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COUNCIL MEETING AGENDA

Mike Mason, Mayor

Phil Sadd – Post 1, Council Member
Eric Christ – Post 2, Council Member
Alex Wright – Post 3, Council Member

Jeanne Aulbach – Post 4, Council Member
Lorri Christopher – Post 5, Council Member
Weare Gratwick – Post 6, Council Member

October 22, 2019

COUNCIL AGENDA

7:00 PM

PEACHTREE CORNERS CITY HALL – Council Chambers
310 TECHNOLOGY PARKWAY, PEACHTREE CORNERS, GA 30092

A) CALL TO ORDER

B) ROLL CALL

C) PLEDGE OF ALLEGIANCE

D) MAYOR'S OPENING REMARKS

E) CONSIDERATION OF MINUTES – September 24, 2019 Council Meeting

F) CONSIDERATION OF MEETING AGENDA

G) PUBLIC COMMENTS

H) PUBLIC HEARING

1. **O2019-09-151** Second Read and Consideration of RZ2019-002 & V2019-004, Mechanicsville Townhomes, request to rezone 12.487 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. (Linked to R2019-10-128)
2. **O2019-07-148** Second Read and Consideration of an Ordinance of the City of Peachtree Corners, Georgia to amend the City of Peachtree Corners Code of Ordinances Chapter 42, Nuisances, by adding Article VI, Urban Camping, in order to prohibit certain activities within parks and greenspaces; repealing all conflicting ordinances; and setting an effective date.
3. **O2019-08-150** Second Read and Consideration of an Ordinance to amend The City of Peachtree Corners Code of Ordinances Chapter 42, Nuisances, by revising specific sections of Articles I – IV; repealing all conflicting ordinances; and setting an effective date.

4. **O2019-08-152** First Read and Consideration of RZ2019-003 & V2019-005 Chabad Gwinnett, request to rezone 0.485 acres from R-100 to O-I with associated variances to allow for a new religious facility and adjacent parking lot at 5815 Crooked Creek Rd., Dist. 6, Land Lot 303, Peachtree Corners, GA. (Second Read and Public Hearing November 19, 2019)
5. **O2019-10-153** First Read and Consideration of an ordinance to amend O2016-01-64, M1 Uses in CBD. (Second Read and Public Hearing November 19, 2019)

D) ITEMS FOR CONSIDERATION

1. **R2019-10-128** Consideration of a Resolution of The City of Peachtree Corners, Georgia to vacate and sell certain portions of surplus city-owned rights-of-way located in Land Lot 251, 6th District, Gwinnett County, Georgia for the purpose of facilitating a new townhome development in the Mechanicsville neighborhood. (To be considered after O2019-09-151)
2. **Action Item** Change Order – Gwinnett County 2014 SPLOST IGA
3. **Action Item** Consideration of authorizing the City Manager to execute a Shared Micromobility Device Operator Memorandum of Understanding between the City of Peachtree Corners and Tortoise, Inc.

J) CITY MANAGER UPDATES

K) EXECUTIVE SESSION

L) ADJOURNMENT

Minutes



CITY OF PEACHTREE CORNERS
COUNCIL MEETING MINUTES
SEPTEMBER 24, 2019 @ 7:00PM

The Mayor and Council of the City of Peachtree Corners held a Council Meeting at City Hall, 310 Technology Parkway, Peachtree Corners, GA, 30092. The following were in attendance:

Mayor	Mike Mason
Council Member	Phil Sadd – Post 1
Council Member	Eric Christ – Post 2
Council Member	Alex Wright – Post 3
Council Member	Jeanne Aulbach – Post 4
Council Member	Lorri Christopher – Post 5 - Absent
Council Member	Weare Gratwick – Post 6 - Absent
Ass. City Manager	Brandon Branham
City Clerk	Kym Chereck
City Attorney	Bill Riley

MAYORS OPENING REMARKS: Mayor Mason informed the public of the successful grand opening of Curiosity Lab on September 11, 2019 and, stated that the event far exceeded expectations.

CONSIDERATION OF MINUTES:

MOTION TO APPROVE THE MINUTES FROM THE AUGUST 27, 2019 COUNCIL MEETING.

By: Council Member Sadd

Seconded by: Council Member Aulbach

Vote: (5-0) (Sadd, Aulbach, Mason, Christ, Wright)

MOTION TO APPROVE THE MINUTES FROM THE SEPTEMBER 10, 2019 WORK SESSION.

By: Council Member Sadd
Seconded by: Council Member Wright
Vote: (5-0) (Sadd, Wright, Mason, Christ, Aulbach)

CONSIDERATION OF MEETING AGENDA:

There were no changes.

PUBLIC COMMENT: Mr. Doug Crumbley requested that the Mayor and Council consider a daytime Noise Ordinance.

CONSENT AGENDA:

APH 2019-02-85

Consideration of approval of Alcoholic Beverage License Application for Xela Pan #2, 33375 Holcomb Bridge Road, Unit G, Peachtree Corners, GA.

MOTION TO APPROVE APH 2019-02-85.

By: Council Member Christ
Seconded: Council Member Aulbach
Vote: (5-0) (Christ, Aulbach, Mason, Sadd, Wright)

APH 2019-02-86

Consideration of approval of Alcoholic Beverage License Application Shell Food Mart, 5500 Spalding Drive, Peachtree Corners, GA.

MOTION TO APPROVE APH 2019-02-86.

By: Council Member Christ
Seconded: Council Member Aulbach
Vote: (5-0) (Christ, Aulbach, Mason, Sadd, Wright)

APH 2019-02-87

Consideration of approval of Alcoholic Beverage License Application 1804, 3435 Medlock Bridge Road, Suite 204, Peachtree Corners, GA.

MOTION TO APPROVE APH 2019-02-87.

By: Council Member Christ
Seconded: Council Member Aulbach
Vote: (5-0) (Christ, Aulbach, Mason, Sadd, Wright)

PUBLIC HEARING:

O2019-09-151

First Read and Consideration of of RZ2019-002 & V2019-004, Mechanicsville Townhomes, request to rezone 12.487 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. (2nd Read and Public Hearing October 22, 2019)

CITY MANAGER UPDATES: There were no updates.

EXECUTIVE SESSION: There was no Executive Session.

ADJOURNMENT:

MOTION TO ADJOURN AT 7:07 PM.

By: Council Member Sadd

Seconded by: Council Member Aulbach

Vote: (5-0) (Sadd, Aulbach, Mason, Christ, Wright)

Approved,

Attest:

Mike Mason, Mayor

Kymberly Chereck, City Clerk
(Seal)

02019-09-151

AN ORDINANCE TO AMEND THE CITY OF PEACHTREE CORNERS ZONING MAP PURSUANT TO RZ2019-002 AND V2019-004, MECHANICSVILLE TOWNHOMES, REQUEST TO REZONE 12.487 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.

WHEREAS: Notice to the public regarding said public hearing has been duly published in The Gwinnett Daily Post, the Official News Organ of Peachtree Corners; and

WHEREAS: Public Hearings were held by the Mayor and City Council of Peachtree Corners on September 24, 2019 and October 22, 2019;

NOW THEREFORE, IT IS HEREBY ORDAINED by the governing authority of the City of Peachtree Corners, Georgia while in Regular Session on October 22, 2019, that Zoning Case RZ2019-002 & V2019-004, Mechanicsville Townhomes, is hereby approved for the above referenced property with the following enumerated 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 Virginia Avenue shall be a minimum of 10 ft. and the Units #1-5 and 81-85 may encroach into the stream buffer if all relevant jurisdictional bodies also grant such approvals. Internal landscape areas may be reduced to 5 ft. where needed.
3. Setbacks, buffers, and tree preservation plan shall be in accordance with the drawing labeled "Setbacks, Buffers & Tree Preservation Plan" prepared by Planners and Engineers Collaborative dated September 18, 2019.
4. The site may be developed with up to 85 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.
5. 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 October 4, 2019 (with revisions to meet these conditions and zoning and development regulations).
6. 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.
7. 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.
8. Prior to issuance of an LDP, approvals must be received from all agencies having jurisdiction over stream piping, modifications, and encroachments.

9. All stormwater facilities shall be owned and maintained by the Homeowner's Association in accordance with the Gwinnett County Stormwater Ordinances.
10. The developer shall provide minimum five-foot-wide publicly accessible sidewalks along the entire rights-of-way of all streets, public or private, except Florida Avenue.
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. Front building elevations shall be at least 50% brick or stone.
14. Front elevation materials and colors shall be varied so that the units within a single building grouping do not repeat the same combination of materials and colors more often than every 5 units.
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 by ensuring that grading encroachment does not extend into more than 12.5% of the critical root zone of any tree to be preserved.
17. The areas shown as 'Undisturbed Buffer' on the "Setbacks, Buffer & Tree Preservation Plan" document shall all be platted as common area and shall not become part of individual fee-simple lots.
18. 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.
19. Prior to the issuance of the building permit for the 50th 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.
20. 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.
21. Construction hours shall be limited to weekdays from 7:00AM to 8:00PM.
22. 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).
23. The developer shall incorporate a percentage cap of 15% on rental units within the development which shall become part of the homeowners' association covenants.

Effective this 22nd day of October, 2019.

So Signed and Witnessed

Approved :

this _____ day of _____, 2019

Attest:

**STATE OF GEORGIA
GWINNETT COUNTY
CITY OF PEACHTREE CORNERS**

ORDINANCE 2019-09-151

Kymerly Chereck, City Clerk

Mike Mason, Mayor

**CITY OF PEACHTREE CORNERS
COMMUNITY DEVELOPMENT DEPARTMENT**

REZONING ANALYSIS

PLANNING COMMISSION DATE: SEPTEMBER 17, 2019

CITY COUNCIL DATE: OCTOBER 22, 2019

CASE NAME: **MECHANICSVILLE TOWNHOMES**

CASE NUMBER: **RZ2019-002 & V2019-004**

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 25 I

ACREAGE: 12.487 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: MULTIPLE INDIVIDUAL OWNERS
SEE ATTACHED LIST IN APPLICATION

RECOMMENDATION: APPROVE WITH CONDITIONS

PROJECT UPDATE:

At the Planning Commission meeting, questions were asked about the project and the impact on the trees that exist on the site. There were no speakers at the public hearing.

The Commission voted unanimously 4-0 (with 1 absent voting member) to recommend approval of the rezoning and associated variances with staff conditions as amended.

SUMMARY:

The applicant is requesting the rezoning of 12.487 acres from M-1 (Light Industry) and R-75 (Single Family Residence) to R-TH (Single Family Residence Townhouse) to construct 85 attached single-family townhomes along with variances to permit encroachment into the stream buffer for the townhome units labeled numbers 1 through 5 and 81 through 85; to permit a reduced front yard setback for the townhomes along Jones Mill Road; to permit a reduced side yard setback for the side property lines; and to permit a reduced landscape strip between units and interior streets.

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 85 units with a community 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 6.8 dwelling units per acre.

ZONING HISTORY:

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.

The entirety of this application plus adjacent property was the subject of a rezoning request earlier in 2019 by the same applicant. That application was later withdrawn, and the plan was reduced in size then resubmitted as this application.

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-I 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 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-I 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-I but is an undeveloped portion of Governors Lake business park. To the east is a landscaping business with outdoor storage which is zoned M-I. 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 previously submitted a traffic study which shows that the original larger development would 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. Given that the project is now approximately half as large, the impacts are anticipated to be less than the traffic study predicted.

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 and other parts of the north and east boundaries of the site. The applicant has agreed to disturb a minimal amount of the trees' critical root zone, allowing the trees to remain as an amenity on the site which also provides 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 RZ2019-002/V2019-004 be approved with the following conditions:

1. The property shall be rezoned from M-I and R-75 to R-TH.
2. Variances shall be approved so that the front yard setback for buildings along Jones Mill Road and Virginia Avenue shall be a minimum of 10 ft. and the Units #1-5 and 81-85 may encroach into the stream buffer if all relevant jurisdictional bodies also grant such approvals. Internal landscape areas may be reduced to 5 ft. where needed.
3. Setbacks, buffers, and tree preservation plan shall be in accordance with the drawing labeled "Setbacks, Buffers & Tree Preservation Plan" prepared by Planners and Engineers Collaborative dated September 18, 2019.
4. The site may be developed with up to 85 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.
5. 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 October 4, 2019 (with revisions to meet these conditions and zoning and development regulations).
6. 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.
7. 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.
8. Prior to issuance of an LDP, approvals must be received from all agencies having jurisdiction over stream piping, modifications, and encroachments.
9. All stormwater facilities shall be owned and maintained by the Homeowner's Association in accordance with the Gwinnett County Stormwater Ordinances.
10. The developer shall provide minimum five-foot-wide publicly accessible sidewalks along the entire rights-of-way of all streets, public or private, except Florida Avenue.
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. Front building elevations shall be at least 50% brick or stone.
14. Front elevation materials and colors shall be varied so that the units within a single building grouping do not repeat the same combination of materials and colors more often than every 5 units.
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 by ensuring that grading encroachment does not extend into more than 12.5% of the critical root zone of any tree to be preserved.

17. The areas shown as 'Undisturbed Buffer' on the "Setbacks, Buffer & Tree Preservation Plan" document shall all be platted as common area and shall not become part of individual fee-simple lots.
18. 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.
19. Prior to the issuance of the building permit for the 50th 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.
20. 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.
21. Construction hours shall be limited to weekdays from 7:00AM to 8:00PM.
22. 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).
23. The developer shall incorporate a percentage cap of 15% on rental units within the development which shall become part of the homeowners' association covenants.

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: <u>The Revive Land Group, LLC</u>	NAME: <u>Multiple - See Attached</u>
ADDRESS: <u>One Alliance Center 3500 Lenox Road, Ste 625</u>	ADDRESS: _____
CITY: <u>Atlanta</u>	CITY: _____
STATE: <u>GA</u> ZIP: <u>30326</u>	STATE: <u>GA</u> ZIP: _____
PHONE: <u>678-223-8978</u>	PHONE: <u>678-223-8978</u>
E-MAIL: <u>nallison@therevivelandgroup.com</u>	E-MAIL: <u>nallison@therevivelandgroup.com</u>
APPLICANT CONTACT, IF DIFFERENT THAN ABOVE	
CONTACT PERSON: <u>Neville Allison</u>	PHONE: <u>678-223-8978</u>
CONTACT'S E-MAIL: <u>nallison@therevivelandgroup.com</u>	

APPLICANT IS THE:

OWNER'S AGENT PROPERTY OWNER CONTRACT PURCHASER

PRESENT ZONING DISTRICTS(S): R-75 & M1 REQUESTED ZONING DISTRICT: RTH

LAND DISTRICT(S): 6 LAND LOT(S): 251 ACREAGE: 12.487

ADDRESS OF PROPERTY: Jones Mill Road @ Virginia Ave

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:

RESIDENTIAL DEVELOPMENT

NON-RESIDENTIAL DEVELOPMENT

No. of Lots/Dwelling Units 85

No. of Buildings/Lots: _____

Dwelling Unit Size (Sq. Ft.): Varies (1,400 Sqft Mins) _____

Total Bldg. Sq. Ft.: _____

Gross Density: _____

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 High 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).

Property Owner List

OWNER	ADDRESS	PARCEL
MJE Corporation & WG 75 Partnership	669 Atlanta Country Club Drive, Marietta, GA 30067	6251 002
Hawk, Kenneth H & Anita J Family Trust	7129 E Bay Blvd, Navarre, FL 32566	6251B075
Ballard, Brenda Hawk	4229 Virginia Ave Doraville, GA 30360	6251B063
Ellis, Billy Ray	4020 Florida Ave Doraville, GA 30360	6251B056

APPLICANT'S CERTIFICATION

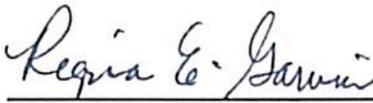
The undersigned below states under oath that they are authorized to make this application. The undersigned is aware that no application or reapplication affecting the same land shall be acted upon within 12 months from the date of last action by the city council unless waived by the city council. In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



Signature of Applicant 5-30-19

Date
The Revive Land Group, LLC, Neville Allison, member

Type or Print Name and Title



Signature of Notary Public 5/30/19

Date 

Notary Seal

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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TRD

Signature of Applicant Date

Type or Print Name and Title

Signature of Notary Public Date Notary Seal

PROPERTY OWNER'S CERTIFICATION

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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
O JURAT
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.

Signature *Arezou Razmazma* (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
Signature of Property Owners

Brenda W. Ellis (J)

5/13/2019

Date

Billy Ray Ellis

Brenda W. Ellis

Type or Print Name and Title

Ann Christina Harrison *05/13/2019*

Signature of Notary Public

Date

Notary Seal

Ellis
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

PROPERTY OWNER'S CERTIFICATION

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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 Erin Fantom 5/30/19
Signature of Notary Public Date



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

Signature of Notary Public Date



APPLICANT'S CERTIFICATION

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Signature of Applicant

Date

Type or Print Name and Title

Signature of Notary Public

Date

Notary Seal

PROPERTY OWNER'S CERTIFICATION

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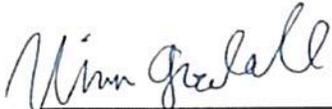
Signature of Property Owner

5/7/19

Date

John Mansour president MJE Corp / W675

Type or Print Name and Title



Signature of Notary Public

5/13/2019

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] 5-30-19 *Neville Allison, Member.*

Signature of Applicant Date Type or Print Name and Title

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

Regina E. Garvin 5/30/19

Signature of Notary Date



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: 6 - 251 - 8075
(Map Reference Number) District Land Lot Parcel

[Signature] 5-30-19
Signature of Applicant 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 TSA #
NAME TITLE

5-29-19
DATE

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.

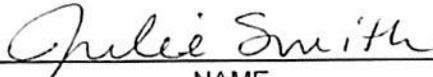
PARCEL I.D. NUMBER: 6 - 251 - B056
(Map Reference Number) District Land Lot Parcel

 5-30-19
Signature of Applicant Date

Neville Allison Menden
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)

 TSA II
NAME TITLE

5-29-19
DATE

VERIFICATION OF CURRENT PAID PROPERTY TAXES FOR REZONING

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

PARCEL I.D. NUMBER: 6 - 251 - B063
(Map Reference Number) District Land Lot Parcel

 5-30-19
Signature of Applicant 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 TSA II
NAME TITLE

5-29-19
DATE

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: 6 - 251 - 002
(Map Reference Number) District Land Lot Parcel

[Signature] Date 5-30-19
Signature of Applicant

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)

[Signature] TS A II
NAME TITLE

5-29-19
DATE

NOTES

1. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THIS 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 ARE 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 130322, MAP NUMBER 13135 C 0086 F, PANEL 096 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 2019. 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 HAS 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) 557-4142.
7. THE PROPERTY LINES SHOWN ARE BASED ON EXISTING RIGHT OF WAY LINES.
8. NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
9. MANY AREAS OF THE SITE ARE OVERGROWN WITH HEAVY VEGETATION AND/OR KUDZU. 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.

RIGHT OF WAY ABANDONMENT 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:

COMMENCING at a point at the intersection of the Southeastly 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); thence leaving said intersection and following along the Northerly Right of Way Line of Virginia Avenue and the property of Eastern Airlines Variable Benefit Retirement Plan for Pilot and W.G.75 Partnership North 68 degrees 42 minutes 28 seconds East, a distance of 243.93 feet to a point, said point being the true point of beginning.

Thence continuing along the Northerly Right of Way Line of Virginia Avenue and the property of Eastern Airlines Variable Benefit Retirement Plan for Pilot and W.G.75 Partnership North 68 degrees 42 minutes 28 seconds East, a distance of 1155.37 feet to a point at the intersection of the Easterly Right of Way Line of Georgia Avenue (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 the property of Robert N. Saxe South 29 degrees 45 minutes 45 seconds East, a distance of 20.25 feet to a point at the intersection of the Easterly Right of Way Line of First Street and the extended centerline of Virginia Avenue (Public, Unopened, 40' R/W); thence leaving said Easterly Right of Way Line of First Street and following along said extended centerline of Virginia Avenue South 68 degrees 51 minutes 22 seconds West, a distance of 761.22 feet to a point at the intersection of the extended centerline of Virginia Avenue and the extended centerline of Second Street (Public, Unopened, 40' R/W); thence leaving said extended centerline of Virginia Avenue and following along said extended centerline of Second Street South 49 degrees 44 minutes 12 East, a distance of 358.58 feet to a point at the intersection of the centerline of Second Street and the extended Northerly Right of Way Line of Florida Avenue (Public, 40' R/W); thence leaving said centerline of Second Street and following along the extended Northerly Right of Way Line of Florida Avenue South 69 degrees 00 minutes 45 seconds West, a distance of 22.47 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 Southwesterly Right of Way Line of Second Street and the property of Peachtree City Subdivision, Block 11, Lots 1 & 21 North 49 degrees 44 minutes 16 seconds West, a distance of 338.00 feet to a point at the intersection of the Southwesterly Right of Way Line of Second Street and the Southerly Right of Way Line of Virginia Avenue; thence leaving said intersection and following along said Southerly Right of Way Line of Virginia Avenue and the property of Peachtree City Subdivision, Block 11, Lots 14-21 South 69 degrees 00 minutes 21 seconds West, a distance of 384.46 feet to a point; 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, which is the true point of beginning.

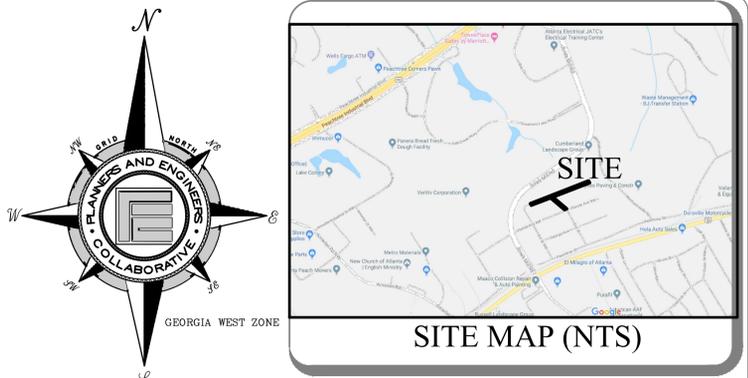
Said Right of Way Abandonment having an area of 35,131 square feet, 0.807 acres.

As required by subsection (d) of O.C.G.A. Section 15-6-67, this plat has been prepared by a land surveyor and approved by all applicable local jurisdictions for recording as evidenced by approval certificates, signatures, stamps, or statements hereon. Such approvals or affirmations should be confirmed with the appropriate governmental bodies by any purchaser or user of this plat as to intended use of any parcel. 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 of Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.

Date of Map or Plat: 05/30/19

ABBREVIATIONS

BLA	Begin Limited Access	IPF	Iron Pin Found
B/W	Bottom of wall	PS	Iron Pin Set
C&S	Curb and Gutter	L/W	Line Wire Elevation
CE	Construction Easement	MW	Monitoring Well
CMP	Corrugated Metal Pipe	N/F	Now or Formerly
CO	Open Cut	OTF	Open Top Pipe
CPP	Corrugated Plastic Pipe	PB	Plot Book
DB	Deed Book	PG	Page
DIP	Double Iron Pipe	POB	Point of Beginning
DE	Drainage Easement	POC	Point of Commencement
E&A	End Limited Access	PVC	Polyvinyl Chloride Pipe
FES	Flared End Section	RCP	Reinforced Concrete Pipe
FM	Foreman	SSE	Sanitary Sewer Easement
G	Gate Inlet	T/W	Top of Wall
HW	Headwall	VCP	Vertically Clay Pipe
I.E.	Invert Elevation	YI	Yard Inlet



LEGEND

SURVEY CONTROL	DRAINAGE
◻ Benchmark	◻ Catch Basin Double-wing
◻ Control Point	◻ Catch Basin Single-wing
TOPOGRAPHIC FEATURES	◻ Curb Inlet
◻ Right-of-Way Monument Found	◻ Drop Inlet
◻ Borehole	◻ Storm Drain Manhole
◻ Mine Post	SEWER
◻ Street Sign	◻ Grease Trap
◻ Woods Line	◻ Sanitary Sewer Manhole
◻ Air Condition Unit	◻ Cleanout
◻ Bolted	◻ Air Release Valve
◻ Camera	◻ Sanitary Sewer Force Main Valve
◻ Column	◻ Vent
◻ Downspout	TELEPHONE
◻ Mailbox	◻ Signal Head
WATER	◻ Telephone Manhole
◻ Fire Hydrant	◻ Telephone Terminal Box
◻ Fire Department Connection	◻ Traffic Signal Box
◻ Irrigation Control Valve	◻ Traffic Signal Pole
◻ Post Indicator Valve	◻ Underground Cable TV
◻ Sprinkler Head	◻ Underground Telephone Box
◻ Water Meter	◻ Splice Box
◻ Water Valve	◻ Subscriber Loop Carrier
◻ Water Valve Marker	◻ Cabinet
◻ Well	◻ Phone Booth
◻ Water Manhole	◻ Cable TV Pedestal
◻ Backflow Preventer	GAS
◻ Pressure Indicator Valve	◻ Gas Manhole
◻ Air Release Valve	◻ Gas Pressure Regulator
◻ Water Vault	◻ Gas Vault
◻ Stand Pipe	◻ Gas Test Station
ELECTRIC/POWER	◻ Petroleum Valve
◻ Underground Power Box	◻ Gas Meter
◻ Electric Box	◻ Gas Valve
◻ Gas FRI Cap	MISC. UTILITY
◻ Transformer	◻ Hand Hole
◻ Underground Electric Manhole	◻ Guy Wire
◻ Hand Hole	◻ Utility Grate
◻ Guy Wire	◻ Utility Marker
◻ Electric Meter	◻ Utility Structure
◻ Power Pole/Utility Pole	
◻ Spotlight	
◻ Street Light/Light Pole	

The field data upon which this map or plat is based has a closure precision of one foot in 52,069 feet and an angular error of 00' 00" 01" per angle point and was adjusted using the compass adjustment rule.

This map or plat has been calculated for closure and is found to be accurate to within one foot in 407,200 feet.

EQUIPMENT USED:
ANGULAR: TOPCON TOTAL STATION
LINEAR: TOPCON TOTAL STATION



PLANNERS AND ENGINEERS COLLABORATIVE
 "WE PROVIDE SOLUTIONS"

■ SITE PLANNING ■ LANDSCAPE ARCHITECTURE
 ■ CIVIL ENGINEERING ■ LAND SURVEYING

350 RESEARCH COURT PEACHTREE CORNERS, GEORGIA 30092
 (770) 451-3741 ■ WWW.PECCAL.COM
 C.O.A.-LSF000004

5			
4			
3			
2			
1	08/07/19	REVISE R/W TO BE ABANDONED	MN
REV	DATE	DESCRIPTION	BY

RIGHT OF WAY ABANDONMENT PLAT
 FOR
THE REVIVE LAND GROUP

LAND LOT(S) 251
 DISTRICT 6th

CITY OF PEACHTREE CORNERS
 GWINNETT COUNTY
 GEORGIA

R/W ABANDONMENT OVERALL ACREAGE
 0.807 ACRES
 35,131 S.F.

RIGHT OF WAY ABANDONMENT PLAT

DRAWN BY: MN
 CHECKED BY: JH
 FILE NO.: 19045.00
 DATE: 05/30/19
 SCALE: 1"=60'

DATE OF FIELD WORK: 05/24/19

LINETYPES

EXISTING OVERHEAD	EXISTING UNDERGROUND
—E— Electric Line	—E— Electric
—E-T— Electric/Telecommunications	—T— Telecommunications
—E-C— Electric/Cable TV	—C— Cable TV
—E-W— Electric/Water	—W— Water
—E-S— Electric/Sanitary Sewer	—SS— Sanitary Sewer
—E-TS— Electric/Telecommunications/Cable TV	—TS— Traffic Control
—E-TW— Electric/Telecommunications/Cable TV/Traffic Control	—TW— Traffic Control
—E-TS-W— Electric/Telecommunications/Cable TV/Sanitary Sewer	—TSW— Traffic Control
—E-TS-W-C— Electric/Telecommunications/Cable TV/Sanitary Sewer/Cable TV	—TSWC— Traffic Control
—E-TS-W-C-T— Electric/Telecommunications/Cable TV/Sanitary Sewer/Cable TV/Traffic Control	—TSWCT— Traffic Control
—E-TS-W-C-TW— Electric/Telecommunications/Cable TV/Sanitary Sewer/Cable TV/Traffic Control	—TSWCTW— Traffic Control
—E-TS-W-C-TW-T— Electric/Telecommunications/Cable TV/Sanitary Sewer/Cable TV/Traffic Control	—TSWCTTW— Traffic Control
—E-TS-W-C-TW-TS— Electric/Telecommunications/Cable TV/Sanitary Sewer/Cable TV/Traffic Control	—TSWCTTS— Traffic Control
—E-TS-W-C-TW-TS-T— Electric/Telecommunications/Cable TV/Sanitary Sewer/Cable TV/Traffic Control	—TSWCTTS— Traffic Control
—E-TS-W-C-TW-TS-TW— Electric/Telecommunications/Cable TV/Sanitary Sewer/Cable TV/Traffic Control	—TSWCTTS— Traffic Control
—E-TS-W-C-TW-TS-TW-T— Electric/Telecommunications/Cable TV/Sanitary Sewer/Cable TV/Traffic Control	—TSWCTTS— Traffic Control
PROPERTY	FENCE LINES
— City Limits Line	— Chain Link Fence
— Limited Access	— Wood Fence
— Center of Creek	— Woven Wire Fence

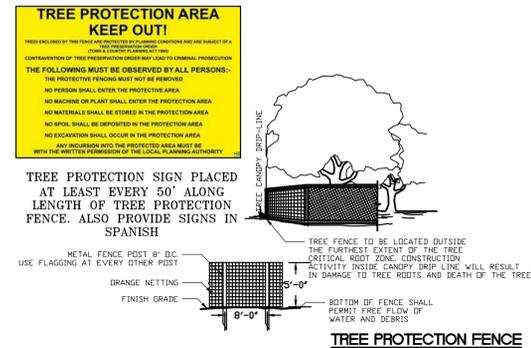
SETBACKS, BUFFERS & TREE PRESERVATION PLAN



OFF-SITE SPECIMEN TREES TO BE SAVED			
POINT #	SPECIES	DBH	UNITS
1027	OAK	28	17.2
1202	OAK	40	34.8
5001	S RED OAK	40	34.8
5002	SYCAMORE	33	23.6
5003	S RED OAK	43	40.4
5004	N RED OAK	38	31.6
5005	SYCAMORE	32	22.4
5028	POPLAR	34	25.2
5029	WATER OAK	55	64.4
5030	POPLAR	29	18.4
5031	POPLAR	56	66.4
5032	POPLAR	35	26.8
5033	WATER OAK	34	25.2
5034	S RED OAK	32	22.4
5035	S RED OAK	34	25.2
5036	PINE	31	20.8
5037	PINE	44	42.4
TOTAL			542

SPECIMEN TREES TO BE SAVED				
POINT #	SPECIES	CRZ IMPACT	DBH	UNITS
5006	POPLAR	0.0%	33	23.6
5007	POPLAR	9.7%	35	26.8
5008	SOURWOOD	12.3%	13	3.6
5012	POPLAR	12.3%	28	17.2
5015	WHITE OAK	12.4%	33	23.6
5021	S RED OAK	12.4%	35	26.8
5022	WHITE OAK	0.0%	30	19.6
5023	WHITE OAK	0.0%	29	18.4
5024	SCARLET OAK	0.0%	33	23.6
5025	SOURWOOD	12.4%	19	8
5026	SOURWOOD	12.4%	17	6.4
5027	WHITE OAK	12.5%	35	26.8
TOTAL				224.4

DEAD, DISEASED, & HAZARDOUS TREES			
POINT #	SPECIES	DBH	UNITS
1225	MAPLE	34	25.2
TOTAL			25.2



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
- UNDISTURBED BUFFER
- DISTURBED & RE-PLANTED BUFFER

TREE REPLACEMENT CALCULATIONS

SITE DATA
TOTAL SITE AREA: 12.487 ACRES

TREE REPLACEMENT REQUIREMENTS:
14 UNITS PER ACRE X DISTURBED AREA = SDF
12.49 AC X 16 TREE DENSITY UNITS (TDUs) = 199.84 UNITS REQUIRED (TDUs)

TREE SAVE PROVIDED:
APPROXIMATELY 2.24 ACRES OF TREE SAVE AREA - SAMPLES TO BE PERFORMED AT A LATER DATE

SPECIMEN RECOMPENSE REQUIRED:
252 SPECIMEN TREE UNITS REMOVED THAT MUST BE RECOMPENSED FOR.

SPECIMEN TREES TO BE REMOVED & RECOMPENSED FOR			
POINT #	SPECIES	DBH	UNITS
1606	OAK	29	18.4
5009	POPLAR	32	22.4
5010	SASSAFRAS	12	3.2
5011	BEECH	31	20.8
5013	POPLAR	44	42.4
5014	PINE	30	19.6
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
TOTAL			252

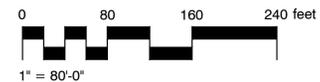
LANDSCAPE NOTES:

- ALL BUFFERS AND TREE SAVE AREAS ARE TO CLEARLY IDENTIFIED WITH PROTECTIVE FENCING PRIOR TO COMMENCEMENT OF ANY LAND DISTURBANCE.
- 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.
- 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.
- ALL PLANT MATERIAL SHALL ARRIVE AT THE SITE WITH MOIST SOIL IN CONTAINER OR BURLAP.
- UNDER NO CIRCUMSTANCES WILL PLANTS BE APPROVED FOR PAYMENT IF PLANT SIZE AND GENERAL HEALTH ARE NOT AS REQUIRED ON PLAN.
- 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.
- 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 PLAN. A PERFORMANCE BOND OR LETTER OF CREDIT WILL BE ACCEPTED IF PLANT MATERIAL MUST BE INSTALLED AT A LATER DATE.
- 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.
- ALL TREES AND SHRUBS SHALL BE COVERED WITH AT LEAST 3" OF PINE STRAW MULCH OR EQUIVALENT GROUND COVER.
- 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.
- TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBANCE ACTIVITIES.
- 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.
- 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.
- 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.
- THINNING IS ALLOWED AND MAY INCLUDE REMOVAL OF NON-SPECIMEN TREES WITHIN THE CRITICAL ROOT ZONE OR DRILLHOLE 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.
- NON-VEGETATIVE MATERIAL TO BE REMOVED MANUALLY.
- 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.
- TREE PROTECTION FENCE IS TO BE THE SAME AS LIMITS OF DISTURBANCE.
- ALL REMAINING LANDSCAPE AREAS SHALL BE SODDED, SEED, OR HYDRO SEED WITH GRASS, AND/OR PLANTED WITH GROUND COVER SPECIES AND/OR PROVIDED WITH OTHER LANDSCAPE MATERIAL OR ANY COMBINATION THEREOF.



SPECIMEN TREE SIZES

HARDWOODS	28 INCHES
SOFTWOODS	30 INCHES
SMALL NATIVE FLOWERING	12 INCHES



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.
NO MORE THAN 12.5% IMPACT TO A SPECIMEN TREE'S CRITICAL ROOT ZONE IS ALLOWED.



360 STUDIO

THE LANDSCAPE ARCHITECTURE STUDIO OF PLANNERS & ENGINEERS COLLABORATIVE
350 RESEARCH COURT
PEACHTREE CORNERS,
GEORGIA 30092
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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
ZONING	08/12/2019
ZONING	09/19/2019
ZONING	09/19/2019

DRAWN BY: RH
APPROVED BY: DM

PROJECT NUMBER
19045.00



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

SEPT 18, 2019

TITLE
**SETBACKS,
BUFFERS, & TREE
PRESERVATION
PLAN**

SHEET

TPR. 1

GRAVEL SPRINGS
BUILDING 1-5



BUILDING 1-5

DATE	PROJECT NUMBER
7/24/19	N/A
DRAWN BY	CHECKED BY
MC	DG

SHEET TITLE
INITIAL MOCKUP DESIGN
SCALE

REVISIONS

RELEASED FOR CONSTRUCTION



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 We had approximately 20-22 people in attendance. In general the project and the residenital revitalization of the neighborhood was well received. Some of the questions and concerns included: specifics on product such as square footage (approx. 1800-2300 sqft) elevations, which were presented. Existing stormwater issues in the neighborhood were discussed as well as our proposed improvements to them. The issue of traffic was also raised, for which we cited our traffic study which has been comissioned and will be completed and submitted prior to the application deadline. Neighbors were also excited about the prospect of sewer being brought into their neighborhood, spuring additional residential development. Lastly, the neighbors expressed their desire for the historic School House to 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.	nelsonbrown41@yahoo
Janet Poole	678-371-6715	6514 Sage St	janetpoole1960@gmail
Brenda Ballard	770 714 4478	4001 FLA. AVE	BALLARD.WAYNE@ATT.NET
DAVE CHADWICK	770-449-8200	4487 S. OGDON AVE	
David Little	678-231-7676	448 Peachtree St	
Teresa Walker	404-625-2227	4521 Georgia Ave	
Edward Guerra	971-221-1133	Roswell	
Tony Hawk	770-652-9527	4229 VIRGINIA AVE	T.HAWK@COMCAST.NET
Denise Gilleland	678-986-3931	4256 Gilleland Lane	denisegilleland@bellsouth.net

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



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 is included in the Appendix.

Figure 1. Vicinity Map

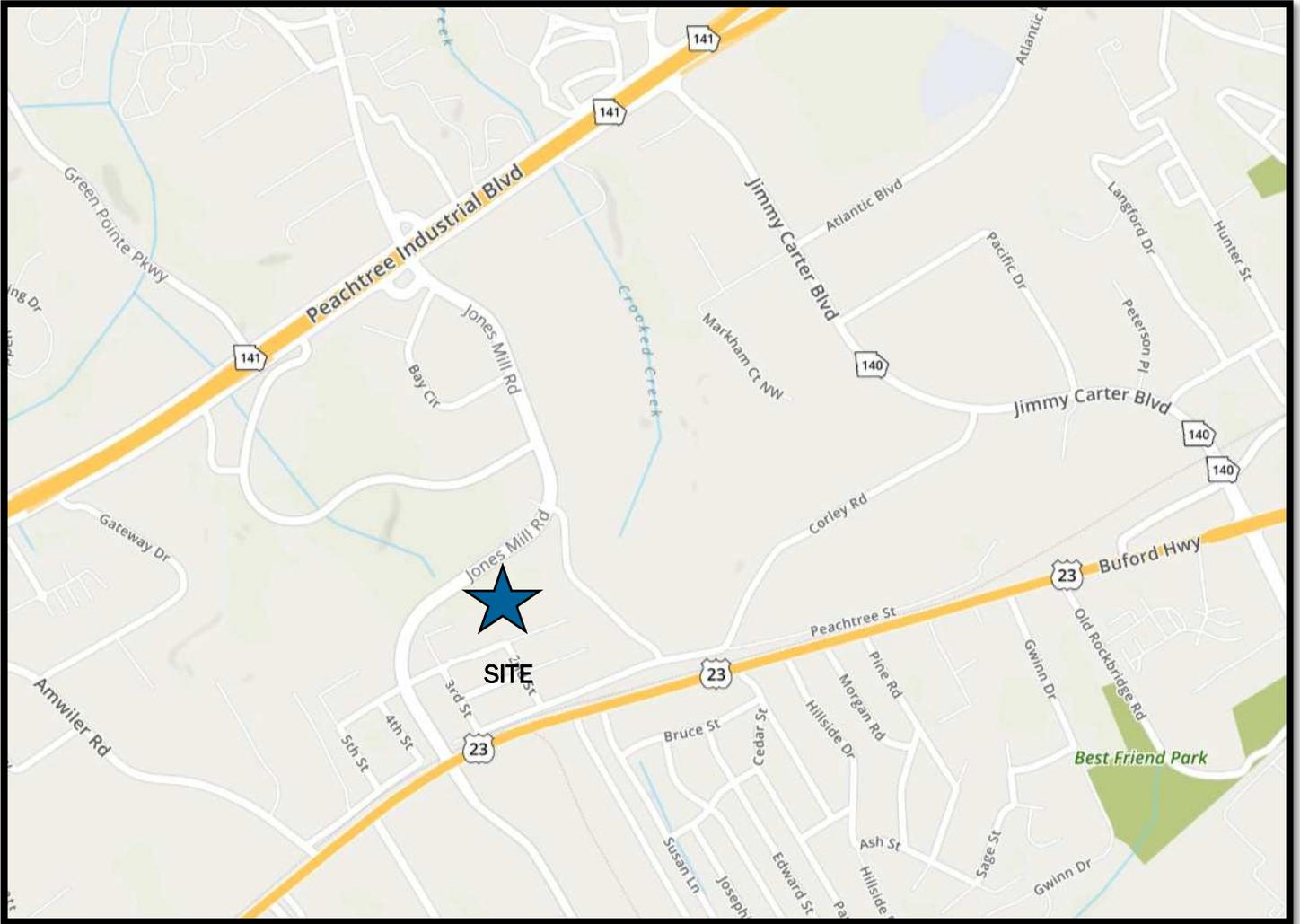
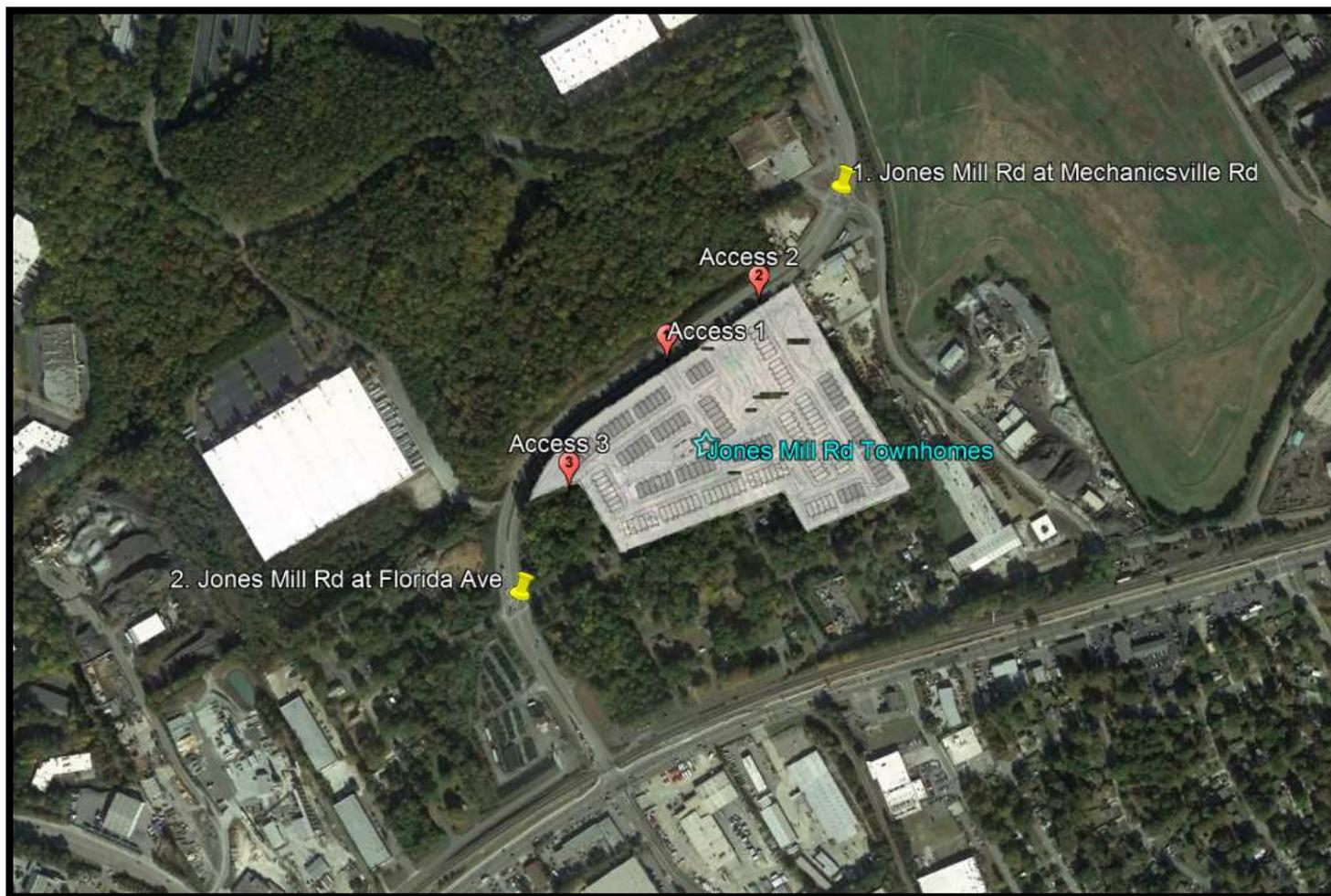


Figure 2. Site Location Aerial



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 Circle 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

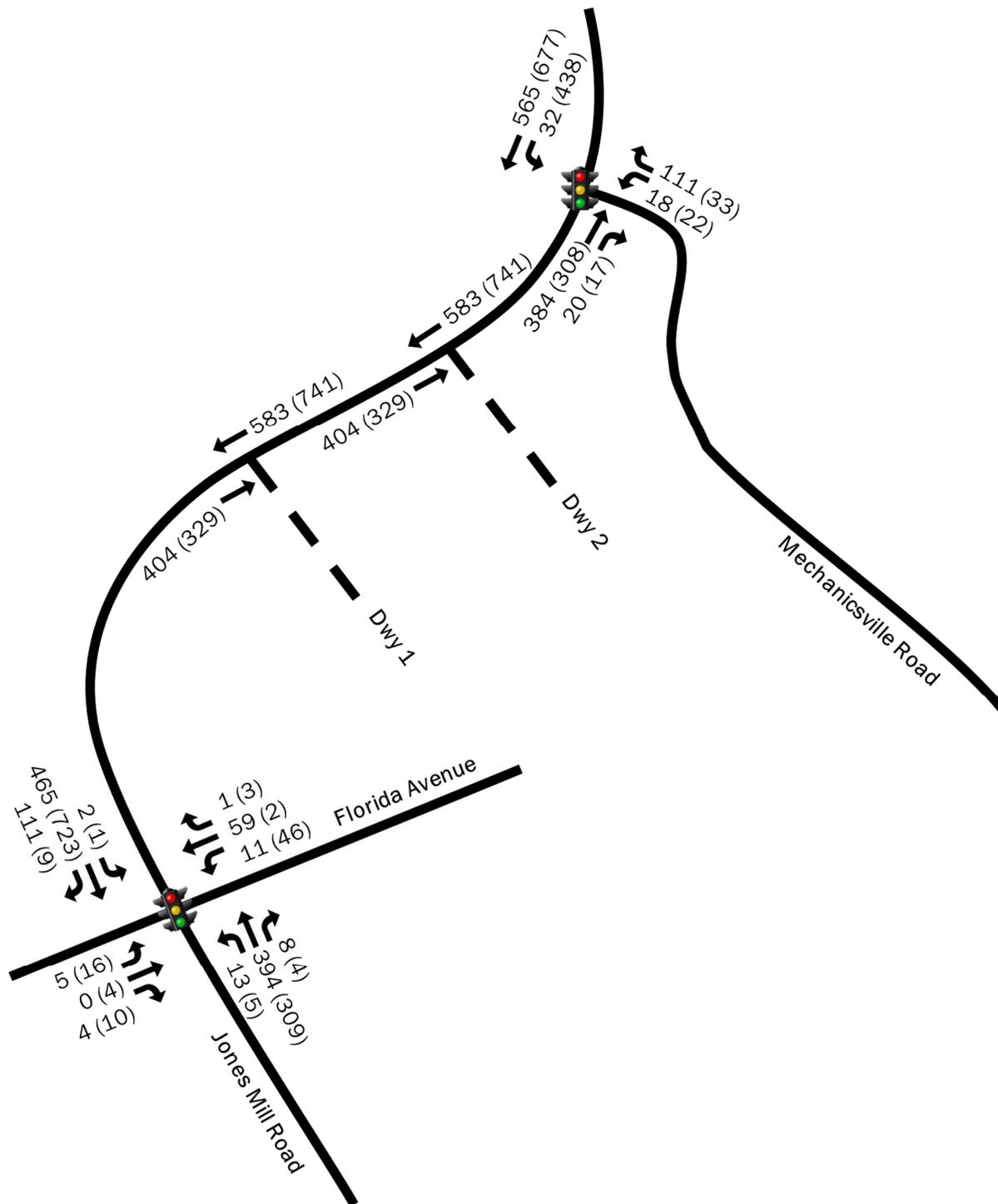
Traffic counts were collected on Thursday, April 25, 2019 at the intersections of Jones Mill Road and Mechanicsville Road and Jones Mill Road and Florida Avenue. The counts were taken while local schools were in session and are depicted in Figure 3.

Figure 3: 2019 Existing Figures

##(##) → AM (PM) Peak Hour Traffic Volume
 - - - Proposed Driveway



NOT TO SCALE



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

##(##) → AM (PM) Peak Hour Traffic Volume
- - - Proposed Driveway



NOT TO SCALE

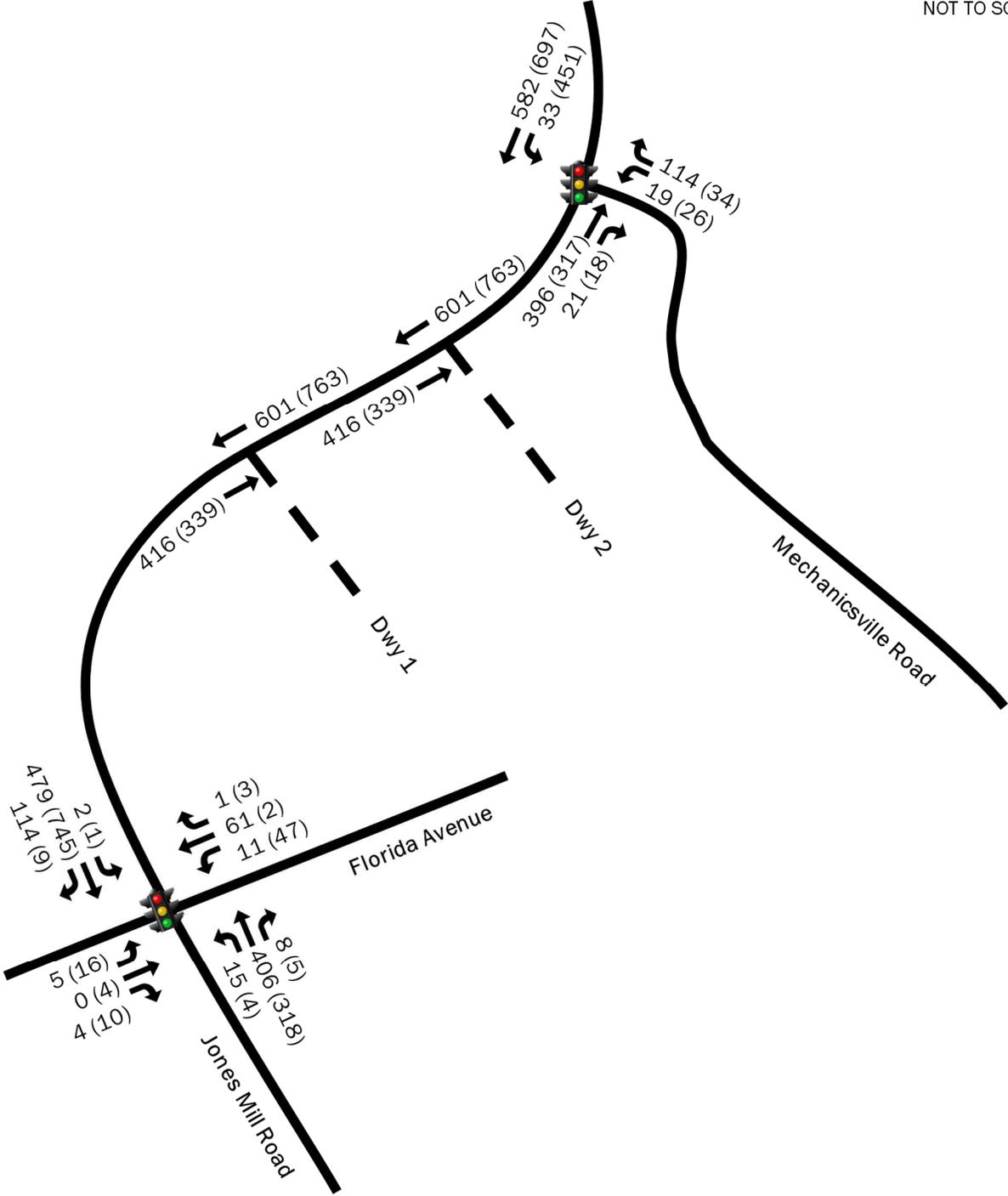


Figure 5: Trip Distribution

% (%) → IN (OUT) Peak Hour Traffic Volume

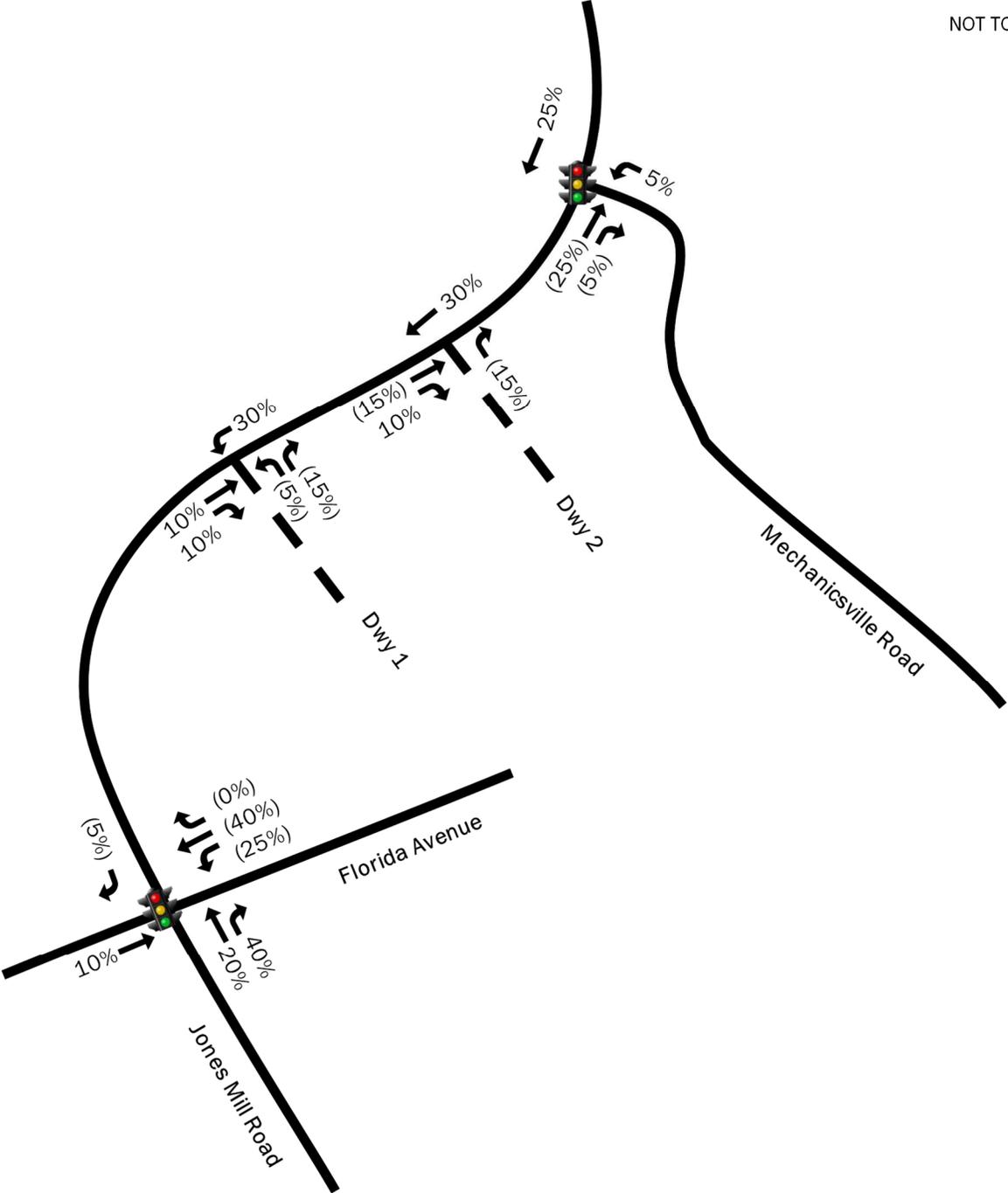
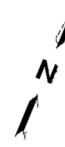


Figure 6: Project Trips

##(##) → AM (PM) Peak Hour Traffic Volume
 - - - - - Proposed Driveway



NOT TO SCALE

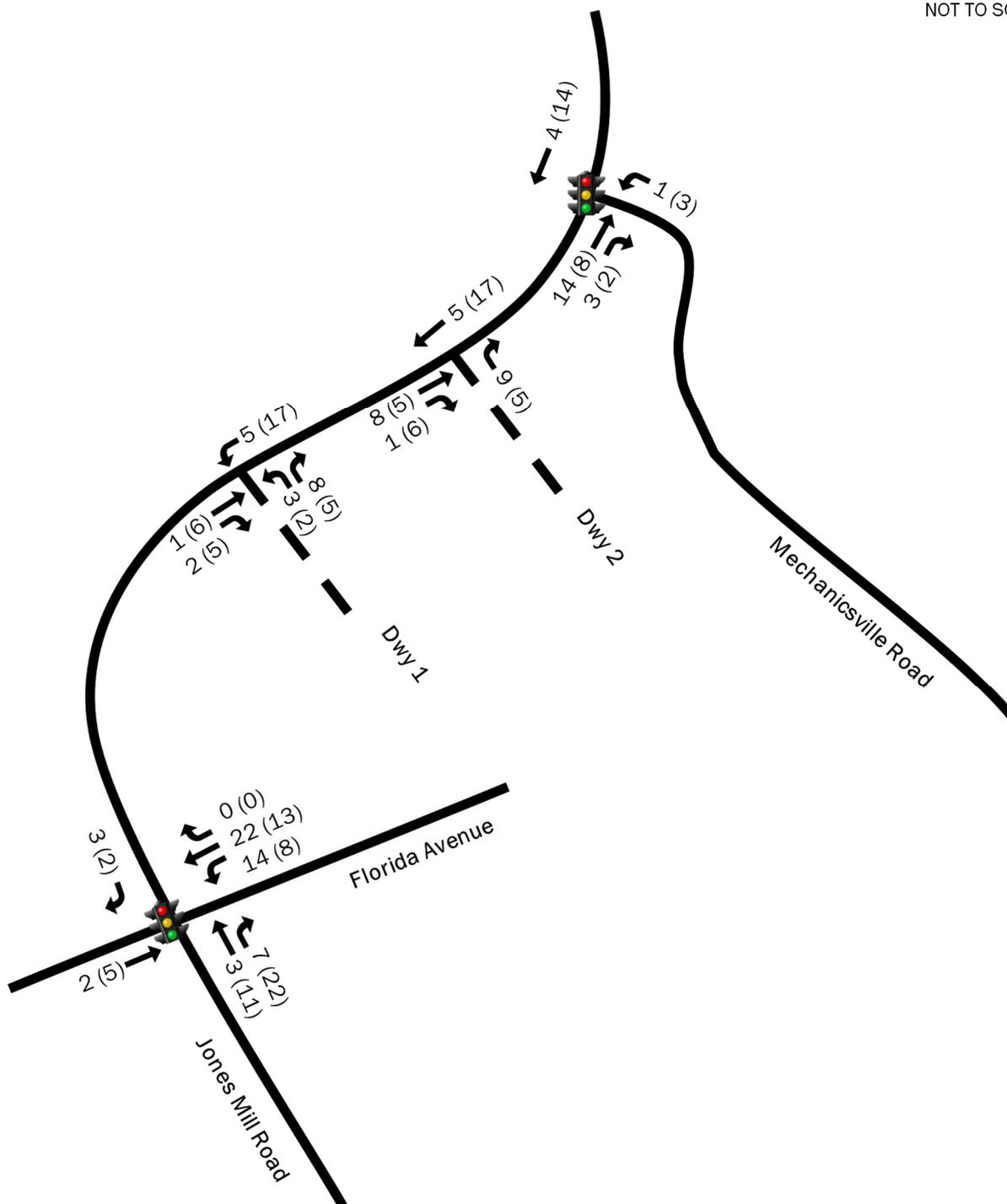
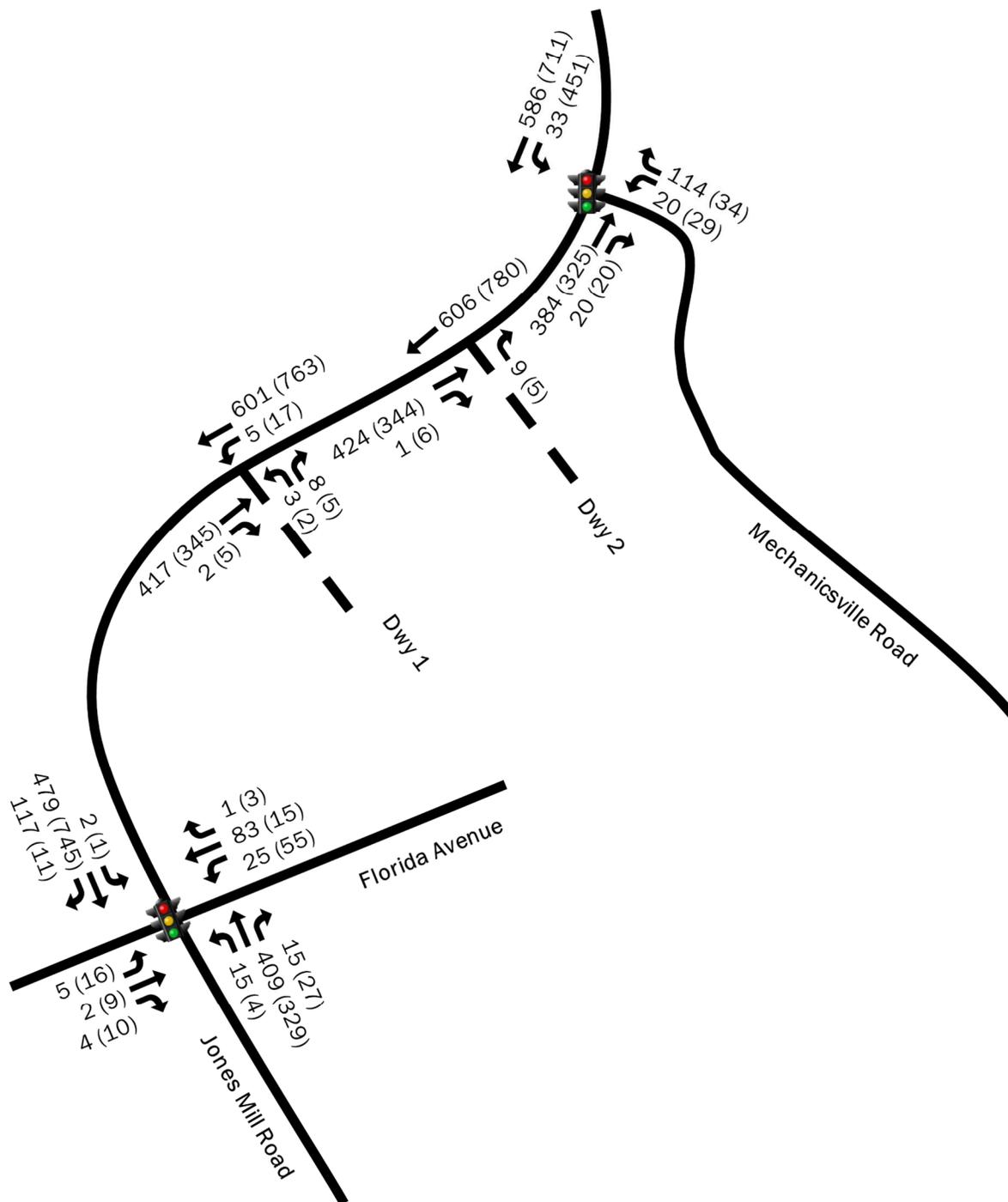


Figure 7: 2021 Build Volumes

##(##) → AM (PM) Peak Hour Traffic Volume
 - - - Proposed Driveway



NOT TO SCALE



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 Mechanicsville 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	FB	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. Existing 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 discernable 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 queuing that may be causing diverted trips at Florida Avenue and Jones Mill Road.

APPENDIX

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.												

HCM 6th Signalized Intersection Summary

2: Jones Mill Rd & Florida Ave

05/16/2019



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(l)	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
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	NBRWBLn1	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	NBTWBLn1	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.												

HCM 6th Signalized Intersection Summary

2: Jones Mill Rd & Florida Ave

05/16/2019



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	NBRWBLn1	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	-
Stage 1	0	-	-
Stage 2	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	NBTWBLn1	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	-

PROPERTY LOCATION MAP

Mechanicsville Townhomes



CASE NUMBER: RZ2019-002/V2019-004

	PLANNING COMMISSION	CITY COUNCIL 1ST READING	CITY COUNCIL 2ND READING
HEARING DATES:	SEP. 17, 2019	SEP. 24, 2019	OCT. 22, 2019

PROPERTY ADDRESS: Generally bounded by Jones Mill Road, Third Street, Florida Avenue, and Mechanicsville Road

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



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 is included in the Appendix.

Figure 1. Vicinity Map

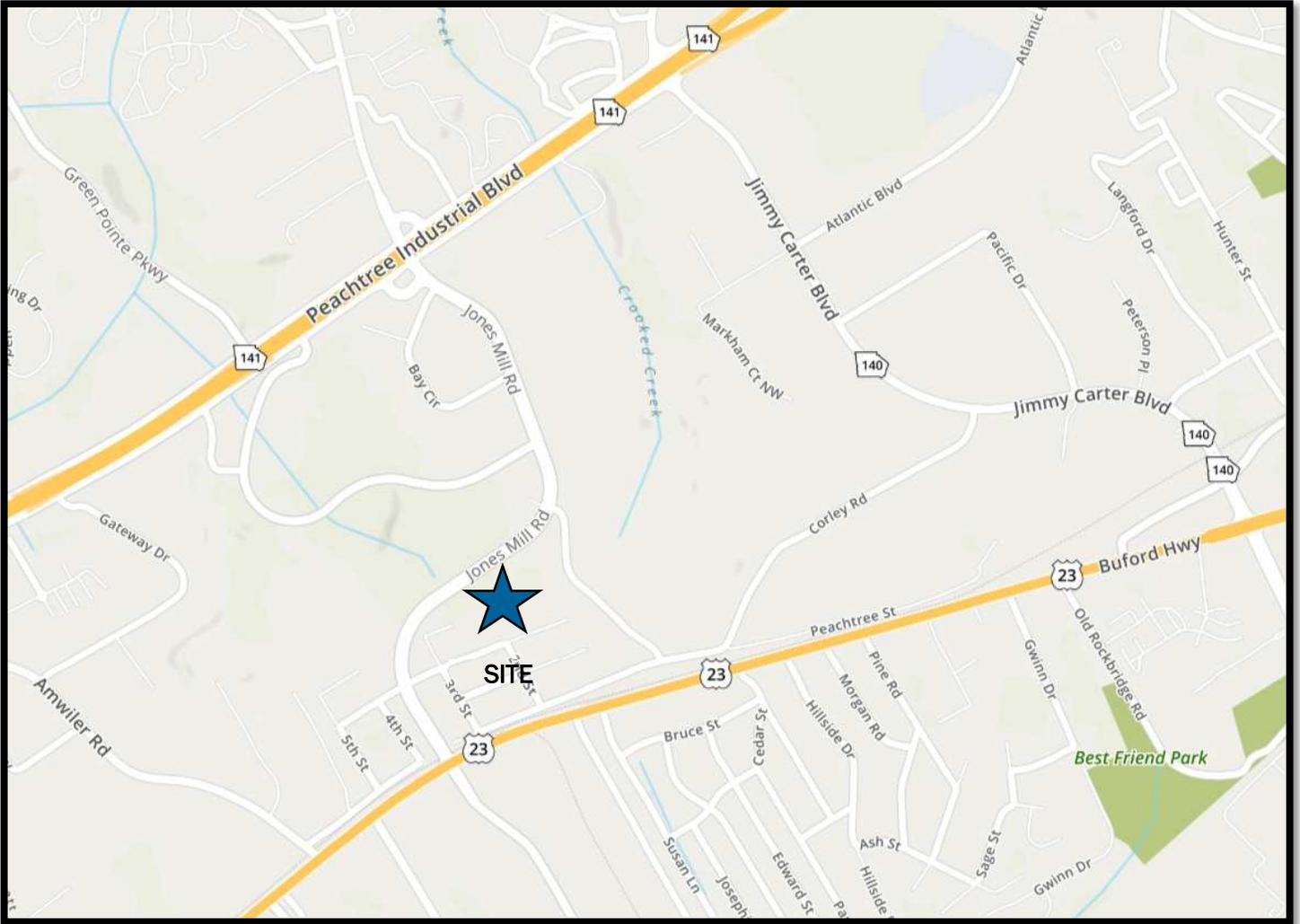
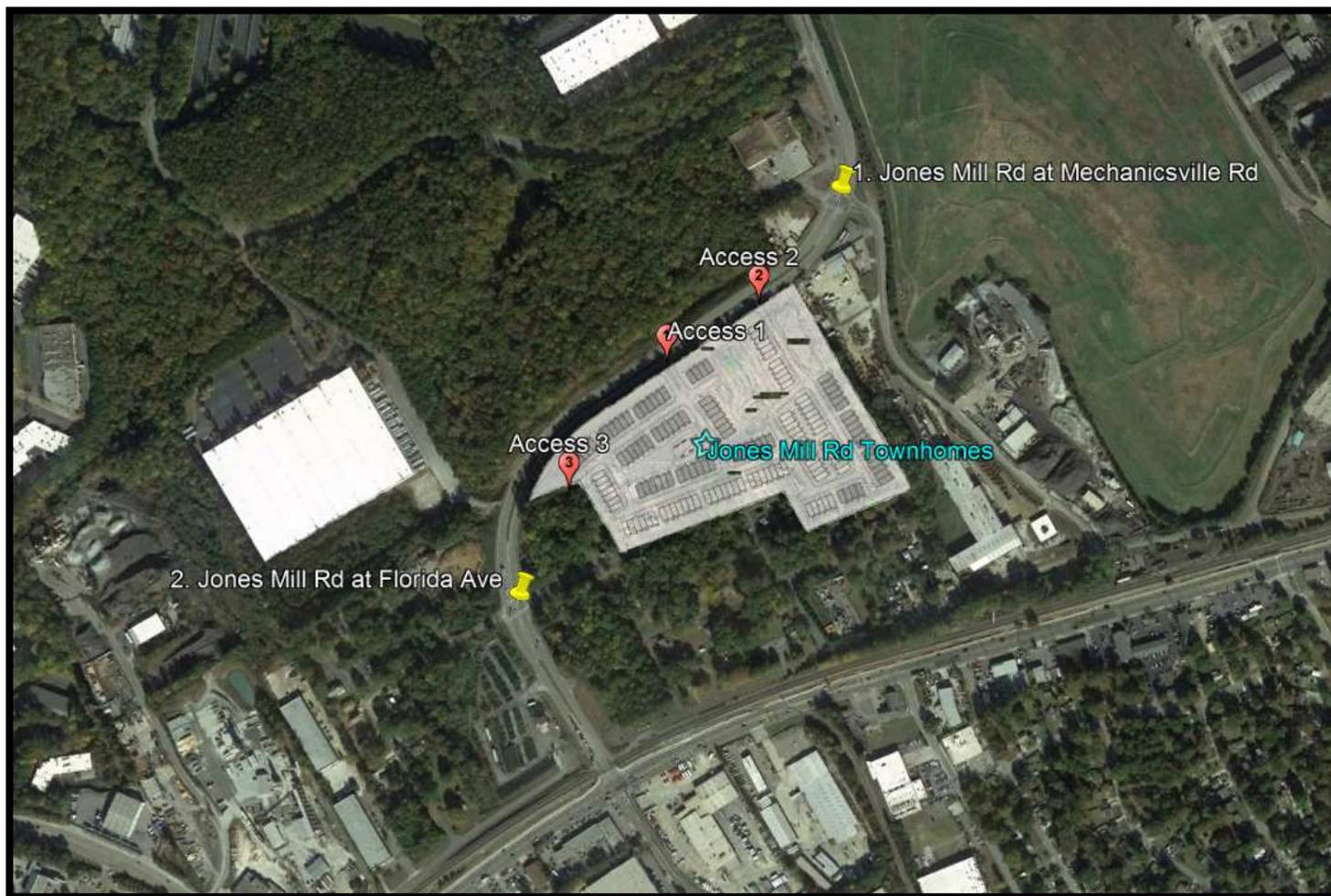


Figure 2. Site Location Aerial



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 Circle 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.

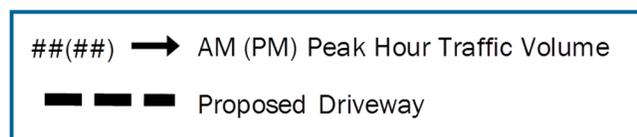
Florida Avenue is a two-lane, east-west roadway spanning less than half a mile from 5th street in the west to a residential neighborhood to the east. The roadway exclusively contains residential land uses with the exception of a church near its signalized intersection with Jones Mill Road. Posted signs 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.

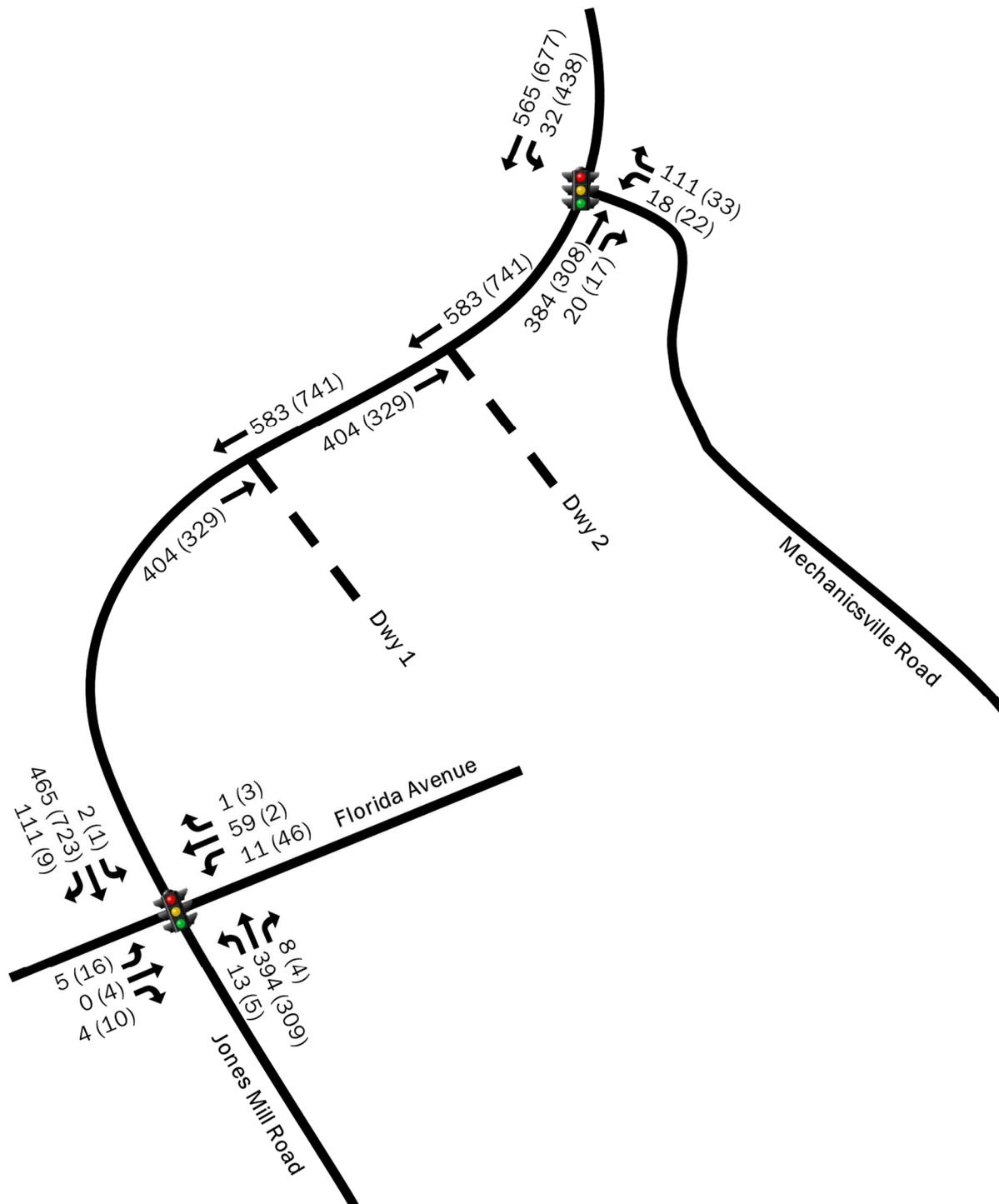
B.2. Traffic Counts

Traffic counts were collected on Thursday, 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



NOT TO SCALE



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

##(##) → AM (PM) Peak Hour Traffic Volume
- - - Proposed Driveway



NOT TO SCALE

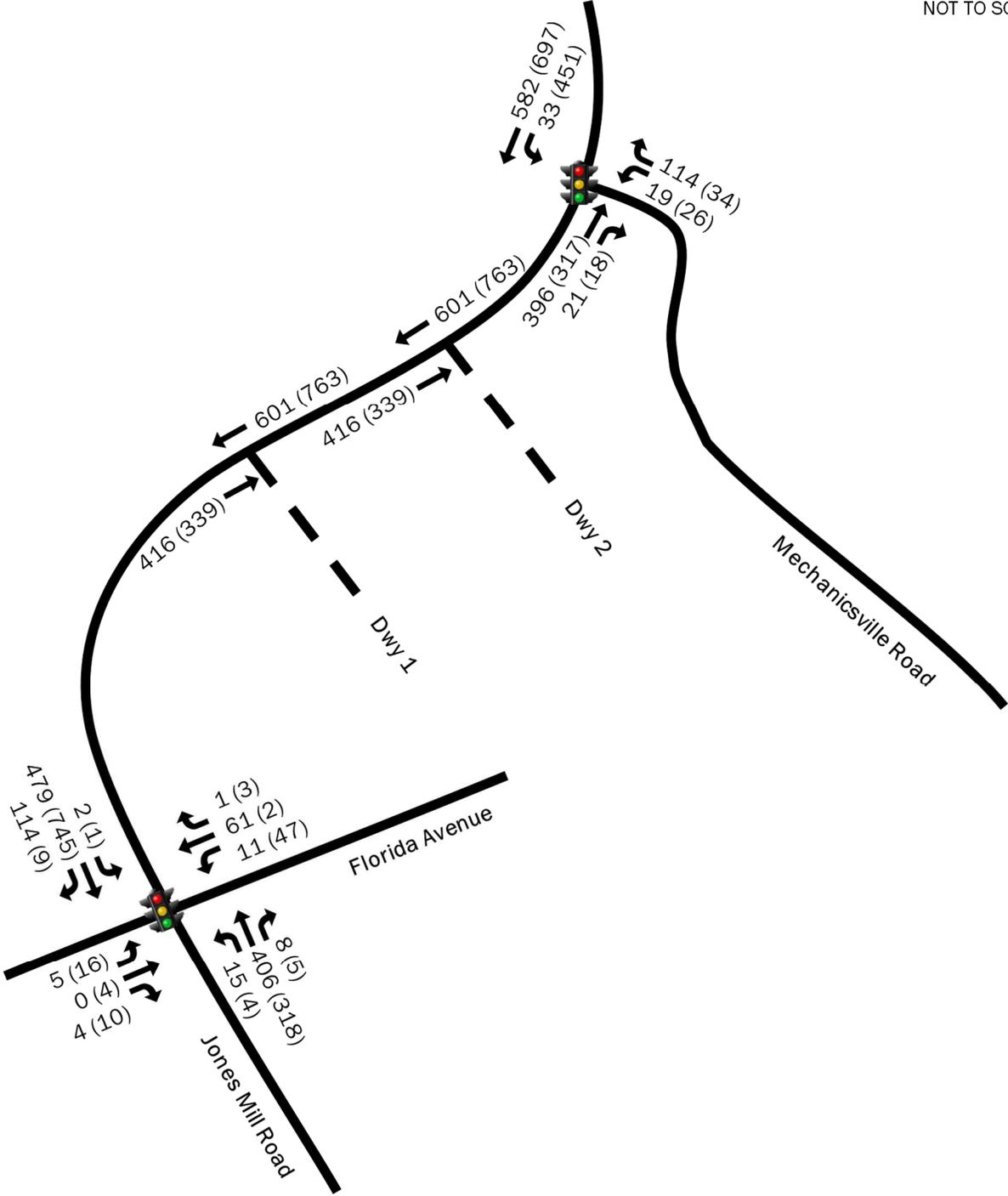


Figure 5: Trip Distribution

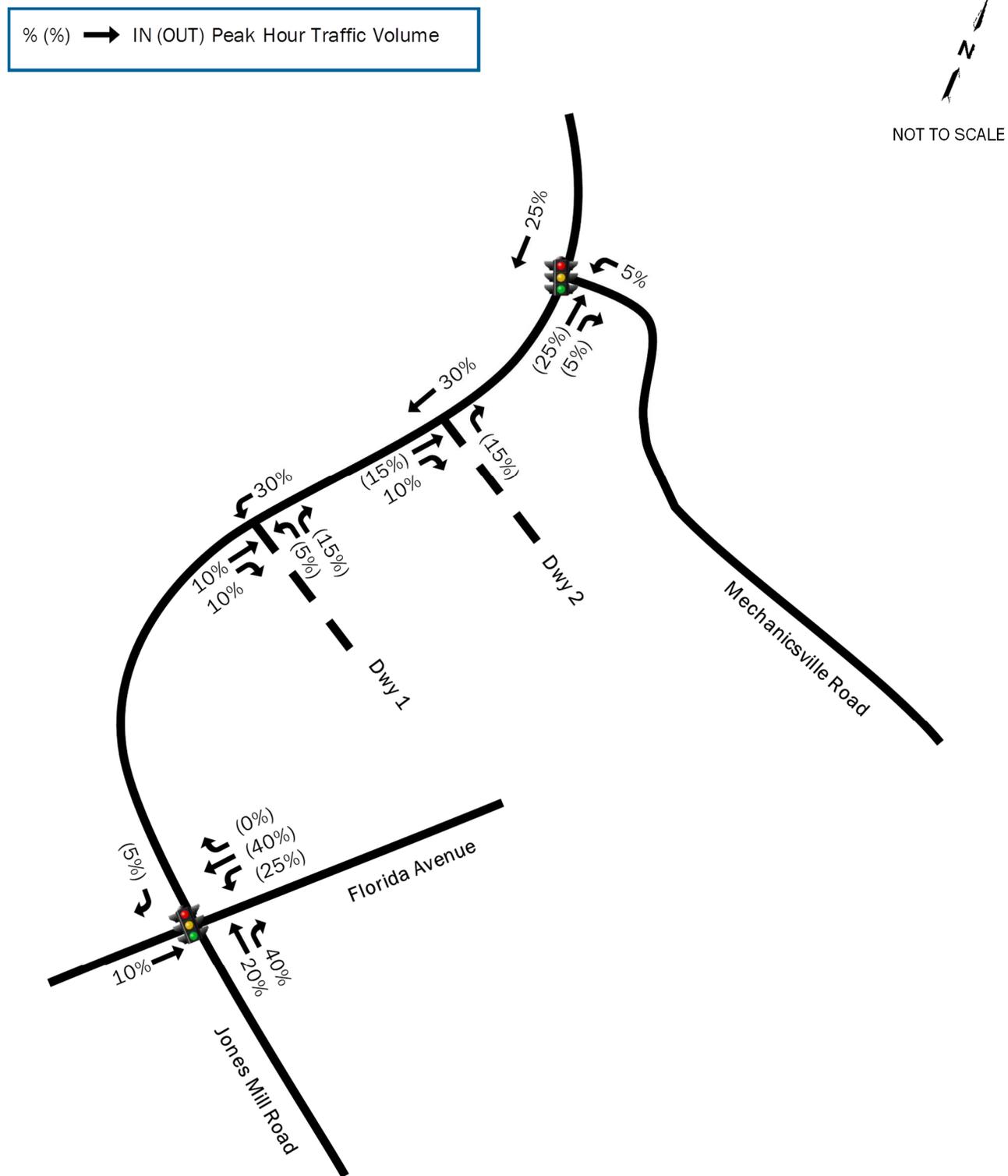


Figure 6: Project Trips

##(##) → AM (PM) Peak Hour Traffic Volume
- - - Proposed Driveway



NOT TO SCALE

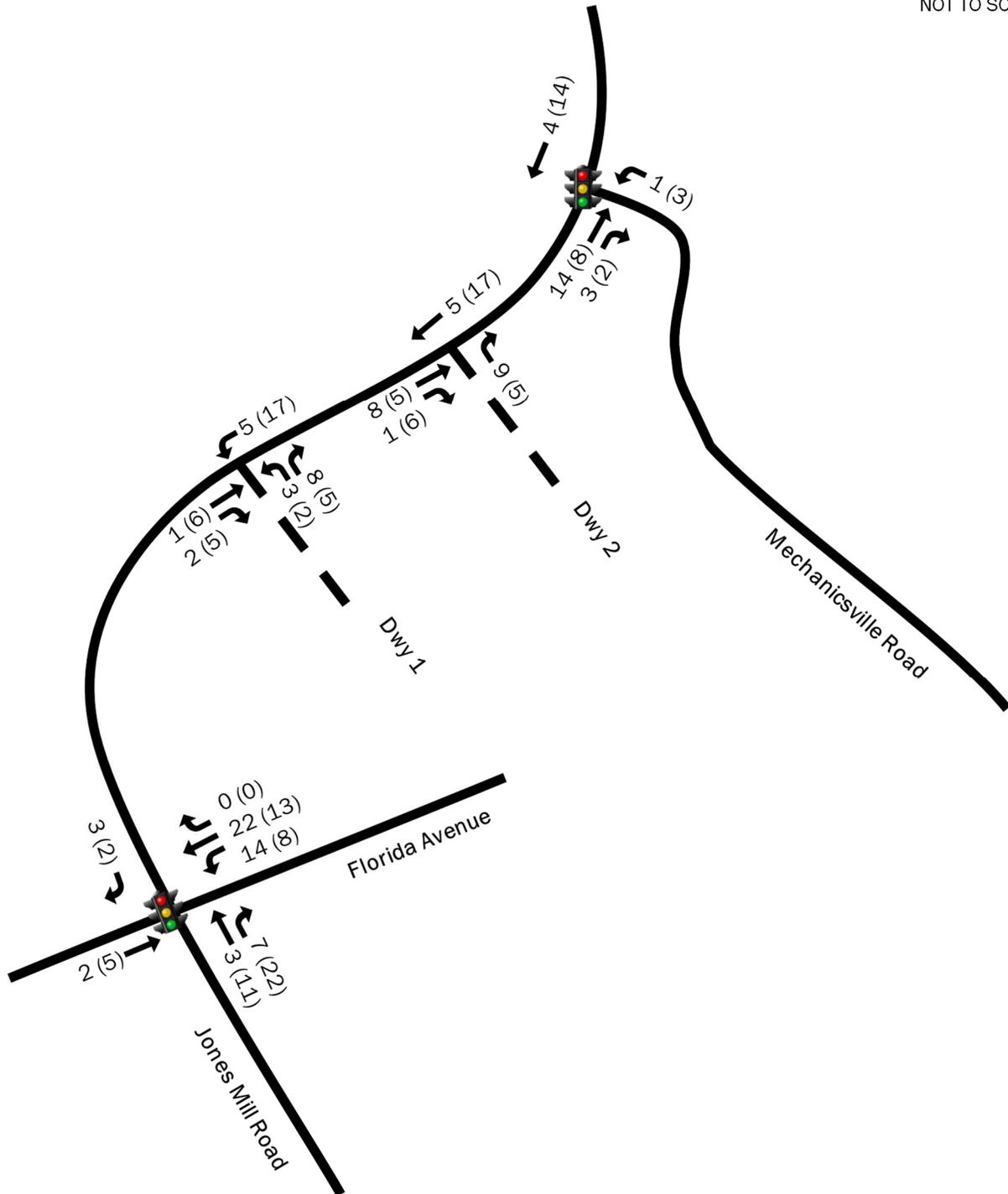
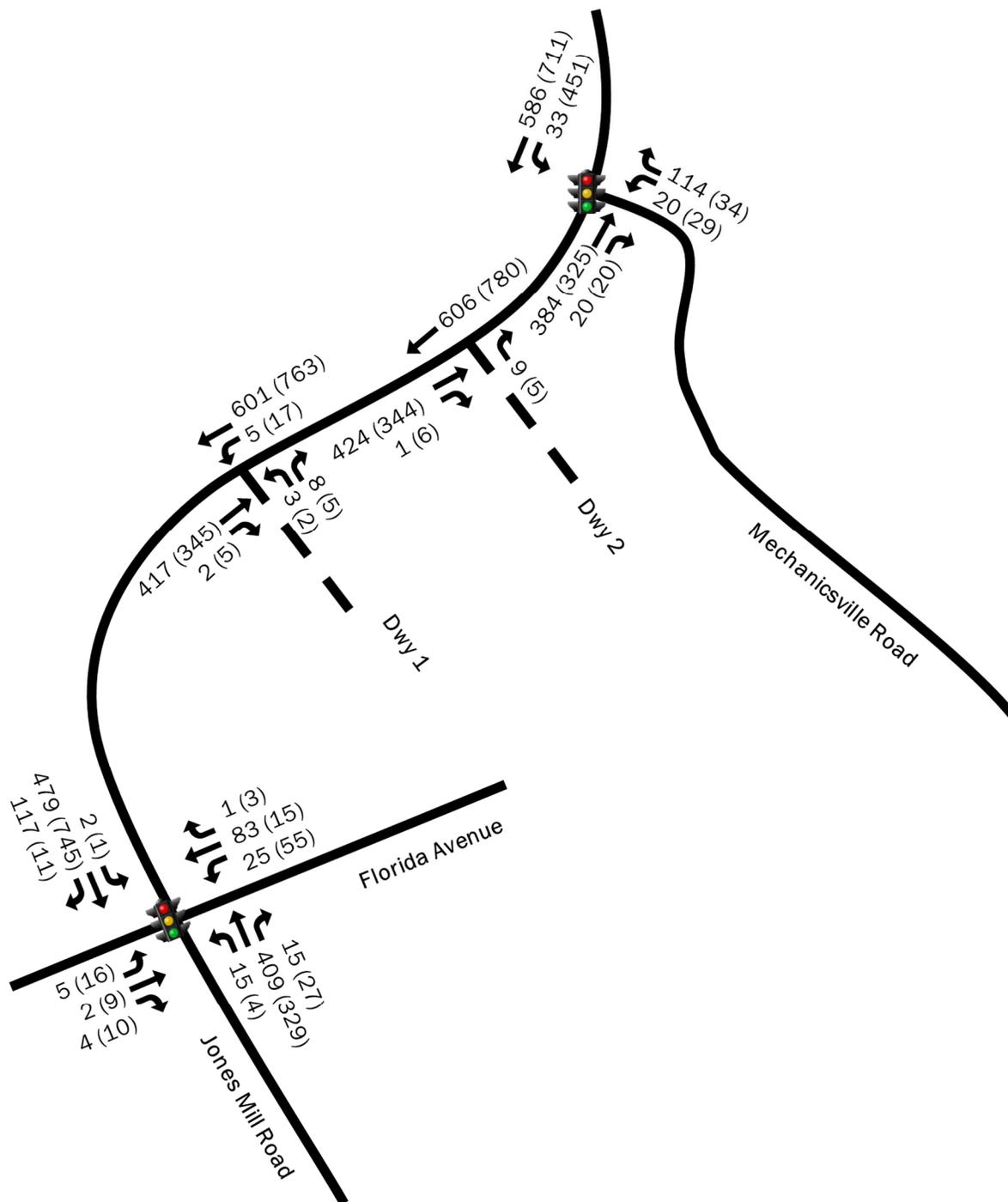


Figure 7: 2021 Build Volumes

##(##) → AM (PM) Peak Hour Traffic Volume
 - - - Proposed Driveway



NOT TO SCALE



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 Mechanicsville 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	FB	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. Existing 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 discernable 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 queuing that may be causing diverted trips at Florida Avenue and Jones Mill Road.

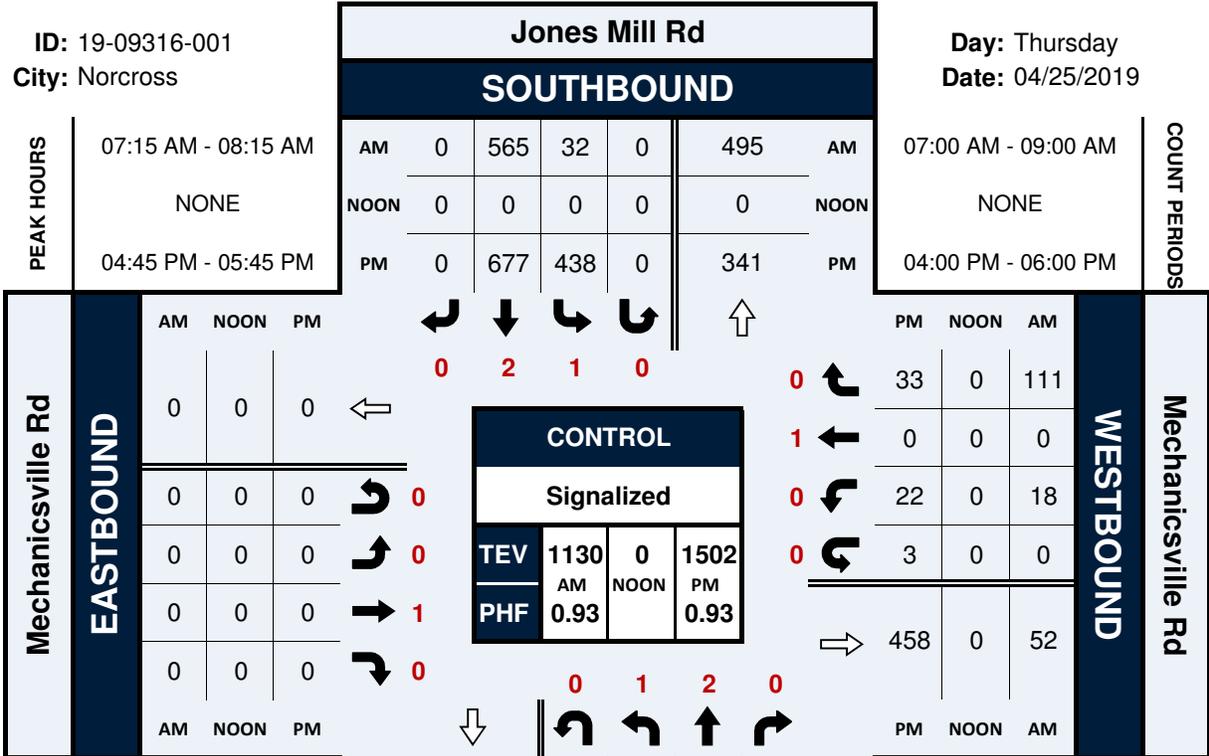
APPENDIX

Jones Mill Rd & Mechanicsville Rd

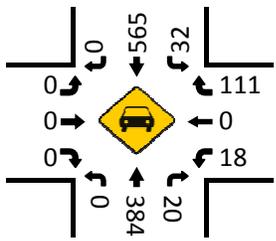
Peak Hour Turning Movement Count

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City: Norcross

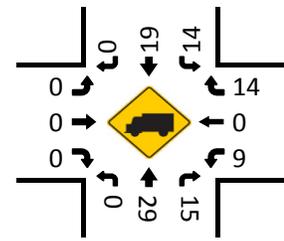
Day: Thursday
Date: 04/25/2019



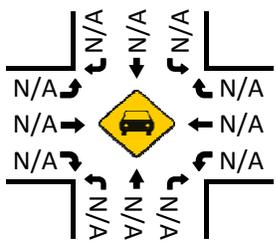
Total Vehicles (AM)



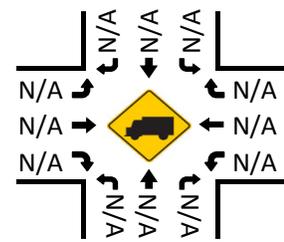
HT (AM)



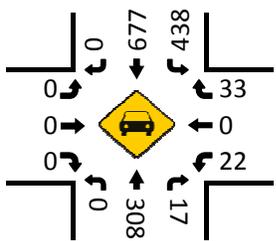
Total Vehicles (Noon)



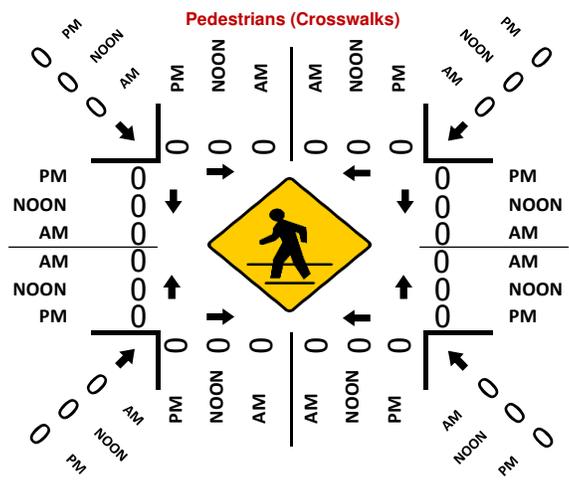
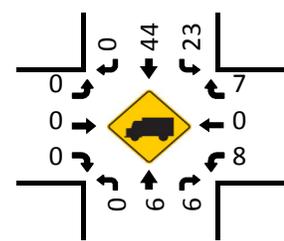
HT (NOON)



Total Vehicles (PM)



HT (PM)



Jones Mill Rd & Florida Ave

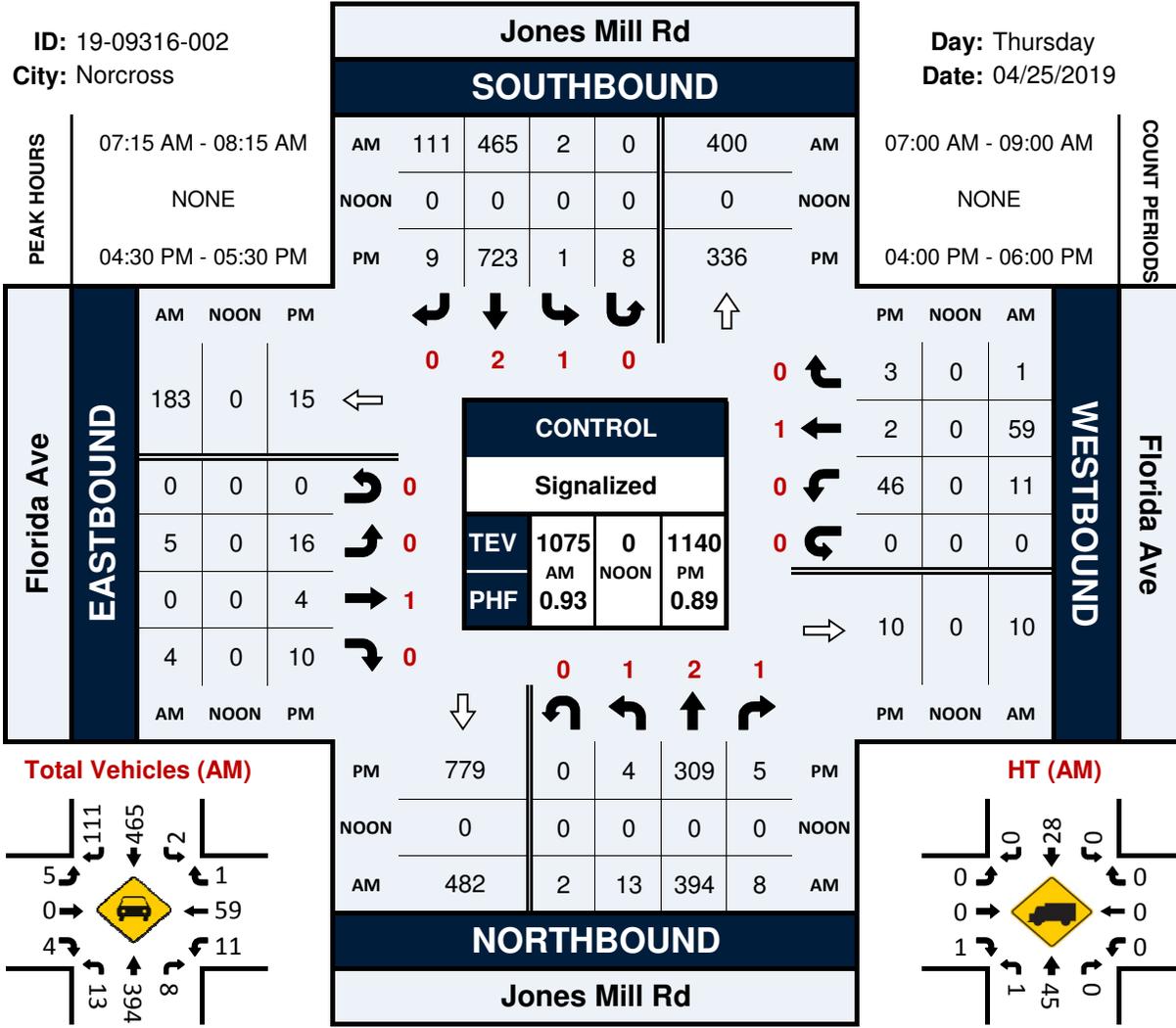
Peak Hour Turning Movement Count

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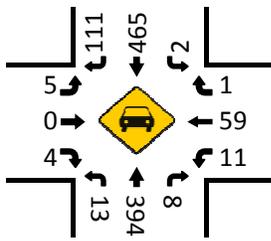
City: Norcross

Day: Thursday

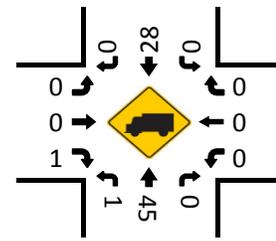
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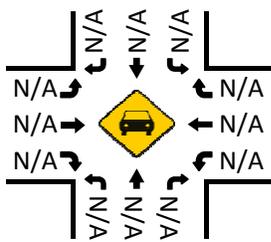
Total Vehicles (AM)



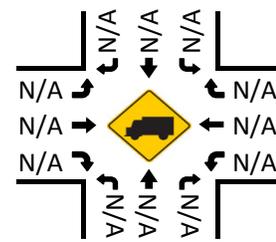
HT (AM)



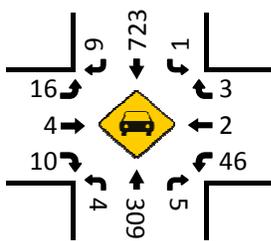
Total Vehicles (Noon)



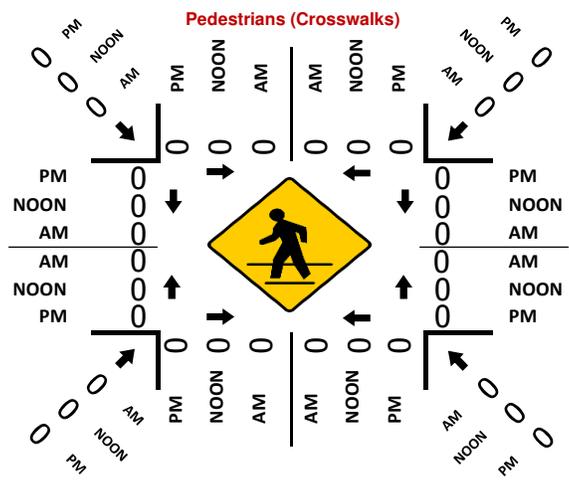
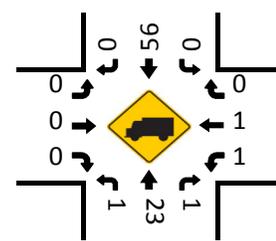
HT (NOON)



Total Vehicles (PM)



HT (PM)



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.												

HCM 6th Signalized Intersection Summary

2: Jones Mill Rd & Florida Ave

05/16/2019



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
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	NBRWBLn1	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	NBTWBLn1	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.												

HCM 6th Signalized Intersection Summary

2: Jones Mill Rd & Florida Ave

05/16/2019



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	NBRWBLn1	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	-
Stage 1	0	-	-
Stage 2	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	NBTWBLn1	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	-

PROPERTY LOCATION MAP

Mechanicsville Townhomes



CASE NUMBER: RZ2019-002/V2019-004

	PLANNING COMMISSION	CITY COUNCIL 1ST READING	CITY COUNCIL 2ND READING
HEARING DATES:	SEP. 17, 2019	SEP. 24, 2019	OCT. 22, 2019

PROPERTY ADDRESS: Generally bounded by Jones Mill Road, Third Street, Florida Avenue, and Mechanicsville Road

02019-07-148

AN ORDINANCE OF THE CITY OF PEACHTREE CORNERS, GEORGIA TO AMEND THE CITY OF PEACHTREE CORNERS CODE OF ORDINANCES CHAPTER 42, NUISANCES, BY ADDING ARTICLE VI, URBAN CAMPING, IN ORDER TO PROHIBIT CERTAIN ACTIVITIES WITHIN PARKS AND GREENSPACES; REPEALING ALL CONFLICTING ORDINANCES; AND SETTING AN EFFECTIVE DATE

WHEREAS, the Mayor and Council of the City of Peachtree Corners are charged with the protection of the public health, safety, and welfare of the citizens of Peachtree Corners; and

WHEREAS, the appropriate use of parks and greenspace is a matter of interest and benefit to the general public; and

WHEREAS, the Mayor and Council desire to amend the current Code of Ordinances in order to prohibit certain activities within parks and greenspace areas; and

WHEREAS, Notice to the public regarding said public hearing has been duly published in The Gwinnett Daily Post, the Official News Organ of Peachtree Corners;

NOW THEREFORE, IT IS HEREBY ORDAINED by the governing authority of the City of Peachtree Corners, Georgia that the City of Peachtree Corners Code of Ordinances is amended by adding the following underlined section:

Chapter 42- Nuisances

ARTICLE VI – Urban Camping

(a) Definitions. The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

1. *Camp* means residing in or using a location for private living accommodations, such as erecting tents or other temporary structures or objects providing shelter; sleeping in a single place for more than one hour at a time; cooking or preparing meals; or other similar activities.

2. *Storing personal property* means leaving one's personal effects, such as, but not limited to, clothing, bedrolls, cookware, sleeping bags, luggage, knapsacks, or backpacks, unattended for more than one hour.

- (b) Public parks and greenspaces. It shall be unlawful to camp or to store personal property in any public park or greenspace within the Entertainment District or within 500 feet of the Entertainment District.
- (c) Streets and sidewalks. It shall be unlawful to camp, sleep, store personal property, or to sit or lie down on any street or sidewalk or any public or railroad right-of-way.
- (d) Other property; blocking ingress and egress. It shall be unlawful to camp, sleep, store personal property, or to sit or lie down on any public property or private property so as to interfere with the ingress or egress from buildings.
- (e) Warning. No person may be arrested for violating this section by simply sleeping, sitting or lying down in a prohibited location or for a prohibited period of time without having first received an oral or written warning to cease such unlawful conduct.
- (f) Exceptions. Notwithstanding anything in this section to the contrary, this section shall not apply to nor be construed to prohibit the following behavior:
- (1) Persons sitting or lying down as a result of a medical emergency;
 - (2) Persons sitting in wheelchairs while using sidewalks;
 - (3) Persons sitting down while attending parades;
 - (4) Persons sitting down while patronizing outdoor cafes;
 - (5) Persons sitting down while attending performances, festivals, concerts, fireworks or other special events taking place in any park or on any street or sidewalk closed by permit for such purpose;
 - (6) Persons sitting on chairs or benches supplied by a public agency or abutting private property owner;
 - (7) Persons sitting on seats in bus zones occupied by people waiting for the bus;
 - (8) Persons sitting or lying down while waiting in an orderly line outside a box office to purchase tickets to any sporting event, concert, performance, or other special event;
 - (9) Persons sitting or lying down in an orderly line awaiting entry to any building, including shelters, or awaiting social services, such as provisions of meals; or
 - (10) Children sleeping anywhere while being accompanied by a supervising adult or while sitting or lying in a stroller or baby carriage.

Section 2.

All ordinances or parts of ordinances in conflict herewith are hereby expressly repealed.

STATE OF GEORGIA
COUNTY OF GWINNETT
CITY OF PEACHTREE CORNERS

ORDINANCE 2019-07-148

SO ORDAINED AND EFFECTIVE, this ____ day of _____, 20__.

Approved:

Mike Mason, Mayor

ATTEST:

_____(SEAL)
Kym Chereck, City Clerk

VOTE: YNA Sadd / YNA Christ / YNA Wright / YNA Mason / YNA Aulbach / YNA Christopher / YNA Gratwick

02019-08-150

AN ORDINANCE OF THE CITY OF PEACHTREE CORNERS, GEORGIA TO AMEND THE CITY OF PEACHTREE CORNERS CODE OF ORDINANCES CHAPTER 42, NUISANCES, BY REVISING SPECIFIC SECTIONS OF ARTICLES I – IV; REPEALING ALL CONFLICTING ORDINANCES; AND SETTING AN EFFECTIVE DATE

WHEREAS, the Mayor and Council of the City of Peachtree Corners are charged with the protection of the public health, safety, and welfare of the citizens of Peachtree Corners; and

WHEREAS, revising and updating regulations are necessary from time to time in order to ensure consistency with state laws and appropriateness for the community ; and

WHEREAS, the Mayor and Council desire to amend the current Code of Ordinances in order to update specific sections of the City’s Nuisance regulations; and

WHEREAS, Notice to the public regarding said public hearing has been duly published in The Gwinnett Daily Post, the Official News Organ of Peachtree Corners;

NOW THEREFORE, IT IS HEREBY ORDAINED by the governing authority of the City of Peachtree Corners, Georgia that the City of Peachtree Corners Code of Ordinances is amended by adding and/ or replacing certain sections, as follows:

Chapter 42 - NUISANCES^[1]

ARTICLE I. - IN GENERAL

Sec. 42-1. – Offenses and penalties.

(a) It is declared to be an offense for any owner, agent, or tenant to maintain a nuisance. Each day a nuisance is continued shall constitute a separate offense. Following five days after receipt of certified written notice to the property owner, agent, or tenant, a citation may be issued by the city.

(b) Penalties for the first violation of this section shall be a minimum fine of \$100.00. The penalty for second violations of the same provisions of this section by the same owner or tenant shall be a minimum fine of \$500.00. Third or repeat violations of the same provisions of this section by the same owner or tenant shall be a fine of \$1,000.00.

(c) Unless otherwise specified, no penalty issued for a violation of this article shall be inconsistent with the provisions set forth in section 4-13 (c).

Sec. 42-2. - Conditions harmful to health.

- (a) The following conditions being maintained or located on an owner's property may be declared to be nuisances when any one of them endangers the health, welfare, or good of other persons or the good order of the community:
- (1) Stagnant water on the premises: conditions conducive to the breeding or attraction of rodents, flies, ticks, mosquitoes or any other disease-carrying insects;
 - (2) Any dead or decaying matter, weeds, vegetation, or any fruit, vegetable, animal, or rodent, upon the premises which is odorous or capable of causing disease or annoyance to the inhabitants of the city;
 - (3) The generation of smoke or fumes in sufficient amounts to cause odor or annoyance to the inhabitants of the city;
 - (4) The pollution of public water or the injection of matter into the sewerage system that would be damaging thereto;
 - (5) Maintaining a dangerous or diseased animal or fowl;
 - (6) Obstruction of a public street, highway, or sidewalk without a permit;
 - (7) Any trees, shrubbery, or other plants or parts thereof which obstruct clear, safe vision on roadways and sidewalks;
 - (8) Any other condition constituting a nuisance under state law or this Code; and
 - (9) Any condition found by the judge of the municipal court, after an evidentiary hearing, to be detrimental to or endanger the health, welfare or good order of the city and declared by the judge therefore to be a nuisance.
- (b) This section shall not be construed to be the exclusive definition of nuisance within this Code or state law.

Sec. 42-3. -. Complaints.

- (a) Any official of the city or private citizen specially injured may direct a complaint of nuisance to the city manager or authorized designee.
- (b) The municipal court, after five days' notice to the party involved, shall hold a hearing thereon and upon finding that a nuisance does exist shall issue an order to the owner, agent in control or tenant in possession, stating that a nuisance has been found to exist and that the nuisance must be abated as the judge shall deem reasonable, having consideration for the nature of the nuisance and its effect on the public.
- (c) City building, code enforcement and license inspectors may also receive complaints, investigate the same and issue citations.

State Law reference— Filing of complaint to abate public nuisance, O.C.G.A. § 41-2-2; authority of municipal court to order abatement of nuisance, O.C.G.A. § 41-2-5.
Sec. 42-4. - Abatement by city.

- (a) In any case where the owner, agent, or tenant fails to abate the nuisance in the time specified, or where the owner, agent, or tenant cannot be served with notice, or where the nature of the nuisance is such, in the opinion of the municipal court judge, that it must be immediately abated, the judge may issue an order to the city manager directing the nuisance to be abated.
- (b) The city manager or designee, in such cases, shall keep a record of the expenses and cost of abating same and the costs shall be billed against the owner, agent, or tenant for collection as for city revenues generally and shall become a lien on the property of such persons.

(c) Other city departments shall assist the city manager as is necessary in abating nuisances hereunder.

Sec. 42-5. - Summary abatement; nuisance per se and emergency conditions.

Nothing contained in this chapter shall prevent the municipal court judge from summarily and without notice ordering the abatement of or abating any nuisance that is a nuisance per se in the law or where the case is an urgent one and the health and safety of the public or a portion thereof is in imminent danger.

State Law reference— Similar provisions, O.C.G.A. § 41-2-5.

Sec. 42-6. -. Graffiti.

(a) *Property owner responsibility.* It shall be unlawful for any person who is the owner or who has primary responsibility for control of property or for repair or maintenance of in the city to permit property that is defaced with graffiti to remain defaced for a period in excess of ten days. The city may provide notice of defacement to such owner or responsible person by first class mail or personal service; provided that failure to receive notice shall not alleviate the person's responsibility for removal of the graffiti. Notice shall contain the following information:

(1) The street address and/or description of the property sufficient for identification of the property;

(2) A description of the graffiti with notice to remove same, and notice that the property owner shall, if the graffiti is not removed within ten days after receipt of the notice, be cited for violation of this section.

(b) *Exceptions to property owner responsibility.* The removal requirements of subsection (a) of this section shall not apply if the property owner or responsible party can demonstrate that:

(1) The property owner or responsible party lacks the financial ability to remove the defacing graffiti; or

(2) The property owner or responsible party has an active program for the removal of graffiti and has scheduled the removal of the graffiti as part of that program, in which case it shall be unlawful to permit such property to remain defaced with graffiti for a period of 30 days after defacement.

(c) *Citation of owner, right of city to remove graffiti.* Whenever the owner or person responsible for control or maintenance of private property fails or refuses to remove the graffiti after notice by the city to do so, such owner or responsible person shall be cited for violation of this section. The city may, upon the owner's or responsible person's failure to act, take any necessary action to remove, repaint, or repair the graffiti-damaged property and may use public funds for such action, the cost of which shall be a lien on the property served. Nothing in this section shall be construed to require the city to undertake such repair, repainting or removal.

(d) *Definitions.* The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

Graffiti shall have that meaning ascribed to it in O.C.G.A. § 17-15A-2.

Graffiti implement or *paraphernalia* means any substance or material such as, but not limited to, aerosol paint containers, permanent ink markers, paint sticks, and etchers;

also including, but not limited to, tips or nozzles which can be applied to aerosol paint containers.

(e) *Unlawful possession on public or private property.* It shall be unlawful for any person to possess any graffiti implement or paraphernalia while in, on, at or about any private property without the owner or occupant's permission or any public property including, but not limited to, public parks, playgrounds, swimming pools, recreation facilities, schools, school district facilities, libraries, courthouses, utility stations, storm drains or any other publicly owned, operated and/or maintained facility. This subsection shall not apply to persons located on public sidewalks or streets during each daily period from sunrise to sunset. This subsection shall not apply to any officer, employee or agent of the public entity that owns the public property acting within the scope of their employment.

Sec. 42-7. - Discharge of weapons.

Sec. 42-8. - Duty of owner to clean and maintain property.

It is the duty of every property owner to comply with the City of Peachtree Corners Code of Ordinances Article VIII, Property Maintenance and, in addition, the following:

(a) Whenever trash and/or rubbish shall accumulate on any tract of land within the city, or such lot or tract of land shall be covered with an excessive growth of noxious weeds, grass and/or vegetation in excess of twelve inches in height a warning notice will be issued.

(b) The unpaved areas of front yards shall be maintained with grass, ground cover or other type of landscaping to such an extent that the soil is not subject to erosion.

(c) (1) No clotheslines, drying racks, poles, or other similar devices for hanging clothes, towels, rugs, other fabrics or similar items shall be erected or maintained outdoors in a front or side yard in any residential area of the city. This is to include the hanging of said items on any natural objects such as shrubs, trees and similar objects.

(2) All clotheslines, drying racks, poles and similar devices for hanging clothes, towels, rugs, other fabrics or similar items shall be erected in the rear yard only and shall be no closer than five feet from any abutting property line.

(3) If any resident claims they will suffer unnecessary hardship or is otherwise unable to hang or dry clothes, towels, rugs, other fabrics or similar items elsewhere on the premises they occupy, then said resident may apply for a waiver to do so in the front or side yard of premises. Waivers will be reviewed and approved or denied by the community development director.

(d) If the owner of such premises shall fail to clean the premises within the time frame given with the warning notice, such owner shall be subject to punishment as provided by this Code.

Sec. 42-9. - Inoperable equipment—Accumulation of junk prohibited.

(a) It shall be unlawful in any residential or business area for the owner or resident of any property in the city to permit to accumulate on the property any junk, which is defined by this section as any inoperable, discarded, dismantled, wrecked, scrapped, ruined or abandoned equipment or parts thereof.

Exemption:

(1) Property where accumulation of such equipment or parts is authorized by zoning ordinance.

(b) Enforcement of this section shall be by the city manager or designee.

Sec. 42-10. – Temporary exterior lighting; exceptions.

For the purposes of this section, temporary exterior lighting is defined as exterior lighting intended for uses which by their nature are of limited duration. Examples include, but are not limited to, exterior lighting used for seasonal holiday decorations, at civic events, and construction projects. It shall be unlawful in any residential or business area for the owner or resident of any property in the city to maintain temporary exterior lighting for more than 60 consecutive days or more than 90 days during any one-year period. The exception to this rule would apply to the lighting in a city designated area or by special permit. Enforcement of this section shall be by the city manager or designee.

Secs. 42-11-42-22. - Reserved.

ARTICLE II. UNSAFE BUILDINGS

Footnotes:

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State Law reference— Unsafe building ordinances, O.C.G.A. § 41-2-7 et seq.

Sec. -42-23. - Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Applicable codes means:

(1) Any optional housing or abatement standard provided in O.C.G.A. title 8, ch. 2 (O.C.G.A. § 8-2-1 et seq.), as adopted by ordinance or operation of law, or general nuisance law, relative to the safe use of real property;

(2) Any fire or life safety code as provided for in O.C.G.A. title 25, ch. 2 (O.C.G.A. § 25-2-1 et seq.); and

(3) Any building codes adopted by local ordinance prior to October 1, 1991, or the minimum standard codes provided in O.C.G.A. title 8, ch. 2 (O.C.G.A. § 8-2-1 et seq.), after October 1 provided that such building or minimum standard codes for real property improvements shall be deemed to mean those building or minimum standard codes in existence at the time such real property improvements were constructed unless otherwise provided by law.

Closing means causing a dwelling, building, or structure to be vacated and secured against unauthorized entry.

Drug crime means an act which is a violation of the Controlled Substances Act (O.C.G.A. § 16-13-20 et seq.).

Dwellings, buildings, or structures means any building or structure or part thereof used and occupied for human habitation or commercial, industrial, or business uses, or intended to be so used, and includes any outhouses, improvements, and appurtenances belonging thereto or usually enjoyed therewith and also includes any building or structure of any design. The term "dwellings, buildings, or structures" shall not mean

or include any farm, any building or structure located on a farm, or any agricultural facility or other building or structure used for the production, growing, raising, harvesting, storage, or processing of crops, livestock, poultry, or other farm products.

Interested parties means:

- (1) Owner;
- (2) Those parties having an interest in the property as revealed by a certification of title to the property conducted in accordance with the title standards of the State Bar of Georgia;
- (3) Those parties having filed a notice in accordance with O.C.G.A. § 48-3-9;
- (4) Any other party having an interest in the property whose identity and address are reasonably ascertainable from the records of the petitioner or records maintained in the county courthouse or by the clerk of the court. The term "interested parties" shall not include the holder of the benefit or burden of any easement or right-of-way whose interest is properly recorded which interest shall remain unaffected; and
- (5) Persons in possession of said property and premises.

Owner means the holder of the title in fee simple and every mortgagee of record.

Public authority means any member of the council, or any officer who is in charge of any department or branch of the government of the city relating to health, fire, or building regulations or to other activities concerning dwellings, buildings, or structures in the city.

Public officer means the officer or officers who are authorized by O.C.G.A. §§ 41-2-7, 41-2-8, and 41-2-9 through 41-2-17 and by this article to exercise the powers prescribed by this article or any agent of such officer or officers.

Repair means altering or improving a dwelling, building, or structure so as to bring the structure into compliance with the applicable codes in the jurisdiction where the property is located and the cleaning or removal of debris, trash, and other materials present and accumulated which create a health or safety hazard in or about any dwelling, building, or structure.

Resident means any person residing in the jurisdiction where the property is located on or after the date on which the alleged nuisance arose.

State Law reference— Similar provisions, O.C.G.A. § 41-2-8.

Sec. 42-24. - Findings.

(a) The governing authority of the city finds and declares that, within the city limits, there is the existence or occupancy of dwellings or other buildings or structures which are unfit for human habitation or for commercial, industrial, or business occupancy or use and not in compliance with applicable state minimum standard codes as adopted by ordinance or operation of law or any optional building, fire, life safety, or other codes relative to the safe use of real property and real property improvements adopted by ordinance in the city; or general nuisance law in which constitutes a hazard to the health, safety, and welfare of the people of the city and the state; and that public necessity exists for the repair, closing, or demolition of such dwellings, buildings, or structures.

(b) It is further found and declared that in the city, where there is in existence a condition or use of real estate which renders adjacent real estate unsafe or inimical to safe human habitation, such use is dangerous and injurious to the health, safety, and

welfare of the people of the city and a public necessity exists for the repair of such condition or the cessation of such use which renders the adjacent real estate unsafe or inimical to safe human habitation. The governing authority of the city finds that there exist in the city dwellings, buildings, or structures which are unfit for human habitation or for commercial, industrial, or business uses due to dilapidation and which are not in compliance with applicable codes; which have defects increasing the hazards of fire, accidents, or other calamities; which lack adequate ventilation, light, or sanitary facilities; or other conditions exist rendering such dwellings, buildings or structure unsafe or unsanitary, or dangerous or detrimental to the health, safety, or welfare, or otherwise inimical to the welfare of the residents of the city, or vacant, dilapidated dwellings, buildings, or structures in which drug crimes are being committed, and private property exists constituting and endangerment to the public health or safety as a result of unsanitary or unsafe conditions to those persons residing or working in the vicinity of the property.

(c) It is the intention of the governing authority that this article shall comply with and does comply with O.C.G.A § 41-2-9(b) as a finding that conditions as set out in O.C.G.A. § 41-2-7 exist within the city.

Sec. 42-25. - Continued use of other laws and ordinances.

It is the intent of the council that nothing in this article shall be construed to abrogate or impair the powers of the courts or of any department of the city to enforce any provisions of any local enabling act, charter, or ordinance or regulation, nor to prevent or punish violations thereof, and the powers conferred by this article shall be in addition to and supplemental to the powers conferred by any other law or ordinance, legislation, or regulation.

Sec. 42-26. - Duties of owners; appointment of public officer; procedures for determining premises to be unsafe or unhealthy.

(a) The owner of every dwelling, building, structure, or property within the jurisdiction has the duty to construct and maintain such dwelling, building, structure, or property in conformance with applicable codes in force within the city, or such ordinances which regulate and prohibit activities on property and which declare it to be a public nuisance to construct or maintain any dwelling, building, structure or property in violation of such codes or ordinances.

(b) The city manager shall appoint or designate the city code enforcement officer, building inspector, and their designees as public officers to exercise the powers prescribed by this article.

(c) Whenever a request is filed with the public officer by a public authority or by at least five residents of the city charging that any dwelling, building, or structure is unfit for human habitation or for commercial, industrial, or business use and not in compliance with applicable codes; is vacant and being used in connection with the commission of drug crimes; or constitutes an endangerment to the public health or safety as a result of unsanitary or unsafe conditions, the public officer shall make an investigation or inspection of the specific dwelling, building, structure, or property. If the officer's investigation or inspection identifies that any dwelling, building, structure, or property is unfit for human habitation or for commercial, industrial, or business use and not in compliance with applicable codes; is vacant and being used in connection

with the commission of drug crimes; or constitutes an endangerment to the public health or safety as a result of unsanitary or unsafe conditions, the public officer may issue a complaint in rem against the lot, tract, or parcel of real property on which such dwelling, building, or structure is situated or where such public health hazard or general nuisance exists and shall cause summons and a copy of the complaint to be served on the owner and interested parties in such dwelling, building, or structure. The complaint shall identify the subject real property by appropriate street address and official tax map reference; identify the owner and the interested parties; state with particularity the factual basis for the action; and contain a statement of the action sought by the public officer to abate the alleged nuisance. The summons shall notify the owner and interested parties that a hearing will be held before the municipal court at a date and time certain and at a place within the city where the property is located. Such hearing shall be held not less than 15 days or more than 45 days after the filing of said complaint in court. The owner and interested parties shall have the right to file an answer to the complaint and to appear in person or by attorney and offer testimony at the time and place fixed for hearing.

(d) If, after such notice and hearing, the court determines that the dwelling, building, or structure in question is unfit for human habitation or is unfit for its current commercial, industrial, or business use and not in compliance with applicable codes; is vacant and being used in connection with the commission of drug crimes; or constitutes an endangerment to the public health or safety as a result of unsanitary or unsafe conditions, the court shall state in writing findings of fact in support of such determination and shall issue and cause to be served upon the owner and any interested parties that have answered the complaint or appeared at the hearing, an order:

(1) If the repair, alteration, or improvement of said dwelling, building, or structure can be made at a reasonable cost in relation to the present value of the dwelling, building, or structure, requiring the owner, within the time specified in the order, to repair, alter, or improve such dwelling, building, or structure so as to bring it into full compliance with the applicable codes relevant to the cited violation and, if applicable, to secure the structure so that it cannot be used in connection with the commission of drug crimes;

(2) If the repair, alteration, or improvement of said dwelling, building, or structure in order to bring it into full compliance with applicable codes relevant to the cited violations cannot be made at a reasonable cost in relation to the present value of the dwelling, building, or structure, requiring the owner, within the time specified in the order, to demolish and remove such dwelling, building, or structure and all debris from the property;

(3) For purposes of this article, the court shall make its determination of reasonable cost in relation to the present value of the dwelling, building or structure without consideration of the value of the land on which the structure is situated; provided, however, that costs of the preparation necessary to repair, alter, or improve a structure may be considered. Income and financial status of the owner shall not be a factor in the court's determination. The present value of the structure and the costs of repair, alteration, or improvement may be established by affidavits of real estate appraisers with a state appraiser classification as provided in O.C.G.A. title 43, ch. 39A (O.C.G.A.

§ 43-39A-1 et seq.), qualified building contractors, or qualified building inspectors without actual testimony presented; or

(4) Costs of repair, alteration, or improvement of the structure shall be the cost necessary to bring the structure into compliance with the applicable codes relevant to the cited violations in force in the jurisdiction.

(e) If the owner fails to comply with an order to repair or demolish the dwelling, building, or structure, the public officer may cause such dwelling, building, or structure to be repaired, altered, improved, to be vacated and closed, or demolished. Such abatement action shall commence within 270 days after the expiration of time specified in the order for abatement by the owner. Any time during which such action is prohibited by a court order issued pursuant to O.C.G.A. § 41-2-13 or any other equitable relief granted by a court of competent jurisdiction shall not be counted towards the 270 days in which such abatement action shall commence. The public officer shall cause to be posted on the main entrance of the building, dwelling, or structure a placard with the following words:

"This building is unfit for human habitation or commercial, industrial, or business use and does not comply with the applicable codes or has been ordered secured to prevent its use in connection with drug crimes or constitutes an endangerment to the public health or safety as a result of unsanitary or unsafe conditions. The use or occupation of this building is prohibited and unlawful."

(f) If the public officer has the structure demolished, reasonable effort shall be made to salvage reusable materials for credit against the cost of demolition. The proceeds of any moneys received from the sale of salvaged materials shall be used or applied against the cost of the demolition and removal of the structure, and proper records shall be kept showing application of sales proceeds. Any such sale of salvaged materials may be made without the necessity of public advertisement and bid. The public officer and the city are relieved of any and all liability resulting from or occasioned by the sale of any such salvaged materials, including, without limitation, defects in such salvaged materials.

(g) The amount of the cost of demolition, including all court costs, appraisal fees, administrative costs incurred by the tax commissioner, and all other costs necessarily associated with the abatement action, including restoration to grade of the real property after demolition, shall be a lien against the real property upon which such cost was incurred.

(h) The lien provided for in subsection (g) of this section shall attach to the real property upon the filing of a certified copy of the order requiring repair, closure or demolition in the office of the clerk of superior court in the county and shall relate back to the date of this filing of the lis pendens notice required under O.C.G.A. § 41-2-12(c). The clerk of superior court shall record and index such certified copy of the order in the deed records of the county and enter the lien on the general execution docket. The lien shall be superior to all other liens on the property, except liens for taxes to which the lien shall be inferior, and shall continue in force until paid. After filing a certified copy of the order with the clerk of superior court, the public officer shall forward a copy of the order and a final statement of costs to the county tax commissioner. It shall be the duty of the county tax commissioner to collect the

amount of the lien in conjunction with the collection of ad valorem taxes on the property and to collect the amount of the lien as if it were a real property ad valorem tax, using all methods available for collecting real property ad valorem taxes, including specifically O.C.G.A. title 48, ch. 4 (O.C.G.A. § 48-4-1 et seq.); provided, however, that the limitation of O.C.G.A. § 48-4-78 which requires 12 months of delinquency before commencing a tax foreclosure shall not apply. The county tax commissioner shall collect and enforce municipal liens imposed pursuant to this chapter in accordance with O.C.G.A. § 48-5-359.1. The tax commissioner shall remit the amount collected to the governing authority of the city.

(i) The tax commissioner shall collect and retain an amount equal to the cost of administering a lien authorized by O.C.G.A. § 41-2-7 et seq. unless such costs are waived by resolution of the county. Any such amount collected and retained for administration shall be deposited in the general fund of the county to pay the cost of administering the lien.

(j) The city may waive and release any such lien imposed on property upon the owner of such property entering into a contract with the city agreeing to a timetable for rehabilitation of the real property of the dwelling, building, or structure on the property and demonstrating the financial means to accomplish such rehabilitation.

(k) Where the abatement action does not commence in the superior court, review of a court order requiring the repair, alteration, improvement, or demolition of a dwelling, building, or structure shall be by direct appeal to the superior court under O.C.G.A. § 5-3-29.

(l) The public officers designated herein may issue citations for violations of state minimum standard codes, optional building, fire, life safety, and other codes adopted by ordinance and conditions creating a public health hazard or general nuisance, and may seek to enforce such citation in a court of competent jurisdiction prior to issuing a complaint in rem as provided in this article.

(m) Nothing in this article shall be construed to impair or limit in any way the power of the city to define and declare nuisances and to cause their removal or abatement by summary proceedings or otherwise.

State Law reference— Similar provisions, O.C.G.A. § 41-2-9.

Sec. 42-27. - Determination under existing ordinances.

(a) The public officer may determine, under existing ordinances, that a dwelling, building, or structure is unfit for human habitation or is unfit for its current commercial, industrial, or business use if he or she finds that conditions exist in such building, dwelling, or structure which are dangerous or injurious to the health, safety, or morals of the occupants of such dwelling, building, or structure, or the occupants of a neighborhood dwelling, building, or structure, or of other residents of the city. Such conditions include, without limiting the generality of the foregoing, the following:

- (1) Defects therein increasing the hazards of fire, accidents or other calamities;
- (2) Lack of adequate ventilation, light, or sanitary facilities;
- (3) Dilapidation;
- (4) Disrepair;
- (5) Structural defects;
- (6) Uncleanliness; and

(7) Other additional standards, which may from time to time be adopted and referenced herein by ordinance amendment.

(b) The public officer may determine, under existing ordinances, that a dwelling, building or structure is vacant, dilapidated, and being used in connection with the commission of drug crimes based upon personal observation or report of a law enforcement agency and evidence of drug crimes being committed.

State Law reference— Similar provisions, O.C.G.A. § 41-2-10.

Sec. 42-28. - Powers of public officers.

The public officers designated in this article shall have the following powers:

(1) To investigate the dwelling conditions in the city in order to determine which dwellings, buildings, or structures therein are unfit for human habitation or are unfit for current commercial, industrial, or business use or are vacant, dilapidated, and being used in connection with the commission of drug crimes;

(2) To administer oaths and affirmations, to examine witnesses, and to receive evidence;

(3) To enter upon premises for the purpose of making examinations; provided, however, that such entries shall be made in such manner as to cause the least possible inconvenience to the persons in possession;

(4) To appoint and fix the duties of such officer, agents, and employees as he or she deems necessary to carry out the purposes of this article; and

(5) To delegate any of his functions and powers under this article to such officers and agents as he or she may designate.

State Law reference— Similar provisions, O.C.G.A. § 41-2-9.

Sec. 42-29. - Service of complaints and other filings.

(a) Complaints issued by a public officer pursuant to this article shall be served in the following manner:

(1) At least 14 days prior to the date of the hearing, the public officer shall mail copies of the complaint by certified mail or statutory overnight delivery, return receipt requested, to all interested parties whose identities and addresses are reasonably ascertainable.

(2) Copies of the complaint shall also be mailed by first-class mail to the property address to the attention of the occupants of the property, if any, and shall be posted on the property within three business days of filing the complaint and at least 14 days prior to the date of the hearing.

(3) For interested parties whose mailing address is unknown, a notice stating the date, time, and place of the hearing shall be published in the newspaper in which the sheriff's advertisements appear in the county once a week for two consecutive weeks prior to the hearing.

(b) Notice of lis pendens shall be filed in the office of the clerk of superior court of the county at the time of filing the complaint in the appropriate court. Such notice shall have the same force and effect as other lis pendens notices provided by law.

(c) Orders and other filings made subsequent to service of the initial complaint shall be served in the manner provided in this section on any interested party who answers the complaint or appears at the hearing. Any interested party who fails to answer or

appear at the hearing shall be deemed to have waived all further notice in the proceedings.

State Law reference— Similar provisions, O.C.G.A. § 41-2-12.

ARTICLE III. PLACES USED FOR UNLAWFUL SEXUAL AND DRUG ACTIVITIES

Footnotes:

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State Law reference— Places used for unlawful sexual and drug activities declared a nuisance, O.C.G.A. § 41-3-1, et seq.

Sec. 42-30. - Establishment, maintenance, or use of building, structure, or place for unlawful sexual purposes.

(a) As used in this section, the term “sexually related charges” means a violation of O.C.G.A. § 16-5-46, 16-6-2, 16-6-8, 16-6-9, 16-6-10, 16-6-11, 16-6-12, 16-6-15, 16-6-16 when (1) returned in an indictment by a grand jury, or (2) filed as an accusation by a prosecuting attorney that results in a conviction, a plea of guilty under any first offender statute, a plea of nolo contendere, adjudication in an accountability court, or a dismissal as a result of successful completion of a pretrial diversion program.

(b) Whosoever shall knowingly erect, establish, continue, maintain, use, own, or lease any building, structure, or place used for the purpose of lewdness, prostitution, sodomy, the solicitation of sodomy, or masturbation for hire shall be guilty of maintaining a nuisance; and the building, structure, or place, and the ground itself in or upon which such sexually related charges occurred or were conducted, permitted, carried on, continued, or shall exist, and the furniture, fixtures, and other contents of such building or structure are also declared to be a nuisance and may be enjoined or otherwise abated as provided in this article.

(c) Prima-facie evidence of the nuisance shall be (1) the conviction, a plea of guilty under any first offender statute of the owner or operator of any building, structure, or place for any of the offenses stated in subsection (a) of this section, based on conduct or an act or occurrence in or on the premises of such building, structure, or place, or (2) when the prosecuting attorney in which the property is located notifies the owner in writing of two or more unrelated incidents of sexually related charges occurring within a 24 month preceding such notice and, after receipt of such notice and within 24 months of the first of the incidents resulting in a sexually related charge which is the subject of such notice, an additional unrelated incident occurs which results in a sexually related charge. However, sexually related charges that result directly from cooperation between the property owner or his or her agent shall not be considered as evidence of a nuisance under this section.

(d) When the nuisance exists within the corporate limits, the municipal court of the city shall have jurisdiction to hear and determine the question of the existence of the nuisance defined by O.C.G.A. § 41-3-1 and, if found to exist, to order its abatement pursuant to O.C.G.A. § 41-3-13.

State Law reference— Similar provisions, O.C.G.A. § 41-3.1.

Sec. 42-31. - Substantial drug related activity upon real property.

(a) As used in this section, the term:

Drug related charges means a violation of O.C.G.A. § 16-13-30 when (1) returned by a grand jury, or (2) filed as an accusation by a prosecuting attorney that results in a conviction, a plea of guilty under any first offender statute or conditional discharge pursuant to O.C.G.A. § 16-13-2, a plea of nolo contendere, adjudication in an accountability court, or a dismissal as a result of successful completion of a pretrial diversion program.

Substantial drug related activity means activity resulting in six or more unrelated incidents resulting in drug related charges occurring within a 24-month period on the same parcel of real property.

(b) Any owner of real property who has actual knowledge that substantial drug related activity is being conducted on such property shall be guilty of maintaining a nuisance, and such real property shall be deemed a nuisance and may be enjoined or otherwise abated as provided in this article.

(c) Prima-facie evidence of the nuisance is established when the district attorney of the county in which the property is located notifies the owner in writing of three or more unrelated incidents occurring within a 24-month period which result in drug related charges and, after the receipt of such notice and within 24 months of the first of the incidents resulting in a drug related indictment which are the subject of such notice, three or more additional unrelated incidents occur which result in drug related charges. However, drug related charges that result directly from cooperation between the property owner or his or her agent shall not be considered as evidence of a nuisance under this section

(d) The provisions of this section are cumulative of any other remedies and shall not be construed to repeal any other existing remedies for drug related nuisances.

State Law reference— Similar provisions, O.C.G.A. § 41-3-1.1.

Sec. 42-32. – Action to enjoin nuisance; how and by whom brought; temporary injunction, and notice.

Whenever a nuisance is kept, maintained, or exists, as defined in this article, the city attorney may maintain an action in the name of the state to enjoin said nuisance perpetually, the person or persons conducting or maintaining the same, and the owner or agent of the building, structure, or place, and the ground itself in or upon which such nuisance exists. In an action to enjoin a nuisance, the court upon application therefor alleging the nuisance complained of exists, shall order a temporary restraining order or an interlocutory injunction as provided in O.C.G.A. § 9-11-65. Notice shall be given to the defendant of the hearing for the application of a temporary restraining order or an interlocutory injunction as provided in O.C.G.A. § 9-11-65.

State Law reference— Similar provisions, O.C.G.A. §§ 41-3-2, 41-3-2.

Sec. 42-33. – Trial, admissibility of evidence of general reputation.

An action to enjoin a nuisance shall be triable as all other civil cases. In such action, evidence of the general reputation of the building, structure, or place shall be admissible for the purpose of proving the existence of such nuisance.

State Law reference— Similar provisions, O.C.G.A. § 41-3-5.

Sec. 42-34. - Order of abatement generally.

(a) If the existence of a nuisance shall be established in an action as provided in this article, an order of abatement shall be entered as a part of the judgment in the case, which order shall direct the removal from the building, structure, or place of all fixtures, furniture, and chattels used in conducting the nuisance and shall direct the sale thereof in the manner provided for the sale of chattels under execution; provided, however, that if it shall appear to the judge that the furniture and chattels are owned by others than the occupants of the building, structure, or place, he may order the effectual closing of the building, structure, or place against its use for any purpose for a period of one year, unless sooner released.

(b) If any person shall break and enter or use a building, structure, or place directed to be closed, as provided in subsection (a) of this section, he shall be punished as for contempt.

(c) For removing and selling the movable property, the sheriff or other duly qualified levying officer of the court shall be entitled to charge and receive the same fees as he would for levying upon and selling like property on execution; and, for closing the premises and keeping them closed, a reasonable sum shall be allowed by the court.

State Law reference— Similar provisions, O.C.G.A. § 41-3-7.

Sec. 42-35. - Disposition of proceeds of personal property.

The proceeds of the sale of the personal property, as provided in section 42-33 shall be applied in payment of the cost of the action and abatement, and the balance, if any, shall be paid to the defendant.

State Law reference— Similar provisions, O.C.G.A. § 41-3-8.

Sec. 42-36. - Suspension of abatement order and release of property.

(a) If the owner of the building, structure, or place ordered abated shall appear and pay all costs of the proceedings and file a bond with sureties to be approved by the clerk in the full value of the property, to be ascertained by the court, conditioned that he will immediately abate the nuisance and prevent the same from being established or kept within a period of one year thereafter, the court may, if satisfied of the good faith of the owner, order the building, structure, or place closed under the order of abatement to be delivered to said owner and the order of abatement suspended so far as it may relate to said property.

(b) The release of the property under subsection (a) of this section shall not release it from any judgment lien, penalty, or liability to which it may be subject by law.

State Law reference— Similar provisions, O.C.G.A. § 41-3-9.

Sec. 42-37. - Issuance of permanent injunction.

(a) Whenever a permanent injunction is issued against any person for maintaining a nuisance as described in this article or against any owner of the building, structure, or place knowingly kept or used for the purposes prohibited by this article, the judge granting the injunction shall, at the same time, enter judgment against the person, firm, or corporation owning said building, structure, or place in the sum of \$300.00; and said judgment shall be a special lien upon the premises complained of and the furniture and fixtures therein and shall as against the property rank from date with all other judgments or liens as provided by law.

(b) The judgment provided for in subsection (a) of this section shall issue in the name of the state and be enforced as other judgments in this state pursuant to O.C.G.A. § 41-3-10. The lien of the judgment upon the property used for the purpose of maintaining the nuisance shall not relieve the person maintaining the nuisance or the owner of the building, structure, or place from any of the other penalties provided by law.

(c) All sums arising from the enforcement of the judgment provided for in subsection (a) of this section shall be paid into the treasury of the city in which said judgment is entered and become part of the general funds of said city.

State Law reference— Similar provisions, O.C.G.A. § 41-3-10.

Sec. 42-38. - Contempt proceedings.

(a) In the event of the violation of any injunction granted under this article, the court may summarily try and punish the offender. The proceedings shall be commenced by filing with the clerk of the court an information, under oath, setting out the alleged facts constituting such violation, upon which the court or judge shall cause a warrant to be issued for the arrest of the offender. The trial may be had upon affidavits, or either party may demand the production and oral examination of witnesses.

(b) A party found guilty of violating the provisions of an injunction shall be punished as for contempt in the discretion of the judge.

State Law reference— Similar provisions, O.C.G.A. § 41-3-12.

ARTICLE IV. NOISE^[2]

Footnotes:

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State Law reference— Limits on sound volume produced by radio, tape player or other mechanical sound-making device or instrument from within the motor vehicle, O.C.G.A. § 40-6-14.

Sec. 42-39. - Noise

It shall be unlawful for any person to make any loud noises that would disturb a reasonable person of ordinary sensibilities, engage in noisy disputes or conversation that would disturb a reasonable person of ordinary sensibilities engage in any loud acts of behavior that would disturb a reasonable person of ordinary sensibilities, or in any other manner disturb the public peace, quiet, and order. However, within a designated entertainment district, sound levels shall abide by, and be measured in accordance with the provisions of section 6-411.

Sec. 42-40. - Same—Enumeration.

The following acts, among others, are declared to be loud noises in violation of this section, but this enumeration shall not be deemed to be exclusive:

(4) *Yelling, shouting, and the like.* Yelling, shouting, hooting, whistling or singing on the public streets, particularly between the hours of 11:00 p.m. and 7:00 a.m., or at any time or place so as to disturb a reasonable person of ordinary sensibilities in any office, dwelling, hotel or other type of residence or of any persons in the vicinity, is prohibited.

(6) *Construction or repair of buildings.* The erection, excavating, demolition, alteration or repair of any building other than between the hours of 7:00 a.m. and 10:00 p.m. on weekdays is hereby prohibited, except that the building inspector may determine when the loss or inconvenience that would result to any party in interest is of such a nature as to warrant special consideration, then the building official may grant a permit for a period not to exceed ten days or less for this work to be done between the hours of 10:00 p.m. and 7:00 a.m. on weekdays. Saturday construction between the hours of 8:00 a.m. and 8:00 p.m. may be conducted with the approval of the city manager or his designee. This approval may be rescinded if complaints are received.

(10) *Sound trucks.* The use of mechanical loudspeakers or amplifiers on trucks or other moving or standing vehicles at such an unreasonable volume as to disturb a reasonable person of ordinary sensibilities, is prohibited.

(18) *Operation of motor vehicles.* The operation of motor vehicles, including cars, trucks, motorcycles, upon any parking facility, public or private, vehicle access or pedestrian walkway, or street, public or private, so as to disturb a reasonable person of ordinary sensibilities. This prohibition includes the operation of trash trucks and garbage vehicles prior to 7:00 a.m. or after 10:00 p.m. weekdays and prior to 8:00 a.m. or after 9:00 p.m. on weekends.

Sec. 42-41. - Same—Exceptions.

Secs. 42-42—42-53. - Reserved.

Section 2.

All ordinances or parts of ordinances in conflict herewith are hereby expressly repealed.

SO ORDAINED AND EFFECTIVE, this ____ day of _____, 20__.

Approved:

Mike Mason, Mayor

ATTEST:

_____(SEAL)
Kym Chereck, City Clerk

02019-08-152

AN ORDINANCE TO AMEND THE CITY OF PEACHTREE CORNERS ZONING MAP PURSUANT TO RZ2019-003 AND V2019-005, CHABAD GWINNETT, REQUEST TO REZONE 0.485 ACRES FROM R-100 TO O-I WITH ASSOCIATED VARIANCES TO ALLOW FOR A NEW RELIGIOUS FACILITY AT 5815 CROOKED CREEK ROAD, DIST. 6, LAND LOT 303, PEACHTREE CORNERS, GA.

WHEREAS: Notice to the public regarding said public hearing has been duly published in The Gwinnett Daily Post, the Official News Organ of Peachtree Corners; and

WHEREAS: Public Hearings were held by the Mayor and City Council of Peachtree Corners on October 22, 2019 and November 19, 2019;

NOW THEREFORE, IT IS HEREBY ORDAINED by the governing authority of the City of Peachtree Corners, Georgia while in Regular Session on November 19, 2019, that Zoning Case RZ2019-003 & V2019-005, Chabad Gwinnett, is hereby approved for the above referenced property with the following enumerated conditions:

1. The property shall be rezoned from R-100 to O-I.
2. Variances shall be approved so that the rear yard setback for the building is reduced to 40' along the southwest portion of the rear and 20' along the northwest portion of the rear. Additionally, a variance shall be approved so that the rear buffer area is reduced to 35' along the southwest portion of the rear and 15' along the northwest portion of the rear. The buffer adjacent to the parking lot shall also be reduced to 25'.
3. The development shall be in substantial conformance with the plan labeled "Plan of Chabad Gwinnett" dated August 30, 2019.
4. Development shall include no more than the three access points shown on the plan: the existing driveway at the house, the proposed parking lot driveway along Crooked Creek Road and the proposed parking lot driveway along Spalding Drive.
5. Applicant shall install a replanted buffer along the rear of the existing building's lot consisting of double staggered rows of evergreens that are no less than 6 feet in height at time of planting plus additional shrubs that are no less than 3 feet in height at the time of planting to ensure a fully-vegetated buffer.
6. Applicant shall leave the buffer adjacent to the proposed parking lot undisturbed. Areas that are sparse with vegetation shall be supplemented by plantings to ensure a fully-vegetated buffer.
7. The synagogue shall make provisions for off-site parking when events are expected to generate a greater need for parking than the site can accommodate. In addition, an off-duty officer shall be utilized to manage traffic, if needed, in order to avoid traffic impacts to Spalding Drive.
8. The synagogue building shall be one story in height and the exterior architecture shall be approved by the Community Development Director.
9. No external sound system shall be utilized on the subject property.

10. The synagogue shall be limited to worship services and customary accessory uses such as meeting space and offices. Expansion beyond these uses, including but not limited to day care and day school, shall require a change in conditions through a public hearing process.
11. Sidewalks shall be installed along the Crooked Creek Road and Spalding Drive frontages at both the synagogue and parking lot sites, where missing.
12. A sidewalk connection shall be provided between the parking lot and the synagogue building near the sanctuary addition.
13. Signage and driveway design shall be utilized to prevent left turns from the parking lot onto Spalding Drive.
14. Dumpster shall have a three-sided enclosure constructed of brick, stone, or wood with a gated, opaque fourth side constructed of metal or wood that is complementary to the architecture of the synagogue.
15. A deceleration lane shall be constructed on Crooked Creek Road at the entrance to the parking lot as shown on the submitted plan.

Effective this 19th day of November, 2019.

So Signed and Witnessed

Approved :

this _____ day of _____, 2019
Attest:

Kymerly Chereck, City Clerk

Mike Mason, Mayor



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

PUBLIC HEARING APPLICATION

REZONING, SPECIAL USE PERMIT, OR CHANGE IN CONDITIONS

A properly completed application and fees are due at the time of submittal. **An incomplete application will not be accepted.** Original signatures are required for the Application.

REQUIRED ITEMS	NUMBER OF COPIES	REQUIRED	PROVIDED
Completed Application Form	• 1 original	<input type="checkbox"/>	<input type="checkbox"/>
Boundary Survey with Legal Description	• 1 full size copy • 1- 8-1/2" x 11" or 11" x 17" reduction	<input type="checkbox"/>	<input type="checkbox"/>
Site Plan	• 1 full size Copy • 1- 8-1/2" x 11" or 11" x 17" reduction	<input type="checkbox"/>	<input type="checkbox"/>
Letter of Intent	• 1 copy	<input type="checkbox"/>	<input type="checkbox"/>
Applicant Certification with Notarized Signature	• 1 copy	<input type="checkbox"/>	<input type="checkbox"/>
Property Owner Certification with Notarized Signature	• 1 copy	<input type="checkbox"/>	<input type="checkbox"/>
Standards Governing Exercise of the Zoning Power	• 1 copy	<input type="checkbox"/>	<input type="checkbox"/>
Disclosure Report Form (Conflict of Interest Certification/Campaign Contributions)	• 1 copy	<input type="checkbox"/>	<input type="checkbox"/>
Verification of Paid Property Taxes (most recent year)	• One (1) Copy (per tax parcel)	<input type="checkbox"/>	<input type="checkbox"/>
Electronic copy of complete package	• One (1) copy	<input type="checkbox"/>	<input type="checkbox"/>
Application Fee	• Make checks payable to the City of Peachtree Corners	<input type="checkbox"/>	<input type="checkbox"/>
ADDITIONAL EXHIBITS (IF REQUIRED)			
Additional site plan requirements for R-TH, R-ZT, Modified, CSO, OBP, MUD or MUO rezoning requests	• 1 copy	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Study	• 1 copy	<input type="checkbox"/>	<input type="checkbox"/>
Development of Regional Impact Review Form	• 1 copy	<input type="checkbox"/>	<input type="checkbox"/>
Community Information Meeting Certification	• 1 copy	<input type="checkbox"/>	<input type="checkbox"/>

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: <u>The Chabad Enrichment Center, Inc. C/O Mahaffey Pickens Tucker, LLP</u>	NAME: <u>The Chabad Enrichment Center, Inc. C/O Mahaffey Pickens Tucker, LLP</u>
ADDRESS: <u>1550 North Brown Road Suite 125</u>	ADDRESS: <u>3604 Parkmont Ct</u>
CITY: <u>Lawrenceville</u>	CITY: <u>Peachtree Corners</u>
STATE: <u>GA</u> ZIP: <u>30043</u>	STATE: <u>GA</u> ZIP: <u>30092</u>
PHONE: <u>(770) 232-0000</u>	PHONE: <u>(770) 232-0000</u>
E-MAIL: <u>slanham@mptlawfirm.com</u>	E-MAIL: <u>slanham@mptlawfirm.com</u>
APPLICANT CONTACT, IF DIFFERENT THAN ABOVE	
CONTACT PERSON: <u>Shane Lanham</u> PHONE: <u>(770) 232-0000</u>	
CONTACT'S E-MAIL: <u>slanham@mptlawfirm.com</u>	

APPLICANT IS THE:

OWNER'S AGENT PROPERTY OWNER CONTRACT PURCHASER

PRESENT ZONING DISTRICT(S): R-100 REQUESTED ZONING DISTRICT: O-1

LAND DISTRICT(S): 6 LAND LOT(S): 303 ACREAGE: 0.485

ADDRESS OF PROPERTY: 5815 Crooked Creek Road NW Peachtree Corners, Georgia 30092

PROPOSED DEVELOPMENT: Synagogue

Staff Use Only This Section

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

Fees Paid: _____ By: _____

Related Cases & Applicable Conditions:

Description:

RESIDENTIAL DEVELOPMENT

No. of Lots/Dwelling Units _____

Dwelling Unit Size (Sq. Ft.): _____

NON-RESIDENTIAL DEVELOPMENT

No. of Buildings/Lots: 1

Total Bldg. Sq. Ft.: 5972

Gross Density: 21126.6 sq.ft

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 High 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).

LEGAL DESCRIPTION

All that tract or parcel of land lying and being in Land Lot 303 of the 6th District, Gwinnett County, Georgia and being more particularly described as follows:

BEGINNING at a 1/2 inch rebar found located in the westerly right of way of Crooked Creek Road (a 60' right-of-way), said point also being located at the northeast corner of that certain property owned by Eyal Levi and Haddassa E. Levi (now or formerly) (as such property is more particularly depicted in Plat Book 12, Page 99, Gwinnett County, Georgia records); thence leaving the aforesaid right-of-way, North 68° 29' 18'' West, a distance of 150 feet to a 1/2 inch rebar found; thence North 06° 15' 50'' West, a distance of 74.94 feet to a 1/2 inch rebar found; thence North 57° 53' 16'' East, a distance of 125 feet to a 1/2 inch rebar set; thence South 30° 13' 30'' East, a distance of 140.40 feet to a 1/2 inch rebar found in the westerly right-of-way of Crooked Creek Road; thence, with the aforesaid right-of-way, South 21 ° 07' 11 West, a distance of 80.00 feet to a one-half inch rebar found, said point being the POINT OF BEGINNING, and being commonly referred to as 5815 Crooked Creek Road, Peachtree Corners, Georgia, according to the present system of numbering houses in Gwinnett County Georgia.

R/W

SPALDING DRIVE 80'R/W - 45 MPH

APPROX. LOCATION OF EX. 18" WATER LINE

R/W

15 PARKING SPACES

6" L.S. STRIP

30" CL TO EX. RW

19

(DB.46636/PG.0123)

11 PARKING SPACES

17 PARKING SPACES

CROOKED CREEK ROAD 60'R/W - 35 MPH

CEDAR CREEK



35
(PB.12/PG.99)

34

N 06°15'50"W
74.94'(F)
75.00'(P)

PROPOSED 15' BUFFER
N 57°53'16"E 125.00'(F=P)
PROP. 5" IMP. SB 42.5'

2,500-SF SANCTUARY ADDITION

PROPOSED 35' BUFFER
40' BLS
PROP. 5" IMP. SB

30' x 15' 1-STORY MAIN TR. FFE GARAGE 0225.04

CONC WALK

CONC DRIVEWAY

CONC DRIVEWAY

END OF PIPE
INV 001=1612.20

END OF PIPE
INV 001=1612.20

1" x 3" RFB
DIST. OFF. PC
0.75 SE

20' SSE (MAY APPLY)

PROP. 5" IMP. SB
PROPOSED 10' BUFFER

20' SSE (MAY APPLY)

N 68°29'18"W
150.00'(F=P)

20' SSE (MAY APPLY)

50' BLS

10' BLS

33
(PB.12/PG.99)

NOTE: A
UNABLE TO FIELD VERIFY AT THE
TIME OF SURVEY EXACT PIPE
LOCATION WITHOUT EXCAVATION!

S 21°07'11"W
80.00'(F=P)

CROOKED CREEK ROAD ~ 60 R/W
BC/BC VARIES

250.05'(F)
250.00'(P)

1" x 3" RFB
DIST. OFF. PC
0.75 SE

1" x 3" RFB
DIST. OFF. PC
0.75 SE

1" x 3" RFB
DIST. OFF. PC
0.75 SE

1" x 3" RFB
DIST. OFF. PC
0.75 SE

1" x 3" RFB
DIST. OFF. PC
0.75 SE

1" x 3" RFB
DIST. OFF. PC
0.75 SE

1" x 3" RFB
DIST. OFF. PC
0.75 SE



Matthew P. Benson
Gerald Davidson, Jr.*
Brian T. Easley
Kelly O. Faber
Christopher D. Holbrook
Shane M. Lanham

Austen T. Mabe
Jeffrey R. Mahaffey
Steven A. Pickens
Andrew D. Stancil
R. Lee Tucker, Jr.

*Of Counsel

LETTER OF INTENT FOR REZONING APPLICATION

Mahaffey Pickens Tucker, LLP submits the attached rezoning application (the “Application”) on behalf of The Chabad Enrichment Center, Inc. (the “Applicant”), relative to an approximately 0.485 acre tract (the “Property”) located along Crooked Creek Road NW near Spalding Drive within the City of Peachtree Corners (the “City”). The Applicant is proposing to rezone the property to the O-I (Office Institutional) zoning classification in order to develop the Property for use as a place of worship. The property is designated as within the Village Residential character area of the City of Peachtree Corners 2040 Comprehensive Plan (the “2040 Plan”).

The Applicant is a non-profit, religious organization committed to serving the growing Jewish population in the City and surrounding communities in Gwinnett County. The Applicant owns the Property and is also the owner of the parcel immediately adjacent to the Property to the north at the corner of Spalding Drive and Crooked Creek Road NW. The Applicant proposes to ultimately combine the parcels and develop them to accommodate the synagogue. The proposed place of worship would accommodate regular religious services typically held on Saturdays as well as certain other activities that are customarily components of a religious institution. For example, the proposed place of worship could accommodate youth groups, study groups,

weddings, and religious counseling. The proposed development would complement the existing uses of adjacent and nearby property and is in line with the types of institutional uses the City encourages in the Village Residential character area as set forth in the 2040 Plan. Shiloh Baptist Church and Christ the King Lutheran Church are both within a mile of the proposed development and Peachtree Corners Presbyterian Church is located less than 1,000 feet to the west.

The proposed use would also expand religious and civic opportunities for residents and would help meet significant demand for religious institutions in the community. Currently, Gwinnett County holds a Jewish population of over 10,000 families which are significantly underserved relative to the availability of places of worship. The City has recognized the importance of religious institutions through the policies of the 2040 Plan which help to foster a strong sense of community for a growing diverse population.

The Applicant proposes to keep the current structure located on the Property intact and renovate it to meet its primary use of being a place of worship, including adding classrooms and offices that members of the community can use during worship services and community events. The Applicant is also planning to add approximately 1,600 square feet of space on the southerly side of the existing building and approximately 2,500 square feet of the northerly side for use as a sanctuary accommodating approximately 100 seats. The Applicant also requests approval of variances to certain of the City of Peachtree Corners development standards as depicted on the site plan submitted with this Application in order to facilitate the proposed development.

Specifically, the Applicant is requesting the reduction or elimination of certain buffers and building setback lines to accommodate the proposed additions to the existing structure.

The Applicant and its representatives welcome the opportunity to meet with staff of the City of Peachtree Corners Community 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.

This 3rd day of September, 2019.

Respectfully submitted,

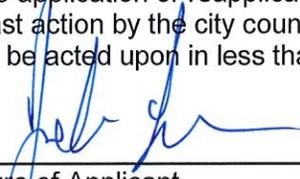
MAHAFFEY PICKENS TUCKER, LLP



Shane M. Lanham
Attorneys for the Applicant
1550 North Brown Road
Suite 125
Lawrenceville, Georgia 30043
(770) 232-0000

APPLICANT'S CERTIFICATION

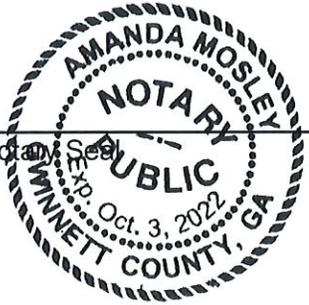
The undersigned below states under oath that they are authorized to make this application. The undersigned is aware that no application or reapplication affecting the same land shall be acted upon within 12 months from the date of last action by the city council unless waived by the city council. In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



Signature of Applicant 8/12/19
Date
JOSEPH LERMAN - RABBI DIRECTOR

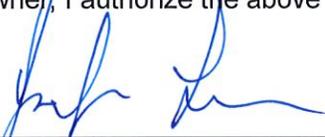
Type or Print Name and Title



Signature of Notary Public 8/12/19
Date Notary Seal


PROPERTY OWNER'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. As the property owner, I authorize the above noted applicant to act on my behalf with regard to this application.



Signature of Property Owner 8-12-19
Date
JOSEPH LERMAN - RABBI DIRECTOR

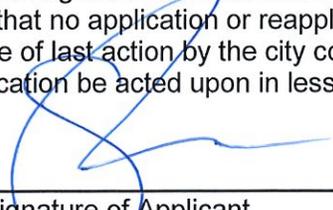
Type or Print Name and Title



Signature of Notary Public 8/12/19
Date Notary Seal


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.



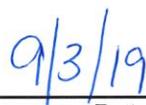
Signature of Applicant
Shane Lanham, Attorney for the Applicant

Type or Print Name and Title

Date
9/3/2019



Signature of Notary Public



Date



PROPERTY OWNER'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. As the property owner, I authorize the above noted applicant to act on my behalf with regard to this application.

Signature of Property Owner

Date

Type or Print Name and Title

Signature of Notary Public

Date

Notary Seal

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.
- 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 neighborhood by providing current residents of the Jewish community with a place of worship in the City of Peachtree Corners.
- E. The proposed rezoning is in conformity with the policy and intent of the Future Land Use Plan. The Future Land Use Plan encourages appropriate institutional uses, such as churches, in this village residential character area. The proposed development would thus be deemed an appropriate use by providing a place of worship to current residents.
- F. The demand for a variety of religious institutions open to families in all practices of faith 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.

**JUSTIFICATION FOR REZONING APPLICATION OF
THE CHABAD ENRICHMENT CENTER, INC.**

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.

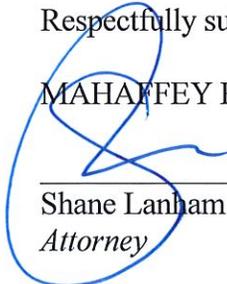
A refusal by the Mayor and City Council to rezone the Property to the requested zoning classifications with such conditions as agreed to by the Applicant, so as to permit the only feasible economic use of the Property, would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable 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 3rd day of September, 2019

Respectfully submitted,

MAHAFFEY PICKENS TUCKER, LLP



Shane Lanham
Attorney

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)

The Chabad Enrichment Center, Inc.
 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] 8-12-19 _____
 Signature of Applicant Date Type or Print Name and Title

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

Amanda Mosley 8/12/19 _____
 Signature of Notary 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)

Mahaffey Pickens Tucker, LLP
 Print Name

1. CAMPAIGN CONTRIBUTIONS

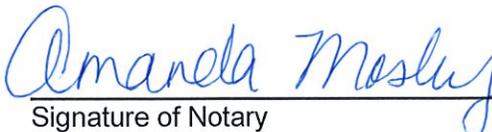
Name of Government Official	Total Dollar Amount	Date of Contribution	Enumeration and Description of Gift Valued at \$250.00 or more

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

 9/3/19

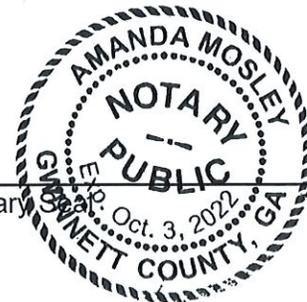
Signature of Applicant's Attorney or Representative Date Type or Print Name and Title

 9/3/19

Signature of Notary

Date

Notary



CHABAD GWINNETT BUILDING FUND

3855 HOLCOMB BRIDGE ROAD SUITE 400
PEACHTREE COR GA 30092-2391

1035

64-5/610 GA
15432

Date 6/24/19

Pay To The Order of Peachtree Corners \$ 850⁰⁰

Eight hundred fifty dollars and ⁰⁰/₁₀₀ Dollars

Bank of America 

ACH R/T 061000052

For _____

MP

⑈001035⑈ ⑆061000052⑆ 334044541498⑈

 Security Features Details on Back.

CHABAD GWINNETT BUILDING FUND

3855 HOLCOMB BRIDGE ROAD SUITE 400
PEACHTREE COR GA 30092-2391

1009

64-5/610 GA
15432

Date 8-29-19

Pay To The Order of _____ \$ 750⁰⁰

SEVEN HUNDRED AND FIFTY Dollars

Bank of America 

ACH R/T 061000052

For _____

MP

⑈001009⑈ ⑆061000052⑆ 334044541498⑈

 Security Features Details on Back.

02019-10-153

AN ORDINANCE TO AMEND CITY OF PEACHTREE CORNERS ZONING RESOLUTION ART. XII AND O2016-01-64, BY AMENDING SEC. 1310, M-1, LIGHT INDUSTRY DISTRICT, REGARDING PROHIBITED M-1 USES WITHIN THE CENTRAL BUSINESS DISTRICT; REPEALING CONFLICTING REGULATIONS; AND SETTING AN EFFECTIVE DATE

WHEREAS, the Mayor and Council of the City of Peachtree Corners are charged with the protection of the public health, safety, and welfare of the citizens of Peachtree Corners; and

WHEREAS, pursuant to Section 1.12(a) of the City Charter, the City is charged with exercising the powers of zoning; and

WHEREAS, the Mayor and Council desire to amend the 2012 Zoning Resolution and Ordinance 2016-01-64;

NOW THEREFORE, the Council of the City of Peachtree Corners hereby ordains, as follows:

Section 1: The City of Peachtree Corners 2012 Zoning Resolution and Ordinance 2016-01-64 shall be amended by adding the following (underlined words):

SECTION 1310 M-1 LIGHT INDUSTRY DISTRICT

Permitted Uses

Only the following uses shall be permitted within the M-1 Light Industry District and no structure shall be erected, structurally altered or enlarged for any use other than as permitted herein with the exception of a) uses lawfully established prior to the effective date of this amendment, b) special uses as permitted herein, c) accessory uses as defined in Article III, Definitions, d) other uses which are clearly similar to and consistent with the purpose of this district, or e) limited uses (listed at the end of this section) for property located within the Central Business District (see CBD boundary map).

Permitted Uses within the Central Business district (see CBD boundary map)

a) All permitted M-1 uses shall be allowed on M-1 zoned property in the Central Business District except the following:

Automobile Body Repair Shop	Maintenance Shop (automobile fleet vehicles)
Automobile Repair Shop	Mini-Warehouse or Self-Storage facility
Baking Plant	Outdoor Storage
Cold Storage Plant	<u>Oversized Signs and Billboards</u>
Funeral Homes and Crematories	Plastics Extrusion Plant
Ice Manufacturing/Packing Plant	Recovered Materials Processing Facility
Laundry / Dry Cleaning Plant (does not apply to retail pick-up facility)	Sexually Oriented Businesses
	Soft Drink Bottling/ Distribution Plant

Truck Rental or Leasing
Truck Fleet Maintenance Shop

- b) **Businesses with an active business license that operate a use listed in a) shall be considered a legal, non-conforming use and may continue to operate for as long as the business license stays active and the business is not discontinued for six months or longer.**
- c) **Uses listed in a) that were authorized by zoning hearing, building permit, land disturbance permit or other similar approval, shall be void if the use did not become operational as evidenced by the issuance of a business license by 2/16/16.**

Section 2

All ordinances or parts of ordinances in conflict herewith are hereby expressly repealed. Effective this _____ day of November, 2019.

Approved by:

Kym Chereck, City Clerk

Mike Mason, Mayor

SEAL

R2019-10-128

A RESOLUTION OF THE CITY OF PEACHTREE CORNERS, GEORGIA TO VACATE AND SELL CERTAIN PORTIONS OF SURPLUS CITY-OWNED RIGHTS-OF-WAY LOCATED IN LAND LOT 251, 6TH DISTRICT, GWINNETT COUNTY, GEORGIA FOR THE PURPOSE OF FACILITATING A NEW TOWHOME DEVELOPMENT IN THE MECHANICSVILLE NEIGHBORHOOD.

WHEREAS, the City owns the rights-of-way for Virginia Avenue, Florida Avenue, and Second Street in the Mechanicsville neighborhood; and

WHEREAS, the developer of the Mechanicsville Townhomes project is interested in purchasing portions of the rights-of-way for incorporation into the overall project as depicted on the survey and legal description; and

WHEREAS, the City has declared the property surplus because the affected portions of the rights-of-way are unnecessary for the long-range transportation needs of the City; and

WHEREAS, pursuant to Peachtree Corners Code of Ordinances Article VI, Sec. 6.33, Sale and lease of property, the City Council is authorized to sell and convey any property owned by the City; and

NOW THEREFORE, IT IS HEREBY RESOLVED by the governing authority of the City of Peachtree Corners, Georgia, as follows:

1. That certain portions of the rights-of-way of Virginia Avenue, Florida Avenue, and Second Street are hereby declared to be surplus property; and
2. That the City Manager is authorized to negotiate the terms and execute any required documents to facilitate the sale and transfer of the surplus property if acceptable terms are reached.

SO RESOLVED AND EFFECTIVE, this the 22nd day of October, 2019.

Attest:

Approved:

Kym Chereck, City Clerk

Mike Mason, Mayor

Seal

Action Item

Change Order

Greg Ramsey

From: Catherine.Higgins@gwinnettcountry.com
Sent: Thursday, October 3, 2019 9:40 AM
To: Greg Ramsey
Subject: Change Order 2
Attachments: Peachtree Corners 2014 IGA Change Order 2 - FINAL.doc

Good Afternoon Greg,

Attached please find the agreement that we spoke about the last time we talked a couple of weeks ago. Change Order 2 will realign funding based on actual expenditures and estimates for the remaining projects. Because the SR 140/Jimmy Carter Project is complete, we will move the remaining budget to the SR 141/Peachtree Parkway project and the Spalding Drive project. This will also change the City's contribution from a 50/50 split to the normal 81/19 split, so the City's contribution will actually decrease.

Please feel free to call me with any questions you have. I am happy to come visit and explain if needed.



Gwinnett
vibrantly connected

Catherine Higgins | Contracts Coordinator | Gwinnett County Government
770.822.7441 | 75 Langley Drive Lawrenceville, GA 30046 | www.gwinnettcountry.com

Project Name	Improvement Type	Description	Maximum County Contribution	Minimum City Contribution (From Original IGA 11/10/14)	Minimum City Contribution (From Change Order #1, 7/14/18)	Minimum City Contribution PROPOSED Change Order #2	Maximum County Contribution PROPOSED Change Order #2
SR 141/Peachtree Parkway (Southbound)	Intersection Improvement	Improvements – Engineering and Construction Phases	\$539,220	\$380,000	\$122,780	\$125,854	\$536,534
ATMS/ITS	ATMS/ITS	Improvements and upgrades to certain traffic signals	\$806,875	\$189,267	\$189,267	\$189,267	\$806,875
SR 140/Jimmy Carter Boulevard	Pedestrian Improvement	Improvements between Peachtree Industrial Boulevard and Holcomb Bridge Road	\$85,000*	\$85,000	\$85,000	\$24,408	\$24,408
SR 13/US 23/Buford Highway	at SR 140/Jimmy Carter Boulevard	Intersection Improvement (ROW Phase)	A portion of the cost to acquire right of way for intersection project.	\$2,000,000	\$1,000,000	\$1,000,000	\$2,000,000
Spalding Drive	From Winters Chapel Road to Holcomb Bridge Road	Major Road Widening	A portion of the engineering and right-of-way phases.	\$591,085	\$138,650	\$154,493	\$654,363
				<u>\$3,245,352</u>	<u>\$1,535,697</u>	<u>\$1,494,022</u>	<u>\$4,022,180</u>

CHANGE ORDER NO. 2 BETWEEN GWINNETT COUNTY
AND THE CITY OF PEACHTREE CORNERS REGARDING
JOINTLY FUNDED 2014 SPLOST PROJECT(S)
(PROJECT # F-1069)

This Change Order (hereinafter referred to as “Change Order No. 2”), made by and between the City of Peachtree Corners, a municipal corporation chartered by the State of Georgia and headquartered at 147 Technology Parkway NW, Suite 200, Peachtree Corners, GA 30092 (hereinafter referred to as “CITY”) and Gwinnett County, Georgia, a political subdivision of the State of Georgia headquartered at 75 Langley Drive, Lawrenceville, Georgia 30046 (hereinafter referred to as “COUNTY”) each of whom has been duly authorized to enter into this Change Order No. 2.

WITNESSETH

WHEREAS, the COUNTY entered into an agreement with the CITY dated December 16, 2014 to jointly fund a transportation project to be managed by the COUNTY (hereinafter referred to as Original Agreement) and subsequently Change Order No. 1 dated July 14, 2018 (hereinafter referred to as Change Order No.1);

WHEREAS, the Original Agreement and Change Order No. 1 included a good faith project cost estimate for all projects; and

WHEREAS, the actual cost to construct the County-managed sub-project identified as SR 140/Jimmy Carter Boulevard Pedestrian Improvement in Change Order No. 1 will be less than the good faith estimate; and

WHEREAS, the COUNTY and CITY wish to realign funding based on actual expenditures and updated estimates;

NOW, THEREFORE, the COUNTY and the CITY, in consideration of the mutual promises and agreements set forth herein, do agree as follows:

1. This Change Order No. 2 amends the agreement between the COUNTY and CITY as follows:
 - a) The SR 140/Jimmy Carter Boulevard Pedestrian Improvement project will be adjusted to actual expenditures of \$48,815.47. This reflects a COUNTY contribution of \$24,407.74 and a CITY contribution of \$24,407.73. The remaining COUNTY funding of \$60,592.27 will be transferred to the SR 141/Peachtree Parkway (Southbound) project and to the Spalding Drive Widening project.
 - b) The SR 141/Peachtree Parkway (Southbound) project will be increased by \$387.86 to reflect additional project expenses. Funding will be adjusted to reflect an accurate 81% COUNTY contribution and 19% CITY contribution funding split as outlined in the original Agreement. These funds will be transferred to this project from the SR 140/Jimmy Carter Boulevard pedestrian improvement project.
 - c) The Spalding Drive Widening project will be increased by \$78,120.67. Funding will be adjusted to reflect an accurate 81% COUNTY contribution and 19% CITY contribution funding split as outlined in the original Agreement. These funds will be transferred to this project from the SR 140/Jimmy Carter Boulevard Pedestrian Improvement project.

2. The revised maximum COUNTY contribution and minimum CITY contribution for each project is outlined in Exhibit A attached hereto.
3. Except as explicitly stated in Sections 1 and 2 of this Change Order No. 2, the existing projects shall not be updated, amended, or altered in any way. Under no circumstances does this Change Order No. 2 change the COUNTY'S total financial obligation to the projects. The scope of the existing projects shall remain as stated in the Original Agreement.
4. All notices pursuant to this agreement shall be served as follows: As to the COUNTY, Chairman, Gwinnett County Board of Commissioners, 75 Langley Drive, Lawrenceville, Georgia 30046. As to the CITY, Mayor, City of Peachtree Corners, 147 Technology Parkway NW, Suite 200, Peachtree Corners, GA 30092.
5. Except as herein supplemented, modified and amended, the Original Agreement, dated December 16, 2014 and Change Order No. 1 dated July 14, 2018, will remain in full force and effect and shall in all respects govern and control.

It is expressly agreed by the parties that this Change Order No. 2 is supplemental to the Original Agreement of December 16, 2014 and Change Order No. 1 dated July 14, 2018, and all previous Agreements which are by reference made a part hereof. All terms, conditions, and provisions thereof unless specifically modified herein are to apply to this Change Order No. 2, and are made a part hereof as though they were expressly rewritten, incorporated, and included herein.

IN WITNESS WHEREOF, the parties hereto acting through their duly authorized agents have caused this agreement to be signed and delivered on the date set forth below.

This _____ day of _____, 2019.

GWINNETT COUNTY, GEORGIA

CITY OF PEACHTREE CORNERS, GEORGIA

By: _____
CHARLOTTE J. NASH

By: _____

Title: CHAIRMAN

Title: MAYOR

ATTEST:

ATTEST:

By: _____

By: _____

Title: County Clerk/Deputy County Clerk (SEAL)

Title: City Clerk (SEAL)

APPROVED AS TO FORM:

County Staff Attorney

Exhibit A – 2014 SPLOST Jointly Funded Transportation Projects

County-managed Project

Project Name	Improvement Type	Description	Maximum County Contribution	Minimum City Contribution
SR 141/Peachtree Parkway (Southbound)	Intersection Improvement	Improvements – Engineering and Construction Phases	\$536,534	\$125,854
Spalding Drive	Major Road Widening	A portion of the engineering and right-of-way phases	\$654,363	\$153,493
SR 140/Jimmy Carter Boulevard	Pedestrian Improvement	Improvements between Peachtree Industrial Boulevard and Holcomb Bridge Road	\$24,408	\$24,408
ATMS/ITS	ATMS/ITS	Improvements and upgrades to certain traffic signals	\$806,875	\$189,267
SR 13/ US 23/ Buford Highway	Intersection Improvement (ROW phase)	A portion of the cost to acquire right of way for intersection project	\$2,000,000	\$1,000,000

City-managed Project

Project Name	Improvement Type	Description	Maximum County Contribution
Holcomb Bridge at SR 140/ Jimmy Carter Boulevard	Intersection Improvement	CITY shall perform all phases necessary to construct additional turn lanes	\$593,905

Action Item

MOU

MEMORANDUM OF UNDERSTANDING

Shared Micromobility Devices Pilot Program

This Services Agreement ("Agreement") for Shared Micromobility Devices is made this ____ day of _____ 2019, by and between the City of Peachtree Corners, a municipal corporation ("City") and *Operator*. City and *Operator* are each individually referred to as a "Party," and collectively, the "Parties."

Recitals

1. City seeks to provide safe and affordable multimodal transportation options to all residents, reduce traffic congestion, and maximize carbon-free mobility.
2. Shared Micromobility services are a component to help the City achieve their transportation goals, and the City desires to make Shared Micromobility services available to residents and those who work in the City.
3. *Operator* proposes to operate a Shared Micromobility program within Technology Park Atlanta area of the City.
4. *Operator* will abide by relevant City ordinances and rules to efficiently and effectively provide shared micromobility services.
5. *Operator* possesses GPS, cell and/or Bluetooth connectivity, self-locking technology, and automated repositioning technology in its shared micromobility products such that its vehicles may be locked and unlocked by users with an app, repositioned, and tracked to provide for operations and maintenance.
6. For purposes of the pilot program, *Operator* agrees to enter into an agreement with Tortoise, Inc., a developer of automated repositioning technology, to be the provider of the technology and services related to the automated repositioning of shared micromobility devices.
7. For purposes of this agreement, shared micromobility vehicles used as part of a micromobility share service shall refer solely to electric kick-scooters.
8. The City's intent for authorizing a pilot is to ensure public safety and minimize negative impacts on the public right of way, as well as to analyze data in a controlled setting to inform the City.

In consideration of the mutual covenants and representations set forth in this Agreement, City and *Operator* hereby agree to launch a pilot Shared Micromobility Program in the City as follows:

Agreement

1. **Pilot Term.** Pursuant to the terms of this Agreement, the City hereby gives *Operator* an exclusive revocable and non-transferrable license to utilize the City Right of Way in order to provide shared micromobility services within the City. For purposes of this Agreement, the term Right of Way ("ROW") refers to sidewalks, roads, and other pathways owned and maintained by the City. City hereby grants *Operator* the right to operate a pilot shared micromobility program for an initial pilot period of six months from execution of this agreement. Upon conclusion of the initial pilot period, *Operator* shall return to the City Council to present user data regarding the initial pilot period, and may seek extensions to the pilot program, pending City Council approval.
2. **License to Use City Right of Way.** City authorizes *Operator* a license to use the public Right of Way solely for the purposes of maintaining and offering its shared micromobility vehicle fleet within the City. Authority to utilize the City Right of Way for this fleet is dependent on compliance with all terms of this Agreement. This authorization is not a lease or an easement, and it is not intended and shall not be construed to transfer any real property interest in City property. A party that deploys or operates shared micromobility vehicles in the City without Council approval and without a signed agreement with the City will be penalized in accordance with relevant City Code.
3. **Permitted Use.** *Operator* customers may use the public Right of Way solely for operation of shared micromobility vehicles owned and maintained by *Operator* for use in this pilot program. *Operator* shall not place or attach any personal property, fixtures, or structures to City Right of Way without the prior written consent of City or private property owners.
 - a. *Operator*'s operations within the City, shall, at a minimum: a) not adversely affect City Right of Way or the City's streets or sidewalks; b) not adversely affect the property rights of any third parties; c) not inhibit pedestrian movement within the public way or along other property or rights-of-way owned or controlled by the City; d) not create conditions which are a threat to public safety and security; and e) not impede ADA required accessibility on all City rights of way.

7. Operations and Maintenance. *Operator* will operate in the City no more than the maximum number of shared micromobility vehicles that is specified in "Exhibit A," unless amended. *Operator* shall be responsible to maintain the Shared Micromobility Fleet as set forth in "Exhibit A." *Operator* shall be solely responsible for all maintenance and service costs in order to maintain the Shared Micromobility Fleet and associated maintenance to minimum level of service and reporting outlined in "Exhibit A."

8. Indemnification. To the fullest extent permitted by laws and regulations, *Operator* and its subconsultants shall defend, indemnify, and hold harmless the City, its elected and appointed officials, attorneys, administrators, consultants, agents, and employees from and against all claims, damages, losses, and expenses direct, indirect, or consequential (including but not limited to fees and charges of attorneys and other professionals and court and arbitration costs) arising out of or resulting from this pilot program, including but not limited to:
 - a) Any occurrence upon, at, or from City Right of Way or occasioned wholly or in part by the entry, use, or presence upon City Right of Way by *Operator* or by anyone making use of City Right of Way at the invitation or sufferance of *Operator*.

 - b) Use of *Operator's* shared micromobility vehicles by any individual, regardless of whether such use was with or without the permission of *Operator*, including claims by users of the vehicles or third parties and caused in whole or in part by either (i) any willful, intentional, reckless, or negligent act or omission of *Operator*, any subconsultant, or any person or organization directly or indirectly employed by any of them to perform or furnish any of the work or anyone for whose acts any of them may be liable, regardless of whether or not it is caused in part by a party indemnified hereunder and regardless of the negligence of any such indemnified party, or (ii) any willful, intentional, reckless, or negligent act or omission of any individual or entity not a party to this agreement, or (iii) any negligent act or omission of the City or the City's officers, agents, or employees. The parties expressly agree that this provision shall be construed broadly, and *Operator's* obligations to pay for the City's legal defense hereunder shall arise and be fully enforceable when *Operator* (or any subconsultant or any person or organization directly or indirectly employed by Professional) is alleged to have acted willfully, intentionally, recklessly, or negligently in the performance of the work required under this Agreement. This provision shall survive termination of the Agreement.

In any and all claims against the City or any of its elected or appointed officials, consultants, agents, or employees by any employee of *Operator*, any subconsultant, any person or organization directly or indirectly employed by any of them to perform or furnish any of the work or anyone for whose acts any of them may be liable, the indemnification obligation under the above paragraph shall not be limited in any way by any limitation on the amount or type of damages, compensation, or benefits payable by or for *Operator* or any such subconsultant or other person or organization under workers' or workman's compensation acts, disability benefit acts, or other employee benefit acts. Moreover, nothing in this Indemnification and Hold Harmless provision shall be considered to increase or otherwise waive any limits of liability, or to waive any immunity, established by Georgia Statutes, case law, or any other source of law.

9. Insurance. Prior to beginning and continuing throughout the term of this Agreement, *Operator*, at sole cost and expense, shall furnish the City with certificates of insurance evidencing that it has obtained and maintains insurance in the following amounts:

- a. Workers' Compensation that satisfies the minimum statutory limits.
- b. Commercial General Liability and Right of Way Damage Insurance in an amount not less than ONE MILLION DOLLARS (\$1,000,000) combined single limit per occurrence, TWO MILLION DOLLARS (\$2,000,000) annual aggregate, for bodily injury, property damage, products, completed operations, and contractual liability coverage.
- c. Comprehensive automobile insurance in an amount not less than ONE MILLION DOLLARS (\$1,000,000) per occurrence for bodily injury and property damage including coverage for owned and non-owned vehicles.

All insurance policies, except workers compensation, shall be written on a per occurrence basis and shall name the City Indemnitees as additional insureds on a primary and non-contributory basis while any City insurance shall be secondary and in excess to *Operator's* insurance. All policies, including workers compensation, shall include a waiver of subrogation in favor of the City of Peachtree Corners. If *Operator's* insurance policy includes a self-insured retention that must be paid by a named insured as a precondition of the insurer's liability, or which has the effect of providing that payments of the self-insured retention by others, including additional insureds or insurers do not serve to satisfy the self-insured retention, such provisions must be modified by special endorsement so as to not apply to the additional insured coverage required by this agreement so as to not prevent any of the parties to this agreement from satisfying or paying the self-insured retention required to be paid as a precondition to the insurer's liability. Additionally, the certificates of insurance must note whether the policy does or does not include any self-insured

retention and also must disclose the deductible. The City's Risk Manager may waive or modify any of the insurance requirements of this section.

10. Sovereign Immunity. *Operator* acknowledges that the Georgia Doctrine of Sovereign Immunity bars all claims by *Operator* against the City other than claims arising out of this Agreement. Specifically, *Operator* acknowledges that it cannot and will not assert any claims against the City, unless the claim is based upon a breach by the City of this Agreement.

Operator acknowledges that this Agreement in no way estops or affects the City's exercise of its regulatory authority. In addition, the City retains the full extent of its sovereign immunity in relation to the exercise of its regulatory authority. *Operator* acknowledges that it has no right and will not make claim based upon any of the following:

- a. Claims based upon any alleged breach by the City of implied warranties or representations not specifically set forth in this Agreement, as the parties stipulate that there are no such implied warranties or representations of the City. All obligations of the City are only as set forth in this Agreement;
- b. Claims based upon negligence or any tort arising out of this Agreement;
- c. Claims upon alleged acts or inaction by the City, its councilmembers, attorneys, administrators, consultants, agents, or any City employee;
- d. Claims based upon an alleged waiver of any of the terms of this Agreement unless such waiver is in writing and signed by an authorized representative for the City and *Operator*.

11. Compliance with Law. *Operator*, at its own cost and expense, shall comply with all statutes, ordinances, regulations, and requirements of all governmental entities applicable to its operation of its shared micromobility program. If any license, permit, or other governmental authorization is required for *Operator's* lawful use or occupancy of City Right of Way or any portion thereof, *Operator* shall procure and maintain such license, permit, and/or governmental authorization throughout the term of this Agreement. City shall reasonably cooperate with *Operator*, at no additional cost to City, such that *Operator* can properly comply with this Section and be allowed to use City Right of Way as specified in Section *Operator*, above.

12. Required Reports. *Operator* shall provide reports to the City concerning utilization of its shared micromobility vehicles and route usage not less than monthly. The format and type of data contained in the reports will be determined by the City, in coordination with *Operator*, as long as such information contains no personally identifiable information and

is anonymized. Any and all documents, records, disks, or other information shall become the property of the City for its use and/or distribution as may be deemed appropriate by the City.

13. No Joint Venture. Nothing herein contained shall be in any way construed as expressing or implying that the parties hereto have joined together in any joint venture or liability company or in any manner have agreed to or are contemplating the sharing of profits and losses among themselves in relation to any matter relating to this Agreement.

14. Term. This Agreement shall commence on _____, 2019, (the "Commencement Date") and shall continue per the terms in Section 1, unless earlier terminated pursuant to Section 17, below.

15. Termination. This Agreement may be terminated prior to the expiration date set forth in Section 1, above, upon the occurrence of the following conditions:

Upon delivery of written notice from City to *Operator*, or vice versa, terminating this agreement for any reason, or for no reason, by giving at least thirty (30) days' notice of such termination.

Upon the effective date of termination of this Agreement, *Operator* shall remove all vehicles covered in this agreement from the City and restore all City Right of Way to the condition of the City Right of Way at the Commencement Date of this Agreement.

16. Amendment. This Agreement may be amended by mutual agreement of the parties. An amendment to the maximum number of vehicles allowed can be made by mutual agreement via email with the City Manager, or the City Manager's designee. Any other amendments shall only be effective if incorporated in written amendments to this agreement and executed by duly authorized representatives of the parties.

17. Notice. Any notice, request, instruction or other document required or permitted to be given hereunder by either party hereto to the other shall be in writing, and delivered personally, or sent by certified or registered mail, postage prepaid, return receipt requested, to the address set forth for such party at the bottom of this Agreement. Any notice so given shall be deemed received when personally delivered or three (3) business days after mailing. Any party may change the address to which notices are to be sent by giving notice of such change of address to the other party in the manner herein provided for giving notice. Notice as to the City of Peachtree Corners shall be to:

City Attorney
City of Peachtree Corners
310 Technology Parkway
Peachtree Corners, Ga 30092
cc: City Attorney

Notice as to _____ shall be to:

[Operator Name]
[Operator Address]

18. Applicable Law and Venue. The laws of the State of Georgia shall govern this Agreement. Any and all legal action necessary to enforce the Agreement will be held in Gwinnett County, and the Agreement will be interpreted according to the laws of Georgia.

19. Counterparts. This agreement may be executed simultaneously or in any number of counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same agreement.

20. Public Records. Records subject to the provisions of the Open Records Act (the "Act") under Title 50 of the Georgia Code, shall be kept and maintained in accordance with such Statute. *Operator* acknowledges that records and books, not subject to exemption under the Act, may be disclosed and/or produced to third parties by the City in accordance with requests submitted under the Act or court orders without penalty or reprisal to the City for such disclosure and/or production. *Operator* also agrees to assert, in good faith, any relevant exemptions provided for under the Act for records in its possession on behalf of the City.

Exhibit “A”

Operator Operations and Maintenance Plan Shared Micromobility Vehicle Pilot Program City of Peachtree Corners

FLEET SIZE

Operator will deploy an initial fleet of up to 100 shared micromobility vehicles (for purposes of this agreement this shall only include electric kick-scooters over the course of the pilot) The vehicles will initially be deployed in the area identified in “Exhibit B” with an emphasis on commercial and retail areas, or other locations identified in conjunction with the City's Public Works Department, to help guide distribution based on user demand and usage trends. *Operator* may not operate more than 100 shared micromobility vehicles in the City at one time.

PLACEMENT PLAN

Operator plans to initially deploy up to 100 shared micromobility vehicles at areas designated by the City within the Service Area identified in “Exhibit B,” where *Operator* vehicles may help address "last mile" transportation issues. Initial deployment by *Operator* will be vetted by the Public Works Department staff and adjusted as deemed necessary by staff. *Operator's* use of automated repositioning technology can adjust vehicle deployment and distribution based on user demand and usage data. The City will be able to request deployment of vehicles at a particular location. Rebalancing/relocation requests are a priority and should be handled by *Operator* in a timely manner. Poorly placed vehicles and excessive numbers of vehicles in one staging location reflect poorly on the City and on *Operator*.

Furthermore, *Operator* will work with City and other relevant entities to determine areas where *Operator's* vehicles can be placed, as well as work with companies in the City to locate *Operator* distribution points.

Operator's ground operations team will place *Operator* vehicles in parking zones throughout the program area and any other locations designated or suggested by the City. *Operator* will ensure that shared micromobility vehicles are not obstructing pedestrian or motor vehicle traffic when they are deployed, and that ADA required paths of travel are available at all times. *Operator* will work with the Public Works Department to develop best practices for placement on City sidewalks and right of ways, and to develop a map of locations throughout the City suitable for placement, parking, and deployment. The City may veto any placement, parking, or deployment location at any time for any reason.

USER EDUCATION

Operator is responsible for all user education regarding their shared micromobility vehicles, including education regarding all relevant statutes, ordinances, and regulations. *Operator* believes

that the most effective, consistent, and efficient method of providing important notices and educating users is through *Operator*'s app. Any *Operator* user may utilize the app, helping to ensure important information is seen and acknowledged (as opposed to stickers or physical signs that may be unseen or become damaged or lost).

New *Operator* users will receive informational pop-ups when they use *Operator*'s app to take a ride for the first time. The pop-ups will require the new users to affirmatively dismiss the pop-ups in order to proceed. The informational pop-ups will include: a) reminders about applicable laws; and b) instructions on how to park responsibly.

The City may request at any time that users be limited to those users who have a valid Driver's License scanned and verified by *Operator* within the app. Users should be limited to those sixteen years (16) of age and older.

Users should be instructed (via *Operator*'s mobile app, printed instructions, and website) to not obstruct pedestrian paths when parking the scooters. Users should also be instructed to park scooters upright.

Users should also be instructed to obey all traffic laws when riding in traffic and obey all other official City-posted signs within the City.

CUSTOMER SUPPORT

Operator is solely responsible for all customer support for their personal mobility vehicles and any and all direct or indirect customer support needs related to use of their personal mobility vehicles. *Operator* will provide easy mechanisms through which users and the public can contact *Operator* to ask questions, report *Operator* devices that are damaged or obstructing the public right of way, or otherwise. *Operator*'s app has a "Help" button on the user interface that enables users to report any issues. Users and members of the public can also contact *Operator*'s customer support via email [email address], phone, and social media for any issues or to make a relocation request. For additional details, please see [website]. The City will be provided a 24/7 contact for City support.

The City should be provided copies of all complaints received by *Operator* involving *Operator* devices and pedestrian/automobile conflicts. These complaints shall be provided to the City within 24 hours of receipt by *Operator*. These complaints will be used to inform future staging changes, infrastructure improvements, and policy changes. Additionally, the City should be copied on all written injury complaints/reports involving *Operator* devices. The complaints should be provided to the City within 24 hours of receipt by *Operator*.

GROUND OPERATIONS

Operator's ground operations staff are hired locally and help ensure the safety, accessibility, and responsible placement of *Operator* devices. *Operator* shall provide the City with 24- 7 contact information for *Operator*'s ground operations. The exact number of locally hired staff will depend on the fleet size in operation. The ground operations staff perform two primary functions:

Maintenance

- Every vehicle is inspected for safety before deployment, with a recorded history of inspections and repairs.
- All repairs and staff training are done by experienced mechanics.
- Tune ups can be performed on the spot by the local operations team, who are equipped with the necessary tools.
- Repairs are performed at the warehouse by mechanics.
- All vehicles are inspected, at a minimum, for cleanliness, damage, and safe and reliable operation.

Fleet Management

- Deploy vehicles in accordance with local parking and road rules and shall not obstruct vehicular or pedestrian traffic when deploying or picking up vehicles.
- Visually survey streets and sidewalks and reposition any obstructing vehicles.
- Respond to and retrieve vehicles that have been marked for repair, relocation, or cleaning.
- Rebalance/redistribute scooters based on usage patterns and based on any City request or requirements.
- Work with contractors to pick up vehicles at the end of each day to charge overnight.

Repair requests are a priority and should be handled by *Operator* in a timely manner. Broken or damaged vehicles reflect poorly on the City and *Operator*.

PLACEMENT OF VEHICLES

- Vehicles will be neatly placed by *Operator* staff in City designated parking zones
- Vehicles will be neatly placed such that they do not obstruct the public right of way, vehicles shall leave ADA required paths of travel at all deployment locations
- *Operator* will work with City of Peachtree Corners staff to determine authorized placement, deployment, and parking locations throughout the City.
- City can request removal of devices in certain areas, and request that *Operator* cease deployment of vehicles in certain areas upon request of City.

RELOCATION REQUESTS

- *Operator* users and the general public can report vehicles 24/7 via the website, app, email, phone, or social media.
- *Operator* will dispatch a ground operations member within three hours between the hours of 9am-6pm on weekdays to deal with vehicles reported as obstructing the public right of way.
- Requests received after normal business hours, weekends, and/or holidays will be handled as soon as practicable the following day. *Operator* shall provide the City with a 24-7 point of contact.
- City reserves the right to impound those improperly parked or deployed vehicles that create a nuisance or a life safety issue at the discretion of the City Manager or designee, in order to retrieve any impounded vehicle, *Operator* must demonstrate proper proof of ownership and pay a ___ impoundment fee per device, reflecting the City's enforcement, investigation, storage, and impound costs in accordance with _____ Ordinance passed on _____, _____.

MAINTENANCE AND SAFETY

Every *Operator* device shall be inspected for safety, with a recorded inspection history, at least once per month. Vehicles requiring charging are picked up by our local operations team as a part of its daily responsibilities or are brought in by a member of our charger network.

Operator's local operations team shall be trained by professional mechanics and inspect the following:

- Handlebars
- Brakes
- Brake levers
- Grips
- Tires
- Bell
- Wheel lock
- Exposed wires
- Rear fender
- Wheels
- Rear red light
- Front white light

Once a vehicle has been repaired and/or cleaned, it will go through a quality assurance check before being processed for redeployment back into the field.

REPORTING

Operator will provide, at a minimum, monthly reports to the City with aggregate usage data including:

- Number of users in the system
- Number of trips generated for the month
- Heat maps of usage trip showing top pick-up spots and drop-off spots User route data
- Average trip length and trip time
- Number and nature of complaints logged by *Operator's* electric scooter users and the general public.

Operator will also provide additional data and information, at the request of the City, to assist with City oversight and transportation planning and to inform the City's potential ordinance for shared micromobility devices.