

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE MASTER STREET PLAN (ORDINANCE NO. 8601) TO ADD DENTON ROAD AS A COLLECTOR STREET; DECLARING AN EMERGENCY; AND FOR OTHER PURPOSES.

WHEREAS, on January 13, 2014, the City Council passed Ordinance No. 8601, adopting a new City of North Little Rock Master Street Plan (“Master Street Plan”); and

WHEREAS, at a regularly scheduled meeting held thereof on October 13, 2020, the Planning Commission duly considered and approved the addition of Denton Road as a proposed residential collector street (7 affirmative votes; 2 absent) and recommended adding Denton Road to the Master Street Plan; and

WHEREAS, Peters & Associates Engineers, Inc. conducted a Traffic Study (see Exhibit A attached hereto) to project traffic volume associated with the land uses abutting Denton Road; and

WHEREAS, per the standards of the Master Street Plan and the projected traffic volume of the Study, Denton Road should be classified as a Collector Street; and

WHEREAS, due to the estimated vehicle trips per day, the City Engineer’s office recommends adding Denton Street to the Master Street Plan as a Collector Street (see letter from the City Engineer attached hereto as Exhibit B); and

WHEREAS, a sign was placed on the property and proper notice has been given to property owners within 200 feet of the subject location; and

WHEREAS, a legal advertisement of notice of a public hearing to be held February 22, 2021 at 6:00 p.m. has been placed in the newspaper.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF NORTH LITTLE ROCK, ARKANSAS:

SECTION 1: That the North Little Rock Master Street Plan is hereby amended to indicate Denton Road as a Collector Street as shown on Exhibit C attached hereto and incorporated by reference.

SECTION 2: That all ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of the conflict.

SECTION 3: That the provisions of this Ordinance are hereby declared to be severable and if any section, phrase or provision shall be declared or held invalid, such invalidity shall not affect the remainder of the sections, phrases or provisions.

SECTION 4: It is hereby found and determined that adding Denton Road as a collector street is necessary in order to insure the proper and orderly growth of this land and of the City of North Little Rock, Arkansas, and being necessary for the immediate preservation of the public health, safety and welfare; THEREFORE, an emergency is hereby declared to exist, and this Ordinance shall be in full force and effect from and after its passage and approval.

PASSED:

APPROVED:

Mayor Terry C. Hartwick

SPONSOR:

TERRY C. Hartwick
Mayor Terry C. Hartwick *by AT*

ATTEST:

Diane Whitbey, City Clerk

APPROVED AS TO FORM:

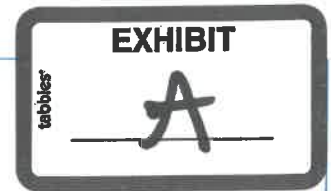
Amy Beckman Fields
Amy Beckman Fields, City Attorney

PREPARED BY THE OFFICE OF THE CITY ATTORNEY/kt

FILED _____ A.M. _____ P.M.
By _____
DATE _____
Diane Whitbey, City Clerk and Collector North Little Rock, Arkansas
RECEIVED BY _____



PETERS & ASSOCIATES
ENGINEERS, INC.



February 10, 2021

Mr. David Cook P.E.
City Engineer
City of North Little Rock
500 West 13th Street
North Little Rock, AR 72114

Re: P2092
Denton Drive Development
Site-Generated Traffic Volumes
Single-Family and Multi-Family Residential Tracts
North Little Rock, Arkansas

Dear Mr. Cook:

Peters & Associates Engineers, Inc. has calculated what can be the expected trip-generation of potential development tracts along Denton Drive in North Little Rock, Arkansas. The tracts are as shown on the plat entitled "Planning Map" by Thomas Engineering Company, dated September 20, 2020 which depicts property under ownership of I-430-365 LLC. The calculations were based on possible development consistent with the existing zoning classifications.

The Trip Generation, an Informational Report, published by the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition, 2017, were utilized in calculating the magnitude of traffic volumes expected to be generated by the areas of land included in this analysis. These are the areas of future development which would likely take access on Denton Drive. These are reliable and current sources for this information and are commonly used in the traffic engineering profession.

The areas included in this analysis are as follows:

- Approximately 53 lot residential single-family land use,
- Approximately 17 acres of multi-family development (assumed for potential development at 17 units per acre),
- Four vacant multi-family tracts on the cul-de-sac south of Denton Drive (assumed for potential development at 12 units per lot) and
- Approximately 65 single-family lots in an area north of Denton Drive.

Using the selected trip generation rates, calculations were made to provide a reliable estimate of traffic volumes that can be expected to be associated with development of the tracts as zoned. Applying the appropriate trip-generation rates to the land uses makes these calculations. Results of these calculations are summarized on Table 1, "Summary of Trip-Generation."

***NLR - Denton Drive
 Multi-Family and Single-Family Residential Development
 North Little Rock, Arkansas***

P2092

LAND USE	APPROXIMATE SIZE	ITE CODE	24-HOUR TWO-WAY WEEKDAY VOLUME	AM PEAK HOUR VOLUME		PM PEAK HOUR VOLUME	
				ENTER	EXIT	ENTER	EXIT
Multi-Family Residential (17 Acres)	476 Units	220	3,384	50	169	168	99
Multi-Family Residential (4 Vacant Lots)	48 Units	220	351	5	17	17	10
Single-Family Residential	118 Lots	210	1,114	22	65	74	43
TOTAL DRIVEWAY VOLUMES			4,849	77	251	259	152
TOTAL ENTERING + EXITING				328		411	

Table 1 – Summary of Trip Generation

These calculations indicate that approximately 4,849 vehicle trips (combined in and out) per average weekday are projected to be generated by the single family and multifamily land uses. Of this total, approximately 328 vehicle trips (77 entering and 251 exiting) are estimated during the traffic conditions of the AM peak hour and approximately 411 vehicle trips (259 entering and 151 exiting) are estimated during the traffic conditions of the PM peak hour.

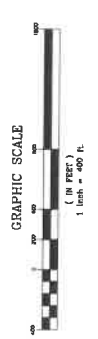
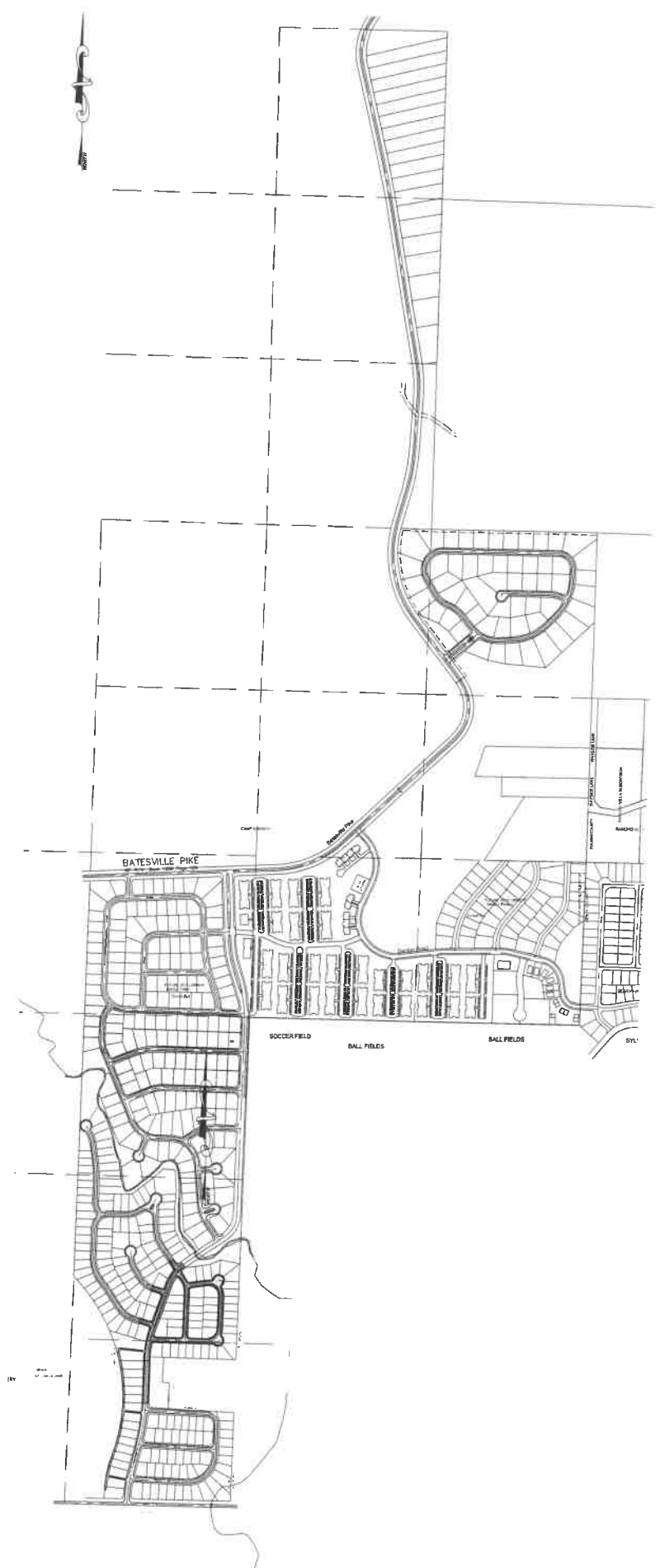
The projected traffic volume associated with these land uses would indicate Denton Drive should be planned as a roadway of Collector Street standards per the City of North Little Rock Master Street plan standards. The projected volumes are well above a value of 1,200 vehicles per day that could reasonably be expected on a Local Street but below 6,000 vehicles per day that could be expected on a Collector Street.

Please let us know if you need additional information.

Sincerely,
PETERS & ASSOCIATES, ENGINEERS, INC.



Ernest J. Peters, P.E.
 President



THOMAS ENGINEERING COMPANY
 3810 LOOKOUT ROAD, N. LITTLE ROCK, AR. 72118
 TEL: 501-793-4483 FAX: 501-793-8884

PLANNING MAP
 AREA OF NORTHBROOK AREA
 NORTH LITTLE ROCK, ARKANSAS

APPROVED: [Signature] DATE: 10/27/20
 PREPARED BY: [Signature] DATE: 10/27/20

SHEET NO. **P1**

ITE TRIP-GENERATION 10TH EDITION
Multi-Family Apartments
Approximate 476 Residential Multi-Family Land-Use (ITE 220)
2/10/2021
P2092

Weekday Daily Volume

DATA STATISTICS

Land Use:

Multifamily Housing (Low-Rise) (220) [Click for more details](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

29

Avg. Num. of Dwelling Units:

168

Average Rate:

7.32

Range of Rates:

4.45 - 10.97

Standard Deviation:

1.31

Fitted Curve Equation:

$T = 7.56(X) - 40.86$

R²:

0.96

Directional Distribution:

50% entering, 50% exiting

Calculated Trip Ends:

Average Rate: 3484 (Total), 1742 (Entry), 1742 (Exit)

Fitted Curve: 3558 (Total), 1779 (Entry), 1779 (Exit)

Weekday AM Peak Hour
of Adjacent Street

Directional Distribution:

23% entering, 77% exiting

Calculated Trip Ends:

Average Rate: 219 (Total), 50 (Entry), 169 (Exit)

Fitted Curve: 210 (Total), 48 (Entry), 162 (Exit)

Weekday PM Peak Hour
of Adjacent Street

Directional Distribution:

63% entering, 37% exiting

Calculated Trip Ends:

Average Rate: 267 (Total), 168 (Entry), 99 (Exit)

Fitted Curve: 237 (Total), 149 (Entry), 88 (Exit)

ITE TRIP-GENERATION 10TH EDITION
Multi-Family Apartments
Approximate 48 Residential Multi-Family Land-Use (ITE 220)
2/10/2021
P2092

Weekday Daily Volume

DATA STATISTICS

Land Use:

Multifamily Housing (Low-Rise) (220) [Click for more details](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

29

Avg. Num. of Dwelling Units:

168

Average Rate:

7.32

Range of Rates:

4.45 - 10.97

Standard Deviation:

1.31

Fitted Curve Equation:

$T = 7.56(X) - 40.86$

R²:

0.96

Directional Distribution:

50% entering, 50% exiting

Calculated Trip Ends:

Average Rate: 351 (Total), 175 (Entry), 176 (Exit)

Fitted Curve: 322 (Total), 161 (Entry), 161 (Exit)

Weekday AM Peak Hour
of Adjacent Street

Directional Distribution:

23% entering, 77% exiting

Calculated Trip Ends:

Average Rate: 22 (Total), 5 (Entry), 17 (Exit)

Fitted Curve: 24 (Total), 5 (Entry), 19 (Exit)

Weekday PM Peak Hour
of Adjacent Street

Directional Distribution:

63% entering, 37% exiting

Calculated Trip Ends:

Average Rate: 27 (Total), 17 (Entry), 10 (Exit)

Fitted Curve: 31 (Total), 19 (Entry), 12 (Exit)

ITE TRIP-GENERATION 10TH EDITION
Single-Family Residential
Approximate 118 Residential Single-Family Lots Land-Use (ITE 210)
2/10/2021
P2092

Weekday Daily Volume

DATA STATISTICS

Land Use:

Single-Family Detached Housing (210) [Click for more details](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

159

Avg. Num. of Dwelling Units:

264

Average Rate:

9.44

Range of Rates:

4.81 - 19.39

Standard Deviation:

2.10

Fitted Curve Equation:

$\ln(T) = 0.92 \ln(X) + 2.71$

R²:

0.95

Directional Distribution:

50% entering, 50% exiting

Calculated Trip Ends:

Average Rate: 1114 (Total), 557 (Entry), 557 (Exit)

Fitted Curve: 1211 (Total), 605 (Entry), 606 (Exit)

Weekday AM Peak Hour
of Adjacent Street

Directional Distribution:

25% entering, 75% exiting

Calculated Trip Ends:

Average Rate: 87 (Total), 22 (Entry), 65 (Exit)

Fitted Curve: 89 (Total), 22 (Entry), 67 (Exit)

Weekday PM Peak Hour
of Adjacent Street

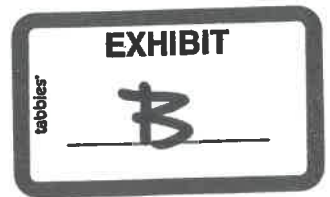
Directional Distribution:

63% entering, 37% exiting

Calculated Trip Ends:

Average Rate: 117 (Total), 74 (Entry), 43 (Exit)

Fitted Curve: 119 (Total), 75 (Entry), 44 (Exit)



From: [Cook, David](#)
To: [Spencer, Shawn](#)
Subject: Denton Road
Date: Thursday, February 11, 2021 10:03:06 AM
Attachments: [P2092_summary--2-10-21.pdf](#)
[image001.png](#)

Shawn,

Engineering is supportive of Denton Road being added to the Master Street Plan as a Collector. We have hired Ernie Peters of Peters & Associates Engineers, Inc. to look at the future use of the area. As shown in the attached Traffic Study, he has recommended that the Denton Road be designed as a Collector.



David Cook, P.E.
City Engineer

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North Little Rock, AR 72114
Office: 501-371-8339
Cell: 501-351-8936
DCook@nlr.ar.gov



BATESVILLE PIKE

66-4747-11-Book-1209-Page-129



Denton Rd. to be Proposed Collector.



0 150 300 600 Feet



Date: 10/2/2020

Source: PAgis, US Census Bureau