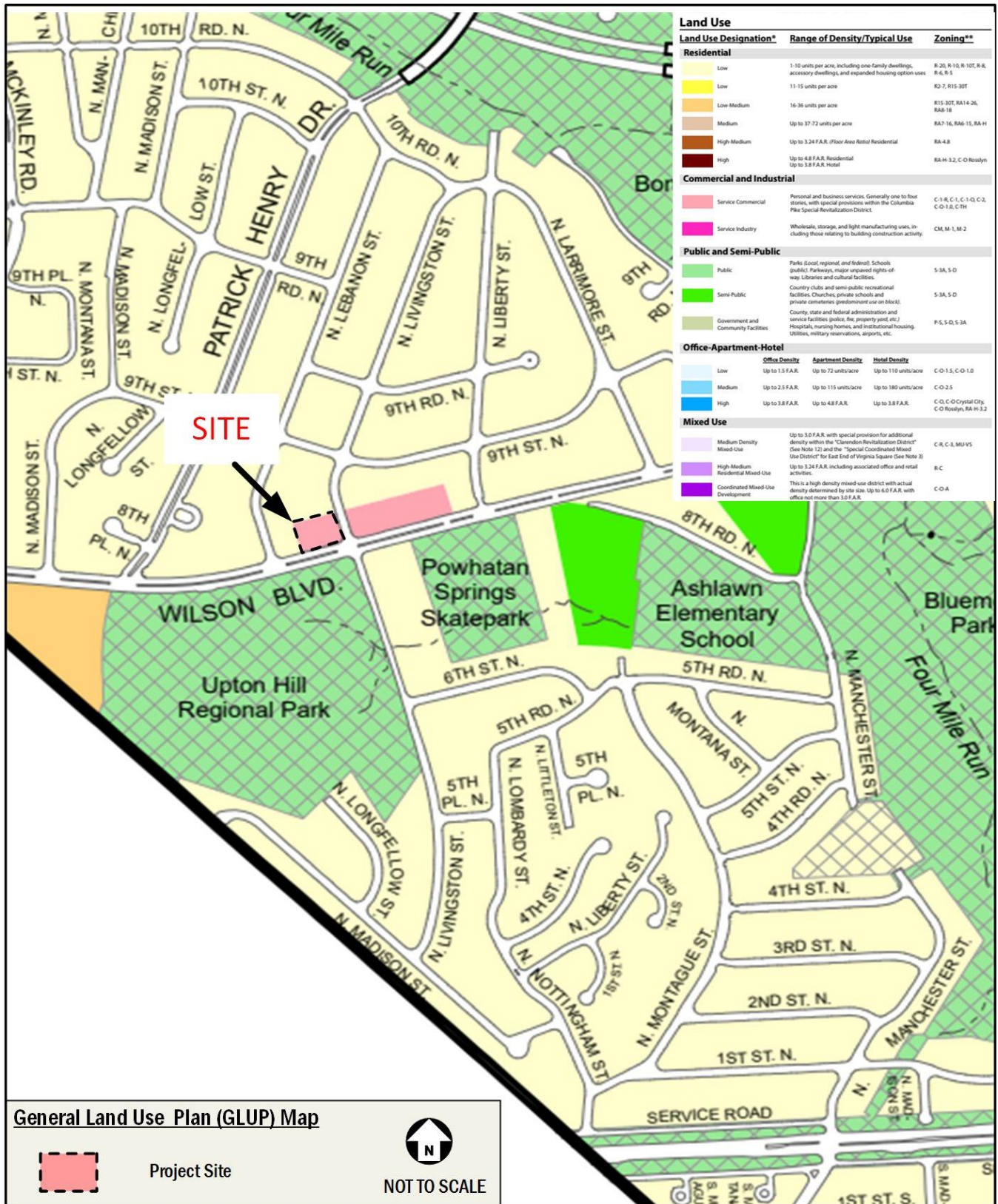


Figure 1: General Land Use Plan (GLUP) Map

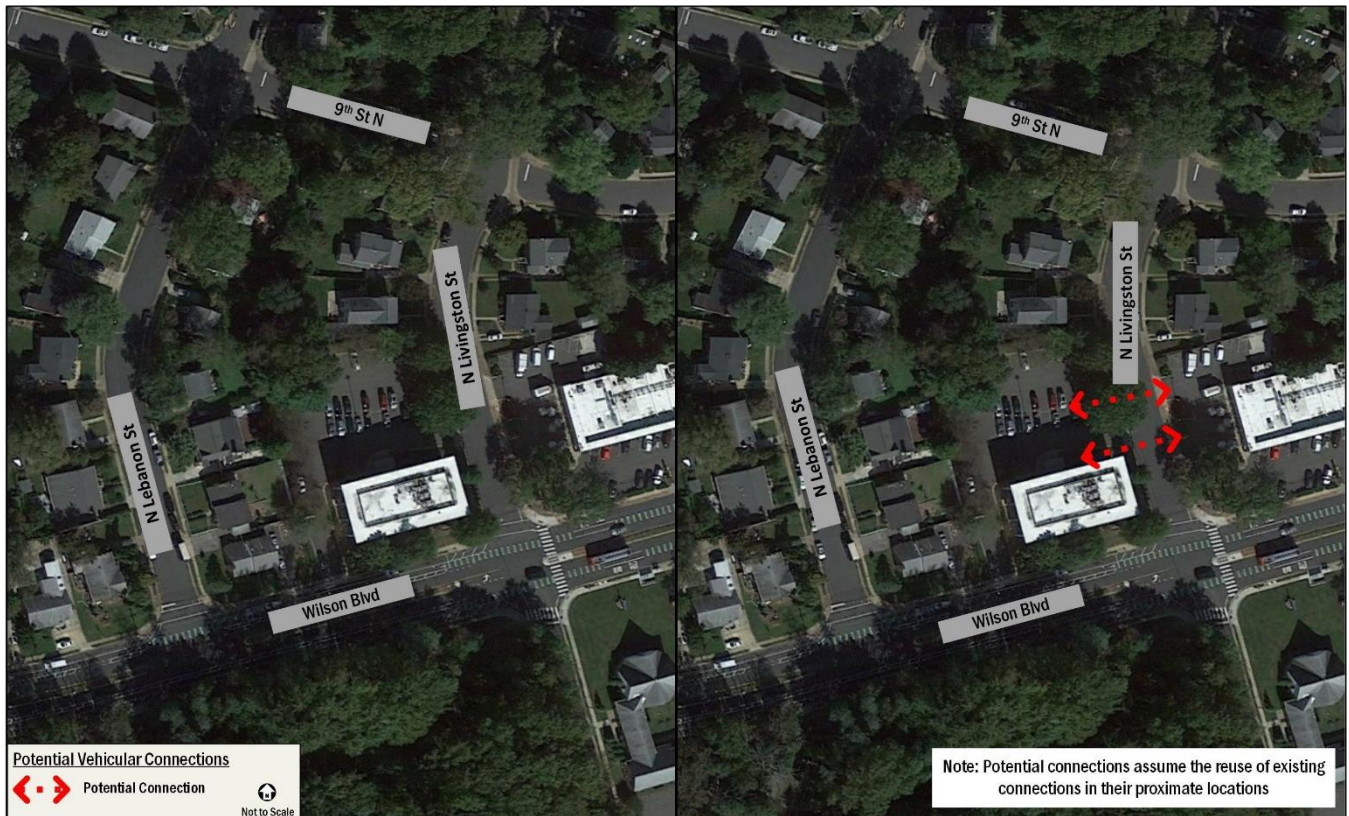


Figure 2: Potential Vehicular Connections



Figure 3: Existing Transit Facilities

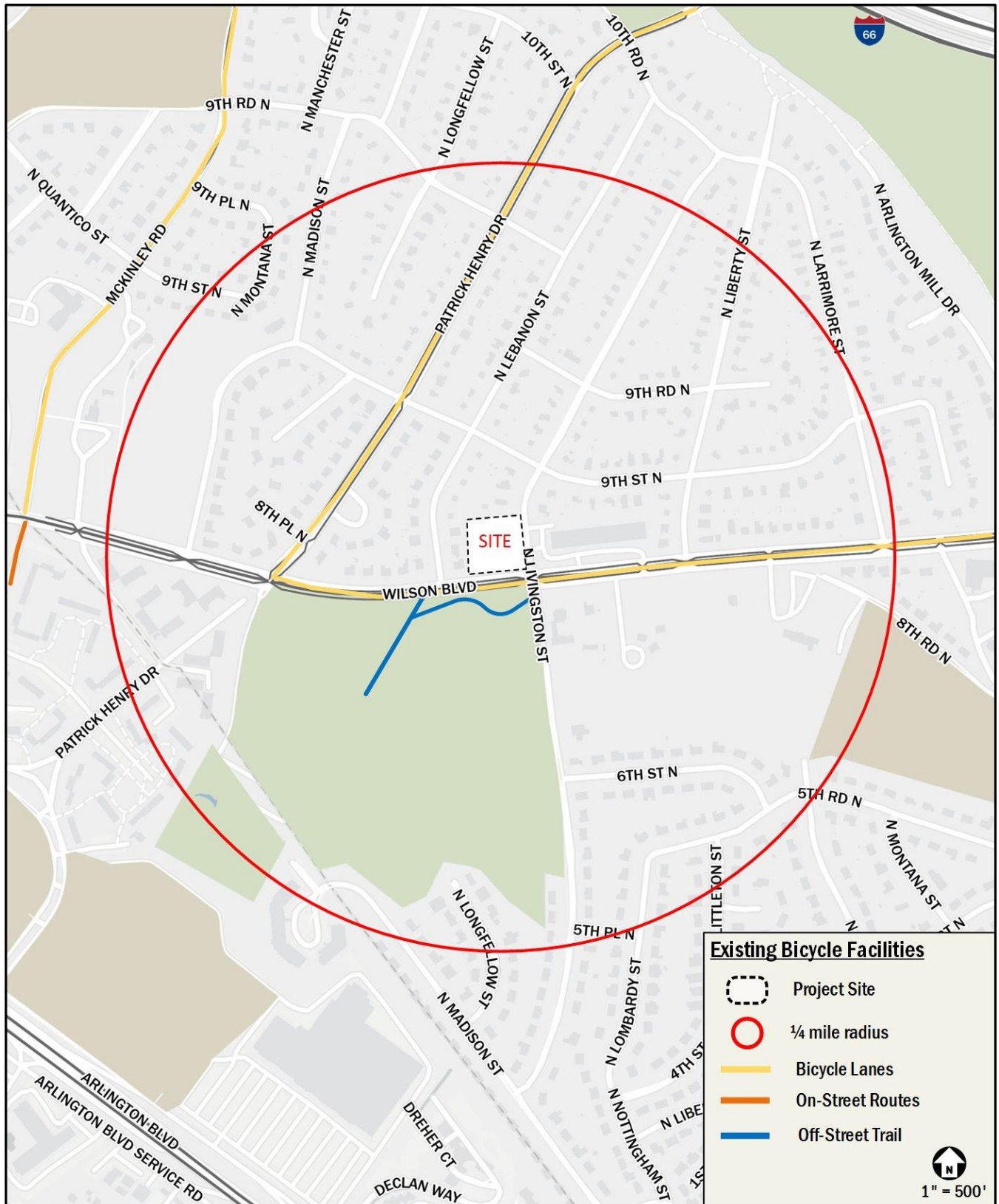


Figure 4: Existing Bicycle Facilities

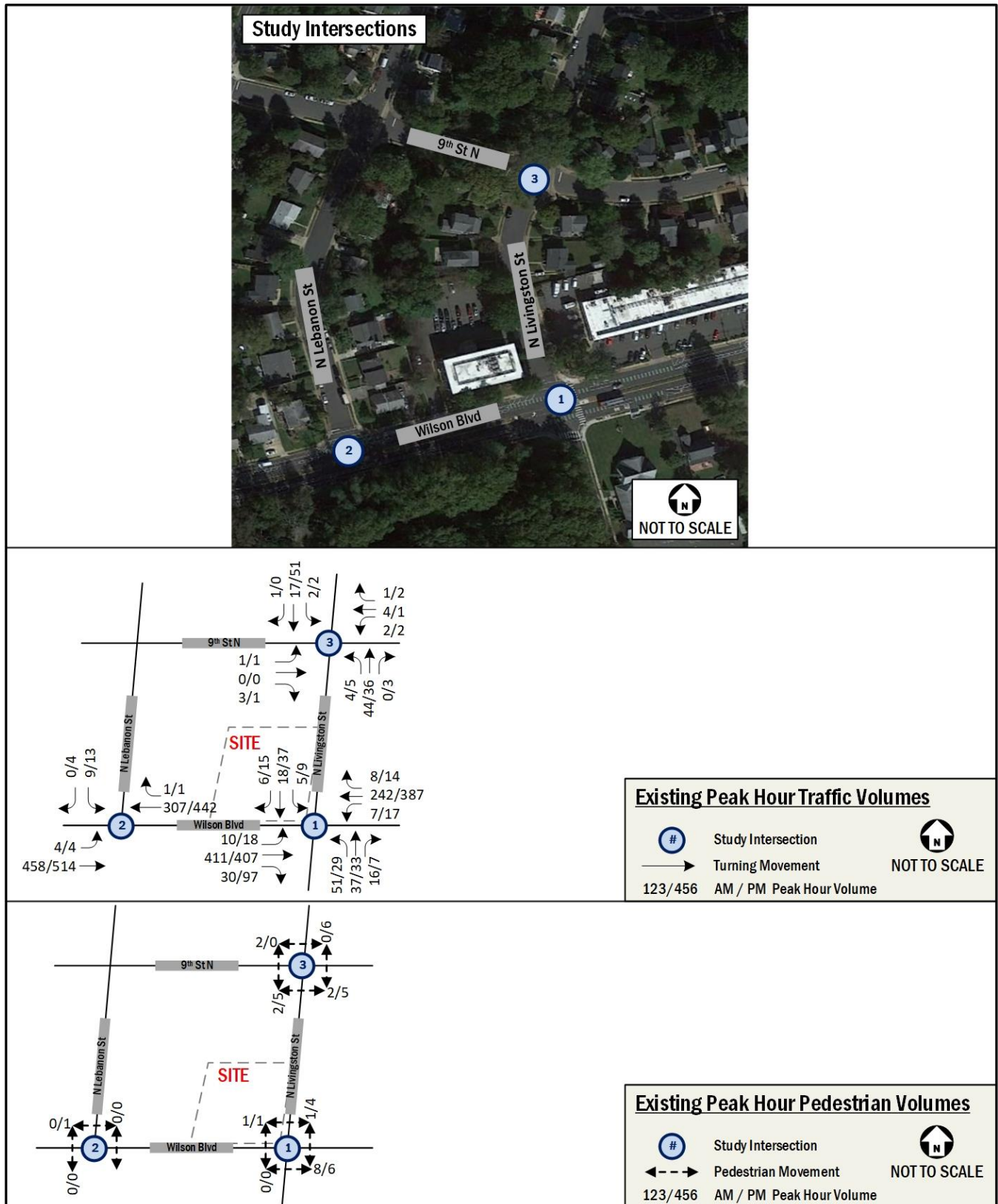


Figure 5: Existing Peak Hour Traffic and Pedestrian Volumes

TECHNICAL ATTACHMENTS

A. Turning Movement Counts

Gorove/Slade Associates - Multimodal Turning Movement Count Report

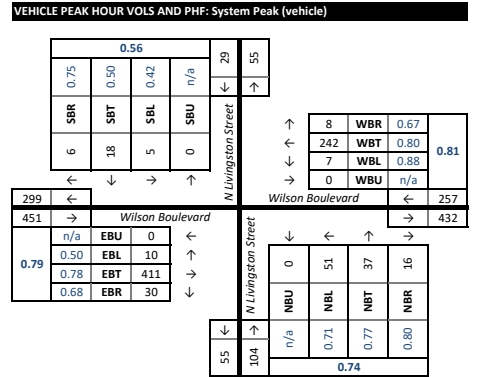
Project Name : 6045 Wilson Blvd
 Project # : 7301-4233
 Location : Arlington, VA
 Data Source : Gorove/Slade Associates, Inc.

Analysis Period: STUDY_PERIOD
 Date of Counts: Thursday, February 29, 2024
 Weather: Partly Cloudy

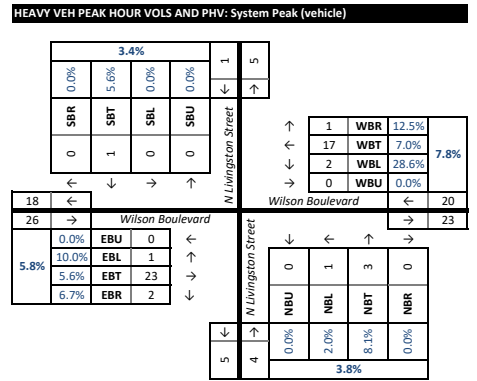
06:30 AM to 09:30 AM

Volumes Displayed as: 2. System Peak (vehicle)
 Intersection Peak Hour (all vehicles): 07:30 AM to 08:30 AM
 System Peak Hour (all vehicles): 07:30 AM to 08:30 AM
 User-Defined Peak Hour: 07:30 AM to 08:30 AM

Intersection: 1. N Livingston Street & Wilson Boulevard		Southbound				Westbound				Northbound				Eastbound							
ALL VEHICLES	Direction:	N Livingston Street				Wilson Boulevard				N Livingston Street				Wilson Boulevard							
	Roadway: Movement:	U	Left	Thru	Right	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	
06:30 AM to 06:45 AM		0	1	5	0	0	1	0	18	1	2	0	4	3	1	2	0	0	20	3	0
06:45 AM to 07:00 AM		0	0	0	0	1	0	0	24	2	0	0	3	3	5	2	0	1	47	4	0
07:00 AM to 07:15 AM		0	1	4	0	1	0	2	32	1	0	0	7	5	3	0	0	0	46	2	1
07:15 AM to 07:30 AM		0	0	5	1	2	0	1	60	1	2	0	8	11	1	1	0	3	76	9	0
07:30 AM to 07:45 AM		0	0	4	2	1	0	1	64	3	1	0	18	12	5	2	0	2	97	8	0
07:45 AM to 08:00 AM		0	3	9	1	0	0	2	76	1	0	0	13	7	5	4	0	1	131	11	0
08:00 AM to 08:15 AM		0	2	1	1	0	0	2	52	2	0	0	11	8	2	1	0	2	86	3	0
08:15 AM to 08:30 AM		0	0	4	2	0	0	2	50	2	0	0	9	10	4	1	0	5	97	8	0
08:30 AM to 08:45 AM		0	5	6	2	0	1	2	55	1	0	0	10	3	3	0	0	1	83	11	0
08:45 AM to 09:00 AM		0	0	3	0	0	0	2	62	2	0	0	4	9	4	0	0	1	96	13	0
09:00 AM to 09:15 AM		0	1	5	1	1	1	3	56	3	0	0	7	7	5	0	0	5	69	8	0
09:15 AM to 09:30 AM		0	2	8	2	0	0	4	49	0	0	0	5	9	3	1	0	6	64	3	1
09:30 AM to 09:45 AM																					
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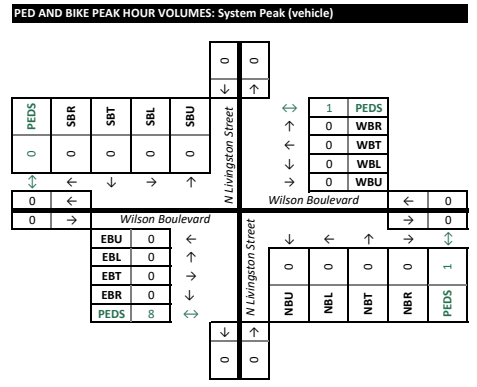


SYSTEM PEAK HR (VEH.)	29				1				257				1				104				8				451				0							
	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds						
07:30 AM to 08:30 AM	0	5	18	6	1	0	7	242	8	1	0	51	37	16	8	0	10	411	30	0		0	1	83	11	0	0	0	46	2	1	0	0	20	3	0
Peak Hour Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	
Factor (PHF)	n/a	0.42	0.50	0.75	0.56	n/a	0.88	0.80	0.67	0.81	n/a	0.71	0.77	0.80	0.74	n/a	0.50	0.78	0.68	0.79		n/a	0.50	0.78	0.68	0.79	n/a	0.50	0.78	0.68	0.79	n/a	0.50	0.78	0.68	0.79



HEAVY VEHICLES (FHWA 4+)	1				20				4				26								
	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right					
06:30 AM to 06:45 AM	0	0	0	0	1	0	2	0	0	0	1	0	0	1	1	0	0	0	1	1	0
06:45 AM to 07:00 AM	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	2	0	0	0	2	2
07:00 AM to 07:15 AM	0	0	1	0	0	0	2	0	0	1	0	1	0	0	0	6	0	0	0	6	0
07:15 AM to 07:30 AM	0	0	1	0	0	0	8	0	0	0	1	0	0	0	3	1	0	0	3	1	0
07:30 AM to 07:45 AM	0	0	0	0	0	1	2	0	0	0	3	0	0	0	4	1	0	0	0	4	1
07:45 AM to 08:00 AM	0	0	0	0	0	1	5	0	0	1	0	0	0	1	8	1	0	0	1	8	1
08:00 AM to 08:15 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	6	0	0	0	0	6	0
08:15 AM to 08:30 AM	0	0	1	0	0	0	6	1	0	0	0	0	0	0	5	0	0	0	0	5	0
08:30 AM to 08:45 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	0	0	0	0	6	0
08:45 AM to 09:00 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	1	0	0	0	5	1
09:00 AM to 09:15 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	6	1	0	0	0	6	1
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SYSTEM PEAK HR (VEH.)	1				20				4				26												
	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right									
07:30 AM to 08:30 AM	0	0	1	0	0	2	17	1	0	1	3	0	0	1	23	2	0	0	0	23	2	0	0	0	
Heavy Vehicle % (PHV)	0.0%	0.0%	5.6%	0.0%	3.4%	0.0%	28.6%	7.0%	12.5%	7.8%	0.0%	2.0%	8.1%	0.0%	3.8%	0.0%	10.0%	5.6%	6.7%	5.8%	0.0%	10.0%	5.6%	6.7%	5.8%



INT. PEAK HR (HV ONLY)	2				19				7				25												
	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right									
07:00 AM to 08:00 AM	0	0	2	0	0	2	17	0	0	2	4	1	0	1	21	3	0	0	0	21	3	0	0		
Heavy Vehicle % (PHV)	0.0%	0.0%	9.1%	0.0%	6.7%	0.0%	33.3%	7.3%	0.0%	7.8%	0.0%	4.3%	11.4%	7.1%	7.4%	0.0%	16.7%	6.0%	10.0%	6.5%	0.0%	16.7%	6.0%	10.0%	6.5%

DATA COLLECTION NOTES:

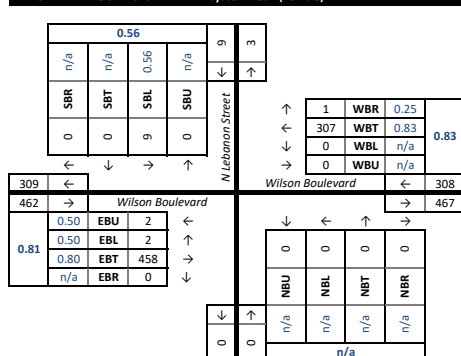
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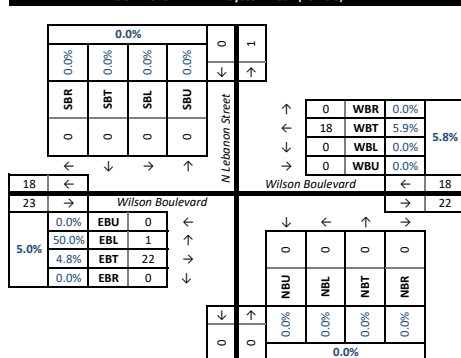
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Intersection: 1. N Lebanon Street/ & Wilson Boulevard		Southbound				Westbound				Northbound				Eastbound							
ALL VEHICLES	Direction: N Lebanon Street Roadway: Wilson Boulevard Movement:	N Lebanon Street		Wilson Boulevard		N Lebanon Street		Wilson Boulevard		N Lebanon Street		Wilson Boulevard		N Lebanon Street		Wilson Boulevard					
		U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
06:30 AM	to 06:45 AM	0	0	0	1	1	1	0	21	0	0	0	0	0	0	1	0	26	0	1	
06:45 AM	to 07:00 AM	0	1	0	0	1	0	0	27	0	0	0	0	0	0	0	1	48	0	0	
07:00 AM	to 07:15 AM	0	0	0	0	1	1	0	37	0	0	0	0	0	0	0	0	50	0	0	
07:15 AM	to 07:30 AM	0	1	0	0	1	0	0	65	0	0	0	0	0	0	1	0	83	0	0	
07:30 AM	to 07:45 AM	0	3	0	0	0	0	0	86	0	0	0	0	0	1	1	103	0	0		
07:45 AM	to 08:00 AM	0	4	0	0	0	0	0	92	1	0	0	0	0	0	0	143	0	0		
08:00 AM	to 08:15 AM	0	1	0	0	0	0	0	65	0	0	0	0	0	0	0	91	0	0		
08:15 AM	to 08:30 AM	0	1	0	0	0	0	0	64	0	0	0	0	0	1	1	121	0	0		
08:30 AM	to 08:45 AM	0	1	0	4	0	0	0	66	0	0	0	0	0	0	0	87	0	0		
08:45 AM	to 09:00 AM	0	1	0	1	1	0	0	62	1	0	0	0	0	0	2	107	0	0		
09:00 AM	to 09:15 AM	0	3	0	0	1	0	0	66	0	0	0	0	0	0	0	79	0	0		
09:15 AM	to 09:30 AM	0	1	0	2	0	0	0	57	0	0	0	0	0	0	0	71	0	0		
09:30 AM	to 09:45 AM																				
09:45 AM	to 10:00 AM																				
10:00 AM	to 10:15 AM																				
10:15 AM	to 10:30 AM																				
10:30 AM	to 10:45 AM																				
10:45 AM	to 11:00 AM																				
11:00 AM	to 11:15 AM																				
11:15 AM	to 11:30 AM																				
SYSTEM PEAK HR (VEH.)		9				308				0				462							
07:30 AM	to 08:30 AM	0	9	0	0	0	0	0	307	1	0	0	0	0	2	2	458	0	0		
Peak Hour	Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF)	0.81	n/a	0.56	n/a	n/a	0.56	n/a	n/a	0.83	0.25	0.83	n/a	n/a	n/a	n/a	n/a	0.50	0.50	0.80	n/a	0.81
HEAVY VEHICLES (FHWA 4+)																					
06:30 AM	to 06:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0		
06:45 AM	to 07:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0		
07:00 AM	to 07:15 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	7	0	0		
07:15 AM	to 07:30 AM	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	3	0	0		
07:30 AM	to 07:45 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	4	0	0		
07:45 AM	to 08:00 AM	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	9	0	0		
08:00 AM	to 08:15 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0		
08:15 AM	to 08:30 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0		
08:30 AM	to 08:45 AM	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	0	0		
08:45 AM	to 09:00 AM	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1	6	0	0		
09:00 AM	to 09:15 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	7	0	0		
09:15 AM	to 09:30 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0		
09:30 AM	to 09:45 AM																				
09:45 AM	to 10:00 AM																				
10:00 AM	to 10:15 AM																				
10:15 AM	to 10:30 AM																				
10:30 AM	to 10:45 AM																				
10:45 AM	to 11:00 AM																				
11:00 AM	to 11:15 AM																				
11:15 AM	to 11:30 AM																				
SYSTEM PEAK HR (VEH.)		0				18				0				23							
07:30 AM	to 08:30 AM	0	0	0	0	0	0	0	18	0	0	0	0	0	0	1	22	0	0		
Heavy Vehicle % (PHV)		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	0.0%	5.8%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	4.8%	0.0%	5.0%	
INT. PEAK HR (HV ONLY)		0				20				0				24							
07:00 AM	to 08:00 AM	0	0	0	0	0	0	0	20	0	0	0	0	0	0	1	23	0	0		
Heavy Vehicle % (PHV)		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	100.0%	6.1%	0.0%	6.3%		
BICYCLES																					
06:30 AM	to 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:45 AM	to 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00 AM	to 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:15 AM	to 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30 AM	to 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45 AM	to 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00 AM	to 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:15 AM	to 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0		
08:30 AM	to 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45 AM	to 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:00 AM	to 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0		
09:15 AM	to 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 AM	to 09:45 AM																				
09:45 AM	to 10:00 AM																				
10:00 AM	to 10:15 AM																				
10:15 AM	to 10:30 AM																				
10:30 AM	to 10:45 AM																				
10:45 AM	to 11:00 AM																				
11:00 AM	to 11:15 AM																				
11:15 AM	to 11:30 AM																				
SYSTEM PEAK HR (VEH.)		0				0				0				1							
07:30 AM	to 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0		
INT. PEAK HR (BIKES)		0				0				0				2							
08:15 AM	to 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0		

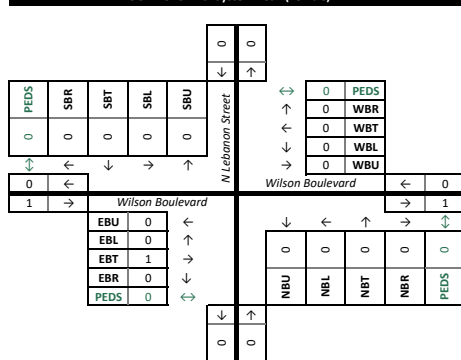
VEHICLE PEAK HOUR VOLS AND PHF: System Peak (vehicle)



HEAVY VEH PEAK HOUR VOLS AND PHV: System Peak (vehicle)



PED AND BIKE PEAK HOUR VOLUMES: System Peak (vehicle)



DATA COLLECTION NOTES :

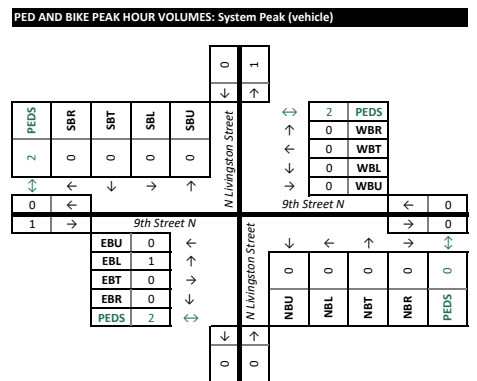
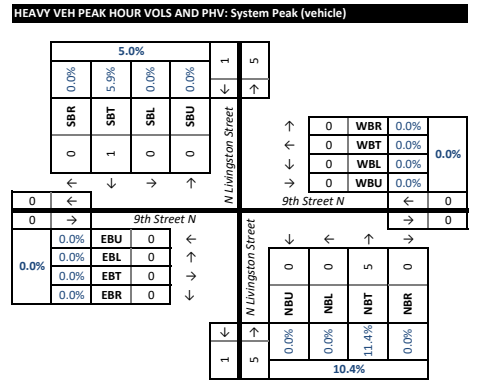
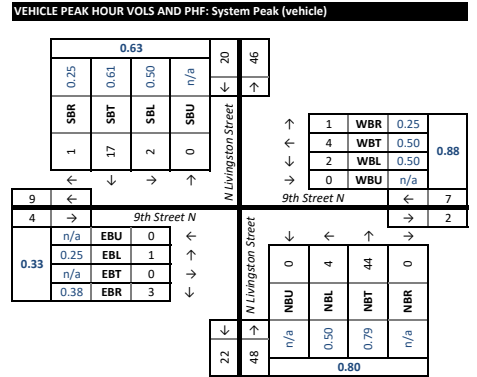
Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name : 6045 Wilson Blvd
 Project # : 7301-4233
 Location : Arlington, VA
 Data Source : Gorove/Slade Associates, Inc.

Analysis Period: STUDY_PERIOD
 Date of Counts: Thursday, February 29, 2024
 Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)
 Intersection Peak Hour (all vehicles): 07:15 AM to 08:15 AM
 System Peak Hour (all vehicles): 07:30 AM to 08:30 AM
 User-Defined Peak Hour: 07:30 AM to 08:30 AM

Intersection: 1. N Livingston Street & 9th Street N		Southbound				Westbound				Northbound				Eastbound						
ALL VEHICLES	Direction: N Livingston Street	N Livingston Street				9th Street N				N Livingston Street				9th Street N						
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R			
06:30 AM to 06:45 AM		0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	1	
06:45 AM to 07:00 AM		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 AM to 07:15 AM		0	0	4	0	0	0	0	0	1	0	0	0	6	0	0	0	0	0	
07:15 AM to 07:30 AM		0	0	9	1	1	0	0	0	0	0	0	3	14	0	1	0	0	2	
07:30 AM to 07:45 AM		0	0	2	1	0	0	1	0	1	0	0	2	13	0	1	0	0	0	
07:45 AM to 08:00 AM		0	1	7	0	1	0	1	1	0	0	0	7	7	0	0	0	1	2	
08:00 AM to 08:15 AM		0	1	4	0	1	0	0	2	0	0	0	1	10	0	0	0	0	0	
08:15 AM to 08:30 AM		0	0	4	0	0	0	1	0	0	0	1	14	0	1	0	0	0	1	
08:30 AM to 08:45 AM		0	1	13	0	0	0	1	0	3	0	0	4	0	3	0	0	1	1	
08:45 AM to 09:00 AM		0	0	4	0	0	0	1	0	1	0	0	9	0	1	0	0	1	1	
09:00 AM to 09:15 AM		0	0	8	0	1	0	0	1	0	0	1	9	1	1	0	0	0	1	
09:15 AM to 09:30 AM		0	0	13	0	1	0	0	0	1	0	0	9	0	0	0	0	1	3	
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
SYSTEM PEAK HR (VEH.)		20				7				48				2						
07:30 AM to 08:30 AM		0	2	17	1	0	2	4	1	0	4	4	44	0	2	0	1	0	3	2
Peak Hour Factor (PHF)		Overall 0.94	U 0.50	T 0.61	R 0.25	SB 0.63	U 0.50	T 0.50	R 0.25	WB 0.88	U n/a	T 0.50	R 0.79	NB n/a	U 0.80	T n/a	R 0.25	NB n/a	EB 0.38	EB 0.33



DATA COLLECTION NOTES:

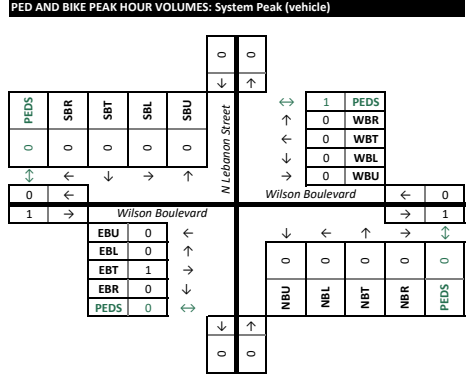
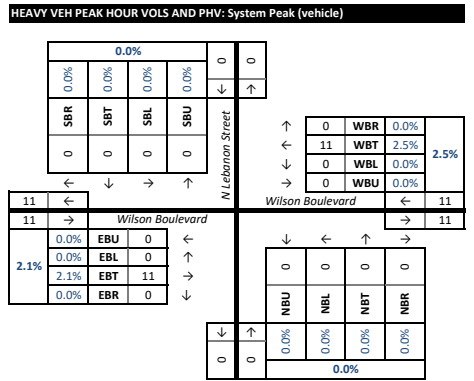
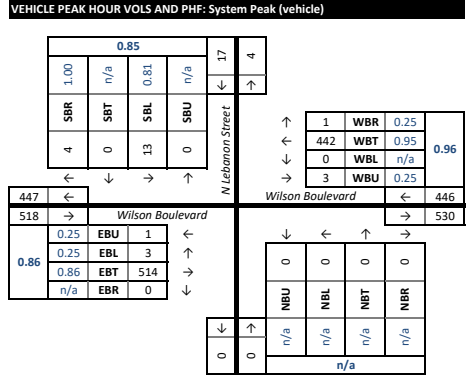
Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name : 6045 Wilson Blvd
 Project # : 7301-4233
 Location : Arlington, VA
 Data Source : Gorove/Slade Associates, Inc.

Analysis Period: STUDY PERIOD
 Date of Counts: Thursday, February 29, 2024
 Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)
 Intersection Peak Hour (all vehicles): 05:00 PM to 06:00 PM
 System Peak Hour (all vehicles): 05:00 PM to 06:00 PM
 User-Defined Peak Hour: 05:00 PM to 06:00 PM

Intersection: 1. N Lebanon Street/ & Wilson Boulevard		Southbound				Westbound				Northbound				Eastbound							
ALL VEHICLES	Direction: Roadway: Movement:	N Lebanon Street				Wilson Boulevard				Wilson Boulevard				Wilson Boulevard							
		U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right				
04:00 PM	to 04:15 PM	0	4	0	1	2	0	0	108	1	0	0	0	0	0	0	1	3	92	0	0
04:15 PM	to 04:30 PM	0	2	0	3	0	0	0	101	1	0	0	0	0	0	0	0	1	88	0	0
04:30 PM	to 04:45 PM	0	0	0	0	1	0	0	105	0	0	0	0	0	0	0	1	1	96	0	1
04:45 PM	to 05:00 PM	0	0	0	0	0	1	0	94	2	0	0	0	0	0	0	0	0	119	0	0
05:00 PM	to 05:15 PM	0	4	0	1	0	0	0	115	1	0	0	0	0	0	0	0	0	118	0	0
05:15 PM	to 05:30 PM	0	2	0	1	0	0	0	104	0	0	0	0	0	0	0	0	3	118	0	0
05:30 PM	to 05:45 PM	0	3	0	1	1	0	0	116	0	0	0	0	0	0	0	0	0	129	0	0
05:45 PM	to 06:00 PM	0	4	0	1	0	3	0	107	0	0	0	0	0	0	1	0	149	0	0	
06:00 PM	to 06:15 PM	0	0	0	2	1	0	0	86	1	0	0	0	0	0	0	0	111	0	0	
06:15 PM	to 06:30 PM	0	0	0	1	0	0	0	97	0	0	0	0	0	0	0	0	121	0	0	
06:30 PM	to 06:45 PM	0	1	0	3	0	0	0	63	3	0	0	0	0	0	1	1	108	0	0	
06:45 PM	to 07:00 PM	0	1	0	0	0	0	0	66	2	0	0	0	0	0	0	0	96	0	0	
07:00 PM	to 07:15 PM																				
07:15 PM	to 07:30 PM																				
07:30 PM	to 07:45 PM																				
07:45 PM	to 08:00 PM																				
08:00 PM	to 08:15 PM																				
08:15 PM	to 08:30 PM																				
08:30 PM	to 08:45 PM																				
08:45 PM	to 09:00 PM																				
SYSTEM PEAK HR (VEH.)		17				446				0				518							
05:00 PM	to 06:00 PM	0	13	0	4	3	0	442	1	0	0	0	0	1	3	514	0				
Peak Hour	Overall	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right				
Factor (PHF)	0.93	n/a	0.81	n/a	1.00	0.25	n/a	0.95	0.25	n/a	n/a	n/a	n/a	0.25	0.25	0.86	n/a				
HEAVY VEHICLES (FHWA 4+)		Southbound				Westbound				Northbound				Eastbound							
ALL VEHICLES	Direction: Roadway: Movement:	N Lebanon Street				Wilson Boulevard				Wilson Boulevard				Wilson Boulevard							
		U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right				
04:00 PM	to 04:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0	0	
04:15 PM	to 04:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	
04:30 PM	to 04:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	
04:45 PM	to 05:00 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 PM	to 05:15 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0	0	
05:15 PM	to 05:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	
05:30 PM	to 05:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	
05:45 PM	to 06:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	
06:00 PM	to 06:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	
06:15 PM	to 06:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 PM	to 06:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	
06:45 PM	to 07:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	
07:00 PM	to 07:15 PM																				
07:15 PM	to 07:30 PM																				
07:30 PM	to 07:45 PM																				
07:45 PM	to 08:00 PM																				
08:00 PM	to 08:15 PM																				
08:15 PM	to 08:30 PM																				
08:30 PM	to 08:45 PM																				
08:45 PM	to 09:00 PM																				
SYSTEM PEAK HR (VEH.)		0				11				0				11							
05:00 PM	to 06:00 PM	0	0	0	0	0	0	11	0	0	0	0	0	0	0	11	0				
Peak Hour	Overall	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right				
Factor (PHF)	0.00	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	0.0%				
INT. PEAK HR (HV ONLY)		0				12				0				12							
04:00 PM	to 05:00 PM	0	0	0	0	0	0	12	0	0	0	0	0	0	0	12	0				
Peak Hour	Overall	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right				
Factor (PHF)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%				
BICYCLES		Southbound				Westbound				Northbound				Eastbound							
ALL VEHICLES	Direction: Roadway: Movement:	N Lebanon Street				Wilson Boulevard				Wilson Boulevard				Wilson Boulevard							
		U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right				
04:00 PM	to 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	to 04:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	to 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	to 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	to 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	to 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:30 PM	to 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	to 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:15 PM	to 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	to 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	to 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	to 07:15 PM																				
07:15 PM	to 07:30 PM																				
07:30 PM	to 07:45 PM																				
07:45 PM	to 08:00 PM																				
08:00 PM	to 08:15 PM																				
08:15 PM	to 08:30 PM																				
08:30 PM	to 08:45 PM																				
08:45 PM	to 09:00 PM																				
SYSTEM PEAK HR (VEH.)		0				0				0				1							
05:00 PM	to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0				
Peak Hour	Overall	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right				
Factor (PHF)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%				
INT. PEAK HR (BIKES)		0				0				0				2							
05:15 PM	to 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0				



DATA COLLECTION NOTES:

Gorove/Slade Associates - Multimodal Turning Movement Count Report

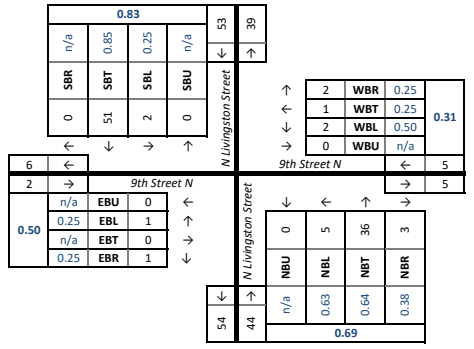
Project Name : 6045 Wilson Blvd
 Project # : 7301-4233
 Location : Arlington, VA
 Data Source : Gorove/Slade Associates, Inc.

Analysis Period : STUDY PERIOD
 Date of Counts : Thursday, February 29, 2024
 Weather : Partly Cloudy

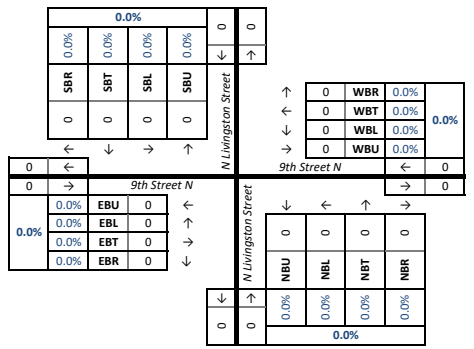
Volumes Displayed as: 2. System Peak (vehicle)
 Intersection Peak Hour (all vehicles): 05:30 PM to 06:30 PM
 System Peak Hour (all vehicles): 05:00 PM to 06:00 PM
 User-Defined Peak Hour: 05:00 PM to 06:00 PM

Intersection: 1. N Livingston Street & 9th Street N		Southbound				Westbound				Northbound				Eastbound					
ALL VEHICLES	Direction: Roadway: Movement:	N Livingston Street				9th Street N				N Livingston Street				9th Street N					
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
04:00 PM	to 04:15 PM	0	0	16	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	to 04:30 PM	0	0	10	0	0	0	0	0	0	0	1	8	1	1	0	0	0	1
04:30 PM	to 04:45 PM	0	0	13	0	1	0	2	1	1	0	0	1	15	1	0	0	0	0
04:45 PM	to 05:00 PM	0	0	12	0	1	0	2	0	1	0	0	1	9	0	0	0	0	0
05:00 PM	to 05:15 PM	0	0	15	0	0	0	1	0	0	2	0	1	8	0	1	0	1	0
05:15 PM	to 05:30 PM	0	0	11	0	0	0	0	0	0	0	0	0	9	1	1	0	0	0
05:30 PM	to 05:45 PM	0	0	11	0	0	0	1	1	2	4	0	2	14	0	1	0	0	0
05:45 PM	to 06:00 PM	0	2	14	0	0	0	0	0	0	0	0	2	5	2	2	0	0	0
06:00 PM	to 06:15 PM	0	0	14	0	1	0	0	0	0	1	0	0	9	2	0	0	0	1
06:15 PM	to 06:30 PM	0	1	15	0	2	0	3	0	0	0	0	1	7	2	1	0	0	1
06:30 PM	to 06:45 PM	0	1	6	0	0	0	0	0	1	1	0	0	6	1	0	0	0	0
06:45 PM	to 07:00 PM	0	1	7	0	0	0	0	0	1	1	0	1	10	2	0	0	0	0
07:00 PM	to 07:15 PM																		
07:15 PM	to 07:30 PM																		
07:30 PM	to 07:45 PM																		
07:45 PM	to 08:00 PM																		
08:00 PM	to 08:15 PM																		
08:15 PM	to 08:30 PM																		
08:30 PM	to 08:45 PM																		
08:45 PM	to 09:00 PM																		
SYSTEM PEAK HR (VEH.)		53				5				44				5					
05:00 PM	to 06:00 PM	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Peak Hour Factor (PHF)	Overall	0	2	51	0	0	2	1	2	0	5	36	3	0	1	0	1		
		n/a	0.25	0.85	n/a	0.83	n/a	0.50	0.25	0.25	0.31	n/a	0.63	0.64	0.38	0.69	n/a	0.25	0.50
HEAVY VEHICLES (FHWA 4+)	Direction: Roadway: Movement:	Southbound				Westbound				Northbound				Eastbound					
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
04:00 PM	to 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	to 04:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	to 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:45 PM	to 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	to 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	to 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	to 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	to 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	to 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	to 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	to 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	to 07:15 PM																		
07:15 PM	to 07:30 PM																		
07:30 PM	to 07:45 PM																		
07:45 PM	to 08:00 PM																		
08:00 PM	to 08:15 PM																		
08:15 PM	to 08:30 PM																		
08:30 PM	to 08:45 PM																		
08:45 PM	to 09:00 PM																		
SYSTEM PEAK HR (VEH.)		0				0				0				0					
05:00 PM	to 06:00 PM	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Heavy Vehicle % (PHV)		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
INT. PEAK HR (HV ONLY)		1				0				1				0					
04:00 PM	to 05:00 PM	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Heavy Vehicle % (PHV)		0.0%	0.0%	2.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	2.3%	0.0%	0.0%	0.0%		
BICYCLES	Direction: Roadway: Movement:	Southbound				Westbound				Northbound				Eastbound					
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
04:00 PM	to 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	to 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	to 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	to 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	to 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	to 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	to 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	to 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	to 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	to 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	to 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	to 07:15 PM																		
07:15 PM	to 07:30 PM																		
07:30 PM	to 07:45 PM																		
07:45 PM	to 08:00 PM																		
08:00 PM	to 08:15 PM																		
08:15 PM	to 08:30 PM																		
08:30 PM	to 08:45 PM																		
08:45 PM	to 09:00 PM																		
SYSTEM PEAK HR (VEH.)		0				0				0				0					
05:00 PM	to 06:00 PM	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
INT. PEAK HR (BIKES)		0				0				0				0					
04:00 PM	to 05:00 PM	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

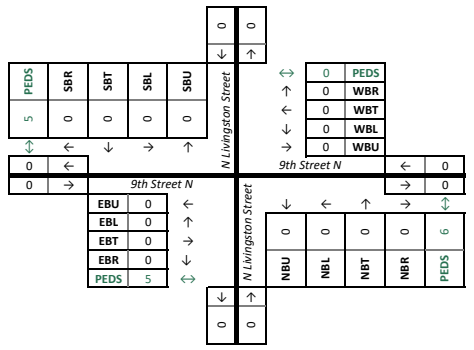
VEHICLE PEAK HOUR VOLS AND PHF: System Peak (vehicle)



HEAVY VEH PEAK HOUR VOLS AND PHV: System Peak (vehicle)



PED AND BIKE PEAK HOUR VOLUMES: System Peak (vehicle)



DATA COLLECTION NOTES :