PLANNING COMMISSION AGENDA

July 16, 2019
7:00 PM
CITY HALL

A. Roll Call

B. Approval of February 19, 2019 Minutes

C. Old Business:

D. New Business:

1. **RZ2019-001 & V2019-003 The Revive Land Group.** Request to rezone 19.534 acres from M-1 and R-75 to R-TH with associated variances to allow for a new townhouse development in the Mechanicsville area of the city, generally bounded by Jones Mill Road, Third Street, Florida Avenue, and Mechanicsville Road, Dist. 6, Land Lot 251, Peachtree Corners, GA.

E. City Business Items:

1. **Town Center Building 900.** Consideration of a color change to the approved building.

2. **2020 Census.** Update by staff regarding the outreach process for the upcoming 2020 Census.

F. Comments by Staff and Planning Commissioners.

G. Adjournment.

CITY OF PEACHTREE CORNERS
PLANNING COMMISSION MINUTES
February 19, 2019
7:00 PM

The City of Peachtree Corners held a Planning Commission meeting on Tuesday, February 19, 2019. The meeting was held at City Hall, 310 Technology Parkway, Peachtree Corners, GA, 30092. The following were in attendance:

Planning Commission:	Matt Houser, Chairman, Post D Alan Kaplan, Post A Mark Willis, Post C
Staff:	Diana Wheeler, Community Development Director Jeff Conkle, Planning and Zoning Administrator Rocio Monterrosa, Deputy City Clerk

MINUTES:

MOTION TO APPROVE MINUTES FROM THE JANUARY 15, 2019 PLANNING COMMISSION MEETING.
By: **Alan Kaplan**
Seconded: **Mark Willis**
Vote: **3-0 (Willis, Kaplan, Houser)**
Action: **Minutes Approved**

OLD BUSINESS:

None

NEW BUSINESS:

1. **SUP2019-001 Celebremos Su Gloria.** Request to approve a special use permit to accommodate a religious facility in an existing building at 3120 Medlock Bridge Rd., Building A, Dist. 6, Land Lot 271, Peachtree Corners, GA.

Diana Wheeler, Community Development Director, presented this case to the Planning Commission. The applicant requests a Special Use Permit for a condominium office building on a larger 9.3-acre business park zoned M-1 (Light Industry District) to permit a facility for the conduct of religious services and ceremonies in an existing building. The office building is the Medlock Commons Business Park, which includes ten buildings.

The applicant's letter of intent states that Celebremos Su Gloria intends to occupy the 10,000-square-foot building to serve approximately 100 congregants. No additions or alterations to the exterior of the buildings or site are being requested. The applicant will need at least 20 parking spaces based on their estimated capacity; the previous use of Building A as office space also required 20 spaces. The entire business park shares the parking lot which currently has approximately 175 spaces. From a zoning requirement perspective, there should not be a parking issue. However, Staff reached out to the property owners association for comments about this use. They, in turn, asked the tenants and some concerns were raised about the church use and the potential impact to the available parking spaces. Two property owners that are also tenants in adjacent buildings indicated that they don't believe there will be sufficient parking on the property for the church to operate within that business park on Sunday. One tenant offers language classes to students and another often has weekend office activity. Both tenants feel that parking will be an issue and they don't want to compete with the proposed church for spaces. For that reason, neither tenant supports the church use at this location.
After review of the applicant's proposal and other relevant information, it is recommended that SUP2019-001 be deferred so that the applicant and surrounding owners and tenants can develop a mutually agreeable parking agreement for the office park property. If the Planning Commission would like to consider approval of the application, the following conditions are recommended:

1. The special use permit for Celebremos Su Gloria shall be limited to the property at 3120 Medlock Bridge Road, Building A as shown on the submitted survey.
2. A shared parking agreement shall be established for the office park property.
3. Required inspections and interior finish permits shall be obtained before occupancy;
4. If the City determines that church activities sufficiently impact existing traffic, the City shall notify the church and the church shall provide an off-duty police officer during those times when church related traffic needs to be managed;
5. Any expansion of the use beyond the worship service and specific other services noted in the application which may increase traffic flow to the site or cause vehicular circulation or parking issues on or to the site shall require an amendment to the Special Use Permit.
6. Church use of the property may not begin until all permitted construction has been completed, a certificate of occupancy has been issued, and a business license has been granted.
7. If the church use has not commenced within twelve months, or if it becomes inactive for more than sixty days after it becomes operational, then the Special Use approval shall become void.

The applicant representative, Dr. Dan Berry, stated that per the owner's association by-laws, parking is based on the square footage of each building and that the parking lot is mostly vacant on Sundays. They do not have any intentions to rent the building out to any other establishments and would also have meetings during the week, but only with a few people and that it would not interfere with parking.

Chairman Houser opened the floor for public comments. There was one public comment from a nearby residential neighbor in opposition because of possible traffic congestion on Sundays.

After review, the Commissioners moved forward with a recommendation of support for SUP2019-001.

MOTION TO APPROVE SUP2019-001 CELEBREMOS SU GLORIA. REQUEST TO APROVE A SPECIAL USE PERMIT TO ACCOMMODATE A RELIGIOUS FACILITY IN AN EXISTING BUILDING AT 3120 MEDLOCK BRIDGE RD., BUILDING A, DIST. 6, LAND LOT 271, PEACHTREE CORNERS, GA
By: Mark Willis
Seconded: Alan Kaplan
Vote: 3-0 (Willis, Kaplan, Houser)
Action: Approved with staff conditions

2. **SUP2018-009 Wesleyan School.** Request to approve a special use permit to accommodate a private school use on two residentially-zoned properties at 3625 and 3645 Spalding Terr., Dist. 6, Land Lot 301, Peachtree Corners, GA.

Diana Wheeler, Community Development Director, stated that the Wesleyan School requests a Special Use Permit on two adjoining parcels to expand its campus sports facilities. The school's campus extends from Spalding Drive to Peachtree Parkway, just northeast of the intersection of these two roadways. The subject properties are comprised of two residential lots of the Spalding Estates subdivision, zoned R-100 (Single Family Residence District). The lots are currently owned by Wesleyan and are developed with two single-family homes. The parcels are located adjacent to the existing school campus property and also have access to Spalding Terrace, which serves the Spalding Estates subdivision. The site plan indicates that Wesleyan School proposes to expand their athletic facilities by removing the two existing residences on the two properties. The site would be developed with lacrosse and volleyball fields / courts. The applicant's letter of intent states that access to both new facilities would be from the main campus and existing driveway access from Spalding Terrace would be removed. The Wesleyan School was granted a Special Use Permit (SUP-04-091) to allow a tennis facility on a portion of the southern property in December of 2004 by Gwinnett County. In 2012, Peachtree Corners granted two Special Use Permits (SUP2012-001 and SUP2012-002) to allow for expansion of the school athletics use onto formerly-residential properties along Spalding Terrace. Those approvals included conditions, including the following (on both Ordinance O2012-12-72 and O2012-12-73):

> *D. The remaining school-owned, residential properties along Spalding Terrace shall be maintained with single-family homes in order to preserve the residential character of the street. Further, the landscaping along the street fronts for all those properties shall be preserved substantially as it exists and nothing in the use of those properties shall suggest any activity on the premises other than single-family residential.*

In order to proceed with the current plans, the applicant needs a waiver from this condition.

After review of the applicant's proposal and other relevant information, it is recommended that SUP2018-009 be approved with the following conditions:

1. The special use permit for Wesleyan School shall be limited to the properties at 3625 Spalding Terrace (AKA 3635 Spalding Terrace) and 3645 Spalding Terrace as shown on the submitted survey;
2. Condition D of O2012-12-72 and O2012-12-73 shall be waived in order to allow the development of athletic fields on the subject properties.
3. Athletic fields shall be the only permitted use on the subject properties;

4. Required inspections and permits shall be obtained before use begins;
5. There shall be no lighting of the athletic fields at this location;
6. There shall be no vehicular or pedestrian access to the facilities via Spalding Terrace; all access shall be through the existing school campus;
7. There shall be no construction access to the property from Spalding Terrace except to demolish existing homes and remove debris.
8. Landscaping and fencing shall be provided which matches or exceeds that along Spalding Terrace adjacent to the existing soccer fields. A landscape plan shall be submitted to Staff for approval.

An applicant representative, Chris Cleveland, spoke on the need to for the school to build and based on the architect and contractor designs demolition of the homes off Spalding Terrance is the best option for the school. Mr. Cleveland also stated that there will be no sound and score board system on the field and no entrance to the field from Spalding Terrance.

Chairman Houser opened the floor for public comments. There was no public comment.

After review, the Commissioners moved forward with a recommendation of support for SUP2018-009.

MOTION TO APPROVE SUP2018-009 WESLEYAN SCHOOL. REQUEST TO APPROVE A SPECIAL USE PERMIT TO ACCOMMODATE A PRIVATE SCHOOL USE ON TWO RESIDENTIALLY-ZONED PROPERTIES AT 3625 AND 3645 SPALDING TERR., DIST. 6, LAND LOT 301, PEACHTREE CORNERS, GA.
By: Alan Kaplan
Second: Mark Willis
Vote: 3-0 (Kaplan, Willis, Houser)
Action: Approved with amended conditions

1. **The special use permit for Wesleyan School shall be limited to the properties at 3625 Spalding Terrace (AKA 3635 Spalding Terrace) and 3645 Spalding Terrace as shown on the submitted survey;**
2. **Condition D of O2012-12-72 and O2012-12-73 shall be waived in order to allow the development of athletic fields on the subject properties.**
3. **Athletic fields shall be the only permitted use on the subject properties;**
4. **Required inspections and permits shall be obtained before use begins;**
5. **There shall be no lighting of the athletic fields at this location;**
6. **There shall be no vehicular or pedestrian access to the facilities via Spalding Terrace; all access shall be through the existing school campus;**
7. **There shall be no construction access to the property from Spalding Terrace except to demolish existing homes and remove debris.**
8. **Fencing shall be provided which matches or exceeds that along Spalding Terrace adjacent to the existing soccer fields and tennis courts to be approved by staff.**
9. **Applicant shall install a landscape screening buffer consisting of double staggered rows of evergreens that are no less than 6 feet in height at time of planting so to fully screen the fields from view from Spalding Terrace and to screen from adjoining properties be submitted to Staff for approval.**

10. **Applicant shall install same landscaping plan as in condition No. 9 to screen from view the soccer fields and tennis courts identified on SUP2012-001 and SUP2012-002 to be approved by staff.**
11. **No public address sound system, outdoor speaker or electronic score board shall be allowed at the athletic fields at this location.**

CITY BUSINESS ITEMS:

None.

COMMENTS BY STAFF AND PLANNING COMMISSION:

Jeff Conkle, Planning and Zoning Administrator, informed the Commissioners that there are no agenda items for the month of March.

Diana Wheeler, Community Development Director, informed the Commissioners that additional members and alternate candidates will go for approval at the next City Council meeting. An orientation session for the new members will be scheduled for next month.

The Planning Commission meeting concluded at 7:59 PM.

Approved,

_____
Matt Houser
Chairman

Attest:

_____
Rocio Monterrosa
Deputy City Clerk

RZ2019-001/V2019-003
Mechanicsville Townhomes

CITY OF PEACHTREE CORNERS
COMMUNITY DEVELOPMENT DEPARTMENT

REZONING ANALYSIS

PLANNING COMMISSION DATE:	JULY 16, 2019
CITY COUNCIL DATE:	AUGUST 27, 2019
CASE NAME:	**MECHANICSVILLE TOWNHOMES**
CASE NUMBER:	**RZ2019-001 & V2019-003**
CURRENT ZONING:	M-1 AND R-75
LOCATION:	NUMEROUS PARCELS GENERALLY BOUNDED BY JONES MILL ROAD, THIRD STREET, FLORIDA AVENUE, AND MECHANICSVILLE ROAD
MAP NUMBERS:	6th DISTRICT, LAND LOT 251
ACREAGE:	19.534 ACRES
PROPOSED DEVELOPMENT:	APPROVE REZONING FROM M-1 AND R-75 TO R-TH WITH ASSOCIATED VARIANCES TO ALLOW A NEW TOWNHOUSE DEVELOPMENT
FUTURE DEVELOPMENT MAP:	PREFERRED OFFICE
APPLICANT:	THE REVIVE LAND GROUP ONE ALLIANCE CENTER, SUITE 625 ATLANTA, GA 30326
CONTACT:	NEVILLE ALLISON 678-223-8978
OWNER:	9 INDIVIDUAL OWNERS SEE ATTACHED LIST IN APPLICATION
RECOMMENDATION:	**APPROVE WITH CONDITIONS**

SUMMARY:

The applicant is requesting the rezoning of a 19.534-acre parcel from M-1 (Light Industry) and R-75 (Single Family Residence) to R-TH (Single Family Residence Townhouse) to construct 153 attached single-family townhomes along with variances to permit encroachment into the stream buffer for the townhome units labeled numbers 1 through 5 and to permit a reduced front yard setback for the townhomes along Jones Mill Road and for two townhome units labeled numbers 89 and 90 along Florida Avenue. The applicant is also requesting variances to internal side yard setbacks at various locations throughout the development.

The property, which is currently a mixture of wooded and undeveloped property and existing single-family homes, is located on the southeast side of Jones Mill Road, between the intersections of Mechanicsville Road and Virginia Avenue.

There is an existing 298 ft. high cell tower on an adjacent piece of property that affects this site. The required 'fall zone' for the cell tower prevents the development of any units within 298 ft. of the cell tower.

The site plan submitted by the applicant indicates two points of entry into a non-gated development. One entrance is located on Jones Mill Road, the other entrance is located on Virginia Avenue, providing access to the signalized intersection of Jones Mill Road and Florida Avenue (via 3rd Street). No access is provided directly from Florida Avenue, 2nd Street, or 3rd Street within the existing Mechanicsville neighborhood. Internal streets are to be private, with townhomes arranged to face Jones Mill Road on the north side while the remainder face the internal street network.

Properties located immediately to the north and east of the subject property are zoned M-1, while parcels to the south and west are zoned R-75. The area is largely characterized by a mixture of industrial uses and older single-family residential properties.

The subject property is located within the Preferred Office district on the Peachtree Corners Future Development Map. The Preferred Office area encourages office/professional and mixed-use development. The property is also within the Village Residential Character Area on the Peachtree Corners Character Areas Map. This area encourages "a variety of high-quality housing options to families at all stages of life" and is an "ideal location for townhouses, condominiums, and 'cluster housing,' or small-lot residential communities." Appropriate uses also include multi-family residential and single-family attached or detached residential while discouraged uses include large-lot single-family detached residential.

DENSITY:

The site plan shows 153 units with a pool and cabana amenity area located at the center. The R-TH zoning designation permits a maximum density of 8 dwelling units per acre. The proposed development results in 7.83 dwelling units per acre.

ZONING HISTORY:

A portion of this property, the parcel located between Florida Avenue and Virginia Avenue, was the subject of a rezoning request by Atlanta Paving in 2017. That request, to rezone the property from R-75 to M-1 in order to accommodate expansion of the paving company's operations, was denied.

The parcel located along Jones Mill Road was the subject of numerous rezoning requests. First, in 1981, the property was rezoned to its current M-1, from an existing R-75 designation. This was to accommodate light industrial uses which never materialized. Then, in 1997, a request was made to rezone the property to RM-13 to construct apartments. This request was ultimately withdrawn by the applicant. Finally, in 2000, another request was made to rezone to RM-13, again for apartments, and that request was denied.

ZONING STANDARDS:

Zoning Code Section 1702 identifies specific criteria that should be evaluated when considering a zoning decision. These criteria are enumerated as 'A' through 'F', below. Following each item is the applicant's response followed by Staff's comment.

A. Will this proposed rezoning, special use permit, or change in conditions permit a use that is suitable in view of the use and development of adjacent and nearby property?

Applicant's Response: The proposed rezoning would permit a use that is suitable in view of the use and development of adjacent and nearby property. The proposed development will enhance surrounding properties in a manner consistent with the Future Land Use Plan.

Staff Comments: Attached single-family residences are unlikely to have an adverse effect on the use and value of adjoining and nearby property. The addition of new residences to the Mechanicsville area within the Village Residential Character Area would further the goals of the Comprehensive Plan and support reinvestment in the neighborhood.

B. Will this proposed rezoning, special use permit, or change in conditions adversely affect the existing use or usability of adjacent or nearby property?

Applicant's Response: The proposed rezoning will not adversely affect the existing use or usability of adjacent or nearby property. The proposed development is a complement to the adjacent and nearby property and will bring encouraged redevelopment to this historic neighborhood.

Staff Comment: The proposed use of attached single-family townhomes would not negatively affect the existing usability of adjacent or nearby property. The property is currently undeveloped, and the proposed development would not be out of character for this area.

C. Does the property to be affected by a proposed rezoning, special use permit, or change in conditions have reasonable economic use as currently zoned?

Applicant's Response: Given current site conditions, existing development, and market trends, the applicant respectfully submits that subject property does not have a reasonable economic use as currently zoned.

Staff Comment: The site has a reasonable economic use as currently zoned. However, the conversion of M-1 zoning to residential zoning in the Mechanicsville neighborhood will further the goal of reducing industrial encroachment in to the residential area.

D. Will the proposed rezoning, special use permit, or change in conditions result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools?

Applicant's Response: The proposed rezoning will not result in a use which will or could cause an excessive or burdensome use of existing street, transportation facilities, utilities, or schools. The proposed development will enhance this historic neighborhood by providing open space and sidewalks throughout the development in order to increase walkability in the area.

Staff Comment: Staff review of the applicant's traffic study found the results to be satisfactory; it is unlikely that transportation facilities would be overburdened by the proposed development. However, staff has a few recommendations for measures that can help alleviate any negative impact, including a sight distance study for the proposed main entrance on Jones Mill Road and an analysis of existing traffic signals at Jones Mill Road's intersection with Florida Avenue and Buford Highway to explore whether coordinated timing of the signals is needed.

E. Is the proposed rezoning, special use permit, or change in conditions in conformity with the policy and intent of the land use plan?

Applicant's Response: The proposed rezoning is in conformity with the policy and intent of the land use plan. The land use plan encourages this historic neighborhood to be preserved as village residential, with single-family attached lots and offer housing that meets the demands of millennials and seniors choosing to "age in place," which are all offered in the proposed development.

Staff Comment: See "Comprehensive Plan" section analysis below.

F. Are there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the proposed rezoning, special use permit, or change in conditions?

Applicant's Response: The demand for a variety of housing options to families in all stages of life and shifting demographics are some of the many existing and changing conditions affecting the use and development of the property, which give supporting grounds for approval of the proposed rezoning.

Staff Comment: The proposed attached townhome development is located in an area characterized by a mixture of longstanding residential neighborhoods and newer industrial

development. The City's Comprehensive Plan expressly encourages higher-density housing development in the area of the proposed development. This proposal is a step toward meeting the Comprehensive Plan's goals of a Village Residential area with a more balanced mix of housing types to meet the needs of a wide range of residents.

COMPREHENSIVE PLAN:

The Peachtree Corners Comprehensive Plan lists the subject property in the Village Residential Character Area. This area provides a "variety of single-family attached housing options" and is located along major corridors. The area "also serves as a transition in density between low-scale single-family development and commercial areas." As noted above, the Village Residential area is "an ideal location for townhouses, condominiums, and 'cluster housing.'"

The Comprehensive Plan also states that integrated open space is desired in Village Residential areas as they redevelop, and that high-quality building materials and design standards will create longevity and support property values.

DEPARTMENT ANALYSIS:

The proposed 19.534-acre development is located on the southeast side of Jones Mill Road, between the intersections of Mechanicsville Road and Virginia Avenue. The site is currently zoned M-1 and R-75 and was the subject of several past zoning cases involving proposed apartment and industrial uses, none of which were approved.

The Peachtree Corners Comprehensive Plan shows the property located in the Village Residential Character Area, indicating that the location is near existing, smaller-scale residential development but near major roads and areas of commercial and industrial activity. In this case, the older, residential Mechanicsville neighborhood is surrounded by light industrial zoning and uses. The property across Jones Mill Road is zoned M-1 but is an undeveloped portion of Governors Lake business park. To the east is a landscaping business with outdoor storage which is zoned M-1. To the south and west is a mixture of developed and undeveloped single-family parcels in the Mechanicsville neighborhood. The proposed development would serve as a compatible transition in use and scale between the residential Mechanicsville area and surrounding light industrial uses.

Additionally, the proposed use meets the Comprehensive Plan's vision for the Village Residential Character Area. This area encourages "a variety of high-quality housing options to families at all stages of life" and is an "ideal location for townhouses, condominiums, and 'cluster housing,' or small-lot residential communities." Appropriate uses also include multi-family residential and single-family attached or detached residential while discouraged uses include large-lot single-family detached residential.

The proposed townhouses are not likely to place an excessive burden on existing streets, transportation systems, or utilities, and should not adversely affect surrounding properties. The applicant submitted a traffic study which shows that the development will generate a total of 72 trips (17 entering and 55 exiting) during the AM peak hour, and a total of 87 trips (55 entering

and 32 exiting) during the PM peak hour. The traffic report concludes that the addition of the project traffic will cause minimal increases in delays and have no discernable impact on the Levels of Service at the nearby roadway intersections and the proposed driveway intersections. The study recommends that the signals at the intersections of Florida Avenue and Jones Mill Road and Jones Mill Road at Buford Highway be analyzed for coordination during peak hours to alleviate any southbound queuing that may be causing diverted trips at Florida Avenue and Jones Mill Road.

The Comprehensive Plan also places an emphasis on visually high-quality residential development. The building elevations provided by the applicant should be revised to include greater visual distinction between units with regard to architectural elements and materials. In addition, there needs to be increased roofline variations so that each townhome appears as an individual unit instead of a portion of one larger building. Individual units within the same building should also avoid repeating wall and roof materials and colors more often than every fourth unit.

The applicant has also requested variances to permit the townhomes to extend into the front yard setback along Jones Mill Road and Florida Avenue. The strict application of the standard is not well suited to the townhouse building type which is intended to be more of an urban residential form located closer to streets and property lines. The standard requirement is more appropriate in detached single-family developments than in townhome districts. These observations support the applicant's variance request.

A key consideration is the impact that the proposed development will have on the natural features of the site. While it would be challenging, if not impossible, to build the proposed development without grading the site and removing trees, effort should be made to preserve tree groupings where possible. The applicant submitted a specimen tree survey which shows that a large grouping of trees occurs along Florida Avenue. By working the townhome plan around these trees, the applicant will be preserving mature vegetation and providing a buffer for both the future and existing residents.

The site also has a great deal of grade variation. The topography at the front of the site along Jones Mill Road is significantly higher than the internal portions of the site. In order to develop the property, the applicant intends to 'balance the site' by removing the dirt at the front and distributing it throughout the site. This will reconfigure the property and alter its character. It will also impact all the trees that are not protected in advance.

RECOMMENDATION:

After review of the applicant's proposal and other relevant information, it is recommended that RZ2019-001/V2019-003 be approved with the following conditions:

1. The property shall be rezoned from M-1 and R-75 to R-TH.

2. Variances shall be approved so that the front yard setback for buildings along Jones Mill Road and Florida Avenue shall be a minimum of 10 ft. and the Units #1-5 may encroach into the 50 ft. stream buffer. Side yard setbacks may be reduced to 18 ft., where needed.
3. The site may be developed with up to 153 attached single-family townhomes and amenity areas. However, the final number of units is dependent upon site conditions, compliance with zoning conditions, and fully engineered plans that meet regulations.
4. The site plan layout shall be in general conformance with the site plan submitted with this application and prepared by Planners and Engineers Collaborative dated June 26, 2019 (with revisions to meet these conditions and zoning and development regulations).
5. Development shall include no more than the one access point on Jones Mill Road and one access point at the termination of the public portion of Virginia Avenue, as shown on the submitted site plan.
6. Developer shall construct on-site stormwater detention facilities to meet the standards of the Gwinnett County Stormwater Ordinances including, but not limited to, stormwater detention, water quality standards, stream protection and management of off-site drainage flowing through the site.
7. Prior to issuance of an LDP, approvals must be received from all agencies having jurisdiction over stream piping, modifications, and encroachments.
8. All stormwater facilities shall be owned and maintained by the Homeowner's Association in accordance with the Gwinnett County Stormwater Ordinances.
9. The developer shall provide minimum five-foot-wide publicly accessible sidewalks along the entire rights-of-way of all streets, public or private.
10. The termination point of the public portion of the rights-of-way for Virginia Avenue and Florida Avenue shall conclude with a cul-de-sac meeting the design requirements of the Public Works Department.
11. The developer shall provide a central mail box for the subdivision with adequate parking and pedestrian access.
12. A minimum 18" offset shall be provided between the front building elevations and roof lines of adjoining units. No more than four units within a single building grouping shall have the same front setback or roof line.
13. Building elevations shall be at least 50% brick or stone.
14. Front elevation materials and colors shall be varied so that none of the units within a single building grouping repeat the same combination of materials and colors.
15. The garage of each unit shall be located at least 20 ft. from the adjacent sidewalk.
16. Specimen trees highlighted in yellow on document labeled 'Tree Preservation and Buffer Plan' shall be incorporated into the overall site development and shall be preserved.
17. In order to preserve as much of the character of the site that is visible to the residential part of Mechanicsville as possible, the perimeter of the property (except between entry drives along Jones Mill Road) shall not be graded and shall remain undisturbed.
18. The areas shown as 'Undisturbed Buffer' on the Tree Preservation and Buffer Plan document shall all be platted as common area and shall not become part of individual fee-simple lots.
19. Prior to the issuance of an LDP, tree protection fencing shall be installed, and the city shall confirm that all trees to be preserved have been included within the protected areas.
20. Prior to the issuance of the building permit for the 100th unit, the developer shall conduct a traffic assessment to determine if existing traffic signal timing needs to be adjusted in

order to avoid vehicular back-ups and optimize traffic circulation efficiency. The developer shall be responsible for any costs associated with the study and its findings.

21. Construction access shall only be permitted off Jones Mill Road or Virginia Avenue. No construction access or traffic shall be permitted on Florida Avenue, 2nd Street or 3rd Street.
22. Construction hours shall be limited to weekdays from 7:00AM to 8:00PM.
23. Approval of the development plan is subject to the applicant's successful acquisition of land that is currently designated as public right-of-way, (the unimproved portions of Virginia Avenue, Florida Avenue, and Second Street).

REZONING, SPECIAL USE PERMIT, OR CHANGE IN CONDITIONS APPLICATION

AN APPLICATION TO AMEND THE OFFICIAL ZONING MAP OF THE CITY OF PEACHTREE CORNERS, GEORGIA

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION
NAME: The Revive Land Group, LLC	NAME: Multiple--see attached
ADDRESS: One Alliance Center, Ste 625	ADDRESS:
CITY: Atlanta	CITY:
STATE: GA ZIP: 30326	STATE: GA ZIP:
PHONE: 678.223.8978	PHONE: 678.223.8978
E-MAIL: nallison@therevivelandgroup.com	E-MAIL: nallison@therevivelandgroup.com

APPLICANT CONTACT, IF DIFFERENT THAN ABOVE

CONTACT PERSON: Neville Allison PHONE: 678.223.8978

CONTACT'S E-MAIL: nallison@therevivelandgroup.com

APPLICANT IS THE:

☐ OWNER'S AGENT ☐ PROPERTY OWNER ☑ CONTRACT PURCHASER

PRESENT ZONING DISTRICTS(S): R-100 REQUESTED ZONING DISTRICT: RTH

LAND DISTRICT(S): 6 LAND LOT(S): 251 ACREAGE: +/-19.68

ADDRESS OF PROPERTY: Jones Mill Road @ Virginia Avenue

PROPOSED DEVELOPMENT: Single-family residential townhomes

Staff Use Only This Section

Case Number:_____ **Hearing Date: P/C**_____ **C/C**_____ **Received Date:**_____

Fees Paid: _____ **By:** _____

Related Cases & Applicable Conditions:

Description:

PROPERTY OWNER LIST

OWNER	ADDRESS	PARCEL
MJE Corporation & WG 75 Partnership	669 Atlanta Country Club Dr SE, Marietta, GA 30067	6251 002
DL Properties of Georgia, LLC	818 Tom Smith Rd SW, Lilburn, GA 30047	6251B060
Hawk, Kenneth H & Anita J. Family Trust	7129 E Bay Blvd, Navarre, FL 32566	6251B044
Hawk, Kenneth H & Anita J. Family Trust	7129 E Bay Blvd, Navarre, FL 32566	6251B045
Mendez, Santiago	1204 Clearview Dr NE, Brookhaven, GA 30319	6251B069
Seabolt, Kimberly E	3737 Highway 20 NE, Conyers, GA 30012	6251B058
Ballard, Brenda Hawk	4229 Virginia Ave, Doraville, GA 30360	6251B063
Ellis, Billy Ray	4020 Florida Ave, Doraville, GA 30360	6251B056
Hawk, Kenneth H & Anita J. Family Trust	7129 E Bay Blvd, Navarre, FL 32566	6251B075

RESIDENTIAL DEVELOPMENT

No. of Lots/Dwelling Units +/-154 units

Dwelling Unit Size (Sq. Ft.): Varies (1,400+ sf)

NON-RESIDENTIAL DEVELOPMENT

No. of Buildings/Lots: NA

Total Bldg. Sq. Ft.: NA

Gross Density: NA

FEE SCHEDULE

1. Rezoning, Change-in-Conditions and Special Use Permit Fees – Residential Zoning Districts
(note: a Special Use Permit related to a rezoning case shall not incur an additional fee)

A. For the following single-family residential zoning districts: RA-200, R-140, R-LL, R-I00, R-75, RL, MHS.

0 - 5 Acres = $ 500
> 5 - 10 Acres = $ 1,000
> 10 - 20 Acres = $ 1,500
> 20 - 100 Acres = $ 2,000
> 100 - Acres = $ 2,500 plus $40 for each additional acre over 100
Maximum Fee: $10,000

B. For the following single and multifamily residential zoning districts: R-TH, RMD, RM-6, RM-8, RM-I0, RM-13, R-SR, MH, R-60, R-ZT, R-75 MODIFIED or CSO, and R-100 MODIFIED or CSO.

0 - 5 Acres = $ 850
> 5 - 10 Acres = $1,600
> 10 - 20 Acres = $2,100
> 20 - 100 Acres = $2,600
> 100 - Acres = $3,200 plus $40 for each additional acre over 100

2. Rezoning, Change-in-Conditions and Special Use Permit Fees - Non-Residential Zoning Districts
(note: a Special Use Permit related to a rezoning case shall not incur an additional fee)

For the following office, commercial and industrial zoning districts: C-I, C-2, C-3, O-I, OBP, M-I, M-2, HS, NS.

0 - 5 Acres = $ 850
> 5 - 10 Acres = $1,600
> 10 - 20 Acres = $2,100
> 20 - 100 Acres = $2,600
> 100 - Acres = $3,200 plus $50 for each additional acre over 100

3. Mixed-Use (MUD and MUO) or Hiqh Rise Residential (HRR)

Application Fee – $1,200 plus $75 per acre (maximum fee - $10,000)

4. Chattahoochee Corridor Review (involving a public hearing) - $150.
5. Buffer Reduction (Greater than 50%) Application Fee - $500.
6. Zoning Certification Letter - $100 (per non-contiguous parcel).

NOTES

1. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION SUPPLIED AND TO THE SURVEYOR'S BEST KNOWLEDGE AND APPROXIMATELY AS SHOWN. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

2. I HAVE EXAMINED THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP FOR GWINNETT COUNTY, GEORGIA, UNINCORPORATED AREAS, COMMUNITY PANEL NUMBER 13135C, MAP NUMBER 13135 C 0066 F, PANEL ONE OF 155, EFFECTIVE DATE SEPTEMBER 29, 2006 AND FOUND THE PROPERTY SHOWN HEREON TO FALL WITHIN A DESIGNATED FLOOD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD).

3. THIS SITE IS TIED TO GRID NORTH BASED ON GPS OBSERVATIONS ADJUSTED BY PLANNERS AND ENGINEERS COLLABORATIVE IN MAY 2014. NORTH AMERICAN DATUM OF 1983 (NAD83), NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), GEORGIA WEST ZONE STATE PLANE COORDINATES.

4. THE TERM "CERTIFICATION" RELATING TO PROFESSIONAL ENGINEERING AND LAND SURVEYING SERVICES SHALL MEAN A SIGNED STATEMENT BASED UPON FACTS AND KNOWLEDGE KNOWN TO THE REGISTRANT AND IS NOT A GUARANTEE OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

5. THIS SURVEY WAS BEEN PREPARED WITHOUT THE BENEFIT OF A CURRENT TITLE INSPECTION REPORT. EASEMENTS OR OTHER ENCUMBRANCES MAY EXIST ON PUBLIC RECORD BUT NOT BE SHOWN HEREON.

6. THE UNDERGROUND UTILITIES SHOWN HEREON WERE DETERMINED BY LOCATING PAINT MARKINGS CREATED BY SUBSURFACE UTILITY INVESTIGATIONS, LLC. – PHONE – (770) 537-4142.

7. THE PROPERTY LINES SHOWN ARE BASED ON EXISTING PROPERTY AND RIGHT OF WAY LINES.

8. NO ZONING INFORMATION PROVIDED FOR BUILDING SETBACKS.

9. NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

10. MANY AREAS OF THE SITE ARE OVERGROWN WITH HEAVY VEGETATION AND/OR VINES. UTILITIES ARE SHOWN BASED ON ABOVE GROUND VISIBLE EVIDENCE AND LOCATING PAINT MARKS. PROPERTY LINES ARE BASED ON MONUMENTS FOUND IN THE FIELD. WHERE MONUMENTS WERE NOT FOUND, THE PROPERTY LINES ARE BASED ON RECORD DEEDS & PLATS.

This part is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECREATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.

Date of Map or Plat: 06/30/19

OVERALL LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot 251 of the 6th District, City of Peachtree Corners, Gwinnett County, Georgia and being more particularly described as follows:

BEGINNING at a point at the intersection of the Southwesterly Right of Way Line of Jones Mill Road (Public, 100' R/W) and the Northerly Right of Way Line of Virginia Avenue (Public, 40' R/W), said point being the true point of beginning;

Thence leaving said intersection and following along the Southwesterly Right of Way Line of Jones Mill Road the following courses and distances: [illegible]

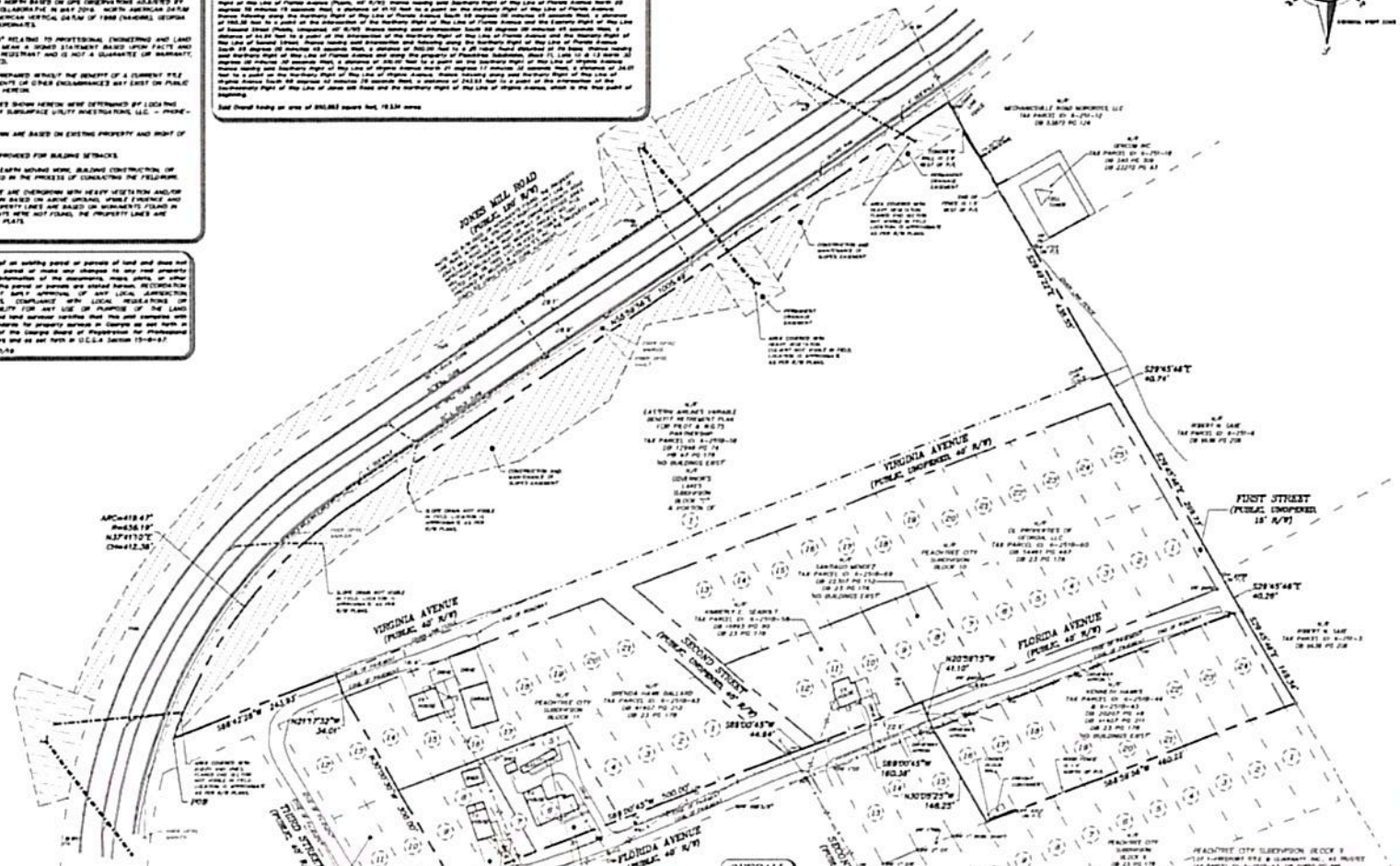
Said Overall tracking an area of 836,863 square feet, 19.534 acres.

This map or plat has been computed for closure and is found to be accurate to within one foot in 146,127 feet.

EQUIPMENT USED:

ANGLES: TOPCON TOTAL STATION

LINES: TOPCON TOTAL STATION



SITE MAP (NTS)

LINETYPES

LEGEND

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

PLANNERS AND ENGINEERS COLLABORATIVE

"WE PROVIDE SOLUTIONS"

REV	DATE	DESCRIPTION	BY

BOUNDARY RETRACEMENT SURVEY

FOR

THE REVIVE LAND GROUP

CITY OF PEACHTREE CORNERS

GWINNETT COUNTY

DRAWN BY: [illegible]

CHECKED BY: [illegible]

FILE NO.: [illegible]

DATE: 06/30/19

SCALE: 1"=40'

DATE OF FIELD WORK: 05/24/19

OVERALL LEGAL DESCRIPTION

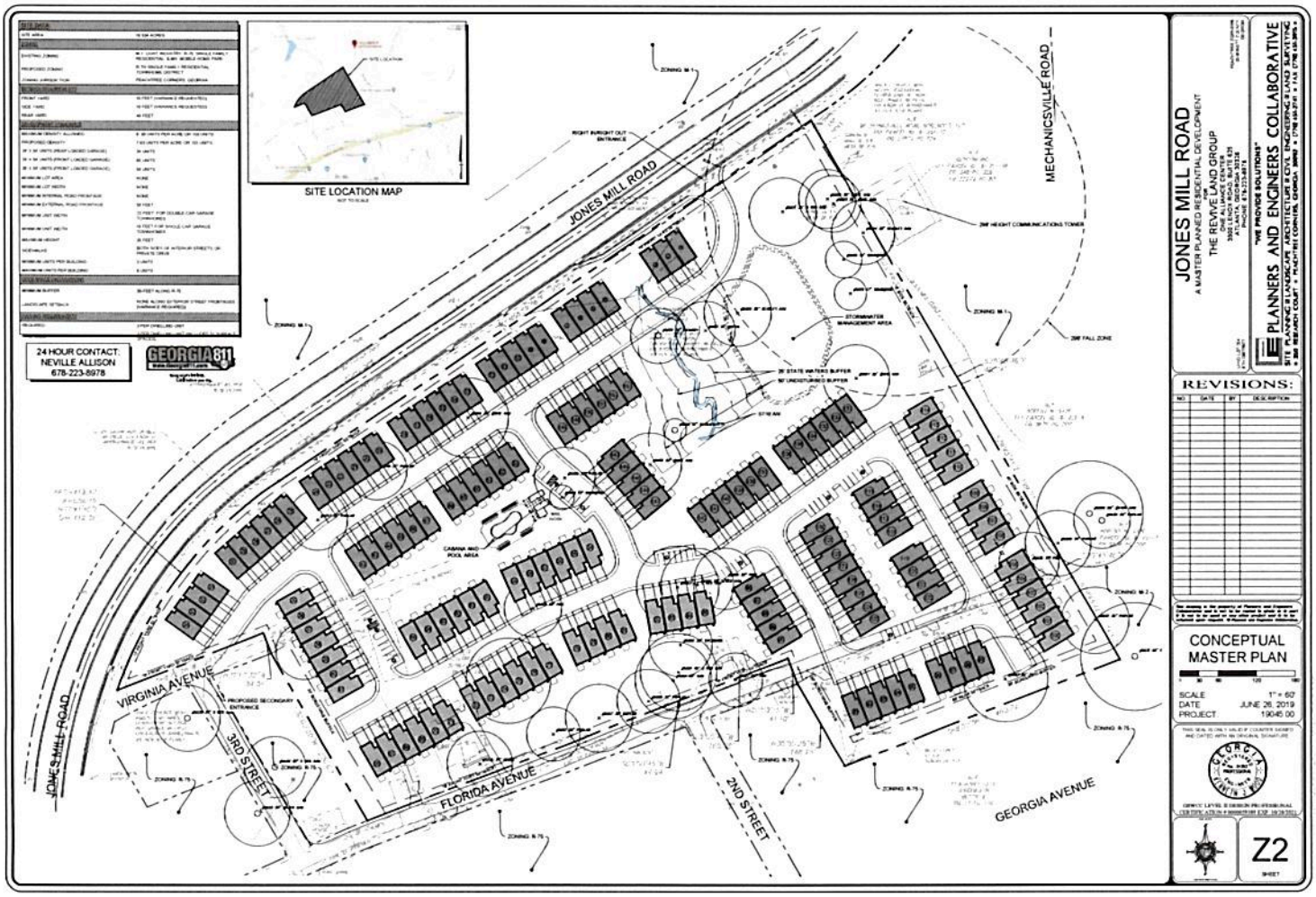
ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot 251 of the 6th, District, City of Peachtree Corners, Gwinnett County, Georgia and being more particularly described as follows:

BEGINNING at a point at the intersection of the Southeasterly Right of Way Line of Jones Mill Road (Public, 120' R/W) and the Northerly Right of Way Line of Virginia Avenue (Public, 40' R/W), said point being the true point of beginning.

Thence leaving said intersection and following along the Southeasterly Right of Way Line of Jones Mill Road the following courses and distances: with a curve turning to the right with an arc length of 419.47 feet, having a radius of 656.19 feet, being subtended by a chord bearing of North 37 degrees 41 minutes 10 seconds East, and a chord length of 412.36 feet, to a point; thence North 55 degrees 59 minutes 56 seconds East, a distance of 1005.49 feet to a point; thence leaving said Southeasterly Right of Way Line of Jones Mill Road and along the property of Mechanicsville Road Norcross, LLC, Gencom Inc. and Robert N. Saxe South 29 degrees 49 minutes 22 seconds East, a distance of 438.55 feet to a point at the intersection of the Easterly Right of Way Line of First Street (Public, Unopened, 15' R/W) and the Northerly Right of Way Line of Virginia Avenue (Public, Unopened, 40' R/W); thence leaving said intersection and following along said Easterly Right of Way Line of First Street and continuing along the property of Robert N. Saxe the following courses: South 29 degrees 45 minutes 46 seconds East, a distance of 40.74 feet to a point; thence South 29 degrees 45 minutes 46 seconds East, a distance of 299.73 feet to a point; thence South 29 degrees 45 minutes 46 seconds East, a distance of 40.26 feet to a point; thence South 29 degrees 45 minutes 46 seconds East, a distance of 149.34 feet to a point; thence leaving said Easterly Right of Way Line of First Street and following along the property of Peachtree Subdivision, Block 9, Lots 1-9 South 68 degrees 59 minutes 56 seconds West, a distance of 460.22 feet to a point; thence along the property of Peachtree Subdivision, Block 9, Lot 15 North 30 degrees 05 minutes 25 seconds West, a distance of 148.25 feet to a point on the Southerly Right of Way Line of Florida Avenue (Public, 40' R/W); thence leaving said Southerly Right of Way Line of Florida Avenue North 20 degrees 59 minutes 15 seconds West, a distance of 41.10 feet to a point on the Northerly Right of Way Line of Florida Avenue; thence following along the Northerly Right of Way Line of Florida Avenue South 69 degrees 00 minutes 45 seconds West, a distance of 160.38 feet to a point at the intersection of the Northerly Right of Way Line of Florida Avenue and the Easterly Right of Way Line of Second Street (Public, Unopened, 40' R/W); thence leaving said intersection South 69 degrees 00 minutes 45 seconds West, a distance of 44.94 feet to a point at the intersection of the Northerly Right of Way Line of Florida Avenue and the Westerly Right of Way Line of Second Street; thence leaving said intersection and following along the Northerly Right of Way Line of Florida Avenue South 69 degrees 00 minutes 45 seconds West, a distance of 500.00 feet to a #5 rebar found disturbed at its base; thence leaving said Northerly Right of Way Line of Florida Avenue and along the property of Peachtree Subdivision, Block 11, Lots 10 & 13 North 30 degrees 00 minutes 30 seconds West, a distance of 300.00 feet to a point on the Southerly Right of Way Line of Virginia Avenue; thence leaving said Southerly Right of Way Line of Virginia Avenue North 21 degrees 17 minutes 32 seconds West, a distance of 34.01 feet to a point on

the Northerly Right of Way Line of Virginia Avenue; thence following along said Northerly Right of Way Line of Virginia Avenue South 68 degrees 42 minutes 28 seconds West, a distance of 243.93 feet to a point at the intersection of the Southeasterly Right of Way Line of Jones Mill Road and the Northerly Right of Way Line of Virginia Avenue, which is the true point of beginning.

Said Overall having an area of 850,883 square feet, 19.534 acres.


SITE LOCATION MAP
JONES MILL ROAD
MECHANICSVILLE ROAD
VIRGINIA AVENUE
FLORIDA AVENUE
GEORGIA AVENUE
3RD STREET
2ND STREET
24 HOUR CONTACT:
NEVILLE ALLISON
678-223-8978
GEORGIA 811
JONES MILL ROAD
A MASTER PLANNED RESIDENTIAL DEVELOPMENT
THE REVIVE LAND GROUP
PLANNERS AND ENGINEERS COLLABORATIVE
REVISIONS:
CONCEPTUAL MASTER PLAN
SCALE 1" = 60'
DATE JUNE 26, 2019
PROJECT 19045.00
Z2

SITE LOCATION MAP
NOT TO SCALE

KEY:

- TREE SPECIMEN TO BE SAVED
- TREE SPECIMEN TO BE REMOVED
- CRZ OF SPECIMEN TREE TO BE SAVED
- CRZ OF SPECIMEN TREE TO BE REMOVED
- TREE PROTECTION FENCE
- TREE SAVE AREA

LANDSCAPE NOTES:

1. ALL BUFFERS AND TREE SAVE AREAS ARE TO CLEARLY IDENTIFIED WITH PROTECTIVE FENCING PRIOR TO COMMENCEMENT OF ANY LAND DISTURBANCE.
2. DECIDUOUS TREES SHALL BE AT LEAST 2 INCHES IN DIAMETER AND EVERGREEN TREES SHALL BE AT LEAST 6 FEET IN HEIGHT AT TIME OF PLANTING.
3. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS PRIOR TO BEGINNING CONSTRUCTION. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT ANY EXISTING CONDITIONS AND WORK IN PLACE.
4. ALL PLANT MATERIAL SHALL ARRIVE AT THE SITE WITH MOIST SOIL IN CONTAINER OR BURLAP.
5. UNDER NO CIRCUMSTANCES WILL PLANTS BE APPROVED FOR PAYMENT IF PLANT SIZE AND GENERAL HEALTH ARE NOT AS REQUIRED ON PLAN.
6. TREE PROTECTION SHALL BE ENFORCED ACCORDING TO GWINNETT COUNTY STANDARDS. ANY FIELD ADJUSTMENTS TO TREE PROTECTION DEVICE TYPES OR LOCATIONS OR SUBSTITUTIONS OF PLANT MATERIAL SHOWN ON THE APPROVED PLANS ARE SUBJECT TO THE REVIEW AND APPROVAL OF THE GWINNETT COUNTY ARBORIST.
7. THE DENSITY REQUIREMENTS SHOWN ON THE TREE PRESERVATION AND REPLACEMENT PLAN MUST BE VERIFIED PRIOR TO THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY OR ACCEPTANCE OF THE FINAL PLAT. A PERFORMANCE BOND OR LETTER OF CREDIT WILL BE ACCEPTED IF PLANT MATERIAL MUST BE INSTALLED AT A LATER DATE.
8. A MAINTENANCE INSPECTION OF TREES WILL BE PERFORMED AFTER ONE FULL GROWING SEASON FROM THE DATE OF THE FINAL INSPECTION. PROJECT OWNERS AT THE TIME OF THE MAINTENANCE INSPECTION ARE RESPONSIBLE FOR ORDINANCE COMPLIANCE.
9. ALL TREES AND SHRUBS SHALL BE COVERED WITH AT LEAST 3" OF PINE STRAW MULCH OR EQUIVALENT GROUND COVER.
10. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO WATER AND MAINTAIN ALL TREES AND SHRUBS UNTIL THE PROJECT IS TURNED OVER TO THE OWNER FOR FINAL APPROVAL.
11. TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBANCE ACTIVITIES.
12. APPROVAL OF TREE PLANS DOES NOT CONSTITUTE APPROVAL BY GWINNETT COUNTY OF ANY LAND DISTURBANCE ACTIVITIES WITHIN WETLAND AREAS. IT IS THE RESPONSIBILITY OF THE PROPERTY OWNER TO CONTACT THE APPROPRIATE REGULATORY AGENCY FOR APPROVAL OF ANY WETLAND DISTURBANCE.
13. PER ARTICLE 8, SECTION 8.2.6.B OF THE DEVELOPMENT REGULATIONS, IT IS THE RESPONSIBILITY OF THE PROPERTY OWNER TO MAINTAIN ANY DETENTION FACILITY CONSTRUCTED ON THEIR PROPERTY AND TO ENSURE THE FACILITY IS FREE OF OBSTRUCTION, SILT, OR DEBRIS.
14. TOPPING TREES IS NOT ALLOWED. TREES REMOVED OR HAVING THEIR TOPS CUT AFTER COMPLIANCE WITH THIS ORDINANCE SHALL BE REPLACED WITH EQUIVALENT INCHES OF REMOVED TREES.
15. THINNING IS ALLOWED AND MAY INCLUDE REMOVAL OF NON-SPECIMEN TREES WITHIN THE CRITICAL ROOT ZONE OF DRIP LINE OF THE SPECIMEN TREE IN THE LANDSCAPE INSTALLATION PHASE OF DEVELOPMENT ONLY. THINNING INCLUDES MANUAL REMOVAL. NO MOTORIZED WHEELED OR TRACK VEHICLES ALLOWED WITHIN THE CRITICAL ROOT ZONE OF THE SPECIMEN TREE.
16. NON-VEGETATIVE MATERIAL TO BE REMOVED MANUALLY.
17. A COMMERCIAL APPLICATOR LICENSE AND A PESTICIDE CONTRACTOR LICENSE ARE REQUIRED BY THE CONTRACTOR IF THE USE OF HERBICIDES ARE NECESSARY FOR NOXIOUS PLANT MATERIAL REMOVAL.
18. TREE PROTECTION FENCE IS TO BE THE LARGE AS LIMITS OF DISTURBANCE.
19. ALL REMAINING LANDSCAPE AREAS SHALL BE SODDED, SEEDED, OR HYDRO SEEDED WITH GRASS, AND/OR PLANTED WITH GROUND COVER SPECIES, AND/OR PROVIDED WITH OTHER LANDSCAPE MATERIAL OR ANY COMBINATION THEREOF.

SPECIMEN TREES TO BE REMOVED & RECOMPENSED FOR

POINT #	SPECIES	DBH	UNITS
1606	OAK	29	18.4
5002	SYCAMORE	33	23.6
5003	S RED OAK	43	40.4
5004	N RED OAK	38	31.6
5005	PINE	32	22.4
5008	SOURWOOD	13	3.6
5009	POPLAR	32	22.4
5011	BEECH	31	20.8
5013	POPLAR	44	42.4
5014	PINE	30	19.6
5015	WHITE OAK	33	23.6
5016	WHITE OAK	42	36.4
5017	POPLAR	31	20.8
5018	POPLAR	31	20.8
5019	HICKORY	29	18.4
5020	SCARLET OAK	35	26.8
5021	S RED OAK	35	26.8
5027	WHITE OAK	35	26.8
5032	POPLAR	35	26.8
5036	PINE	31	20.8
5037	PINE	44	42.4
		TOTAL UNITS	537.6

SPECIMEN TREES TO BE SAVED

POINT #	SPECIES	DBH	UNITS
5010	SASSAFRAS	12	3.2
5022	WHITE OAK	30	19.6
5023	WHITE OAK	29	18.4
5024	SCARLET OAK	33	23.6
5025	SOURWOOD	19	8
5026	SOURWOOD	17	6.4
5028	POPLAR	34	25.2
1225	MAPLE	34	25.2
5012	POPLAR	28	17.2
5007	POPLAR	35	26.8
5006	POPLAR	33	23.6
1202	OAK	40	34.8
1027	OAK	28	17.2
5001	S RED OAK	40	34.8
		TOTAL UNITS	284

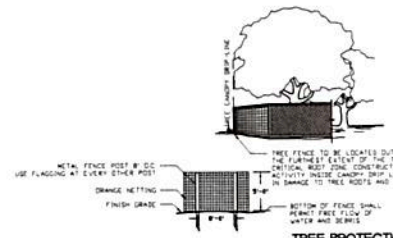
TREE REPLACEMENT CALCULATIONS

SITE DATA:
TOTAL SITE AREA: 19.53 ACRES

TREE REPLACEMENT REQUIREMENTS:
14 UNITS PER ACRE X DISTURBED AREA X SQF
19.53 AC X 14 TREE DENSITY UNITS (TDU) = **312.48 UNITS REQUIRED (TDUs)**

TREE SAVE PROVIDED:
APPROXIMATELY 1.84 ACRES OF TREE SAVE AREA - SAMPLES TO BE PERFORMED AT A LATER DATE

SPECIMEN RECOMPENSE REQUIRED:
537 X SPECIMEN TREE UNITS REMOVED THAT MUST BE RECOMPENSED FOR.
STREET TREES, LANDSCAPE STRIP/BUFFER TREES, AND PARKING LOT TREES WILL NOT BE USED TO COUNT TOWARDS SPECIMEN RECOMPENSE REQUIREMENTS.



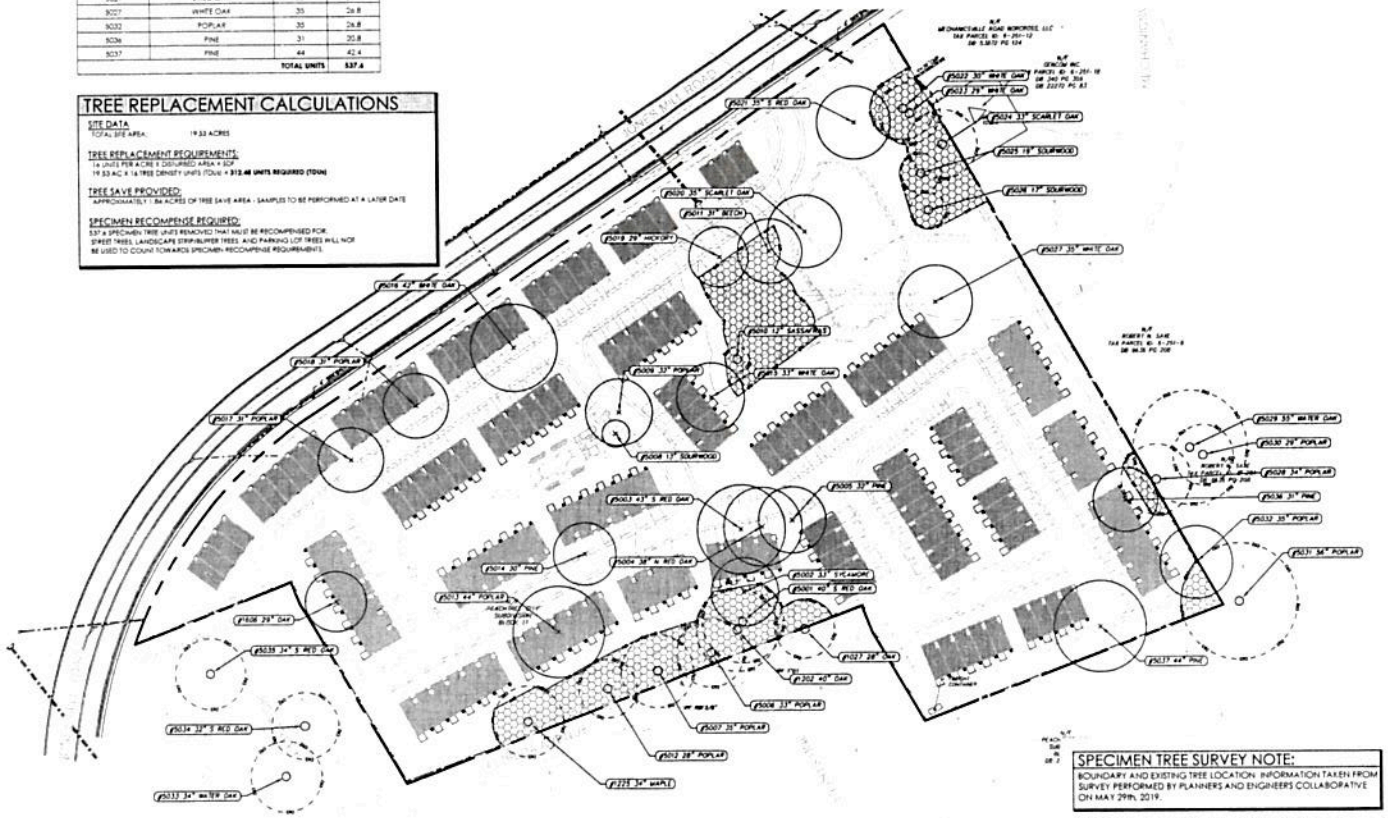
TREE PROTECTION FENCE
NTS

TREE PROTECTION AREA
KEEP OUT!

THE FOLLOWING MUST BE OBSERVED BY ALL PERSONS:
- NO PERSON SHALL ENTER THE PROTECTED AREA
- NO MACHINE OR PLANT SHALL ENTER THE PROTECTED AREA
- NO MATERIALS SHALL BE STORED IN THE PROTECTION AREA
- NO REFUSE SHALL BE DEPOSITED IN THE PROTECTION AREA
- NO EXCAVATION SHALL OCCUR IN THE PROTECTED AREA

ANY VIOLATION INTO THE PROTECTED AREA MUST BE WITH THE WRITTEN PERMISSION OF THE LOCAL PLANNING AUTHORITY

TREE PROTECTION SIGN PLACED AT LEAST EVERY 50' ALONG LENGTH OF TREE PROTECTION FENCE. ALSO PROVIDE SIGNS IN SPANISH



SPECIMEN TREE SIZES

HARDWOODS	28 INCHES
SOFTWOODS	30 INCHES
SMALL NATIVE FLOWERING	12 INCHES

GEORGIA811
www.georgia811.com
Know what's below. Call before you dig.

0 80 160 240 feet
1" = 80'-0"

NORTH

SPECIMEN TREE SURVEY NOTE:

BOUNDARY AND EXISTING TREE LOCATION INFORMATION TAKEN FROM SURVEY PERFORMED BY PLANNERS AND ENGINEERS COLLABORATIVE ON MAY 29th, 2019.

TREE PROTECTION FENCE NOTES:

TREE PROTECTION FENCE SIGNAGE TO BE DISPLAYED BOTH IN ENGLISH & SPANISH: "STAY OUT / NO ENTRADA" & "TREE SAVE / SALVE UN ARBOL".

TREE PROTECTION FENCE SIGNAGE SHALL BE POSTED EVERY 20' WITH A MINIMUM OF 4 SIGNS.

360 STUDIO
THE LANDSCAPE ARCHITECTURE STUDIO OF PLANNERS & ENGINEERS COLLABORATIVE
150 RESEARCH COURT
PEACHTREE CORNERS, GEORGIA 30092
O: 770.451.2741
PEC360STUDIO.COM

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PROJECT
JONES MILL ROAD

CITY OF PEACHTREE CORNERS
GWINNETT COUNTY, GEORGIA

LAND LOT 254
6th DISTRICT

FOR
THE REVIVE LAND GROUP

1500 LENOX ROAD
SUITE 625
ATLANTA, GA 30326

CONTACT
NEVILLE ALLISON
678.223.8978

REVISION	DATE
(DRAFT)	06/28/2019
(DRAFT)	07/01/2019

DRAWN BY: RH
APPROVED BY: DM

PROJECT NUMBER
19045.00

GEORGIA REGISTERED LANDSCAPE ARCHITECT No. 1788 BRUCE MCCLURE

SEAL & DATE VALID IF COUNTER SIGNED AND DATED WITH AN ORIGINAL SIGNATURE

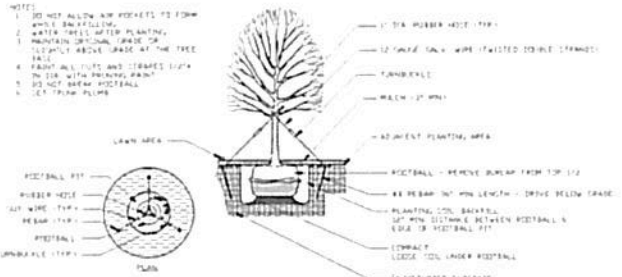
DATE
JULY 01, 2019

TITLE
TREE LOCATION, PROTECTION & REPLACEMENT PLAN

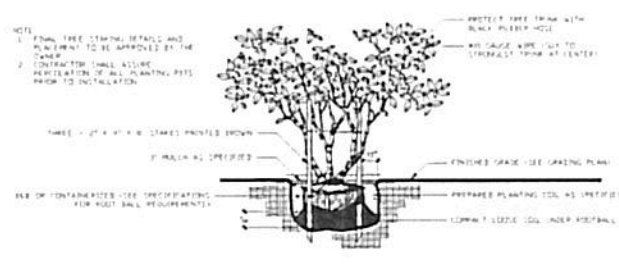
SHEET
TPR.1

GENERAL PLANTING NOTES:

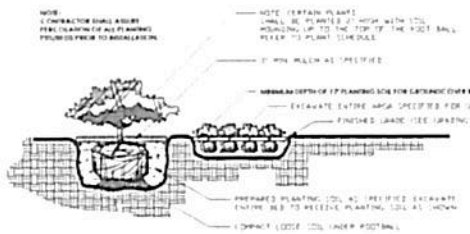
1. ALL PLANTS MUST BE HEALTHY, VIGOROUS MATERIAL, FREE OF PESTS AND DISEASES, PLANTED IN QUALITY TO PREVAILING GRADE OF BETTER, AS NOTED BY THE AMERICAN ASSOCIATION OF NURSERYMEN (AAN) (FORM PLANTS SHALL BE NURSERY GROWN, HERBACEOUS, NORMALLY SHAPED, AND WELL BRANCHED. THE PLANT MUST APPEAR VIGOROUS WITH HEALTHY, WELL DEVELOPED ROOT SYSTEM).
2. ALL PLANTS PURCHASED SHALL BE TRUE TO THE NAME AND VARIETY INDICATED ON THE PLANT LIST AND SHALL HAVE BEEN GROWN UNDER CLIMATIC CONDITIONS WITH TEMPERATURES SUFFICIENT VARIANCE TO THE CHOICE OF THE VARIETY OF THE PROJECT FOR A MINIMUM OF TWO (2) YEARS PRIOR TO AND ON THE PROJECT.
3. ALL PLANTS MUST BE CONTAINER GROWN OR BALLED AND BURLAPPED, AS INDICATED ON THE PLANT LIST. ALL BURLAP OR WIRE BASKET MATERIAL MUST BE REMOVED FROM THE ROOTBALL PRIOR TO INSTALLATION. REMOVE TOP 1/3 OF BASKET/CANVAS MATERIAL FROM ROOTBALL PRIOR TO INSTALLATION.
4. ALL PLANTS SHALL BE TRUE TO SPECIES AND VARIETY. PLANT SIZES WHERE DIAMETER IS REQUIRED, SHALL MEASURE AS NEARLY AS POSSIBLE. ALL SUBSTITUTIONS WILL BE PROMPTLY MADE OUT WITHIN PERMISSION OF THE LANDSCAPE ARCHITECT.
5. ALL TREES MUST BE STAKED AND GUYED WITH STRONG TRUNK, WITH LIVE BRANCHES FULL AND HEALTHY, AND MEET REQUIREMENTS SPECIFIED.
6. ALL TREES MUST BE STAKED OR GUYED AS SHOWN ON DETAILS.
7. SCARIFY OR LOOSEN THE COMPACTED ROOTBALL OF CONTAINER GROWN PLANTS, WHICH CRADLE THE PLANTS, AND ALL ON THE EDGE OF THE PLANTING HOLE FOR HEALTHY ROOT DEVELOPMENT PRIOR TO INSTALLATION. DO NOT BREAK UP ROOTBALL OF BALL PLANTS.
8. ALL PLANTS AND PLANTING AREAS MUST BE COMPLETELY MULCHED WITH A PREFERRED MULCH.
9. ALL PLANTS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT AND THE OWNER BEFORE, DURING, AND UPON INSTALLATION UNTIL THE DATE OF FINAL ACCEPTANCE.
10. ALL PLANTS SHALL MEET STANDARDS OF HORTICULTURE AS "AMERICAN STANDARD FOR NURSERY STOCK" WHICH STANDARDS SHALL REPRESENT THE MINIMUM ACCEPTABLE "FIRST AND COMPLETE" MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIAL.
11. SPECIFIC REQUIREMENTS COVERING THE MINIMUM SIZES AND THE NUMBER IN WHICH THEY ARE TO BE PURCHASED ARE SHOWN ON THE DRAWINGS AND PLANT LIST.
12. STOCK PURCHASED IN A SIZE RANGE SPECIFIED SHALL BE ACCEPTABLE IF MEASURED TO MEAN THAT NO LESS THAN 50% SHALL BE OF THE MINIMUM SIZE SPECIFIED WITHIN EACH RANGE.
13. THE DETERMINANT MEASUREMENTS FOR PLANTS SHALL BE THE CALIPER, HEIGHT AND SPREAD. CALIPER SHALL BE TAKEN AT ABOUT THE HEIGHT OF THE TRUNK CALIPER AND IT MAY BE THE CALIPER OF THE TRUNK TUBE, HEIGHT AND SPREAD DIMENSIONS SPECIFIED REFER TO THE MAIN BODY OF THE PLANT AND NOT FROM BRANCH TIP TO BRANCH TIP. TRUE MEASUREMENTS WITH BRANCHES IN NORMAL POSITION.
14. PRIOR TO CONSTRUCTION, THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO ALL UTILITIES DURING THE COURSE OF WORK. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY AND ALL DAMAGE TO UTILITIES, STRUCTURES, SITE IMPROVEMENTS, ETC. WHICH OCCUR AS A RESULT OF THE LANDSCAPE CONSTRUCTION.
15. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON THEIR PLANS BEFORE PRICING THE WORK. THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IF ANY DISCREPANCIES ARE FOUND.
16. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE ALL PLANTING, INCLUDING BUT NOT LIMITED TO, WATERING, PRUNING, WEED CONTROL, FERTILIZING, ETC. OF PLANTING AREAS AND LAWN UNTIL THE WORK IS ACCEPTED IN FINAL BY THE LANDSCAPE ARCHITECT OR OWNER THE OWNER SHALL PROVIDE WATER.
17. THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE YEAR WARRANTY FOR ALL PLANT MATERIAL BEGINNING AT THE DATE OF SUBSTANTIAL COMPLETION. THE LANDSCAPE CONTRACTOR SHALL REPLACE WITHIN THIS SCHEDULE THE ONE YEAR WARRANTY PERIOD UNLESS OTHERWISE DETERMINED.
18. WHERE DUES AT THE NURSERY SOURCE, ALL TREES SHALL BE ACCLIMATED IN THE FIELD WHERE GROWN AND UNDERGROWN PRIOR TO INSTALLATION.
19. ANY PLANT MATERIAL WHICH DIES, TURNS BROWN OR DEFOLIATES PRIOR TO FINAL ACCEPTANCE OF THE WORK SHALL BE IMMEDIATELY REPLACED BY THE CONTRACTOR WITH MATERIAL OF THE SAME SPECIES, QUANTITY, SIZE, AND VARIETY AS THE PLANT LIST SPECIFICATION.
20. LANDSCAPE CONTRACTOR TO LAYOUT ALL PLANT MATERIAL IN SO AS MEET TO THE PLANS. APPROVAL AND/OR ACCEPTANCE TO THE WORK BY THE LANDSCAPE ARCHITECT MUST BE ACCOMPLISHED PRIOR TO ANY PLANTING INSTALLATION.
21. LANDSCAPE CONTRACTOR TO PROVIDE ALL SIZE PRICE FOR ALL PLANT MATERIAL.



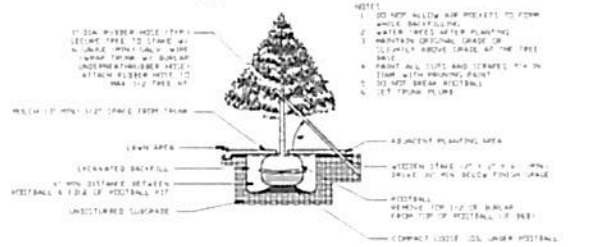
LARGE TREE PLANTING



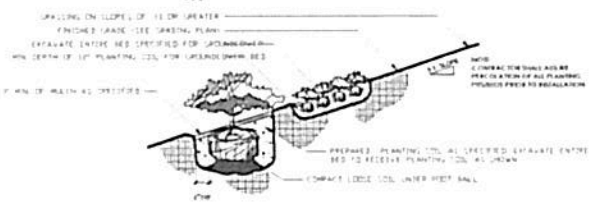
MULTI-TRUNK PLANTING



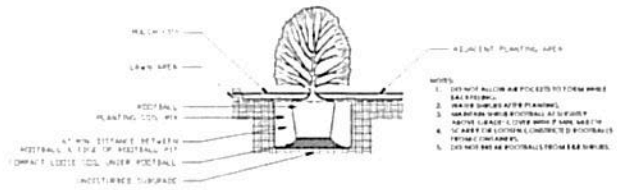
SHRUB AND GROUNDCOVER PLANTING



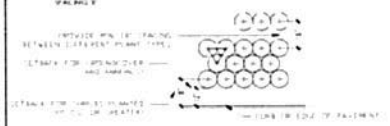
EVERGREEN TREE PLANTING



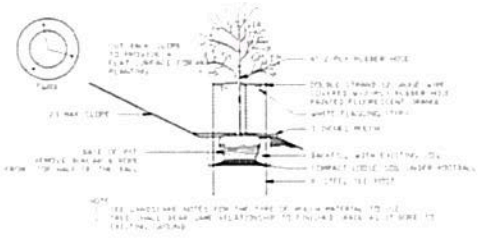
SHRUB AND GROUNDCOVER PLANTING ON SLOPE



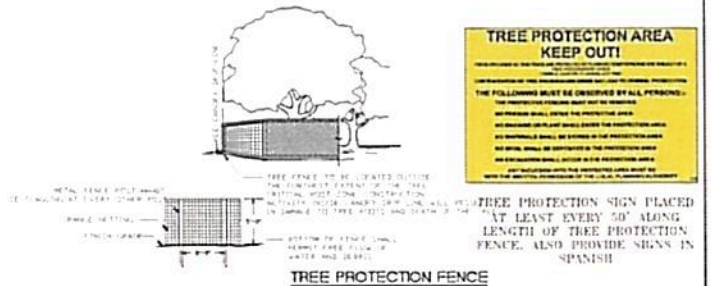
SPECIMEN SHRUB PLANTING



TYPICAL PLANT SPACING



TREE PLANTING ON (2:1) SLOPE



TREE PROTECTION FENCE

360 STUDIO

150 RESEARCH COURT
PEACHTREE CORNERS, GEORGIA 30092
O: 770.451.2741
PIC360STUDIO.COM

JONES MILL ROAD

CITY OF PEACHTREE CORNERS
GWINNETT COUNTY
GEORGIA

LAND LOT 254
6th DISTRICT

THE REVIVE LAND GROUP

3500 LENOX ROAD
SUITE 625
ATLANTA, GA 30326

CONTACT
NEVILLE ALLISON
678 223 9978

DRAWN BY: RH
APPROVED BY: DM

19045.00

PRELIMINARY
NOT TO BE ISSUED FOR CONSTRUCTION

MAY 30, 2019

PLANTING DETAILS

TPR.2

LETTER OF INTENT FOR REZONING APPLICATION

This Letter of Intent is submitted by The Revive Land Group, LLC (the "Applicant") for the purpose of requesting the rezoning of an assemblage of parcels (the "Property") situated along Jones Mill Road north of Buford Highway (U.S. Route 23) in the Mechanicsville neighborhood of the City of Peachtree Corners (the "City"). The Applicant is requesting a rezoning of the Property to the R-TH (Single Family Residence Townhouse District) zoning classification as set forth in the attached rezoning application (the "Application"). The Property is designated within the Village Residential Character Area of the City of Peachtree Corners 2040 Comprehensive Plan (the "2040 Plan") and is currently zoned R-75 (Single Family Residence District).

The Applicant proposes to develop the Property as a single-family residential community consisting of 153 attached townhomes. The proposed residential infill development would have a net density of approximately 7.83 units per acre, which is below the maximum allowed density prescribed for the R-TH zoning classification set forth in the 2016 Zoning Resolution of the City of Peachtree Corners (the "Resolution"). The proposed single-family community would provide attractive homes for a growing population and diversify housing options within the City of Peachtree Corners. The Property is located in the historic Mechanicsville neighborhood which is one of the oldest platted communities in Gwinnett County. The Property is situated next to the Mechanicsville School House, which is on the National Register of Historic Places and is the City's only such designated historic structure. The proposed development would help to preserve the residential character of the area and is in line with the types of uses the City encourages in the Village Residential Character Area as set forth in the 2040 Plan. Moreover, the proposed development would also provide an appropriate transition of land uses from nearby non-residential

and industrial uses to the north and east towards single-family detached homes in the Mechanicsville neighborhood to the south and west.

The proposed townhomes consist of 34 rear-entry units and 119 front-entry units with double-car garages and would be constructed with an attractive mix of building materials such as brick, stone, and/or cementitious siding, shake, and/or board and batten. The proposed community would include a large area of open space surrounding an existing stream which would serve as an amenity for residents. The proposed development would also include two larger passive recreation areas or pocket parks in addition to a centrally-located pool and cabana. Lastly, the community is designed to pull away from Florida Ave to preserve several specimen trees along the Florida Ave right of way, creating a natural transition from the development to the existing community.

The proposed development would provide one main access point on Jones Mill Road and one access point off Virginia Ave as depicted on the site plan submitted on June 27th, 2019 (the "Site Plan"). These entrances would promote roadway interconnectivity and avoid increased traffic for adjacent property owners. Currently, the Property contains rights-of-way owned by the City of Peachtree Corners. Accordingly, the Applicant requests that portions of such rights-of-ways are abandoned by the City. A formal letter requesting such abandonment will be submitted to the City contemporaneously with the Application. The Applicant is also requesting a reduction in the required 50-foot wide landscaped setback as depicted on the Site Plan. The Resolution requires a 50-foot wide landscaped setback along all external right-of-way. However, as depicted on the Site Plan, the Applicant is requesting a variance to 0' in order to accommodate the rear load units along Jones Mill road. This variance will not only help create a streetscape alone Jones Mill Road, but it will also allow the site to shift north away from the existing trees on Florida Ave. In addition,

the Applicant is also requesting a reduction of the internal and external yard requirements. The variances include:

1.) Internal yard requirements: A 20-foot grassed or landscaped strip shall be provided between all buildings and interior driveways/streets.- Requested Variance to 5'

2.) External yard requirements: Front yard: 50-Feet. – Requested Variance to 10-Feet
Side yard 40-Feet- Requested Variance to 18-Feet

The Mechanicsville neighborhood is the only remaining residential community in the City between Peachtree Industrial Boulevard and Buford Highway and is designated as within the Village Residential character area on the 2040 Plan Character Area Map. The 2040 Plan narrative highlights the importance of the historic Mechanicsville neighborhood and acknowledges the need for investment and revitalization of the area. The proposed development would complement the existing residential uses and protect the neighborhood's legacy against further encroachment by surrounding industrial uses.

The Applicant submits that the proposed community would further the policies of the 2040 Plan by increasing high-quality housing options to families at all stages of life. The policies of the 2040 Plan encourage residential infill developments such as the proposed community as a way to expand housing choices for empty nesters who wish to downsize to a lower-maintenance property but remain in their current community. Similarly, the 2040 Plan acknowledges that townhouses also appeal to millennials who want to live near their jobs but either choose not to (or may not be in a position to) purchase a single-family detached home on a large lot.

The proposed townhome community is compatible with surrounding development and would complement the unique character of the area. The enhanced walkability and new investment that the proposed community would bring to the area would activate the existing neighborhood

and historic schoolhouse by creating a distinct neighborhood community and sense of place. Existing residents would feel that they are coming home to a revitalized and energized community rather than an older, unrecognized neighborhood that is constantly fending off encroachment by surrounding industrial uses.

The Applicant and its representatives welcome the opportunity to meet with staff of the City of Peachtree Corners Planning & Development Department to answer any questions or to address any concerns relating to the matters set forth in this letter or in the Application filed herewith. The Applicant respectfully requests your approval of the Application.

Respectfully submitted this 5th day of July, 2019.

THE REVIVE LAND GROUP, LLC

Neville Allison
Managing Partner

APPLICANT'S RESPONSE
STANDARDS GOVERNING THE EXERCISE OF THE ZONING POWER

Pursuant to section 1702 of the 2012 zoning resolution, the city council finds that the following standards are relevant in balancing the interest in promoting the public health, safety, morality or general welfare against the right to the unrestricted use of property and shall govern the exercise of the zoning power.

PLEASE RESPOND TO THE FOLLOWING STANDARDS IN THE SPACE PROVIDED OR USE AN ATTACHMENT AS NECESSARY:

A. Will this proposed rezoning, special use permit, or change in conditions permit a use that is suitable in view of the use and development of adjacent and nearby property?

Please see attached.

B. Will this proposed rezoning, special use permit, or change in conditions will adversely affect the existing use or usability of adjacent or nearby property?

Please see attached.

C. Does the property to be affected by a proposed rezoning, special use permit, or change in conditions have reasonable economic use as currently zoned?

Please see attached.

D. Will the proposed rezoning, special use permit, or change in conditions will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools?

Please see attached.

E. Will the proposed rezoning, special use permit, or change in conditions is in conformity with the policy and intent of the land use plan?

Please see attached.

F. Are there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the proposed rezoning, special use permit, or change in conditions?

Please see attached.

STANDARDS GOVERNING THE EXERCISE OF THE ZONING POWER

A. The proposed rezoning would permit a use that is suitable in view of the use and development of adjacent and nearby property. The proposed development will enhance surrounding properties in a manner consistent with the Future Land Use Plan.

B. The proposed rezoning will not adversely affect the existing use or usability of adjacent or nearby property. The proposed development is a complement to the adjacent and nearby property and will bring encouraged redevelopment to this historic neighborhood.

C. Given current site conditions, existing development, and market trends, the Applicant respectfully submits that subject property does not have reasonable economic use as currently zoned.

D. The proposed rezoning will not result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. The proposed development will enhance this historic neighborhood by providing open space and sidewalks throughout the development in order to increase walkability in the area.

E. The proposed rezoning is in conformity with the policy and intent of the land use plan. The land use plan encourages this historic neighborhood to be preserved as village residential, with single-family attached lots and offer housing that meets the demands of millennials and seniors choosing to "age in place," which are all offered in the proposed development.

F. The demand for a variety of housing options to families in all stages of life and shifting demographics are some of the many existing and changing conditions affecting the use and development of the property, which give supporting grounds for approval of the proposed rezoning.

APPLICANT'S CERTIFICATION

The undersigned below states under oath that they are authorized to make this application. The undersigned is aware that no application or reapplication affecting the same land shall be acted upon within 12 months from the date of last action by the city council unless waived by the city council. In no case shall an application or reapplication be acted upon in less than six (6) months from the date of last action by the city council.

5-30-19

Signature of Applicant Date

The Revive Land Group, LLC, Neville Allison, member

Type or Print Name and Title

Regina E. Garvin 5/30/19

Signature of Notary Public Date Notary Seal

REGINA E GARVIN NOTARY EXPIRES GEORGIA February 25, 2021 PUBLIC GWINNETT COUNTY, GA

PROPERTY OWNER'S CERTIFICATION

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Signature of Property Owner Date

Type or Print Name and Title

Signature of Notary Public Date Notary Seal

APPLICANT'S CERTIFICATION

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TBD

Signature of Applicant | Date

Type or Print Name and Title

Signature of Notary Public | Date | Notary Seal

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Jennifer Hawk Wiley 5/29/19

Signature of Property Owner | Date

Jennifer Hawk Wiley, Hawk Family Trust

Type or Print Name and Title

Signature of Notary Public | Date | Notary Seal

PLEASE SEE ATTACHED
CALIFORNIA
0 JURAT
0 ACKNOWLEDGEMENT

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of San Diego)

On May 29, 2019 before me, Arezou Razmazma, Notary Public
(insert name and title of the officer)

personally appeared Wiley Jennifer Hawk
who proved to me on the basis of satisfactory evidence to be the person(~~s~~) whose name(~~s~~) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(~~ies~~), and that by his/her/their signature(~~s~~) on the instrument the person(~~s~~), or the entity upon behalf of which the person(~~s~~) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

AREZOU RAZMAZMA
COMM. #2176983,
NOTARY PUBLIC-CALIFORNIA
SAN DIEGO COUNTY
My Comm. Expires Jan. 20, 2021

Signature _____ (Seal)

APPLICANT'S CERTIFICATION

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Signature of Applicant Date

Type or Print Name and Title

Signature of Notary Public Date Notary Seal

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Billy Ray Ellis Brenda Ellis (s/) 5/13/2019

Signature of Property Owners Date

Billy Ray Ellis Brenda W. Ellis

Type or Print Name and Title

Ann Cunningham Harrison 05/13/2019

Signature of Notary Public Date Notary Seal

Expires 08-24-2020

APPLICANT'S CERTIFICATION

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Signature of Applicant | Date

Type or Print Name and Title

Signature of Notary Public | Date | Notary Seal

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Janet Poole | 5/30/19

Signature of Property Owner | Date

Janet Poole | owner

Type or Print Name and Title

Mary Erin Fantom | 5/30/19 | MARY ERIN FANTOM Commission Expires NOTARY PUBLIC 11-20-2021 GWINNETT COUNTY, GEORGIA

Signature of Notary Public | Date | Notary Seal

APPLICANT'S CERTIFICATION

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Signature of Applicant | Date

Type or Print Name and Title

Signature of Notary Public | Date | Notary Seal

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George A. Hawk | 5/30/19

Signature of Property Owner | Date

George A. Hawk

Type or Print Name and Title

Mary E. Fantom | 5/30/19

Signature of Notary Public | Date | Notary Seal

MARY ERIN FANTOM
My Commission Expires
NOTARY PUBLIC
GWINNETT COUNTY, GEORGIA

APPLICANT'S CERTIFICATION

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Signature of Applicant | Date

Type or Print Name and Title

Signature of Notary Public | Date | Notary Seal

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Brenda Hawk Ballard | 5/9/19

Signature of Property Owner | Date

BRENDA HAWK BALLARD

Type or Print Name and Title

Cathy A. Moore | 5/9/19 | CATHY A MOORE COMMISSION EXPIRES NOTARY PUBLIC JUNE 25, 2021 HALL COUNTY, GEORGIA

Signature of Notary Public | Date | Notary Seal

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Signature of Applicant | Date

Type or Print Name and Title

Signature of Notary Public | Date | Notary Seal

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Signature of Property Owner | MAY 8th 2019 Date

SANTIAGO MENDEZ

Type or Print Name and Title

Signature of Notary Public | 05/08/2019 Date | Notary Seal

ROBERTO GONZALEZ PERAZA
MY COMMISSION EXPIRES
NOTARY
PUBLIC
FEBRUARY 22, 2023
GWINNETT COUNTY, GEORGIA

APPLICANT'S CERTIFICATION

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Donna Lopez — 5/7/19

Signature of Applicant — Date

Donna Lopez

Type or Print Name and Title

5/7/19

Signature of Notary Public — Date — Notary Seal

Dawn Sizemore
NOTARY PUBLIC
Gwinnett County, GEORGIA
My Commission Expires
02/10/2023

PROPERTY OWNER'S CERTIFICATION

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Donna Lopez — 5/7/19

Signature of Property Owner — Date

Donna Lopez

Type or Print Name and Title

5/7/19

Signature of Notary Public — Date — Notary Seal

Dawn Sizemore
NOTARY PUBLIC
Gwinnett County, GEORGIA
My Commission Expires
02/10/2023

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Signature of Applicant | Date

Type or Print Name and Title

Signature of Notary Public | Date | Notary Seal

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Signature of Property Owner | 5/7/19 Date

John Mansour president MJE Corp / WG75

Type or Print Name and Title

Nina Goodall | 5/13/2019

Signature of Notary Public | Date | Notary Seal

NINA GOODALL
MY COMMISSION EXPIRES
NOTARY
PUBLIC
SEPTEMBER 6, 2022
COBB COUNTY, GEORGIA

APPLICANT'S CERTIFICATION

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Signature of Applicant | Date

Type or Print Name and Title

Signature of Notary Public | Date | Notary Seal

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Kenneth Hawk Anita Hawk 5-8-19

Signature of Property Owner | Date

Kenneth Hawk Anita Hawk

Type or Print Name and Title

OFFICIAL SEAL
NOTARY PUBLIC GEORGIA
JENNIFER HAWK WILEY
COUNTY OF JACKSON

5-8-19

Signature of Notary Public | Date | Notary Seal

APPLICANT'S CERTIFICATION

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Signature of Applicant Date

Type or Print Name and Title

Signature of Notary Public Date Notary Seal

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Kimberly Seabolt Byrd 5-9-2019

Signature of Property Owner Date

Kimberly Seabolt Byrd

Type or Print Name and Title

CHRISTINA J CROSS
NOTARY PUBLIC
COBB COUNTY, GEORGIA
My Commission Expires 12/27/2022

5/09/2019 Christina J Cross

Signature of Notary Public Date Notary Seal

DISCLOSURE REPORT FORM
CONFLICT OF INTEREST CERTIFICATION/CAMPAIGN CONTRIBUTIONS

WITHIN THE (2) YEARS IMMEDIATELY PRECEDING THE FILING OF THIS ZONING PETITION HAVE YOU, AS THE APPLICANT FOR THE REZONING, SPECIAL USE PERMIT, OR CHANGE IN CONDITIONS PETITION, OR AN ATTORNEY OR AGENT OF THE APPLICANT FOR THE REZONING, SPECIAL USE PERMIT, OR CHANGE IN CONDITIONS PETITION, MADE ANY CAMPAIGN CONTRIBUTIONS AGGREGATING $250.00 OR MORE OR MADE GIFTS HAVING AN AGGREGATE VALUE OF $250.00 TO THE MAYOR OR ANY MEMBER OF THE CITY COUNCIL?

CHECK ONE: ◯ YES ☑ NO
(If yes, please complete the "Campaign Contributions" section below)

Neville Allison
Print Name

1. CAMPAIGN CONTRIBUTIONS

Name of Government Official	Total Dollar Amount	Date of Contribution	Enumeration and Description of Gift Valued at $250.00 or more

2. THE UNDERSIGNED ACKNOWLEDGES THAT THIS DISCLOSURE IS MADE IN ACCORDANCE WITH THE OFFICIAL CODE OF GEORGIA, SECTION 36-67A-1 ET. SEQ. CONFLICT OF INTEREST IN ZONING ACTIONS, AND THAT THE INFORMATION SET FORTH HEREIN IS TRUE TO THE UNDERSIGNED'S BEST KNOWLEDGE, INFORMATION AND BELIEF.

Signature of Applicant	Date	Type or Print Name and Title
	5-30-19	Neville Allison, Member

Signature of Applicant's Attorney or Representative	Date	Type or Print Name and Title

Signature of Notary	Date	Notary Seal
Regina E. Garvin	5/30/19	REGINA E GARVIN NOTARY PUBLIC GEORGIA EXPIRES January 25, 2021 GWINNETT COUNTY, GA

VERIFICATION OF CURRENT PAID PROPERTY TAXES FOR REZONING

THE UNDERSIGNED BELOW IS AUTHORIZED TO MAKE THIS APPLICATION. THE UNDERSIGNED CERTIFIES THAT ALL CITY OF PEACHTREE CORNERS PROPERTY TAXES BILLED TO DATE FOR THE PARCEL LISTED BELOW HAVE BEEN PAID IN FULL TO THE TAX COMMISSIONER OF GWINNETT COUNTY, GEORGIA. IN NO CASE SHALL A PUBLIC HEARING APPLICATION BE PROCESSED WITHOUT SUCH PROPERTY VERIFICATION.

A SEPARATE VERIFICATION FORM MUST BE COMPLETED FOR EACH TAX PARCEL INCLUDED IN THE REZONING REQUEST.

PARCEL I.D. NUMBER:
(Map Reference Number)

6 - 251 - B075
District - Land Lot - Parcel

Signature of Applicant

5-30-19
Date

Neville Allison, Member
Type or Print Name and Title

Tax Commissioners Use Only

(PAYMENT OF ALL PROPERTY TAXES BILLED TO DATE FOR THE ABOVE REFERENCED PARCEL HAVE BEEN VERIFIED AS PAID CURRENT AND CONFIRMED BY THE SIGNATURE BELOW)

Andrei Smith
NAME

TSA II
TITLE

5-29-19
DATE

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PARCEL I.D. NUMBER:
(Map Reference Number)

6 - 251 - B056
District - Land Lot - Parcel

Signature of Applicant

5-30-19
Date

Neville Allsing Member
Type or Print Name and Title

Tax Commissioners Use Only

(PAYMENT OF ALL PROPERTY TAXES BILLED TO DATE FOR THE ABOVE REFERENCED PARCEL HAVE BEEN VERIFIED AS PAID CURRENT AND CONFIRMED BY THE SIGNATURE BELOW)

Julie Smith
NAME

TSA II
TITLE

5-29-19
DATE

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PARCEL I.D. NUMBER:
(Map Reference Number)

6 - 251 - B063
District - Land Lot - Parcel

Signature of Applicant

5-30-19
Date

Neville Allison, member
Type or Print Name and Title

Tax Commissioners Use Only

(PAYMENT OF ALL PROPERTY TAXES BILLED TO DATE FOR THE ABOVE REFERENCED PARCEL HAVE BEEN VERIFIED AS PAID CURRENT AND CONFIRMED BY THE SIGNATURE BELOW)

Julie Smith
NAME

TSA II
TITLE

5-29-19
DATE

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PARCEL I.D. NUMBER:
(Map Reference Number)

6 - 251 - B058
District - Land Lot - Parcel

Signature of Applicant

5-30-19
Date

Neville Allison, member
Type or Print Name and Title

Tax Commissioners Use Only

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NAME

TSA II
TITLE

5-29-19
DATE

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PARCEL I.D. NUMBER:
(Map Reference Number)

6 - 251 - B069
District - Land Lot - Parcel

Signature of Applicant

5-30-19
Date

Neville Allison, member
Type or Print Name and Title

Tax Commissioners Use Only

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Julie Smith
NAME

TSA II
TITLE

5-29-19
DATE

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PARCEL I.D. NUMBER:
(Map Reference Number)

6 - 251 - B045
District - Land Lot - Parcel

Signature of Applicant

5-30-19
Date

Neville Allison, member
Type or Print Name and Title

Tax Commissioners Use Only

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Julie Smith
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TSA II
TITLE

5-29-19
DATE

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PARCEL I.D. NUMBER:
(Map Reference Number)

6 - 251 - B044
District - Land Lot - Parcel

Signature of Applicant

5-30-19
Date

Neville Allison, Member.
Type or Print Name and Title

Tax Commissioners Use Only

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TSA II
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PARCEL I.D. NUMBER:
(Map Reference Number)

6 - 251 - B060
District - Land Lot - Parcel

Signature of Applicant

5-30-19
Date

Neville Allison, member
Type or Print Name and Title

Tax Commissioners Use Only

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Julie Smith
NAME

TSA II
TITLE

5-29-19
DATE

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PARCEL I.D. NUMBER:
(Map Reference Number)

6 - 251 - 002
District - Land Lot - Parcel

Signature of Applicant

5-30-19
Date

Neville Allison, member.
Type or Print Name and Title

Tax Commissioners Use Only

(PAYMENT OF ALL PROPERTY TAXES BILLED TO DATE FOR THE ABOVE REFERENCED PARCEL HAVE BEEN VERIFIED AS PAID CURRENT AND CONFIRMED BY THE SIGNATURE BELOW)

Julie Smith
NAME

TSA II
TITLE

5-29-19
DATE

CITY OF Peachtree CORNERS
Innovative & Remarkable

OFFICE OF COMMUNITY DEVELOPMENT
Diana Wheeler | *Community Development Director*

COMMUNITY INFORMATION MEETING CERTIFICATION

Case# _____

Property Address _____

Application Request _____

_____

Date range of required meeting _____

TO BE COMPLETED BY APPLICANT:

Date & time meeting held April 24, 2019 @ 6:30PM

Location of meeting The School House/Quaker Church, 3980 Florida Ave, Peachtree Corners, GA 30092

Summary of meeting Wehadapproximately20-22peopleinattendance.Ingeneraltheprojectan d theresidenitalrevitializationoftheneighborhoodwaswellreceived.Someofthequestionsandconcerns included:specificsonproductsuchassquarefootage(approx.1800-2300sqft) elevations, which were presented. Existing stormwater issues in the neighborhood were discussed as well as our proposed improvementstothem.Theissueoftrafficwasalsoraised,forwhichwecitedourtrafficstudywhic h has been comissioned and will be completed and submitted prior to the application deadline. Neighbors werealsoexcitedabouttheprospectofsewerbeingbroughtintotheirneighborhood,spuringadditiona l residentialdevelopment.Lastly,theneighborsexpressedtheirdesireforthehistoricSchoolHouseto remain in its current location in Mechanicsville.

_____

Applicant's signature _____

(See back for meeting sign-in sheet)

MEETING SIGN-IN SHEET

Project:	Jones Mill Road Community Meeting	**Meeting Date:**	4.24.19
Developer:	The Revive Land Group	**Place/Room:**	Mechanicsville School House

Name	Phone	Address	E-Mail
Nelson Brown	770-921-4432	532 Dogwood Dr.	nelsonbrown411@yahoo
Janet Poole	678-371-67[illegible]	5 Le514 Sage St	janetpoole1960@gmail
Brenda BALLARD	770 714 4478	4001 FLA. Ave	BALLARD.WAYNE@ATT.NET
DAVID CHADWICK	770-449-8[illegible]	4487 FLORIDA Ave	—
David Little	678-231-7676	448 Peachtree St	—
Teresa Walker	404-625-2227	4321 Georgia Ave	—
EDWARD GUERRA	971-221-1133	ROSWELL	—
Tony Hawk	7706527527	4229 VIRGINIA Ave	THAWK@COMCAST.NET
Denise Gilleland	678-986-3931	4256 Gilleland Lane	denisegilleland@bellsouth.net

Name	Phone	Address	E-Mail
RONNIE + PAULA GARMON	7-840-9102	3935 THIRD STREET	rpgarmon@bellsouth.net
Kenneth wheeler	7-743-8269	357 5th St	wk-enn-eth 411@gmail.com
Robert & Debra Bodemuller	678-982-3114	4236 Florida	Robertbsr@gmail.com
Luis Serrano ROSEMARY ARRATO	(678) 6653417	4235 Florida Ave	RosemaryLuis0123@Gmail.com
Edgar Galloza	770-446-6193	4497 Georgia Ave.	galoptic@comcast.net
Sandra Rogue	404-542-2385	3952 5th St	bella_rogue@yahoo.com

JUSTIFICATION FOR REZONING APPLICATION OF THE REVIVE LAND GROUP, LLC

The portions of the 2016 Zoning Resolution of City of Peachtree Corners (the "Resolution") which classify or may classify the property which is the subject of this Application (the "Property") into any less intensive zoning classification other than as requested by the Applicant, are or would be unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the Resolution as applied to the subject Property, which restricts its use to the present zoning classification, is unconstitutional, illegal, null and void, constituting a taking of the Applicant's and the owner's property in violation of the Just Compensation Clause of the Fifth Amendment and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States, Article I, Section I, Paragraph I, and Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983, and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

The Property is presently suitable for development under the requested zoning classifications with the conditions as requested by the Applicant, and is not economically suitable for development under the present conditions and zoning classifications of the City of Peachtree Corners, Georgia. A denial of this Application would constitute an arbitrary and capricious act by the Mayor and City Council without any rational basis therefore, constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Article I, Section I, Paragraph II of the

Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

A refusal by the Mayor and City Council to rezone the Property to the requested zoning classifications with such conditions as agreed to by the Applicant, so as to permit the only feasible economic use of the Property, would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any rezoning of the subject Property to the requested classifications, subject to conditions which are different from the conditions by which the Applicant may amend its application, to the extent such different conditions would have the effect of further restricting the Applicant's and the owner's utilization of the subject Property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Property to an unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

Accordingly, the Applicant respectfully requests that the rezoning application submitted by the Applicant relative to the Property be granted and that the Property be rezoned to the zoning classification as shown on the respective application.

This 1st day of June, 2019

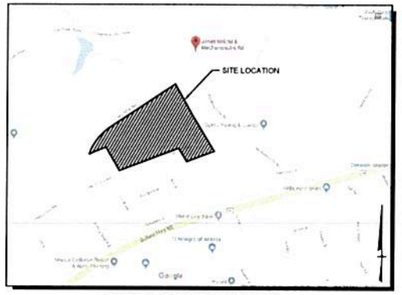
Respectfully submitted,

THE REVIVE LAND GROUP, LLC

Neville Allison
Managing Partner

PROPOSED TOWNHOME ELEVATIONS

TREE PRESERVATION & BUFFER PLAN



SITE LOCATION MAP
NOT TO SCALE

KEY:

- TREE SPECIMEN TO BE SAVED
- TREE SPECIMEN TO BE REMOVED
- CRZ OF SPECIMEN TREE TO BE SAVED
- CRZ OF SPECIMEN TREE TO BE REMOVED
- TREE PROTECTION FENCE
- TREE SAVE AREA

LANDSCAPE NOTES:

1. ALL BUFFERS AND TREE SAVE AREAS ARE TO CLEARLY IDENTIFIED WITH PROTECTIVE FENCING PRIOR TO COMMENCEMENT OF ANY LAND DISTURBANCE.
2. DECIDUOUS TREES SHALL BE AT LEAST 2 INCHES IN DIAMETER AND EVERGREEN TREES SHALL BE AT LEAST 6 FEET IN HEIGHT AT TIME OF PLANTING.
3. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS PRIOR TO BEGINNING CONSTRUCTION. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT ANY EXISTING CONDITIONS AND WORK IN PLACE.
4. ALL PLANT MATERIAL SHALL ARRIVE AT THE SITE WITH MOIST SOIL IN CONTAINER OR BURLAP.
5. UNDER NO CIRCUMSTANCES WILL PLANTS BE APPROVED FOR PAYMENT IF PLANT SIZE AND GENERAL HEALTH ARE NOT AS REQUIRED ON PLAN.
6. TREE PROTECTION SHALL BE ENFORCED ACCORDING TO GWINNETT COUNTY STANDARDS. ANY FIELD ADJUSTMENTS TO TREE PROTECTION DEVICE TYPES OR LOCATIONS OR SUBSTITUTIONS OF PLANT MATERIAL SHOWN ON THE APPROVED PLANS ARE SUBJECT TO THE REVIEW AND APPROVAL OF THE GWINNETT COUNTY ARBORIST.
7. THE DENSITY REQUIREMENTS SHOWN ON THE TREE PRESERVATION AND REPLACEMENT PLAN MUST BE VERIFIED PRIOR TO THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY OR ACCEPTANCE OF THE FINAL PLAT. A PERFORMANCE BOND OR LETTER OF CREDIT WILL BE ACCEPTED IF PLANT MATERIAL MUST BE INSTALLED AT A LATER DATE.
8. A MAINTENANCE INSPECTION OF TREES WILL BE PERFORMED AFTER ONE FULL GROWING SEASON FROM THE DATE OF THE FINAL INSPECTION. PROJECT OWNERS AT THE TIME OF THE MAINTENANCE INSPECTION ARE RESPONSIBLE FOR ORDINANCE COMPLIANCE.
9. ALL TREES AND SHRUBS SHALL BE COVERED WITH AT LEAST 3" OF PINE STRAW MULCH OR EQUIVALENT GROUND COVER.
10. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO WATER AND MAINTAIN ALL TREES AND SHRUBS UNTIL THE PROJECT IS TURNED OVER TO THE OWNER FOR FINAL APPROVAL.
11. TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBANCE ACTIVITIES.
12. APPROVAL OF THESE PLANS DOES NOT CONSTITUTE APPROVAL BY GWINNETT COUNTY OF ANY LAND DISTURBANCE ACTIVITIES WITHIN WETLAND AREAS. IT IS THE RESPONSIBILITY OF THE PROPERTY OWNER TO CONTACT THE APPROPRIATE REGULATORY AGENCY FOR APPROVAL OF ANY WETLAND DISTURBANCE.
13. PER ARTICLE 8, SECTION 8.2.6.B OF THE DEVELOPMENT REGULATIONS, IT IS THE RESPONSIBILITY OF THE PROPERTY OWNER TO MAINTAIN ANY DETENTION FACILITY CONSTRUCTED ON THEIR PROPERTY AND TO ENSURE THE FACILITY IS FREE OF OBSTRUCTION, SILT, OR DEBRIS.
14. TOPPING TREES IS NOT ALLOWED. TREES REMOVED OR HAVING THEIR TOPS CUT AFTER COMPLIANCE WITH THIS ORDINANCE SHALL BE REPLACED WITH EQUIVALENT INCHES OF REMOVED TREES.
15. THINNING IS ALLOWED AND MAY INCLUDE REMOVAL OF NON-SPECIMEN TREES WITHIN THE CRITICAL ROOT ZONE OR DRIPLINE OF THE SPECIMEN TREE IN THE LANDSCAPE INSTALLATION PHASE OF DEVELOPMENT ONLY. THINNING INCLUDES MANUAL REMOVAL. NO MOTORIZED/WHEELED OR TRACK VEHICLES ALLOWED WITHIN THE CRITICAL ROOT ZONE OF THE SPECIMEN TREE.
16. NON-VEGETATIVE MATERIAL TO BE REMOVED MANUALLY.
17. A COMMERCIAL APPLICATOR LICENSE AND A PESTICIDE CONTRACTOR LICENSE ARE REQUIRED BY THE CONTRACTOR IF THE USE OF HERBICIDES ARE NECESSARY FOR NOXIOUS PLANT MATERIAL REMOVAL.
18. TREE PROTECTION FENCE IS TO BE THE SAME AS LIMITS OF DISTURBANCE.
19. ALL REMAINING LANDSCAPE AREAS SHALL BE SODDED, SEEDED, OR HYDRO SEEDED WITH GRASS, AND/OR PLANTED WITH GROUND COVER SPECIES AND/OR PROVIDED WITH OTHER LANDSCAPE MATERIAL, OR ANY COMBINATION THEREOF.

SPECIMEN TREES TO BE REMOVED & RECOMPENSED FOR

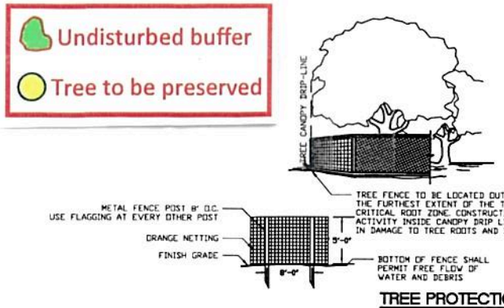
POINT #	SPECIES	DBH	UNITS
1606	OAK	29	18.4
5002	SYCAMORE	33	23.6
5003	S RED OAK	43	40.4
5004	N RED OAK	38	31.6
5005	PINE	32	22.4
5008	SOURWOOD	13	3.6
5009	POPLAR	32	22.4
5011	BEECH	31	20.8
5013	POPLAR	44	42.4
5014	PINE	30	19.6
5015	WHITE OAK	33	23.6
5016	WHITE OAK	42	38.4
5017	POPLAR	31	20.8
5018	POPLAR	31	20.8
5019	HICKORY	29	18.4
5020	SCARLET OAK	35	26.8
5021	S RED OAK	35	26.8
5027	WHITE OAK	35	26.8
5032	POPLAR	35	26.8
5036	PINE	31	20.8
5037	PINE	44	42.4
		TOTAL UNITS	537.6

SPECIMEN TREES TO BE SAVED

POINT #	SPECIES	DBH	UNITS
5010	SASSAFRAS	12	3.2
5022	WHITE OAK	30	19.6
5023	WHITE OAK	29	18.4
5024	SCARLET OAK	33	23.6
5025	SOURWOOD	19	8
5026	SOURWOOD	17	6.4
5028	POPLAR	34	25.2
1225	MAPLE	34	25.2
5012	POPLAR	28	17.2
5007	POPLAR	35	26.8
5006	POPLAR	33	23.6
1202	OAK	40	34.8
1027	OAK	28	17.2
5001	S RED OAK	40	34.8
		TOTAL UNITS	284

Undisturbed buffer

Tree to be preserved



TREE PROTECTION FENCE
N.T.S.

TREE PROTECTION SIGN PLACED AT LEAST EVERY 50' ALONG LENGTH OF TREE PROTECTION FENCE. ALSO PROVIDE SIGNS IN SPANISH

TREE REPLACEMENT CALCULATIONS

SITE DATA
TOTAL SITE AREA: 19.53 ACRES

TREE REPLACEMENT REQUIREMENTS:
16 UNITS PER ACRE X DISTURBED AREA = SDF
19.53 AC X 16 TREE DENSITY UNITS (TDUs) = **312.48 UNITS REQUIRED (TDUs)**

TREE SAVE PROVIDED:
APPROXIMATELY 1.84 ACRES OF TREE SAVE AREA - SAMPLES TO BE PERFORMED AT A LATER DATE

SPECIMEN RECOMPENSE REQUIRED:
537.6 SPECIMEN TREE UNITS REMOVED THAT MUST BE RECOMPENSED FOR.
STREET TREES, LANDSCAPE STRIP/BUFFER TREES, AND PARKING LOT TREES WILL NOT BE USED TO COUNT TOWARDS SPECIMEN RECOMPENSE REQUIREMENTS.

SPECIMEN TREE SIZES

HARDWOODS	28 INCHES
SOFTWOODS	30 INCHES
SMALL NATIVE FLOWERING	12 INCHES

GEORGIA811 www.Georgia811.com Know what's below. Call before you dig.

0 80 160 240 feet
1" = 80'-0"

NORTH

SPECIMEN TREE SURVEY NOTE:

BOUNDARY AND EXISTING TREE LOCATION INFORMATION TAKEN FROM SURVEY PERFORMED BY PLANNERS AND ENGINEERS COLLABORATIVE ON MAY 29th, 2019.

TREE PROTECTION FENCE NOTES:

TREE PROTECTION FENCE SIGNAGE TO BE DISPLAYED BOTH IN ENGLISH & SPANISH: "STAY OUT / NO ENTRADA" & "TREE SAVE / SALVE UN ARBOL".

TREE PROTECTION FENCE SIGNAGE SHALL BE POSTED EVERY 20' WITH A MINIMUM OF 4 SIGNS.

360 STUDIO
THE LANDSCAPE ARCHITECTURE STUDIO OF PLANNERS & ENGINEERS COLLABORATIVE
350 RESEARCH COURT
PEACHTREE CORNERS, GEORGIA 30092
O: 770.451.2741
PEC360STUDIO.COM

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PROJECT
JONES MILL ROAD

CITY OF PEACHTREE CORNERS
GWINNETT COUNTY, GEORGIA

LAND LOT 254
6th DISTRICT

FOR
THE REVIVE LAND GROUP

3500 LENOX ROAD
SUITE 625
ATLANTA, GA 30326

CONTACT:
NEVILLE ALLISON
678.223.8978

REVISION	DATE
ZONING	05/30/2019
ZONING	07/01/2019

DRAWN BY: RH
APPROVED BY: DM

PROJECT NUMBER
19045.00

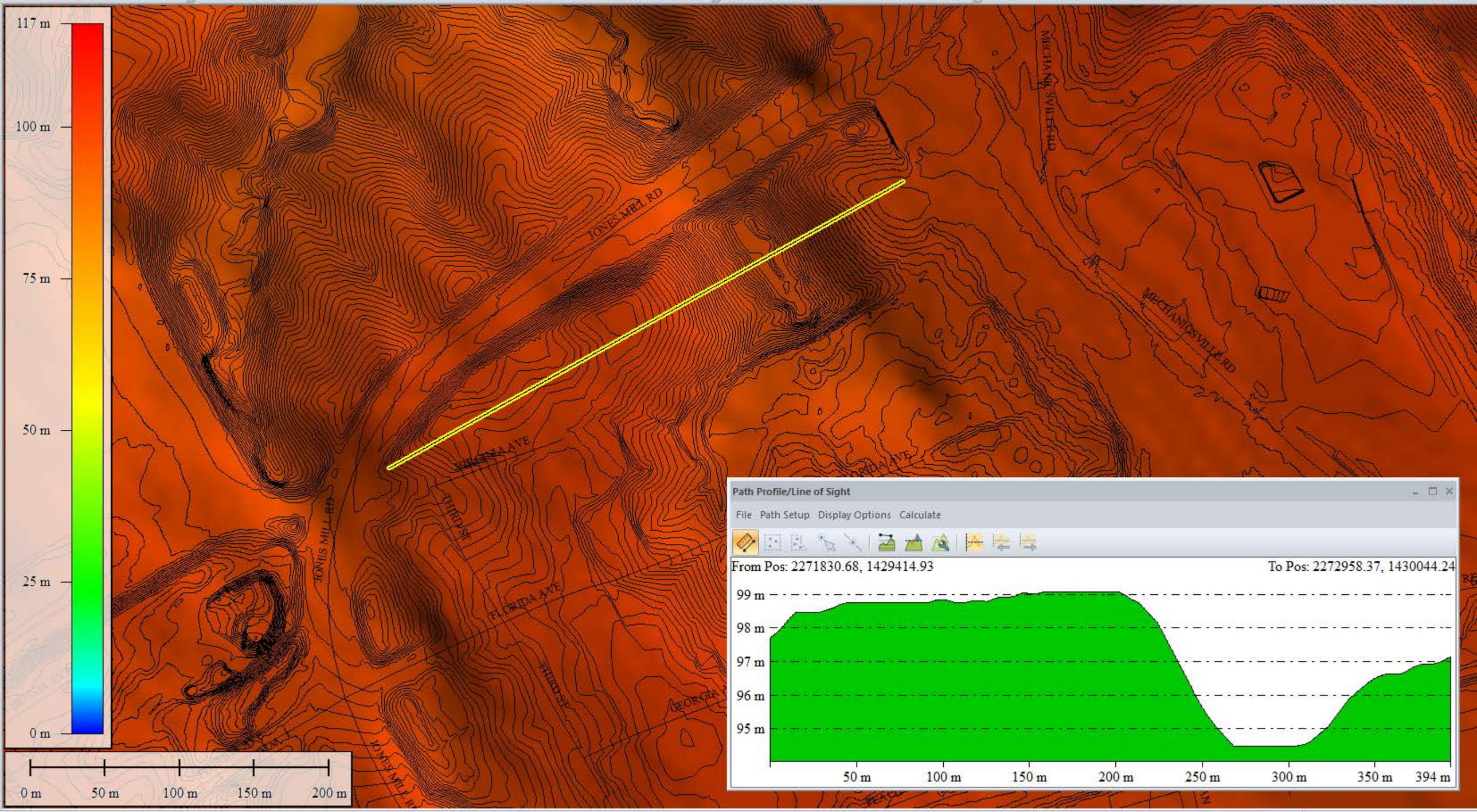
SEAL
GEORGIA REGISTERED No. 1768 LANDSCAPE ARCHITECT DOUG MCCLURE

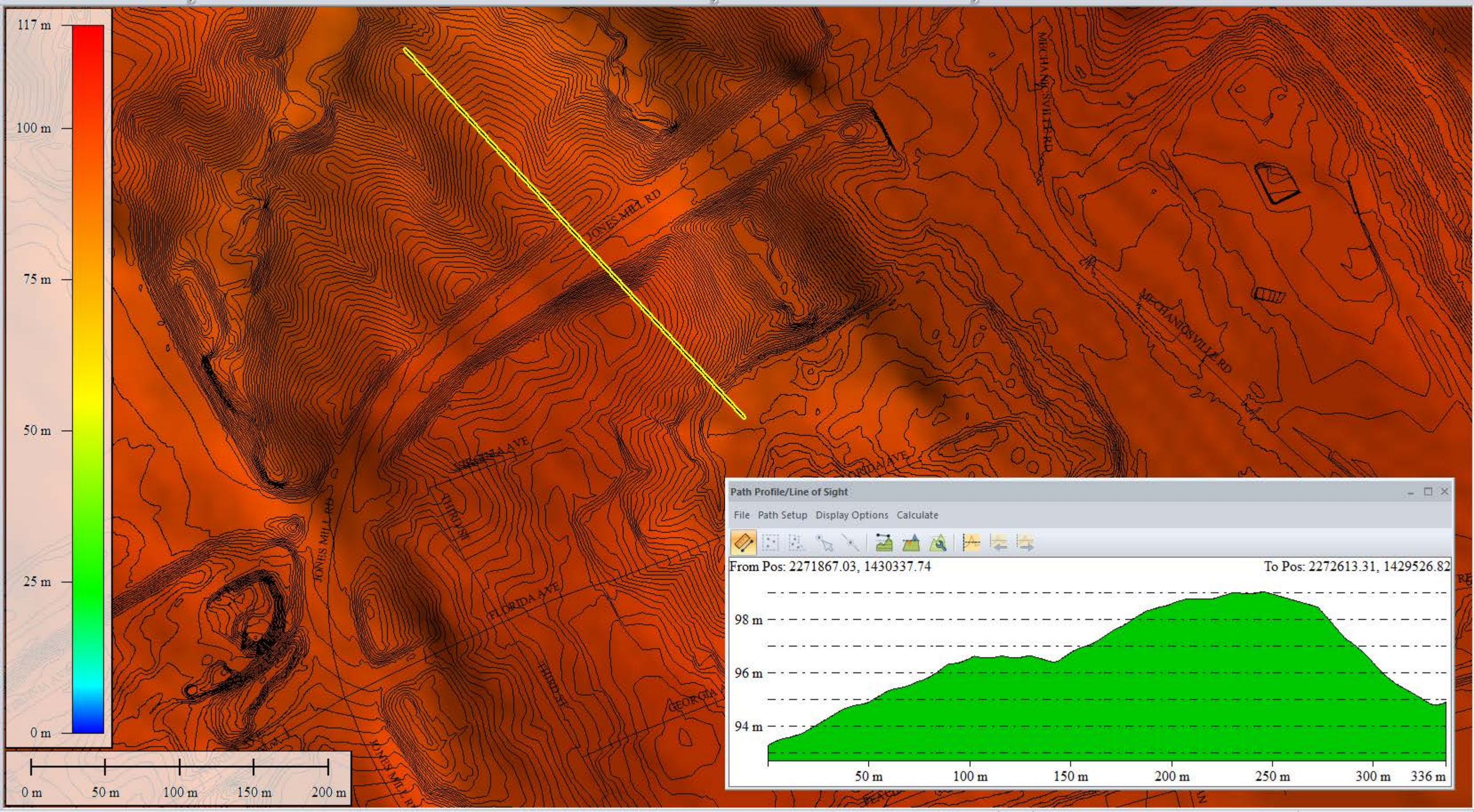
SEAL IS ONLY VALID IF COUNTER SIGNED AND DATED WITH AN ORIGINAL SIGNATURE

DATE
JULY 01, 2019

TITLE
TREE LOCATION, PROTECTION & REPLACEMENT PLAN

SHEET
TPR.1


117 m
100 m
75 m
50 m
25 m
0 m
0 m
50 m
100 m
150 m
200 m
JONES MILL RD
MECHANICSVILLE RD
VIRGINIA AVE
THIRD ST
FLORIDA AVE
GEORGIA
Path Profile/Line of Sight
File Path Setup Display Options Calculate
From Pos: 2271830.68, 1429414.93
To Pos: 2272958.37, 1430044.24
99 m
98 m
97 m
96 m
95 m
50 m
100 m
150 m
200 m
250 m
300 m
350 m
394 m


117 m
100 m
75 m
50 m
25 m
0 m
0 m
50 m
100 m
150 m
200 m
JONES MILL RD
MECHANICSVILLE RD
FLORIDA AVE
THIRD ST
GEORGIA
Path Profile/Line of Sight
File Path Setup Display Options Calculate
From Pos: 2271867.03, 1430337.74
To Pos: 2272613.31, 1429526.82
98 m
96 m
94 m
50 m
100 m
150 m
200 m
250 m
300 m
336 m

TRAFFIC STUDY FOR

JONES MILL ROAD RESIDENTIAL DEVELOPMENT

DATE:
May 17, 2019

LOCATION:
Peachtree Corners, Georgia

PREPARED FOR:
The Revive Land Group, LLC

PREPARED BY:
CALYX Engineers & Consultants, an NV5 Company

NV5 CALYX
ENGINEERS + CONSULTANTS

www.calyxengineers.com
nv5.com

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A. Introduction

A new residential development consisting of 154 units is proposed for construction on 20 acres in Peachtree Corners, Georgia. The development will contain three access points—one right-in/right-out and one full-access access point along Jones Mill Road and one secondary access point via Florida Avenue.

The traffic analyses in this report are for a single phase of construction. The purpose of this report is to identify the traffic expected to be generated by new vehicular trips when the development is completed. This study includes analysis of the Existing, No-Build, Background, and Build conditions at the following intersections for the year 2021:

1. Jones Mill Road and Mechanicsville Road
2. Jones Mill Road and Florida Avenue
3. Full Access Driveway at Jones Mill Road (Dwy 1)
4. Right-In/Right-Out Access Point at Jones Mill Road (Dwy 2)

The report summarizes the analysis of existing, background and projected traffic at the study locations, analysis of traffic impacts including level of service (LOS) and conclusions and recommendations from the analysis.

Figure 1 depicts the site location in Peachtree Corners. The study intersections listed above are depicted in Figure 2. A copy of the development site plan in included in the Appendix.

Figure 1. Vicinity Map

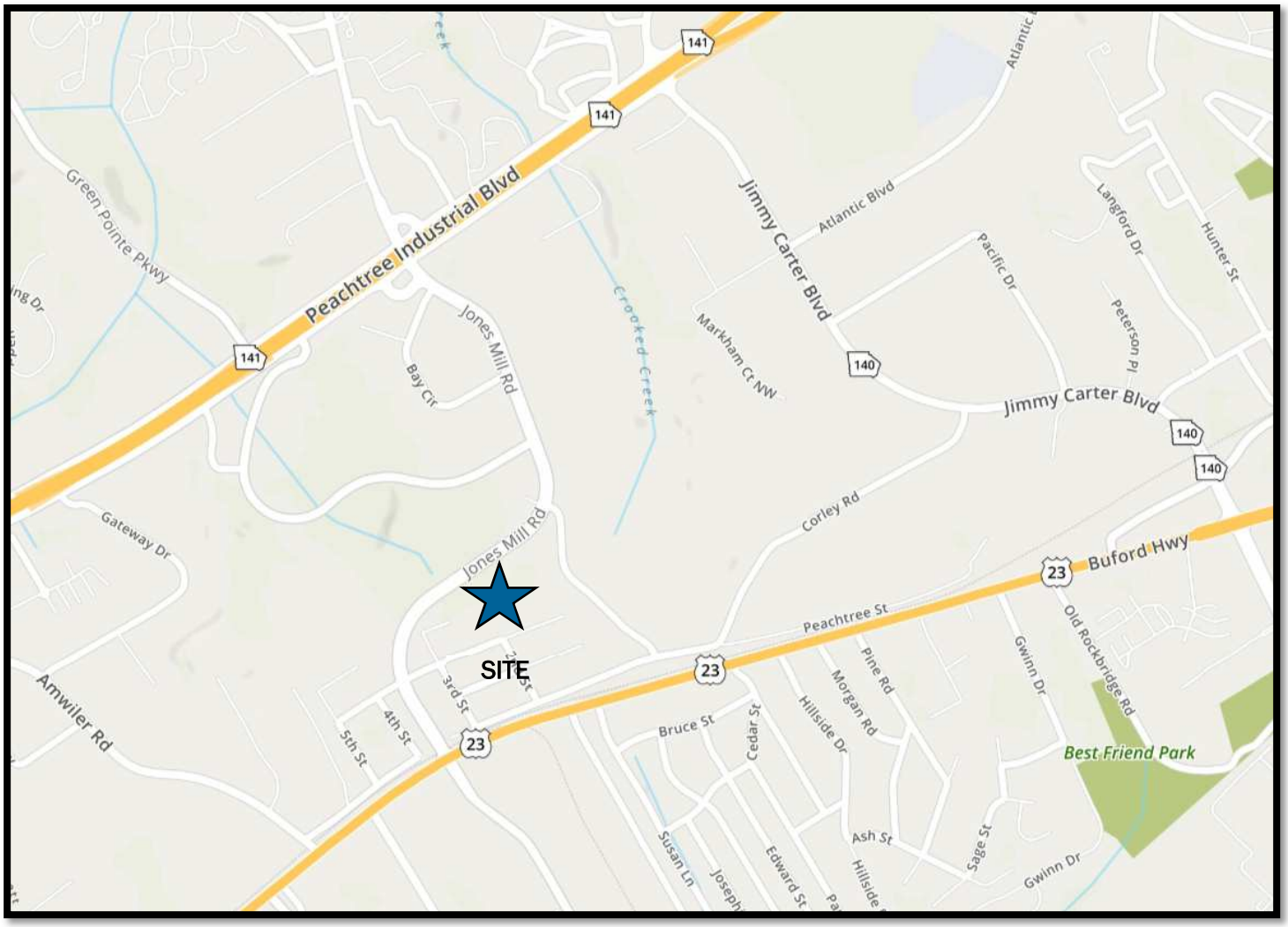
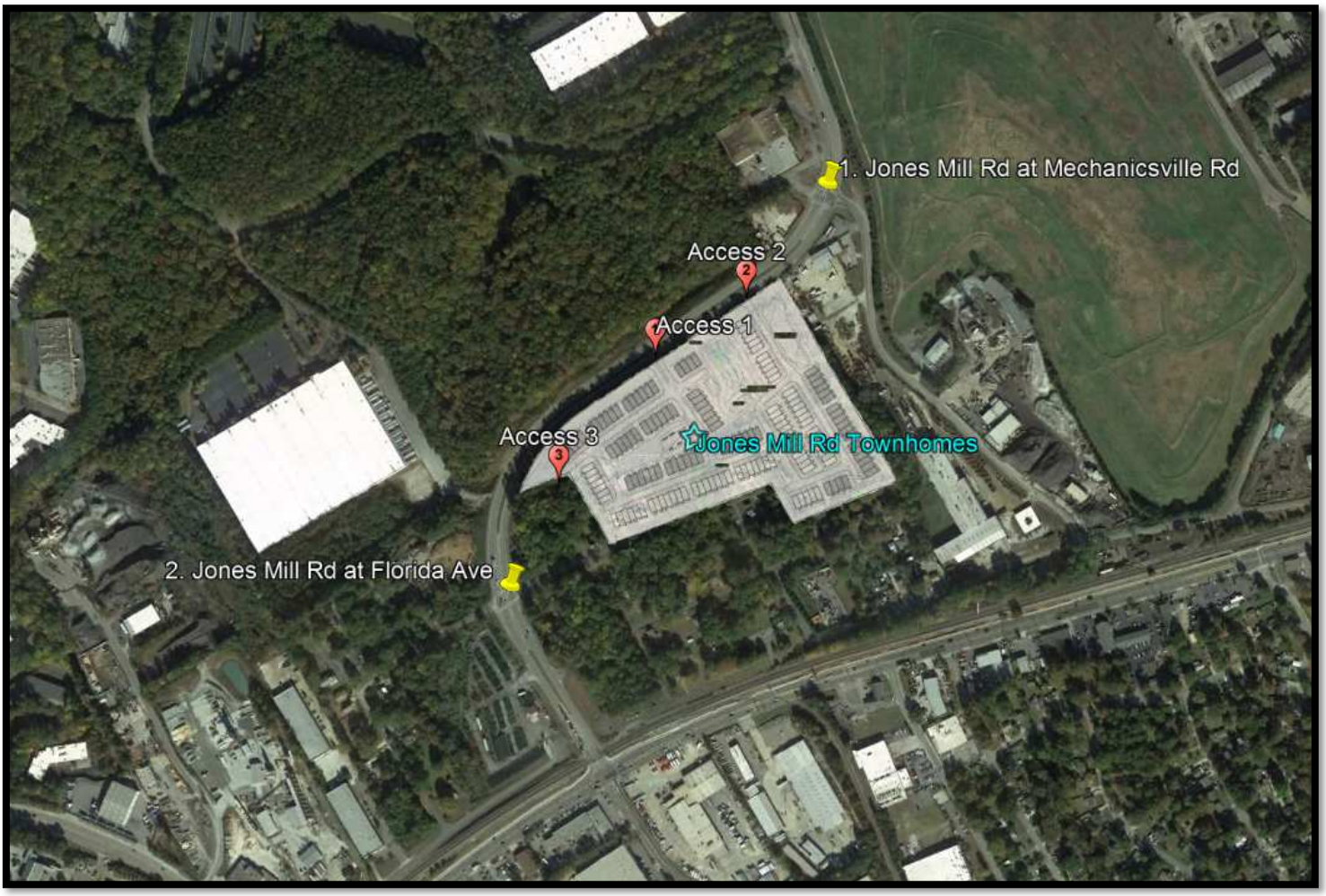


Figure 2. Site Location Aerial



B. Existing Conditions

B.1. Transportation Facilities

Jones Mill Road is the central portion of eight mile stretch of roadway that begins as Peachtree Corners Cirlce to the north and terminates as I-85 frontage road to the south. The subject fragment of roadway spans approximately 1 ¼ miles intersecting Buford Hwy to the south and providing above grade ramp access to Peachtree Industrial Blvd to the north. The posted speed along the roadway section is 40 miles per hour. Jones Mill Road a four-lane divided roadway that provides access to industrial, residential, and office land uses. The segment of thoroughfare contains an average truck percentage of 8% during AM and PM peak hours. The two proposed driveways are located along Jones Mill Road.

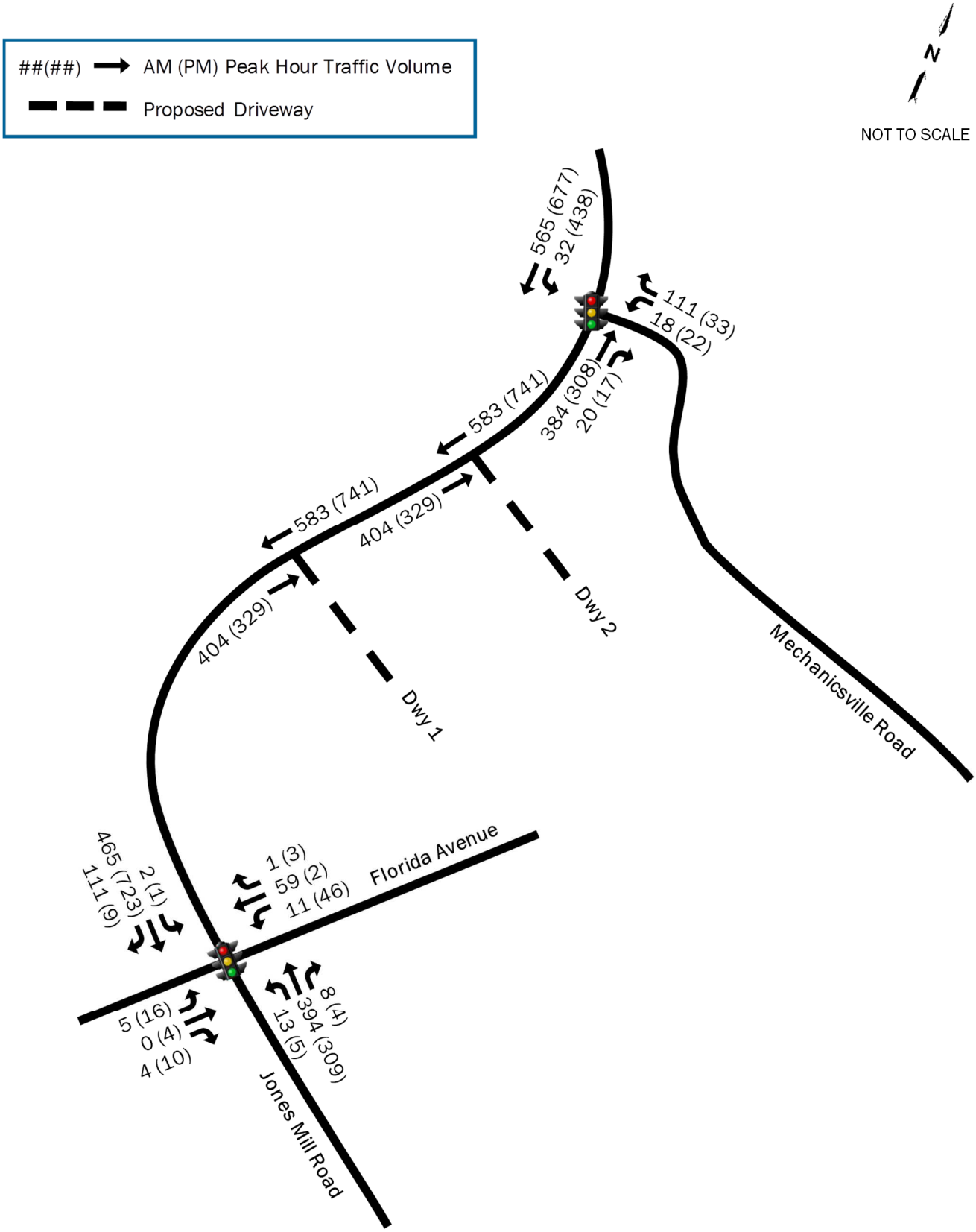
Florida Avenue is a two-lane, east-west roadway spanning less than half a mile from 5th street in the west to a residential neighborhood to the east. The roadway exclusively contains residential land uses with the exception of a church near its signalized intersection with Jones Mill Road. Posted signs deny access for heavy trucks along the roadway, though some were captured in the traffic counts. The roadway has no posted speed, however, characteristically the speed is assumed to be 25 MPH. The roadway runs parallel to railroad tracks located approximately 850 feet south of its intersection with Jones Mill Road. Florida Avenue will provide access to/ from the proposed development.

Mechanicsville Road is a north-south local roadway that extends less than ½ a mile from Jones Mill road in the north to Old Peachtree road to the south. Mechanicsville Road provides exclusive access to industrial land uses and maintains an average truck percentage of 21% during the AM and PM peak hours. The throughfare has a posted speed of 35 MPH.

B.2. Traffic Counts

Traffic counts were collected on Thusday, April 25, 2019 at the intersections of Jones Mill Road and Mechanicsville Road and Jones Mill Road and Florida Avenue. The counts were taken while local schools were in session and are depicted in Figure 3.

Figure 3: 2019 Existing Figures



C. Future Conditions

C.1. Background Growth

The existing volumes were grown by 1.5% for two years to account for background growth within the area. The growth rate accounts for population growth of 1.9% (*Source: ARC- Atlanta Regional Commission*) in Gwinnett County between 2016 and 2017 as well as traffic trends and possibilities of future developments along the roadway. The expected volumes are depicted in Figure 4, 2021 No-Build Volumes.

C.2. Trip Generation

Table 1 summarizes the project trip generation calculated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017.

Table 1: Trip Generation

Land Use	Code	Project Density		Total	Inbound	Outbound
Multi-Family Housing (Low-Rise)	220	Dwelling Units (154)	Daily	1,123	562	561
			AM	72	17	55
			PM	87	55	32

The development will generate a total of 72 trips (17 entering and 55 exiting) during the AM peak hour, and a total of 87 trips (55 entering and 32 exiting) during the PM peak hour.

C.3. Trip Distribution and Assignment

The assignment and directional distribution of new project trips is based on the traffic patterns evidenced in the existing traffic counts at the subject intersections. The distribution accounts for usage of refuge routes from congestion evidenced at nearby intersections (see Section D- Traffic Impact Analyses for further discussion). It is expected that from the trips generated, 70% will travel to/from south and west of the site and 30% will travel to/from north and east of the site. Figure 5 depicts the Trip Distribution. The project trips generated from the development utilize the trip distribution and are depicted in Figure 6. The No-Build plus project trips (representing the Build scenario) are depicted in Figure 7.

Figure 4: 2021 No-Build Volumes

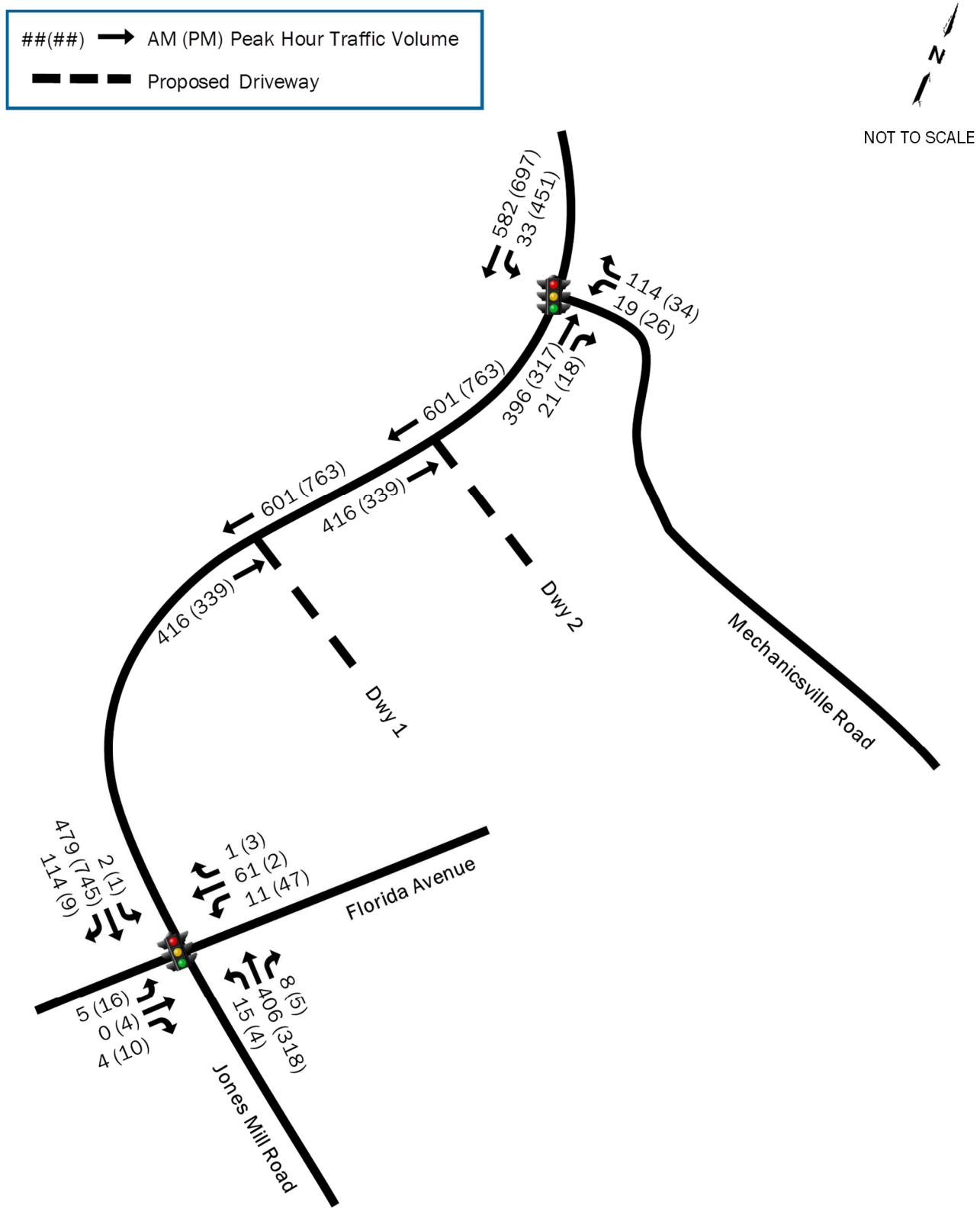


Figure 5: Trip Distribution

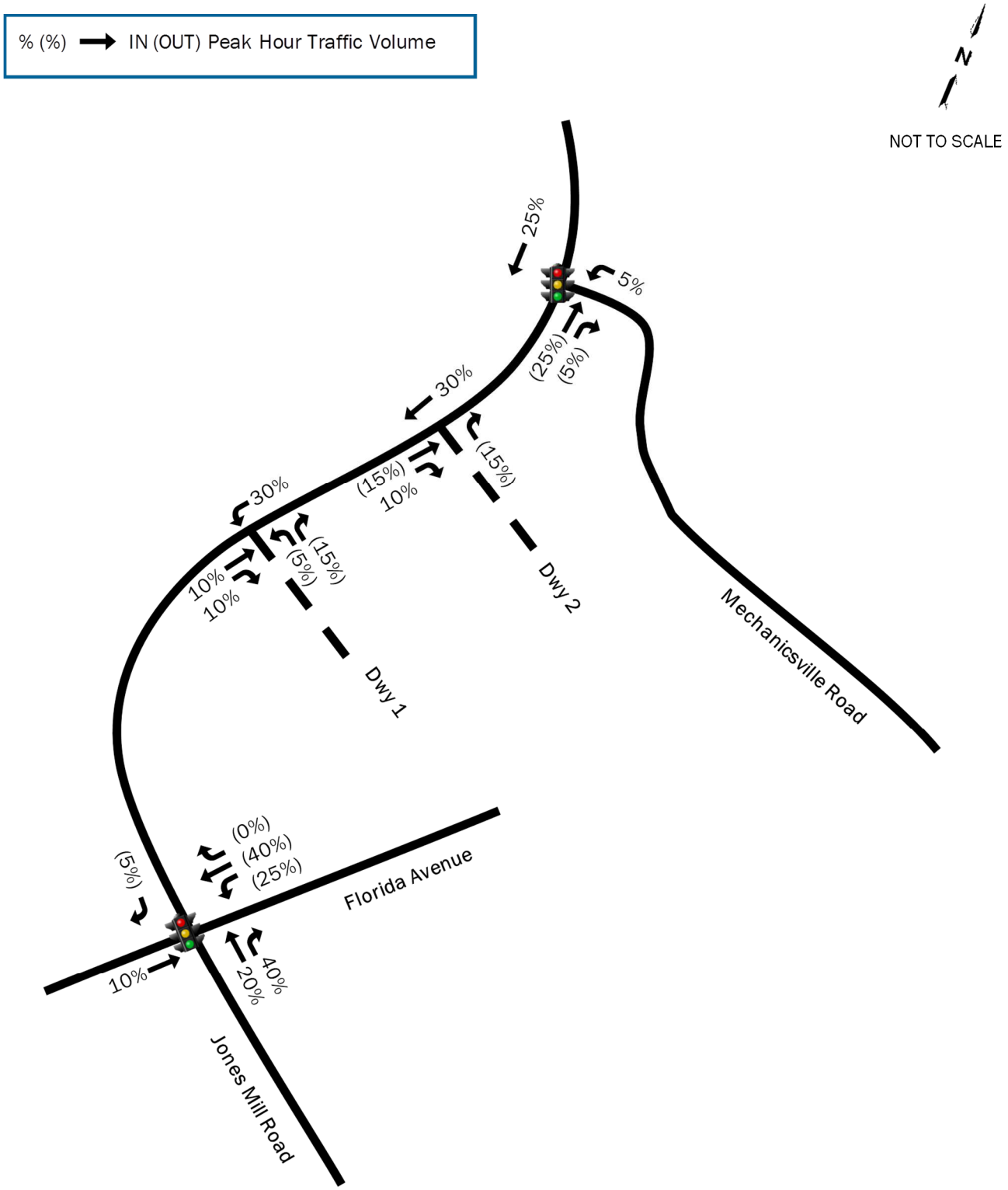


Figure 6: Project Trips

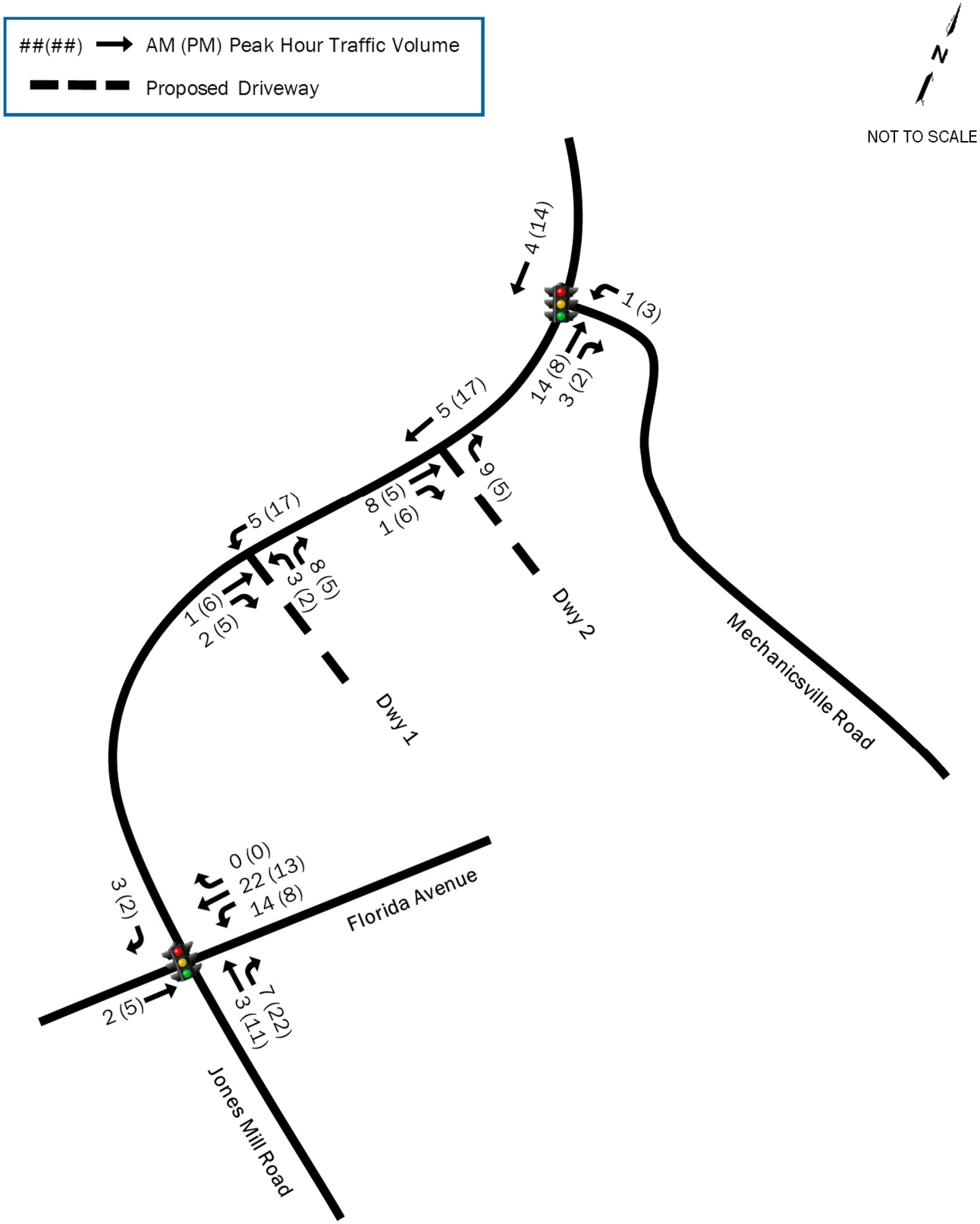
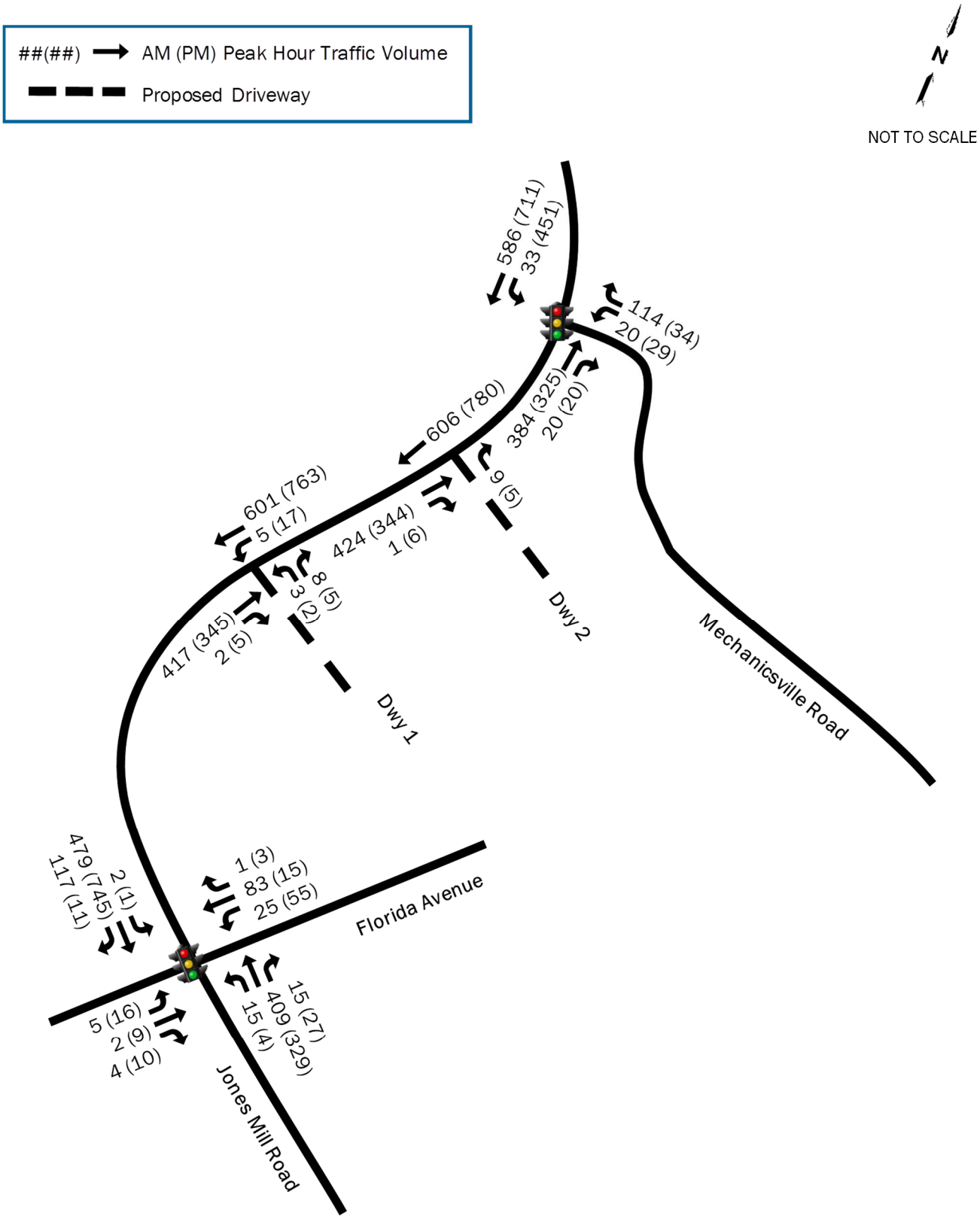


Figure 7: 2021 Build Volumes



D. Traffic Impact Analyses

The analysis in each of the scenarios for the study was performed using the traffic analysis software Synchro® 10. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual (HCM). Synchro® output reports are included in the Appendix.

D.1. Existing Conditions Analysis

The results of the 2019 existing conditions capacity analysis are shown in Table 2 and include analysis of the volumes presented in Figure 3.

Table 2: Existing Conditions Capacity Analysis

Intersection	Control	Movement	AM		PM	
			Delay (s)	LOS	Delay (s)	LOS
1. Mechanicsville Road at Jones Mill Road	Signalized	WB	15.6	B	25.2	C
		NB	5.4	A	3.0	A
		SB	5.6	A	4.8	A
		Overall	6.7	A	5.2	A
2. Florida Avenue at Jones Mill Road	Signalized	EB	19.1	B	19.5	B
		WB	20.4	C	19.9	B
		NB	3.1	A	3.0	A
		SB	3.3	A	3.7	A
		Overall	4.5	A	4.6	A

Timing plans for the signalized study intersections were obtained from Gwinnett County to adequately reflect field conditions.

Operation at the Mechinicsville Road and Jones Mill Road intersection is satisfactory and reflective of field conditions. The operation of the Florida Avenue and Jones Mill Road intersection however, is not adequately reflected in Table 2 due to the operation of the Jones Mill Road and Buford Highway intersection downstream. From a close observation of the counts, a large percentage of westbound drivers (AM Peak Hour) and southbound drivers (PM Peak Hour) at the Jones Mill Road and Florida Avenue intersection are utilizing a refuge route via Florida Ave & 5th Street most likely to avoid excessive queuing and congestion from the southbound movement at the Jones Mill Road and Buford Hwy intersection. Though the subject intersection may be operating adequately in solitude, the effects of the downstream intersection are not captured in this analysis.

D.2. 2021 No-Build Conditions Capacity Analysis

The results of the 2021 No-Build conditions intersection capacity analysis are shown in Table 3 for the operation of the study intersections with the volumes from Figure 4.

Table 3: 2021 No-Build Capacity Analysis

Intersection	Control	Movement	AM		PM	
			Delay (s)	LOS	Delay (s)	LOS
1. Mechanicsville Road at Jones Mill Road	Signalized	WB	15.8	B	26.6	C
		NB	5.4	A	3.0	A
		SB	5.7	A	4.8	A
		Overall	6.8	A	5.3	A
2. Florida Avenue at Jones Mill Road	Signalized	EB	19.1	B	19.5	B
		WB	20.5	C	19.9	B
		NB	3.1	A	3.0	A
		SB	3.4	A	3.7	A
		Overall	4.5	A	4.6	A

The operation of both intersections remains the same from existing conditions and Levels of Service are minimally affected by the increase in traffic from the applied growth rate.

D.3. 2021 Build Conditions Capacity Analysis

The results of the 2021 Build conditions intersection capacity analysis are shown in Table 4 for the operation of the study intersections with the generated trips from the proposed development (volumes seen in Figure 7).

Table 4: 2021 Build Capacity Analysis

Intersection	Control	Movement	AM		PM	
			Delay (s)	LOS	Delay (s)	LOS
1. Mechanicsville Road at Jones Mill Road	Signalized	WB	15.8	B	27.4	C
		NB	5.4	A	2.9	A
		SB	5.7	A	4.9	A
		Overall	6.8	A	5.3	A
2. Florida Avenue at Jones Mill Road	Signalized	EB	18.8	B	19.3	B
		WB	20.8	C	20.1	B
		NB	3.4	A	3.2	A
		SB	3.7	A	4.0	A
		Overall	5.3	A	5.2	A
3. Dwy 1 at Jones Mill Road	Stop-Controlled	WB	11.5	B	11.6	B
		SBL	8.3	A	8.1	A
4. Dwy 2 at Jones Mill Road	Stop-Controlled	WB	9.7	A	9.4	A

The timing for the signalized intersections was optimized to reflect adequate conditions with the additional project trips.

The addition of project traffic to the study intersections is expected to present minimal impact on the overall operation of the study intersections. The project traffic at the Florida Avenue and Jones Mill Road intersection follows the same pattern of diversion seen in the existing conditions. The addition of both the full access and right-in/right-out driveways poses no significant threat to the functionality of traffic along the intersecting roadway.

E. Conclusions

A new residential development consisting of 154 townhomes is planned for construction on approximately 20 acres in Peachtree Corners, Georgia. The development will generate a total of 17 entering trips and 56 exiting trips during the AM peak hour, and 55 entering trips and 33 exiting trips during the PM peak hour. There are two proposed driveways for the development along Jones mIll Road—one full access and one right-in/right-out.

Operation at the Mechanicsville Road and Jones Mill Road intersection is satisfactory in Existing and No-Build conditions. Exisiting conditions at the study intersection of Florida Avenue at Jones Mill Road indicate diversion of trips to Florida Avenue and 5th Street to avoid congestion at the Buford Highway and Jones Mill Road intersection downstream. The same conditions are evidenced in the No-Build scenario.

The addition of project traffic will cause minimal increases in delays and have no decernable impact on the Levels of Service at the study intersections and the proposed driveway intersections.

It is recommended the the signals at the intersections of Florida Avenue and Jones Mill Road and Jones Mill Road at Buford Highway be analyzed for coordination during peak hours to alleviate any southbound queing that may be causing diverted trips at Florida Avenue and Jones Mill Road.

APPENDIX

SITE DATA:	
SITE AREA	19.68 ACRES
ZONING	
EXISTING ZONING	M-1: LIGHT INDUSTRY, R-75: SINGLE FAMILY RESIDENTIAL, & MH: MOBILE HOME PARK
PROPOSED ZONING	R-TH SINGLE FAMILY RESIDENTIAL TOWNHOME DISTRICT
ZONING JURISDICTION	PEACHTREE CORNERS, GEORGIA
SETBACK REQUIREMENTS	
FRONT YARD	50 FEET
SIDE YARD	40 FEET
REAR YARD	40 FEET
DEVELOPMENT STANDARDS	
MAXIMUM DENSITY ALLOWED	8 UNITS PER ACRE OR 157 UNITS
PROPOSED DENSITY	157 UNITS
24' X 54' UNITS	77 UNITS
26' X 54' UNITS	80 UNITS
MINIMUM LOT AREA	NONE
MINIMUM LOT WIDTH	NONE
MINIMUM INTERNAL ROAD FRONTAGE	NONE
MINIMUM EXTERNAL ROAD FRONTAGE	50 FEET
MINIMUM UNIT WIDTH	22 FEET FOR DOUBLE-CAR GARAGE TOWNHOMES
MINIMUM UNIT WIDTH	18 FEET FOR SINGLE-CAR GARAGE TOWNHOMES
MAXIMUM HEIGHT	35 FEET
SIDEWALKS	BOTH SIDES OF INTERIOR STREETS OR PRIVATE DRIVE
MINIMUM UNITS PER BUILDING	3 UNITS
MAXIMUM UNITS PER BUILDING	8 UNITS
OPEN SPACE CALCULATIONS	
MINIMUM BUFFER	30-FEET ALONG R-75
LANDSCAPE SETBACK	50 FEET ALONG EXTERIOR STREET FRONTAGES
PARKING REQUIREMENTS	
REQUIRED	3 PER DWELLING UNIT
PROPOSED	3 PER DWELLING UNIT

SITE LOCATION MAP
NOT TO SCALE

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NEVILLE ALLISON
678-223-8978

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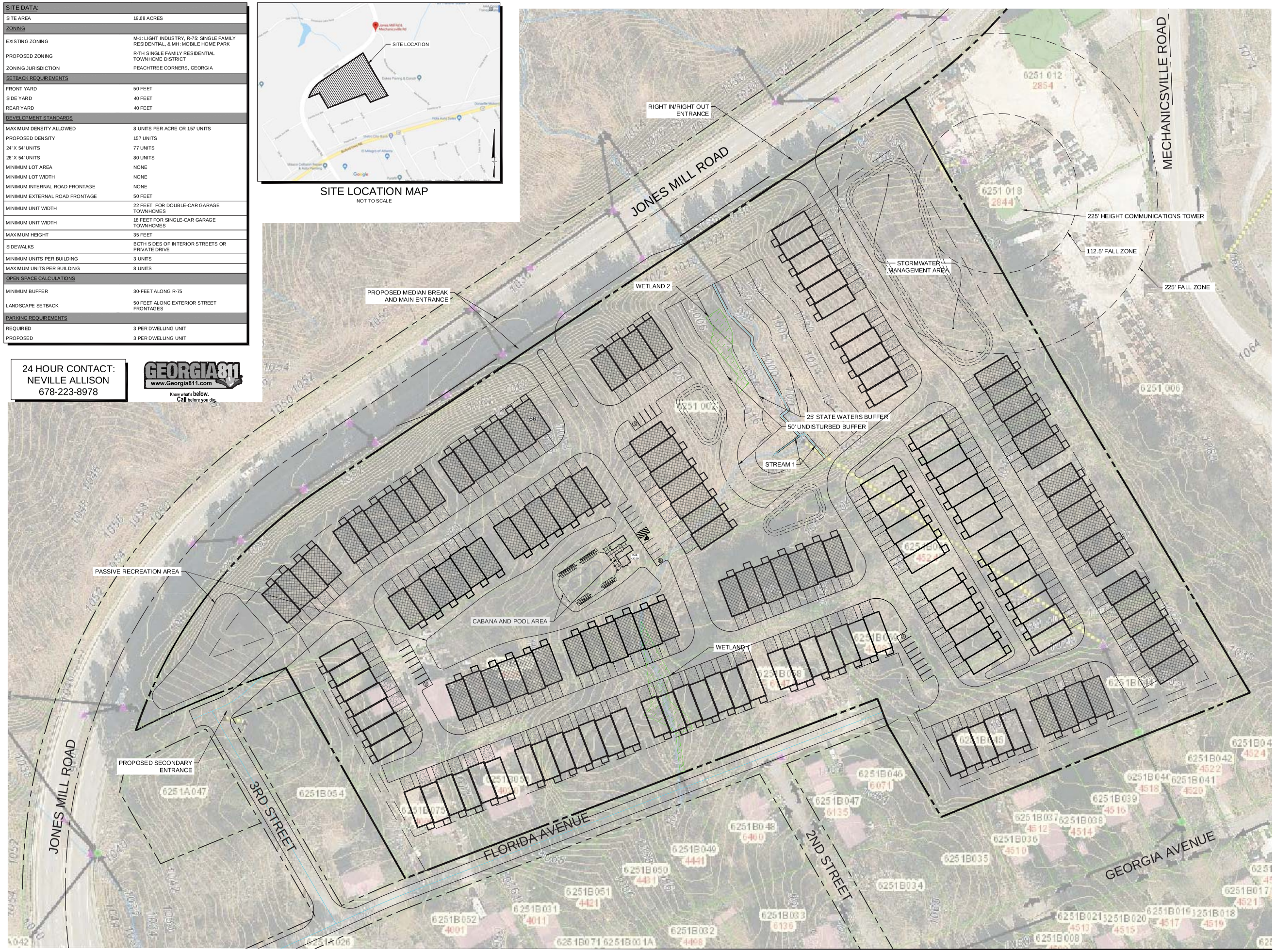

JONES MILL ROAD

A MASTER PLANNED RESIDENTIAL DEVELOPMENT
FOR
THE REVIVE LAND GROUP
ONE ALLIANCE CENTER
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ATLANTA, GEORGIA 30326
PHONE: 678-223-8978

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REVISIONS:

NO.	DATE	BY	DESCRIPTION

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CONCEPTUAL MASTER PLAN

0 30 60 120 180

SCALE: 1" = 60'
DATE: FEBRUARY 27, 2018
PROJECT: 19045.00

THIS SEAL IS ONLY VALID IF COUNTER SIGNED AND DATED WITH AN ORIGINAL SIGNATURE.

GEORGIA REGISTERED No. 34393 PROFESSIONAL ENGINEER KENNETH J WOOD

GSWCC LEVEL II DESIGN PROFESSIONAL
CERTIFICATION # 0000059389 EXP. 10/28/2021

GRID NORTH
GEORGIA WEST ZONE

C1
SHEET

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Prepared by National Data & Surveying Services

Jones Mill Rd & Mechanicsville Rd

Peak Hour Turning Movement Count

ID: 19-09316-001
City: Norcross

Day: Thursday
Date: 04/25/2019

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Jones Mill Rd — SOUTHBOUND

AM	0	565	32	0	495	AM
NOON	0	0	0	0	0	NOON
PM	0	677	438	0	341	PM
	0	2	1	0		

Mechanicsville Rd — EASTBOUND

AM	NOON	PM	
0	0	0	
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	0
AM	NOON	PM	

Mechanicsville Rd — WESTBOUND

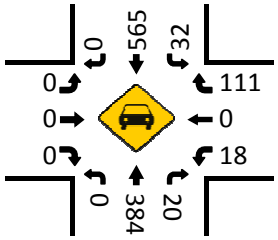
PM	NOON	AM	
33	0	111	0
0	0	0	1
22	0	18	0
3	0	0	0
458	0	52	
PM	NOON	AM	

Jones Mill Rd — NORTHBOUND

PM	703	4	0	308	17	PM
NOON	0	0	0	0	0	NOON
AM	583	0	0	384	20	AM
		0	1	2	0	

CONTROL			
Signalized			
TEV	1130	0	1502
	AM	NOON	PM
PHF	0.93		0.93

Total Vehicles (AM)



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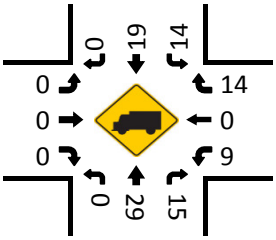

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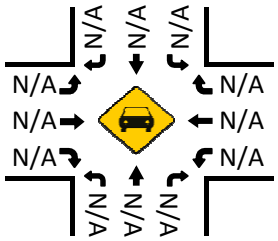

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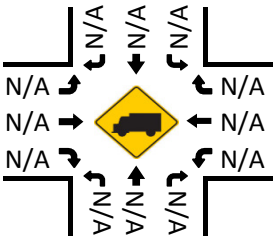
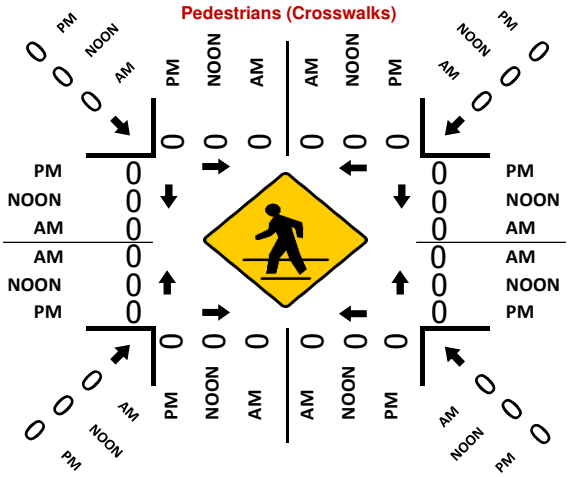
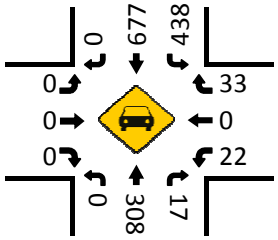


Pedestrians (Crosswalks)



Total Vehicles (PM)



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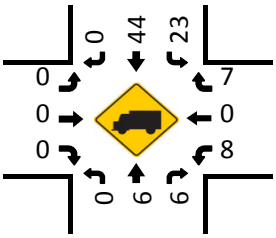


Prepared by National Data & Surveying Services

Jones Mill Rd & Florida Ave

Peak Hour Turning Movement Count

ID: 19-09316-002
City: Norcross

Day: Thursday
Date: 04/25/2019

PEAK HOURS		COUNT PERIODS
07:15 AM - 08:15 AM	AM	07:00 AM - 09:00 AM
NONE	NOON	NONE
04:30 PM - 05:30 PM	PM	04:00 PM - 06:00 PM

Jones Mill Rd — SOUTHBOUND

AM	111	465	2	0	400
NOON	0	0	0	0	0
PM	9	723	1	8	336
	0	2	1	0	

Florida Ave — EASTBOUND

	AM	NOON	PM	
	183	0	15	
	0	0	0	0
	5	0	16	0
	0	0	4	1
	4	0	10	0

Florida Ave — WESTBOUND

	PM	NOON	AM
0	3	0	1
1	2	0	59
0	46	0	11
0	0	0	0
	10	0	10

CONTROL

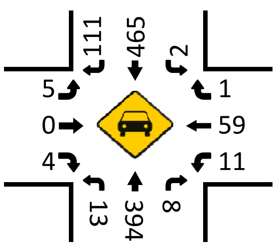
Signalized

	AM	NOON	PM
TEV	1075	0	1140
PHF	0.93		0.89

Jones Mill Rd — NORTHBOUND

		0	1	2	1
PM	779	0	4	309	5
NOON	0	0	0	0	0
AM	482	2	13	394	8

Total Vehicles (AM)



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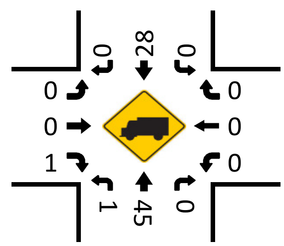
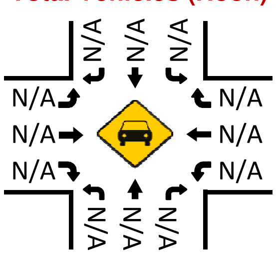
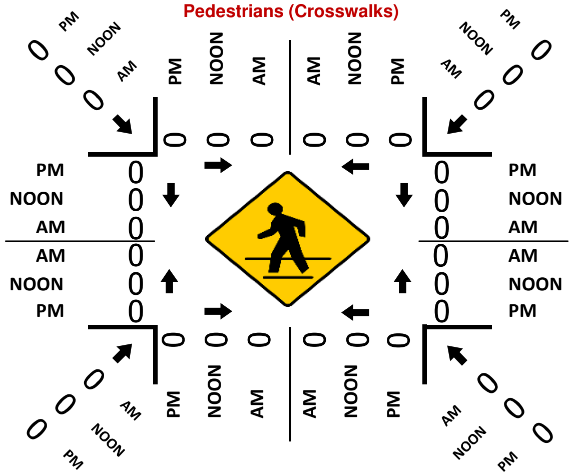


Total Vehicles (Noon)



Pedestrians (Crosswalks)



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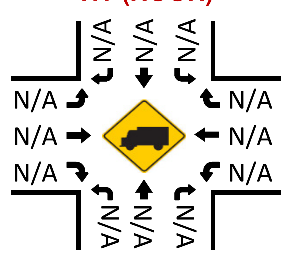

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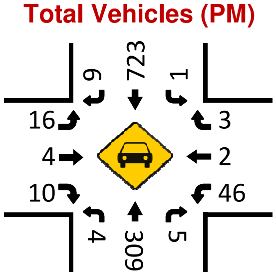

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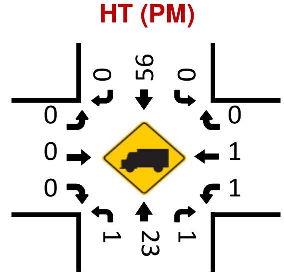

HCM 6th Signalized Intersection Summary
1: Jones Mill Rd & Mechanicsville Rd

05/15/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	18	0	111	0	384	20	32	565	0
Future Volume (veh/h)	0	0	0	18	0	111	0	384	20	32	565	0
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	1633	1633	1633	1737	1737	1737	1811	1811	1811
Adj Flow Rate, veh/h	0	0	0	19	0	119	0	413	22	34	608	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	18	18	18	11	11	11	6	6	6
Cap, veh/h	0	7	0	27	0	172	260	1379	73	581	1489	0
Arrive On Green	0.00	0.00	0.00	0.14	0.00	0.14	0.00	0.43	0.43	0.43	0.43	0.00
Sat Flow, veh/h	0	1870	0	193	0	1212	755	3187	169	923	3532	0
Grp Volume(v), veh/h	0	0	0	138	0	0	0	213	222	34	608	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1405	0	0	755	1650	1707	923	1721	0
Q Serve(g_s), s	0.0	0.0	0.0	2.6	0.0	0.0	0.0	2.3	2.3	0.7	3.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.6	0.0	0.0	0.0	2.3	2.3	3.0	3.4	0.0
Prop In Lane	0.00		0.00	0.14		0.86	1.00		0.10	1.00		0.00
Lane Grp Cap(c), veh/h	0	7	0	199	0	0	260	714	739	581	1489	0
V/C Ratio(X)	0.00	0.00	0.00	0.69	0.00	0.00	0.00	0.30	0.30	0.06	0.41	0.00
Avail Cap(c_a), veh/h	0	1349	0	1014	0	0	1566	3571	3693	2179	7446	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)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	11.3	0.0	0.0	0.0	5.1	5.1	6.1	5.4	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.2	0.2	0.0	0.2	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	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.2	0.2	0.1	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	15.6	0.0	0.0	0.0	5.4	5.4	6.2	5.6	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			138			435			642	
Approach Delay, s/veh		0.0			15.6			5.4			5.6	
Approach LOS					B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.3		0.0		17.3		10.4				
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		6.5				
Max Green Setting (Gmax), s		* 60		20.0		* 60		20.0				
Max Q Clear Time (g_c+I1), s		4.3		0.0		5.4		4.6				
Green Ext Time (p_c), s		2.5		0.0		4.4		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Jones Mill Rd & Florida Ave

05/15/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	4	11	59	1	15	394	8	2	465	111
Future Volume (veh/h)	5	0	4	11	59	1	15	394	8	2	465	111
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	1737	1737	1737	1826	1826	1826
Adj Flow Rate, veh/h	5	0	4	12	63	0	16	424	0	2	500	119
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	11	11	11	5	5	5
Cap, veh/h	172	27	61	110	137		596	2180		733	1838	435
Arrive On Green	0.09	0.00	0.09	0.09	0.09	0.00	0.66	0.66	0.00	0.66	0.66	0.66
Sat Flow, veh/h	566	313	703	211	1591	0	747	3300	1472	940	2783	659
Grp Volume(v), veh/h	9	0	0	75	0	0	16	424	0	2	311	308
Grp Sat Flow(s),veh/h/ln	1582	0	0	1802	0	0	747	1650	1472	940	1735	1707
Q Serve(g_s), s	0.0	0.0	0.0	0.8	0.0	0.0	0.4	2.3	0.0	0.0	3.4	3.4
Cycle Q Clear(g_c), s	0.2	0.0	0.0	1.8	0.0	0.0	3.8	2.3	0.0	2.3	3.4	3.4
Prop In Lane	0.56		0.44	0.16		0.00	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	260	0	0	247	0		596	2180		733	1146	1128
V/C Ratio(X)	0.03	0.00	0.00	0.30	0.00		0.03	0.19		0.00	0.27	0.27
Avail Cap(c_a), veh/h	706	0	0	799	0		1089	4360		1354	2291	2255
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	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	0.0	0.0	19.8	0.0	0.0	4.0	3.0	0.0	3.5	3.2	3.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
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	0.0	0.7	0.0	0.0	0.0	0.2	0.0	0.0	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	0.0	20.4	0.0	0.0	4.0	3.0	0.0	3.5	3.3	3.3
LnGrp LOS	B	A	A	C	A		A	A		A	A	A
Approach Vol, veh/h		9			75	A		440	A		621	
Approach Delay, s/veh		19.1			20.4			3.1			3.3	
Approach LOS		B			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.0		9.4		36.0		9.4				
Change Period (Y+Rc), s		6.0		5.5		6.0		5.5				
Max Green Setting (Gmax), s		60.0		18.0		60.0		18.0				
Max Q Clear Time (g_c+I1), s		5.8		2.2		5.4		3.8				
Green Ext Time (p_c), s		2.9		0.0		3.8		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	4.5
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
1: Jones Mill Rd & Mechanicsville Rd

05/15/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	25	0	33	4	308	17	438	677	0
Future Volume (veh/h)	0	0	0	25	0	33	4	308	17	438	677	0
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	1515	1515	1515	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	0	0	0	27	0	35	4	331	18	471	728	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	26	26	26	6	6	6	6	6	6
Cap, veh/h	0	4	0	43	0	56	559	2145	116	778	2223	0
Arrive On Green	0.00	0.00	0.00	0.07	0.00	0.07	0.65	0.65	0.65	0.65	0.65	0.00
Sat Flow, veh/h	0	1870	0	587	0	761	704	3319	180	999	3532	0
Grp Volume(v), veh/h	0	0	0	62	0	0	4	171	178	471	728	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1348	0	0	704	1721	1779	999	1721	0
Q Serve(g_s), s	0.0	0.0	0.0	1.9	0.0	0.0	0.1	1.6	1.7	14.7	4.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.9	0.0	0.0	4.1	1.6	1.7	16.4	4.0	0.0
Prop In Lane	0.00		0.00	0.44		0.56	1.00		0.10	1.00		0.00
Lane Grp Cap(c), veh/h	0	4	0	99	0	0	559	1112	1149	778	2223	0
V/C Ratio(X)	0.00	0.00	0.00	0.63	0.00	0.00	0.01	0.15	0.15	0.61	0.33	0.00
Avail Cap(c_a), veh/h	0	889	0	641	0	0	1108	2453	2536	1556	4905	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)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	18.9	0.0	0.0	4.3	2.9	2.9	6.1	3.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.1	0.1	0.8	0.1	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	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.1	0.1	1.1	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	25.2	0.0	0.0	4.3	3.0	3.0	6.9	3.4	0.0
LnGrp LOS	A	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			62			353			1199	
Approach Delay, s/veh		0.0			25.2			3.0			4.8	
Approach LOS					C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.5		0.0		32.5		9.6				
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		6.5				
Max Green Setting (Gmax), s		* 60		20.0		* 60		20.0				
Max Q Clear Time (g_c+I1), s		6.1		0.0		18.4		3.9				
Green Ext Time (p_c), s		2.0		0.0		8.8		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		5.2
HCM 6th LOS		A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Jones Mill Rd & Florida Ave

05/15/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	4	10	46	2	3	4	309	5	1	723	9
Future Volume (veh/h)	16	4	10	46	2	3	4	309	5	1	723	9
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	1841	1841	1841	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	18	4	11	52	2	0	4	347	0	1	812	10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	4	4	4	8	8	8	8	8	8
Cap, veh/h	182	35	47	277	7		509	2232		769	2258	28
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.00	0.66	0.66	0.00	0.66	0.66	0.66
Sat Flow, veh/h	675	400	538	1379	84	0	634	3385	1510	985	3424	42
Grp Volume(v), veh/h	33	0	0	54	0	0	4	347	0	1	401	421
Grp Sat Flow(s),veh/h/ln	1614	0	0	1463	0	0	634	1692	1510	985	1692	1774
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.0	0.1	1.8	0.0	0.0	4.8	4.8
Cycle Q Clear(g_c), s	0.8	0.0	0.0	1.5	0.0	0.0	4.9	1.8	0.0	1.8	4.8	4.8
Prop In Lane	0.55		0.33	0.96		0.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	264	0	0	284	0		509	2232		769	1116	1170
V/C Ratio(X)	0.12	0.00	0.00	0.19	0.00		0.01	0.16		0.00	0.36	0.36
Avail Cap(c_a), veh/h	730	0	0	711	0		927	4463		1418	2232	2339
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	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	0.0	19.5	0.0	0.0	4.6	2.9	0.0	3.3	3.5	3.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2
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	0.0	0.5	0.0	0.0	0.0	0.2	0.0	0.0	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	0.0	0.0	19.9	0.0	0.0	4.6	3.0	0.0	3.3	3.7	3.6
LnGrp LOS	B	A	A	B	A		A	A		A	A	A
Approach Vol, veh/h		33			54	A		351	A		823	
Approach Delay, s/veh		19.5			19.9			3.0			3.7	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.0		9.5		36.0		9.5				
Change Period (Y+Rc), s		6.0		5.5		6.0		5.5				
Max Green Setting (Gmax), s		60.0		18.0		60.0		18.0				
Max Q Clear Time (g_c+I1), s		6.9		2.8		6.8		3.5				
Green Ext Time (p_c), s		2.3		0.1		5.3		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	4.6
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
1: Jones Mill Rd & Mechanicsville Rd

05/15/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	19	0	114	0	396	21	33	582	0
Future Volume (veh/h)	0	0	0	19	0	114	0	396	21	33	582	0
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	1633	1633	1633	1737	1737	1737	1811	1811	1811
Adj Flow Rate, veh/h	0	0	0	20	0	123	0	426	23	35	626	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	18	18	18	11	11	11	6	6	6
Cap, veh/h	0	7	0	28	0	174	259	1374	74	572	1485	0
Arrive On Green	0.00	0.00	0.00	0.14	0.00	0.14	0.00	0.43	0.43	0.43	0.43	0.00
Sat Flow, veh/h	0	1870	0	197	0	1209	742	3185	171	911	3532	0
Grp Volume(v), veh/h	0	0	0	143	0	0	0	220	229	35	626	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1406	0	0	742	1650	1706	911	1721	0
Q Serve(g_s), s	0.0	0.0	0.0	2.7	0.0	0.0	0.0	2.4	2.4	0.7	3.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.7	0.0	0.0	0.0	2.4	2.4	3.2	3.5	0.0
Prop In Lane	0.00		0.00	0.14		0.86	1.00		0.10	1.00		0.00
Lane Grp Cap(c), veh/h	0	7	0	203	0	0	259	712	736	572	1485	0
V/C Ratio(X)	0.00	0.00	0.00	0.71	0.00	0.00	0.00	0.31	0.31	0.06	0.42	0.00
Avail Cap(c_a), veh/h	0	1345	0	1011	0	0	1540	3560	3681	2145	7423	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)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	11.3	0.0	0.0	0.0	5.2	5.2	6.2	5.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.4	0.0	0.0	0.0	0.2	0.2	0.0	0.2	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	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.3	0.3	0.1	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	15.8	0.0	0.0	0.0	5.4	5.4	6.3	5.7	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			143			449			661	
Approach Delay, s/veh		0.0			15.8			5.4			5.7	
Approach LOS					B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.3		0.0		17.3		10.5				
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		6.5				
Max Green Setting (Gmax), s		* 60		20.0		* 60		20.0				
Max Q Clear Time (g_c+I1), s		4.4		0.0		5.5		4.7				
Green Ext Time (p_c), s		2.6		0.0		4.6		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Jones Mill Rd & Florida Ave

05/15/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	4	11	61	1	15	406	8	2	479	114
Future Volume (veh/h)	5	0	4	11	61	1	15	406	8	2	479	114
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	1737	1737	1737	1826	1826	1826
Adj Flow Rate, veh/h	5	0	4	12	66	0	16	437	0	2	515	123
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	11	11	11	5	5	5
Cap, veh/h	173	27	62	109	141		585	2176		723	1833	436
Arrive On Green	0.09	0.00	0.09	0.09	0.09	0.00	0.66	0.66	0.00	0.66	0.66	0.66
Sat Flow, veh/h	572	309	704	200	1605	0	734	3300	1472	929	2781	661
Grp Volume(v), veh/h	9	0	0	78	0	0	16	437	0	2	320	318
Grp Sat Flow(s),veh/h/ln	1585	0	0	1805	0	0	734	1650	1472	929	1735	1707
Q Serve(g_s), s	0.0	0.0	0.0	0.8	0.0	0.0	0.4	2.4	0.0	0.0	3.5	3.5
Cycle Q Clear(g_c), s	0.2	0.0	0.0	1.8	0.0	0.0	4.0	2.4	0.0	2.4	3.5	3.5
Prop In Lane	0.56		0.44	0.15		0.00	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	262	0	0	250	0		585	2176		723	1144	1125
V/C Ratio(X)	0.03	0.00	0.00	0.31	0.00		0.03	0.20		0.00	0.28	0.28
Avail Cap(c_a), veh/h	704	0	0	798	0		1069	4352		1335	2287	2251
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	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	0.0	19.8	0.0	0.0	4.1	3.0	0.0	3.5	3.2	3.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
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	0.0	0.8	0.0	0.0	0.0	0.2	0.0	0.0	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	0.0	20.5	0.0	0.0	4.1	3.1	0.0	3.5	3.4	3.4
LnGrp LOS	B	A	A	C	A		A	A		A	A	A
Approach Vol, veh/h		9			78	A		453	A		640	
Approach Delay, s/veh		19.1			20.5			3.1			3.4	
Approach LOS		B			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.0		9.5		36.0		9.5				
Change Period (Y+Rc), s		6.0		5.5		6.0		5.5				
Max Green Setting (Gmax), s		60.0		18.0		60.0		18.0				
Max Q Clear Time (g_c+I1), s		6.0		2.2		5.5		3.8				
Green Ext Time (p_c), s		3.0		0.0		4.0		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	4.5
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
1: Jones Mill Rd & Mechanicsville Rd

05/15/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	26	0	34	4	317	18	451	697	0
Future Volume (veh/h)	0	0	0	26	0	34	4	317	18	451	697	0
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	1515	1515	1515	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	0	0	0	28	0	37	4	341	19	485	749	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	26	26	26	6	6	6	6	6	6
Cap, veh/h	0	4	0	43	0	57	552	2182	121	776	2265	0
Arrive On Green	0.00	0.00	0.00	0.07	0.00	0.07	0.66	0.66	0.66	0.66	0.66	0.00
Sat Flow, veh/h	0	1870	0	580	0	767	690	3315	184	989	3532	0
Grp Volume(v), veh/h	0	0	0	65	0	0	4	176	184	485	749	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1348	0	0	690	1721	1778	989	1721	0
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	0.0	0.1	1.7	1.7	16.2	4.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.1	0.0	0.0	4.3	1.7	1.7	17.9	4.2	0.0
Prop In Lane	0.00		0.00	0.43		0.57	1.00		0.10	1.00		0.00
Lane Grp Cap(c), veh/h	0	4	0	101	0	0	552	1133	1171	776	2265	0
V/C Ratio(X)	0.00	0.00	0.00	0.65	0.00	0.00	0.01	0.16	0.16	0.63	0.33	0.00
Avail Cap(c_a), veh/h	0	846	0	610	0	0	1035	2335	2413	1467	4671	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)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	19.9	0.0	0.0	4.2	2.9	2.9	6.3	3.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.8	0.0	0.0	0.0	0.1	0.1	0.8	0.1	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	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.1	0.1	1.2	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	26.6	0.0	0.0	4.2	2.9	2.9	7.1	3.4	0.0
LnGrp LOS	A	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			65			364			1234	
Approach Delay, s/veh		0.0			26.6			3.0			4.8	
Approach LOS					C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.4		0.0		34.4		9.8				
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		6.5				
Max Green Setting (Gmax), s		* 60		20.0		* 60		20.0				
Max Q Clear Time (g_c+I1), s		6.3		0.0		19.9		4.1				
Green Ext Time (p_c), s		2.0		0.0		9.2		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	5.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Jones Mill Rd & Florida Ave

05/15/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	4	10	47	2	3	4	318	5	1	745	9
Future Volume (veh/h)	16	4	10	47	2	3	4	318	5	1	745	9
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	1841	1841	1841	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	18	4	11	53	2	0	4	357	0	1	837	10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	4	4	4	8	8	8	8	8	8
Cap, veh/h	182	36	48	277	7		498	2230		762	2257	27
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.00	0.66	0.66	0.00	0.66	0.66	0.66
Sat Flow, veh/h	673	404	538	1381	81	0	620	3385	1510	976	3426	41
Grp Volume(v), veh/h	33	0	0	55	0	0	4	357	0	1	414	433
Grp Sat Flow(s),veh/h/ln	1615	0	0	1462	0	0	620	1692	1510	976	1692	1774
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.0	0.1	1.8	0.0	0.0	5.0	5.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	1.5	0.0	0.0	5.2	1.8	0.0	1.8	5.0	5.0
Prop In Lane	0.55		0.33	0.96		0.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	265	0	0	285	0		498	2230		762	1115	1169
V/C Ratio(X)	0.12	0.00	0.00	0.19	0.00		0.01	0.16		0.00	0.37	0.37
Avail Cap(c_a), veh/h	730	0	0	711	0		906	4461		1405	2230	2338
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	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	0.0	19.6	0.0	0.0	4.7	3.0	0.0	3.3	3.5	3.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2
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	0.0	0.5	0.0	0.0	0.0	0.2	0.0	0.0	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	0.0	0.0	19.9	0.0	0.0	4.7	3.0	0.0	3.3	3.7	3.7
LnGrp LOS	B	A	A	B	A		A	A		A	A	A
Approach Vol, veh/h		33			55	A		361	A		848	
Approach Delay, s/veh		19.5			19.9			3.0			3.7	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.0		9.5		36.0		9.5				
Change Period (Y+Rc), s		6.0		5.5		6.0		5.5				
Max Green Setting (Gmax), s		60.0		18.0		60.0		18.0				
Max Q Clear Time (g_c+I1), s		7.2		2.8		7.0		3.5				
Green Ext Time (p_c), s		2.3		0.1		5.6		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	4.6
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
1: Jones Mill Rd & Mechanicsville Rd

05/16/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	20	0	114	0	410	24	33	586	0
Future Volume (veh/h)	0	0	0	20	0	114	0	410	24	33	586	0
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	1633	1633	1633	1737	1737	1737	1811	1811	1811
Adj Flow Rate, veh/h	0	0	0	22	0	123	0	441	26	35	630	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	18	18	18	11	11	11	6	6	6
Cap, veh/h	0	7	0	31	0	173	259	1365	80	562	1483	0
Arrive On Green	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.43	0.43	0.43	0.43	0.00
Sat Flow, veh/h	0	1870	0	214	0	1194	740	3167	186	896	3532	0
Grp Volume(v), veh/h	0	0	0	145	0	0	0	229	238	35	630	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1408	0	0	740	1650	1703	896	1721	0
Q Serve(g_s), s	0.0	0.0	0.0	2.7	0.0	0.0	0.0	2.6	2.6	0.7	3.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.7	0.0	0.0	0.0	2.6	2.6	3.3	3.6	0.0
Prop In Lane	0.00		0.00	0.15		0.85	1.00		0.11	1.00		0.00
Lane Grp Cap(c), veh/h	0	7	0	204	0	0	259	711	734	562	1483	0
V/C Ratio(X)	0.00	0.00	0.00	0.71	0.00	0.00	0.00	0.32	0.32	0.06	0.42	0.00
Avail Cap(c_a), veh/h	0	1209	0	1592	0	0	1326	3093	3193	1856	6451	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)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	11.3	0.0	0.0	0.0	5.2	5.2	6.3	5.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.3	0.3	0.0	0.2	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	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.3	0.3	0.1	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	15.8	0.0	0.0	0.0	5.5	5.5	6.4	5.7	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			145			467			665	
Approach Delay, s/veh		0.0			15.8			5.5			5.7	
Approach LOS					B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.3		0.0		17.3		10.5				
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		6.5				
Max Green Setting (Gmax), s		* 52		18.0		* 52		31.5				
Max Q Clear Time (g_c+I1), s		4.6		0.0		5.6		4.7				
Green Ext Time (p_c), s		2.7		0.0		4.6		0.8				

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	2	4	25	83	1	15	409	15	2	479	117
Future Volume (veh/h)	5	2	4	25	83	1	15	409	15	2	479	117
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	1737	1737	1737	1826	1826	1826
Adj Flow Rate, veh/h	5	2	4	27	89	0	16	440	0	2	515	126
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	11	11	11	5	5	5
Cap, veh/h	160	63	63	128	152		570	2137		705	1791	436
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.00	0.65	0.65	0.00	0.65	0.65	0.65
Sat Flow, veh/h	450	607	604	312	1456	0	732	3300	1472	927	2766	673
Grp Volume(v), veh/h	11	0	0	116	0	0	16	440	0	2	322	319
Grp Sat Flow(s),veh/h/ln	1661	0	0	1768	0	0	732	1650	1472	927	1735	1705
Q Serve(g_s), s	0.0	0.0	0.0	1.8	0.0	0.0	0.4	2.5	0.0	0.0	3.7	3.8
Cycle Q Clear(g_c), s	0.3	0.0	0.0	2.9	0.0	0.0	4.2	2.5	0.0	2.6	3.7	3.8
Prop In Lane	0.45		0.36	0.23		0.00	1.00		1.00	1.00		0.40
Lane Grp Cap(c), veh/h	286	0	0	280	0		570	2137		705	1123	1104
V/C Ratio(X)	0.04	0.00	0.00	0.41	0.00		0.03	0.21		0.00	0.29	0.29
Avail Cap(c_a), veh/h	1012	0	0	1131	0		902	3633		1125	1909	1877
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	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	0.0	19.9	0.0	0.0	4.5	3.3	0.0	3.8	3.5	3.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
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	0.0	1.2	0.0	0.0	0.0	0.3	0.0	0.0	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	0.0	0.0	20.8	0.0	0.0	4.5	3.4	0.0	3.8	3.7	3.7
LnGrp LOS	B	A	A	C	A		A	A		A	A	A
Approach Vol, veh/h		11			116	A		456	A		643	
Approach Delay, s/veh		18.8			20.8			3.4			3.7	
Approach LOS		B			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	36.0	10.3	36.0	10.3
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	51.0	27.5	51.0	27.5
Max Q Clear Time (g_c+I1), s	6.2	2.3	5.8	4.9
Green Ext Time (p_c), s	3.0	0.0	4.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	5.3
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	8	417	2	5	601
Future Vol, veh/h	3	8	417	2	5	601
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	150	150	-
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	3	9	453	2	5	653

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	790	227	0	0	453	0
Stage 1	453	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	327	776	-	-	1104	-
Stage 1	607	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	325	776	-	-	1104	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	695	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	563	1104	-
HCM Lane V/C Ratio	-	-	0.021	0.005	-
HCM Control Delay (s)	-	-	11.5	8.3	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	9	424	1	0	606
Future Vol, veh/h	0	9	424	1	0	606
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	150	-	-
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	0	10	461	1	0	659

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	231	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	771	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	771	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	771	-
HCM Lane V/C Ratio	-	0.013	-
HCM Control Delay (s)	-	9.7	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

HCM 6th Signalized Intersection Summary
1: Jones Mill Rd & Mechanicsville Rd

05/16/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	29	0	34	4	325	20	451	711	0
Future Volume (veh/h)	0	0	0	29	0	34	4	325	20	451	711	0
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	1515	1515	1515	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	0	0	0	31	0	37	4	349	22	485	765	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	26	26	26	6	6	6	6	6	6
Cap, veh/h	0	4	0	47	0	56	545	2183	137	770	2285	0
Arrive On Green	0.00	0.00	0.00	0.08	0.00	0.08	0.66	0.66	0.66	0.66	0.66	0.00
Sat Flow, veh/h	0	1870	0	616	0	735	680	3288	206	979	3532	0
Grp Volume(v), veh/h	0	0	0	68	0	0	4	182	189	485	765	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1352	0	0	680	1721	1774	979	1721	0
Q Serve(g_s), s	0.0	0.0	0.0	2.2	0.0	0.0	0.1	1.8	1.8	16.7	4.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.2	0.0	0.0	4.5	1.8	1.8	18.5	4.4	0.0
Prop In Lane	0.00		0.00	0.46		0.54	1.00		0.12	1.00		0.00
Lane Grp Cap(c), veh/h	0	4	0	103	0	0	545	1142	1178	770	2285	0
V/C Ratio(X)	0.00	0.00	0.00	0.66	0.00	0.00	0.01	0.16	0.16	0.63	0.33	0.00
Avail Cap(c_a), veh/h	0	742	0	536	0	0	1078	2490	2567	1537	4980	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)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	20.4	0.0	0.0	4.3	2.9	2.9	6.3	3.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.1	0.1	0.9	0.1	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	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.2	0.2	1.3	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	27.4	0.0	0.0	4.3	2.9	2.9	7.2	3.4	0.0
LnGrp LOS	A	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			68			375			1250	
Approach Delay, s/veh		0.0			27.4			2.9			4.9	
Approach LOS					C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.4		0.0		35.4		10.0				
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		6.5				
Max Green Setting (Gmax), s		* 66		18.0		* 66		18.0				
Max Q Clear Time (g_c+I1), s		6.5		0.0		20.5		4.2				
Green Ext Time (p_c), s		2.1		0.0		9.6		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	5.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	9	10	55	15	3	4	329	27	1	745	11
Future Volume (veh/h)	16	9	10	55	15	3	4	329	27	1	745	11
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	1841	1841	1841	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	18	10	11	62	17	0	4	370	0	1	837	12
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	4	4	4	8	8	8	8	8	8
Cap, veh/h	168	67	48	253	40		487	2199		741	2219	32
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.00	0.65	0.65	0.00	0.65	0.65	0.65
Sat Flow, veh/h	536	659	469	1121	395	0	618	3385	1510	964	3416	49
Grp Volume(v), veh/h	39	0	0	79	0	0	4	370	0	1	415	434
Grp Sat Flow(s),veh/h/ln	1664	0	0	1516	0	0	618	1692	1510	964	1692	1773
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	0.0	0.1	2.0	0.0	0.0	5.3	5.3
Cycle Q Clear(g_c), s	0.9	0.0	0.0	2.2	0.0	0.0	5.4	2.0	0.0	2.0	5.3	5.3
Prop In Lane	0.46		0.28	0.78		0.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	283	0	0	293	0		487	2199		741	1099	1152
V/C Ratio(X)	0.14	0.00	0.00	0.27	0.00		0.01	0.17		0.00	0.38	0.38
Avail Cap(c_a), veh/h	1014	0	0	977	0		782	3811		1200	1906	1996
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	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	0.0	0.0	19.6	0.0	0.0	5.0	3.2	0.0	3.6	3.8	3.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2
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	0.4	0.0	0.0	0.8	0.0	0.0	0.0	0.2	0.0	0.0	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	0.0	0.0	20.1	0.0	0.0	5.0	3.2	0.0	3.6	4.0	4.0
LnGrp LOS	B	A	A	C	A		A	A		A	A	A
Approach Vol, veh/h		39			79	A		374	A		850	
Approach Delay, s/veh		19.3			20.1			3.2			4.0	
Approach LOS		B			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	36.0	10.2	36.0	10.2
Change Period (Y+Rc), s	6.0	5.5	6.0	5.5
Max Green Setting (Gmax), s	52.0	26.5	52.0	26.5
Max Q Clear Time (g_c+I1), s	7.4	2.9	7.3	4.2
Green Ext Time (p_c), s	2.4	0.1	5.5	0.4

Intersection Summary	
HCM 6th Ctrl Delay	5.2
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	5	345	5	17	763
Future Vol, veh/h	2	5	345	5	17	763
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	150	150	-
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	2	5	375	5	18	829

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	826	188	0	0	375	0
Stage 1	375	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	310	822	-	-	1180	-
Stage 1	665	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	305	822	-	-	1180	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	554	1180	-
HCM Lane V/C Ratio	-	-	0.014	0.016	-
HCM Control Delay (s)	-	-	11.6	8.1	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	5	344	6	0	780
Future Vol, veh/h	0	5	344	6	0	780
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	150	-	-
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	0	5	374	7	0	848

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	187	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	823	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	823	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	823	-
HCM Lane V/C Ratio	-	0.007	-
HCM Control Delay (s)	-	9.4	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

CITY OF PEACHTREE CORNERS
COMMUNITY DEVELOPMENT
310Technology Parkway, Peachtree Corners, GA 30092
Tel: 678.691.1200 | peachtreecornersga.gov

PROPERTY LOCATION MAP

Mechanicsville Townhome Development

CASE NUMBER:	**RZ2019-001 & V2019-003**		
	PLANNING COMMISSION	**CITY COUNCIL 1ST READING**	**CITY COUNCIL 2ND READING**
HEARING DATES:	**JULY 16, 2019**	**JULY 23,2019**	**AUGUST 27, 2019**
PROPERTY ADDRESS:	**JONES MILL ROAD AT VIRGINIA AVENUE**		

Revision to Elevations
Town Center Building 900

REVISED 5/30/2019

Peachtree Corners Town Center Building 900

Peachtree Corners, GA

Parking Deck Elevation

1 3/32" = 1'-0"

RED BRICK IN LIEU OF GRAY

2 3/32" = 1'-0"

Town Center Boulevard Elevation

NOTE:

- HATCHED REGIONS SHOW THE MAX SIGNAGE SIZE PER PEACHTREE CORNERS ORDINANCE.
- EACH TENANT IS ALLOWED MAX 60 SF PER SIGN AND A TOTAL 120SF OF SIGNAGE.
- ALL COLUMN LINES AND DIMENSIONS SUBJECT TO CHANGE
- ALL COLORS ARE FROM EXISTING TOWN CENTER SELECTION OF COLORS
- COLORS FOR LAZY DOG RESTAURANT ARE SAMPLES AND NOT REPRESENTATIVE OF FINAL COLOR SELECTION

RED BRICK IN LIEU OF BROWN

3 3/32" = 1'-0"

Peachtree Parkway Elevation

Lyman Davidson Dooley, Inc.

Drawing for presentation purposes only. Finish materials and colors do not necessarily reflect final finish selections.

FuquaDevelopment

11.01.18

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116018.00