PLANNING COMMISSION AGENDA

February 18, 2020
7:00 PM
CITY HALL

A. Roll Call

B. Approval of November 13, 2019 Minutes

C. Old Business:

D. New Business:

1. **RZ2020-001, V2020-001 & PH2020-001 Governors Lake Townhomes.** Request to rezone 28.454 acres from M-1 to R-TH with associated variances and to amend the Comprehensive Plan Character Area Map to change the subject property from Industrial Corridor and Employment Corridor to Village Residential to allow for a new townhome community along Jones Mill Road and Governors Lake Parkway, Dist. 6, Land Lot 251, Peachtree Corners, GA.

E. City Business Items:

1. **PH2020-002 Electronic Message Signs.** Consideration of an amendment to City Code Chapter 54 – Signs to permit electronic message signs under certain criteria.

F. Comments by Staff and Planning Commissioners.

G. Adjournment.

CITY OF PEACHTREE CORNERS
PLANNING COMMISSION MINUTES
NOVEMBER 13, 2019
7:00 PM

The City of Peachtree Corners held a Planning Commission meeting on Wednesday, November 13, 2019. The meeting was held at City Hall, 310 Technology Parkway, Peachtree Corners, GA, 30092. The following were in attendance:

Planning Commission:	Vacant, Chairman, Post D Alan Kaplan, Vice Chairman, Post A Shanga White, Post B Mark Willis, Post C Jim Blum, Post E Joseph Collins, Voting Alternate Lance Campbell, Non-voting Alternate
Staff:	Diana Wheeler, Community Development Director Jeff Conkle, Planning and Zoning Administrator Rocio Monterrosa, Deputy City Clerk

MINUTES:

MOTION TO APPROVE MINUTES FROM THE OCTOBER 15, 2019 PLANNING COMMISSION MEETING AS PRESENTED.
By: Mark Willis
Seconded: James Blum
Vote: 5-0 (Willis, Blum, Kaplan, White, Collins)
Action: Minutes Approved

OLD BUSINESS:

None

NEW BUSINESS:

1. **Election of Officers.** Discussion, nomination, and election of officers to fill vacant positions

Diana Wheeler, Community Development Director, opened the floor to the Commissioners to nominate a new Chairman.
Nominated by Mark Willis, Alan Kaplan was elected Chairman with a vote of 5-0.
Nominated by Alan Kaplan, Mark Willis was elected Vice Chairman with a vote of 5-0.

2. **<u>SUP2019-002 Peachtree Corners Pawn.</u>** Request to approve a special use permit to accommodate a pawn shop in an existing shopping center at 7040 Jimmy Carter Blvd., Dist. 6, Land Lot 275, Peachtree Corners, GA.

Diana Wheeler, Community Development Director, informed Commissioners the pawn shop owner has an existing pawn shop business in Peachtree Corners which is currently located about a mile away at 6889 Peachtree Industrial Boulevard. The business owner would like to relocate his existing business, currently located in a retail strip center, because the center's owner wants to remodel the building and is not renewing leases. The subject property for the proposed relocation is currently vacant space in the large shopping center on Jimmy Carter Boulevard just northwest of Peachtree Industrial Boulevard. The specific location is the one-story building (known as 7040 Jimmy Carter Boulevard) to the south of the larger two-story building (known as 7050 Jimmy Carter Boulevard). The pawn shop is proposed in Suite 4 of 7040 Jimmy Carter Boulevard which is a 1500-square-foot space.
After review of the applicant's proposal and other relevant information, it is recommended that SUP2019-002 be approved with the following conditions:

1. Pawn shop, as a special use, shall be added to the shopping center and limited to the 1500 sq. ft. designated location, 7040 Jimmy Carter Boulevard, Suite 4, shown on the site plan provided with this application.

2. No outdoor sales, display, or storage shall be permitted.

3. Except for a 'grand opening' type banner issued in accordance with sign ordinance requirements, no other temporary advertising such as balloons, tents, or flags shall be permitted.

4. Signage shall be limited to the following: one wall sign no greater than 36 sq. ft. in area on the front of the building; one "open" sign no greater than 3 sq. ft. located in the storefront area; and one sign slot in the monument sign for the shopping center.

5. Except for the 'open' sign, no signage, neon, or tube lighting shall be placed in the windows and none of these items shall be placed on the roof.

6. Hours of operation for the pawn shop shall be limited to between 8:00am and 7:00pm.

7. No bars shall be permitted on the windows.

8. Pawn shop owner shall repair or repaint any graffiti or vandalism that occurs on the outside of the store within 72 hours.

The applicant representative, John Underwood, stated that they had no issues with the conditions.

Chairman Kaplan open the floor for public comment.

There was no public comment.

MOTION TO APPROVE THE REQUEST A SPECIAL USE PERMIT TO ACCOMMODATE A PAWN SHOP IN AN EXISTING SHOPPING CENTER AT 7040 JIMMY CARTER BLVD., DIST. 6, LAND LOT 275, PEACHTREE

CORNERS, GA WITH STAFF RECOMMENDED CONDITIONS.
By: Mark Willis
Seconded: Jim Blum
Vote: 5-0 (Willis, Blum, Kaplan, White, Campbell)
Action: Approved as presented by staff

3. **PH2019-006 & V2019-006 Chase Bank.** Request to modify a required buffer with associated variance for a new bank proposed at 4057 Holcomb Bridge Rd., Dist. 6, Land Lot 313, Peachtree Corners, GA

Diana Wheeler, Community Development Director, the property in question is zoned C-2 and was home to a fast food restaurant (Burger King) for many years before becoming vacant in 2019. There are no existing conditions limiting the use of the property. As the property adjoins an R-100 District to the rear, there should be a 75' buffer at the rear of this property to screen the residential use. However, Burger King existed prior to the buffer requirement, so its drive-through and parking areas come within a few feet of the residential property to the rear. The applicant is seeking to redevelop the property by demolishing the existing building and parking lot and constructing a new bank building with a detached drive-through A.T.M. facility. Because of the constrained nature of the site and the 75' buffer requirement, the applicant is requesting a buffer reduction in the rear to accommodate a drive-through A.T.M. and some parking area as shown on the attached plan. While these would be within the 75' buffer, they are much further away from the residential property than the previous Burger King layout. Again because of the small size and constrained layout options, the applicant is also requesting a variance to the 50' front and exterior side yard setbacks, along Holcomb Bridge Road and Spalding Drive, to allow the bank building to be constructed at a 10' setback near the corner of the property.

After review of the applicant's proposal and other relevant information, it is recommended that PH2019-006 & V2019-006 be approved subject to the following conditions:

1. The property shall be developed in substantial compliance with the plan dated 10-02-2019.
2. Approval of the buffer reduction and setback variances is limited to those shown on the plan dated 10-02-2019.
3. The remaining area behind the drive-through lane and adjacent to the residential property shall be fully replanted as a densely-vegetated buffer in accordance with the Landscape & Buffer Plan dated 10-29-2019.
4. The 10' landscape strip on the other three sides shall be planted in compliance with City regulations.
5. The property shall comply with all Activity Center/Corridor Overlay requirements.
6. The existing pylon sign at the corner of Holcomb Bridge Road and Spalding Drive shall be removed and shall not be reused by Chase Bank. All new signage shall comply with the requirements of the City's Sign Ordinance and Activity Center/Corridor Overlay.

The applicant representative, Alec Lesley, gave a brief description of the project and stated that they have no problem with any of the conditions recommended by staff.

Chairman Kaplan opened the floor for public comments. There were two comments regarding the buffer, fence upkeep and drainage.

After review, the Commissioners moved forward with a recommendation of support for

PH2019-006 and V2019-006 with additional conditions:

1. The property shall be developed in substantial compliance with the plan dated 10-02-2019.
2. Approval of the buffer reduction and setback variances is limited to those shown on the plan dated 10-02-2019.
3. The remaining area behind the drive-through lane and adjacent to the residential property shall be fully replanted as a densely-vegetated buffer in accordance with the Landscape & Buffer Plan dated 10-29-2019.
4. The 10' landscape strip on the other three sides shall be planted in compliance with City regulations.
5. The property shall comply with all Activity Center/Corridor Overlay requirements.
6. The existing pylon sign at the corner of Holcomb Bridge Road and Spalding Drive shall be removed and shall not be reused by Chase Bank. All new signage shall comply with the requirements of the City's Sign Ordinance and Activity Center/Corridor Overlay.
7. The existing screening wall to the rear of the property shall be maintained or rebuilt in its current configuration, including its height and location, and shall be maintained in perpetuity by the owner of 4057 Holcomb Bridge Road.
8. The buffer area to the rear shall preserve the existing vegetation and shall be replanted where sparse. This rear buffer area shall not be the location for either above-ground or underground stormwater retention; all retention shall be handled elsewhere on the property.
9. The owner shall grant a 200-square-foot easement to the City of Peachtree Corners for the purpose of placing a city gateway monument sign at either the north corner (intersection of Holcomb Bridge Rd. and Spalding Drive) or east corner (Holcomb Bridge Rd. near property line) of the property.

MOTION TO APPROVE THE REQUEST TO MODIFY A REQUIRED BUFFER WITH ASSOCIATED VARIANCE FOR A NEW BANK PROPOSED AT 4057 HOLCOMB BRIDGE RD., DIST. 6, LAND LOT 313, PEACHTREE CORNERS, GA WITH STAFF RECOMMENDED CONDITIONS AND ADDED CONDITIONS:
By: Jim Blum
Seconded: Mark Willis
Vote: 5-0 (Blum, Willis, Kaplan, White, Campbell)
Action: Approved with added conditions.

CITY BUSINESS ITEMS:

1. **PH2019-008 Mobile Restaurants in Technology Park.** Consideration of an amendment to Zoning Code Sec. 1310, M-1 Light Industry District, to add mobile restaurants as a permitted use within Technology Park within the Central Business District.

Diana Wheeler, Community Development Director, presented an ordinance to amend the zoning code that would allow mobile restaurants within Technology Park only.

Chairman Kaplan open the floor for public comment. There were no public comments.

MOTION TO APPROVE PH2019-008 MOBILE RESTAURANTS IN TECHNOLOGY PARK. CONSIDERATION OF AN AMENDMENT TO ZONING CODE SEC. 1310, M-1 LIGHT INDUSTRY DISTRICT, TO ADD MOBILE RESTAURANTS AS A PERMITTED USE WITHIN TECHNOLOGY PARK WITHIN THE CENTRAL BUSINESS DISTRICT.

By: Jim Blum
Seconded: Mark Willis
Vote: 5-0 (Blum, Willis, Kaplan, White, Campbell)
Action: Approved as presented by staff.

2. **PH2019-009 Oversized Signs in the Central Business District.** Consideration of an amendment to Zoning Code Sec. 1310, M-1 Light Industry District, to add oversized signs as a prohibited use within the Central Business District.

Diana Wheeler, Community Development Director, presented an ordinance to amend the zoning code that would prohibit oversized signs within the Central Business District.

Chairman Kaplan open the floor for public comment. There were no public comments.

MOTION TO APPROVE PH2019-008 MOBILE RESTAURANTS IN TECHNOLOGY PARK. CONSIDERATION OF AN AMENDMENT TO ZONING CODE SEC. 1310, M-1 LIGHT INDUSTRY DISTRICT, TO ADD MOBILE RESTAURANTS AS A PERMITTED USE WITHIN TECHNOLOGY PARK WITHIN THE CENTRAL BUSINESS DISTRICT.
By: Jim Blum
Seconded: Mark Willis
Vote: 5-0 (Blum, Willis, Kaplan, White, Campbell)
Action: Approved as presented by staff.

COMMENTS BY STAFF AND PLANNING COMMISSION:

Diana Wheeler informed the commissioners that there will be a meeting in December.

Chairman Kaplan request that the City Council appoint one of the current Planning Commission alternates to the vacant seat and set into motion the process to identify a new alternate.

The Planning Commission meeting concluded at 8:01 PM.

Approved,

_____
Alan Kaplan
Chairman

Attest:

_____
Rocio Monterrosa
Deputy City Clerk

RZ2020-001 / V2020-001 / PH2020-001
Governors Lake Townhomes

CITY OF PEACHTREE CORNERS
COMMUNITY DEVELOPMENT DEPARTMENT

REZONING ANALYSIS

PLANNING COMMISSION DATE:	FEBRUARY 18, 2020
CITY COUNCIL DATE:	MARCH 24, 2020
CASE NAME:	**GOVERNORS LAKE TOWNHOMES**
CASE NUMBER:	**RZ2020-001 / V2020-001 / PH2020-001**
CURRENT ZONING:	M-1
LOCATION:	GENERALLY LOCATED ALONG GOVERNORS LAKE PARKWAY AND JONES MILL ROAD APPROXIMATELY ONE-HALF MILE SOUTHEAST OF PEACHTREE INDUSTRIAL BOULEVARD
MAP NUMBERS:	6th DISTRICT, LAND LOT 251
ACREAGE:	28.454 ACRES
PROPOSED DEVELOPMENT:	REZONING FROM M-1 TO R-TH WITH ASSOCIATED VARIANCES AND TO AMEND THE COMPREHENSIVE PLAN CHARACTER AREA MAP TO CHANGE THE SUBJECT PROPERTY FROM INDUSTRIAL CORRIDOR AND EMPLOYMENT CORRIDOR TO VILLAGE RESIDENTIAL TO ALLOW A NEW TOWNHOUSE DEVELOPMENT
FUTURE DEVELOPMENT MAP:	PREFERRED OFFICE
APPLICANT:	McKINLEY HOMES 655 ENGINEERING DRIVE #208 PEACHTREE CORNERS, GA 30092
CONTACT:	NEVILLE ALLISON 678-223-8978
OWNER:	MJE & WG 75 PARTNERSHIP 669 ATLANTA COUNTRY CLUB DRIVE MARIETTA, GA 30067
RECOMMENDATION:	**DENY**

SUMMARY:

The applicant is requesting the rezoning of 28.454 acres from M-1 (Light Industry) to R-TH (Single Family Residence Townhouse) to construct 164 attached single-family townhomes along with variances to reduce the front yard setback along Governors Lake Parkway and Jones Mill Road; to reduce the front yard landscape buffer along Governors Lake Parkway and Jones Mill Road; to reduce the buffer between M-1 and R-TH on the northern parcel; and to permit a reduced landscape strip between units and interior streets.

The property, which is currently wooded and undeveloped, is located on the northwest side of Jones Mill Road and along both sides of Governors Lake Parkway west of its intersection with Jones Mill Road, approximately one-half mile southeast of Peachtree Industrial Boulevard.

The site plan submitted by the applicant indicates four points of entry into a non-gated development. On the northern piece, the only entrance is located on Governors Lake Parkway. On the southern piece, there is one access point on Governors Lake Parkway and two access points on Jones Mill Road.

Properties located immediately to the north, east and west of the subject property are zoned M-1, while the parcels to the south, across Jones Bridge Road, were recently rezoned to R-TH. The Governors Lake area is largely characterized by a mixture of office, hotel, and light industrial uses as well as a significant amount of undeveloped land.

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 Industrial Corridor and Employment Corridor Character Areas on the Peachtree Corners Character Areas Map. These areas encourage "diverse employment- and revenue-generating businesses" and heavy industrial uses such as manufacturing because of the proximity to major transportation corridors and the rail line. Discouraged uses include "all residential uses."

DENSITY:

The site plan shows 164 units with a community amenity area located near the center of the property. The R-TH zoning designation permits a maximum density of 8 dwelling units per acre. The proposed development results in 5.8 dwelling units per acre.

ZONING HISTORY:

The property was the subject of numerous zoning requests prior to the incorporation of Peachtree Corners. First, in 1997, a request was made to rezone the property from M-1 to RM-13 for an apartment complex. This request was withdrawn during the public hearing process. Later, in 2000, another request was made to rezone the property to RM-13 for apartments; this request was denied. In 2003, a special use permit was granted to allow for a private school campus which was never constructed. The final zoning request was in 2006 for a rezoning to R-TH for a townhome community. This request was tabled indefinitely by Gwinnett County.

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 comprehensive plan of Peachtree Corners. The development will bring new residents to Peachtree Corners to help revitalize the struggling nearby office and retail nodes.

Staff Comments: Attached single-family residences are out of character with the use of adjoining and nearby property. The addition of new residences to the Governors Lake area is in direct conflict with the goals of the Comprehensive Plan which identifies the property as Employment Corridor and Industrial Corridor Character Areas.

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: Attached single-family residences are out of character with the use of adjoining and nearby property and residential encroachment into an area with incompatible uses would likely result in some conflicts between existing businesses and new residents.

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 reasonable economic use as currently zoned. The property has been vacant land zoned for industrial uses for over 50 years.

Staff Comment: The site has a reasonable economic use as currently zoned. A wide variety of office and light industrial uses are permitted in the existing M-1 zoning. While this area has not seen a lot of development in the past, it remains a valuable and strategic property to grow the city's employment base.

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 streets, transportation facilities, utilities, or schools. The proposed development will enhance this historic neighborhood by providing open space, nature trails, 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 requiring right-in right-out configurations for the two new proposed intersections along Jones Mill Road.

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. The proposed change to the future land use plan is warranted to expand and protect the Village Residential Character Area and bring attainable new construction housing to Peachtree Corners without displacing current residents.

Staff Comment: The proposed rezoning is in conflict with the character area and goals of the Comprehensive Plan. (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 and change to the Future Land Use Plan.

Staff Comment: The City's Comprehensive Plan expressly discourages residential development in this area. Additionally, a new residential neighborhood is not appropriate adjacent to the existing industrial uses within Governors Lake.

COMPREHENSIVE PLAN:

The Peachtree Corners Comprehensive Plan lists the subject property in the Industrial Corridor and Employment Corridor Character Areas.

The employment area provides a "location for diverse employment- and revenue-generating businesses, both professional and industrial, along attractive gateway thoroughfares" and specifically identifies Governors Lake Parkway as "one of the greatest potential development sites in the County…strategically marketing and developing this site is a significant opportunity for Peachtree Corners."
The industrial area "protects the legacy and economic viability of industrial uses" near Buford Highway and is "well suited for heavy industrial uses like manufacturing" especially with the rail line nearby.

DEPARTMENT ANALYSIS:

The property is located on the northwest side of Jones Mill Road and along both sides of Governors Lake Parkway west of its intersection with Jones Mill Road, approximately one-half mile southeast of Peachtree Industrial Boulevard. The site is currently zoned M-1 and was the subject of several past zoning cases, including proposed apartment and townhome uses, none of which were approved. A private school campus was approved for the site but never constructed.

The Peachtree Corners Comprehensive Plan shows the property located in the Employment Corridor and Industrial Corridor Character Areas, indicating that the location is near existing industrial and commercial development and near major roads and other transportation networks such as the rail line along Buford Highway. While the property across Jones Mill Road in the Mechanicsville area was just rezoned to allow for a similar townhome development, that property is identified as Village Residential in the Comprehensive Plan, giving support to the request.

The Employment Corridor Character Area is envisioned to "connect Peachtree Corners north through Gwinnett County and south into Atlanta. Future land uses will include both light industrial, such as warehousing, and office-professional uses, primarily in office parks." The area also contains "Governors Lake Parkway, one of the greatest potential development sites in the County." Appropriate uses include office, light industrial, small-scale retail at major nodes, and mixed-use development. Discouraged uses include standalone residential.

The Industrial Corridor Character Area is envisioned to "protect the legacy and economic viability of industrial uses." The Industrial Corridor will also "continue to co-exist with Peachtree Corners' established and growing residential neighborhoods and employment centers. These areas are, for the most part, separated from residential uses, but natural buffers should be used to minimize the impacts resulting from heavy industrial uses, like smell and noise." Appropriate uses include light industrial, heavy industrial, and commercial/retail. Discouraged uses include all residential uses and mixed-use development.

The site in question is also subject to environmental restrictions because of its proximity to a creek that flows through the Governors Lake development. The restrictions include a 75' stream buffer which the applicant is asking to disturb through grading of the site. Additional effort can be made to avoid disturbance of any of the stream buffers.

The subject property is also located in an established office and light industrial area and would directly adjoin several warehouse uses, including those with active loading docks. The applicant is requesting to reduce the required 75' buffer between dissimilar uses to 50' to accommodate the townhomes on the smaller northern piece of property. These homes would back up to the active loading docks of properties on Bay Circle, affecting residential quality of life and creating potential conflicts.

Finally, the site has been the subject of numerous zoning requests over the past several decades. Each of the cases that involved residential uses were denied, withdrawn, or tabled indefinitely.

In 1997, a request was made to rezone the property to RM-13 to accommodate an apartment complex. This request was withdrawn by the applicant prior to a final decision by the County Board of Commissioners.

In 2000, a similar request to rezone to RM-13 for apartments was made. This rezoning was ultimately denied by the County Board of Commissioners.

In 2003, special use permit approval was granted by the County to allow for a private school campus on the site. However, this project was never built and the property remained undeveloped.

The final request for rezoning was made in 2006. This was a proposed rezoning to R-TH to allow townhomes and villa-style homes. This item was heard by the County Board of Commissioners but was tabled indefinitely and never acted upon further.

In Conclusion:

1. The proposal is inconsistent with the Comprehensive Plan and there are no compelling reasons to modify the Comprehensive Plan.
2. There are environmental concerns because the proposed plan doesn't adequately protect the natural features of the site.
3. Existing uses immediately adjacent to the site are incompatible with the proposed residential use of the property.
4. There is historical precedent by Gwinnett County of non-support for residential use on the property.
5. Changing the land use on this site will limit the future potential of this largest remaining vacant tract in Peachtree Corners.

RECOMMENDATION:

After review of the applicant's proposal and other relevant information, it is recommended that RZ2020-001 / V2020-001 / PH2020-001 be denied.

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

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: Mckinley Homes US, LLC	NAME: MJE &W G 75 Partnership
ADDRESS: 655 Engineering Dr Ste 208	ADDRESS: 669 Atlanta Country Club Drive
CITY: Peachtree Corners	CITY: Marietta
STATE: GA ZIP: 30092	STATE: GA ZIP: 30067
PHONE: 470-268-4202	PHONE: (404) 892-2599
E-MAIL: dgale@mckinleyhomes.com	E-MAIL: mansour@ayoubmansour.com

APPLICANT CONTACT, IF DIFFERENT THAN ABOVE

CONTACT PERSON: Neville Allison PHONE: 678-223-8978

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

APPLICANT IS THE:

☐ OWNER'S AGENT ☐ PROPERTY OWNER ☑ CONTRACT PURCHASER

PRESENT ZONING DISTRICTS(S): M-1 REQUESTED ZONING DISTRICT: RTH

LAND DISTRICT(S): 6 LAND LOT(S): 251 ACREAGE: 28.454

ADDRESS OF PROPERTY: Jones Mill Road and Govenors Lake Parkway

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

No. of Lots/Dwelling Units 164

Dwelling Unit Size (Sq. Ft.): Varies (1400 Sqft Mins)

NON-RESIDENTIAL DEVELOPMENT

No. of Buildings/Lots:_____

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 Hiqh Rise Residential (HRR)

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

4. Chattahoochee Corridor Review (involving a public hearing) - $150.
5. Buffer Reduction (Greater than 50%) Application Fee - $500.
6. Zoning Certification Letter - $100 (per non-contiguous parcel).
7. Comprehensive Plan Amendment - $1,000

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.

X _____ 11/18/19

Signature of Applicant — Date

McKinley Homes US, LLC — Jinsong Yang, Managing Member

Type or Print Name and Title

_____ 11/19/19 ROBIN TAMMY EVANS Notary Public, Georgia Fannin County My Commission Expires April 15, 2022

Signature of Notary Public — 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 — Date

MJE Corp & W G 75 Partnership

Type or Print Name and Title

_____

Signature of Notary Public — Date — Notary Seal

APPLICANT'S CERTIFICATION

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Signature of Applicant | Date

Type or Print Name and Title

Signature of Notary Public | Date | Notary Seal

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11/18/19

Signature of Property Owner | Date

MJE Corp & W G 75 Partnership

Type or Print Name and Title

11/18/19

Signature of Notary Public | Date | Notary Seal

NICOLAS LANIER
MY COMMISSION EXPIRES
NOTARY
PUBLIC
JUNE 17, 2023
FULTON COUNTY, GEORGIA

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?

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?

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?

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?

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?

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?

SEE ATTACHED

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)

Jinsong Yang
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.

McKinley Homes	11/18/19	Jinsong Yang
Signature of Applicant	Date	Type or Print Name and Title
X	11/18/19	Jinsong Yang, Managing Member
Signature of Applicant's Attorney or Representative	Date	Type or Print Name and Title
	11/19/19	ROBIN TAMMY EVANS Notary Public, Georgia Fannin County My Commission Expires April 15, 2022
Signature of Notary	Date	Notary Seal

VERIFICATION OF CURRENT PAID PROPERTY TAXES FOR REZONING

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

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

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

_____ - _____ - _____
District Land Lot Parcel

_____
Signature of Applicant Date

_____
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)

_____ _____
NAME TITLE

_____
DATE

LETTER OF INTENT FOR REZONING APPLICATION

This Letter of Intent is submitted by McKinley Homes US, LLC (the "Applicant") for the purpose of requesting the rezoning of an assemblage of parcels (the "Property") situated along Jones Mill Road and Governor's Lake Parkway north of Buford Highway (U.S. Route 23) adjacent to the Mechanicsville neighborhood of the City of Peachtree Corners (the "City"). The Applicant is requesting a rezoning of the Property to the R-TH (Single Family Residence Townhouse District) zoning classification as set forth in the attached rezoning application (the "Application"). The Property is currently designated within the Industrial Corridor Character Area of the City of Peachtree Corners 2040 Comprehensive Plan (the "2040 Plan") and is currently zoned M-1 (Light Industrial District). The Applicant is also requesting a change to the Comprehensive Plan to change the Property's character area designation from Industrial to Village Residential.

The Applicant proposes to develop the Property as a single-family residential community consisting of 164 attached townhomes. The proposed residential infill development would have a net density of approximately 5.76 units per acre, which is well below the maximum allowed density prescribed for the R-TH zoning classification set forth in the 2016 Zoning Resolution of the City of Peachtree Corners (the "Resolution"). The proposed single-family community would provide attractive homes for a growing population and diversify housing options within the City of Peachtree Corners. The Property is located adjacent to the historic Mechanicsville neighborhood which is one of the oldest platted communities in Gwinnett County. The Property is situated on vacant land that has remained zoned Industrial, yet undeveloped for over 50 years. The proposed development would help not only to preserve the residential character of Mechanicville, but also to provide attainable new construction for sale housing for its residents. Moreover, the proposed development would also provide an appropriate transition of higher intensity land uses to the north,

closer to Hwy 141 and less intense single-family detached homes in the Mechanicsville neighborhood to the south and west.

The proposed townhomes consist of 73 rear-entry units and 91 front-entry units. 33 of these units will have 1 car garages, while the remaining 131 units will have two car garages. All units would be constructed with an attractive mix of building materials such as brick, stone, and/or cementitious siding, shake, and/or board and batten. The proposed community would include large areas of open space surrounding the existing streams which would serve as an amenity for residents and preserve a large amount of the existing tree canopy. The proposed development would also include walking trails that would link Jones Mill road and Governor's Lake Parkway and encourage a more walkable neighborhood. Lastly, the community features a landscaped linear park fronting on Governors Lake Parkway and a centrally-located pool and cabana that will be surrounded by creeks and existing tree canopy.

The proposed development would provide two access points on Jones Mill Road and two access points on Governors Lake Parkway as depicted on the site plan submitted on January 31st, 2019 (the "Site Plan"). These entrances would promote roadway interconnectivity and avoid increased traffic for adjacent property owners. The Applicant is also requesting a reduction in the required 50-foot wide landscaped setback as depicted on the Site Plan. The Resolution requires a 50-foot wide landscaped setback along all external right-of-way. However, as depicted on the Site Plan, the Applicant is requesting a variance to 0' in order to accommodate the rear load units along Governors Lake Parkway. This variance will help create a streetscape along Governors Lake Parkway and Jones Mill Road enhancing the neighborhood feel of the development. In addition, the Applicant is also requesting a reduction of the internal and external yard requirements. The variances include:

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

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

Side yard 40-Feet- Requested Variance to 18-Feet

The Mechanicsville neighborhood is the only remaining residential community in the City between Peachtree Industrial Boulevard and Buford Highway and is designated as within the Village Residential character area on the 2040 Plan Character Area Map. The 2040 Plan narrative also highlights the importance of the historic Mechanicsville neighborhood and acknowledges the need for investment and revitalization of the area. At only 72 acres, it is the smallest character area in Peachtree Corners, and on an island surrounded by other uses. The proposed change to the comprehensive plan would expand and protect the existing Village Residential character area. The proposed development would complement the existing residential uses and protect the neighborhood's legacy against further encroachment by surrounding industrial uses. Further, the core of the Industrial Character area is defined as along Buford Hwy and the railroad tracks. The portion of the character area that would be changed to expand the Village Residential character area is well away from this core.

The Applicant submits that the proposed community would further the policies of the 2040 Plan by increasing high-quality housing options to families at all stages of life. The policies of the 2040 Plan encourage residential infill developments such as the proposed community as a way to expand housing choices for empty nesters who wish to downsize to a lower-maintenance property but remain in their current community. Similarly, the 2040 Plan acknowledges that townhouses also appeal to millennials and first-time homebuyers who want to live near their jobs but either

choose not to (or may not be in a position to) purchase a single-family detached home on a large lot.

The proposed townhome community is compatible with surrounding development and would complement the unique character of the area. The enhanced walkability and new investment that the proposed community would bring to the area would activate the existing neighborhood and put into production a long vacant and underutilized tract of land. Existing residents would feel that they are coming home to a revitalized and energized community rather than an older, unrecognized neighborhood and failed industrial park.

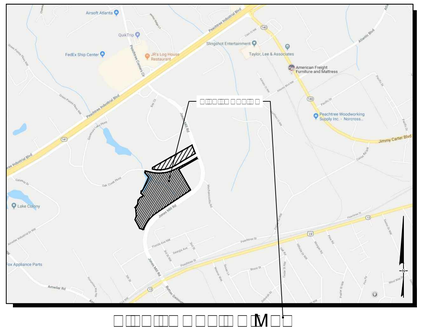
The Applicant and its representatives welcome the opportunity to meet with staff of the City of Peachtree Corners Planning & Development Department to answer any questions or to address any concerns relating to the matters set forth in this letter or in the Application filed herewith. The Applicant respectfully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

Respectfully submitted this 30th day of December 2019.

McKinley Homes US, LLC

Don Gale

Don Gale



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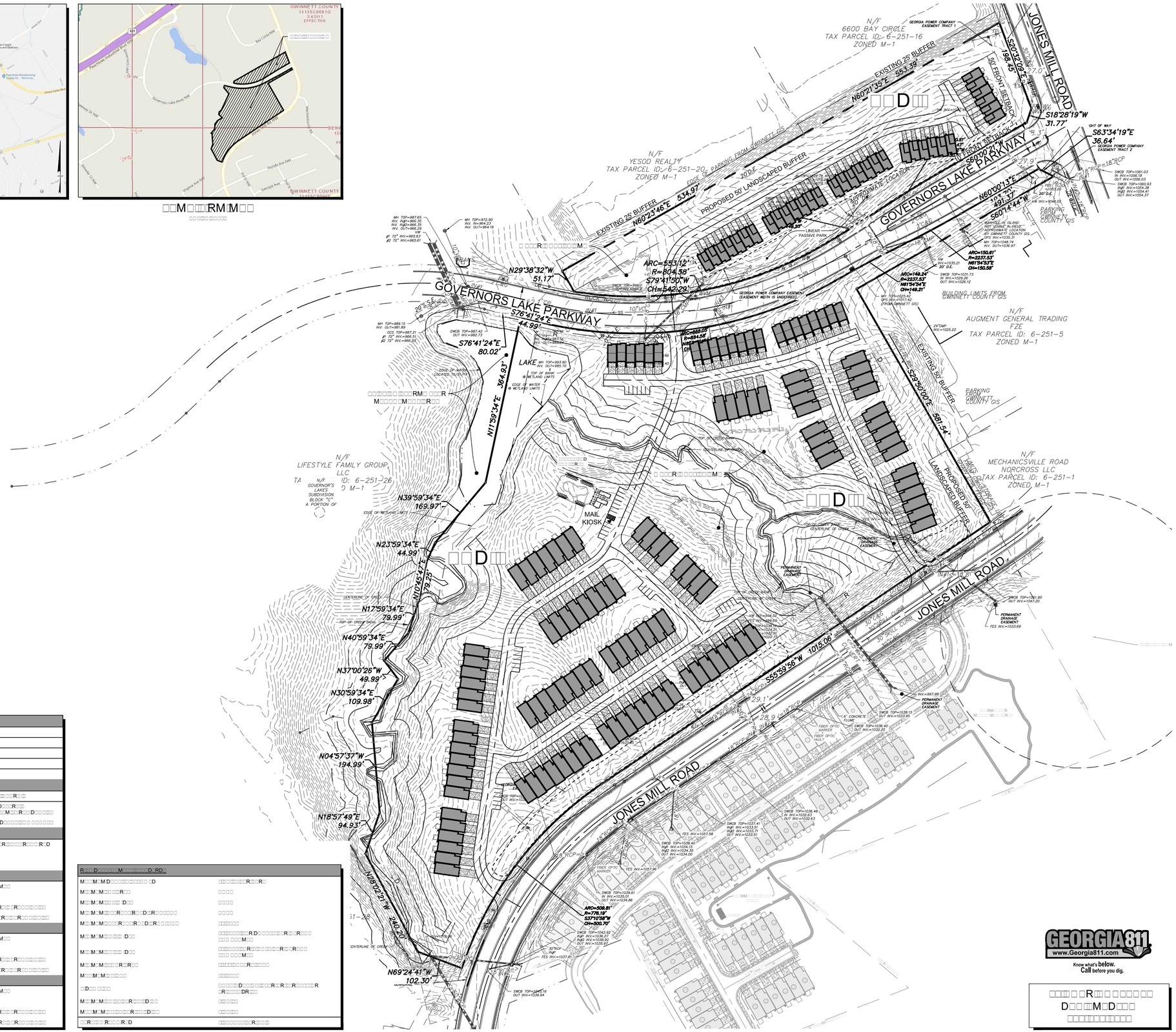
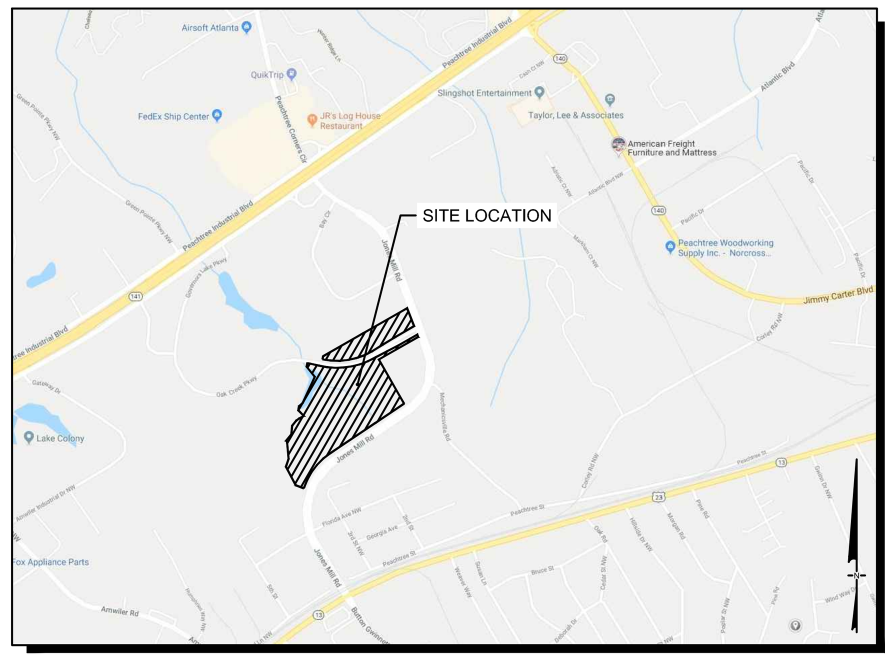
GWINNETT COUNTY
13135C0081G
7/4/2013
EFFECTIVE

□□M□□□RM□M□□


N/F
6600 BAY CIRCLE
TAX PARCEL ID: 6-251-16
ZONED M-1
N/F
YESOD REALTY
TAX PARCEL ID: 6-251-20
ZONED M-1
N/F
AUGMENT GENERAL TRADING
FZE
TAX PARCEL ID: 6-251-5
ZONED M-1
N/F
MECHANICSVILLE ROAD
NORCROSS LLC
TAX PARCEL ID: 6-251-1
ZONED M-1
N/F
LIFESTYLE FAMILY GROUP
LLC
TAX PARCEL ID: 6-251-26
ZONED M-1
N/F
GOVERNOR'S LAKES
SUBDIVISION
BLOCK "C"
A PORTION OF
GOVERNORS LAKE PARKWAY
JONES MILL ROAD
LAKE
MAIL KIOSK
EXISTING 25' BUFFER
EXISTING 50' BUFFER
PROPOSED 50' LANDSCAPED BUFFER
50' FRONT SETBACK
BUILDING LIMITS FROM GWINNETT COUNTY GIS
N60°71'35"E 553.39'
N60°23'46"E 534.97'
S20°32'02"E 98.45'
S18°28'19"W 31.77'
S63°34'19"E 36.64'
N29°38'32"W 51.17'
S76°41'24"E 44.99'
S76°41'24"E 80.02'
N11°59'34"E 364.93'
S29°20'00"E 591.54'
N39°59'34"E 169.97'
N23°59'34"E 44.99'
N10°54'47"E 79.25'
N17°59'34"E 79.99'
N40°59'34"E 79.99'
N37°00'26"W 49.99'
N30°59'34"E 109.98'
N04°57'37"W 194.99'
N18°57'49"E 94.93'
N38°02'21"W 240.30'
N69°24'41"W 102.30'
S55°59'56"W 1019.06'
ARC=553.12'
R=804.58'
S79°41'50"W
CH=542.29'
ARC=500.81'
R=778.19'
S37°10'58"W
CH=500.70'
GEORGIA 811
www.Georgia811.com
Know what's below.
Call before you dig.

□□□□□□

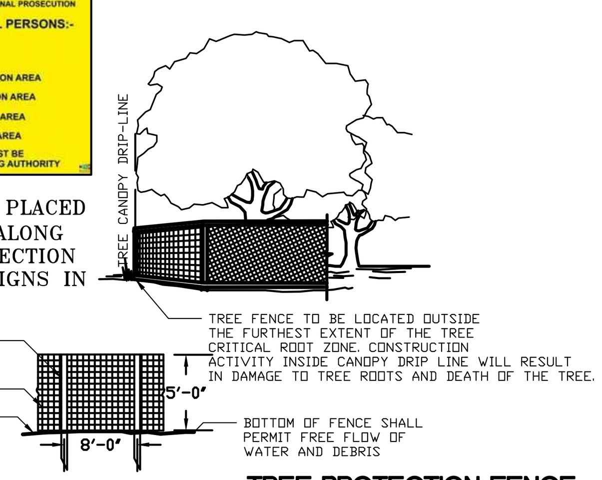


SITE LOCATION MAP
NOT TO SCALE

KEY:

- TREE SPECIMEN TO BE SAVED
- TREE OFF-SITE SPECIMEN TO BE SAVED
- TREE SPECIMEN TO BE REMOVED
- TREE NON-SPECIMEN (NST) TO BE SAVED
- TREE NON-SPECIMEN (NST) TO BE REMOVED
- CRZ OF SPECIMEN TREE TO BE SAVED
- CRZ OF SPECIMEN TREE TO BE REMOVED
- LIMIT OF DISTURBANCE / TREE PROTECTION FENCE
- TREE SAVE AREA
- SPECIMEN TREE CRZ IMPACTION AREA

TREE PROTECTION SIGN PLACED AT LEAST EVERY 20' ALONG LENGTH OF TREE PROTECTION FENCE. ALSO PROVIDE SIGNS IN SPANISH



TREE PROTECTION FENCE
N.T.S.

LANDSCAPE NOTES:

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

SPECIMEN TREES TO BE REMOVED

POINT #	SPECIES	DBH	UNITS
769	SOURWOOD	13	3.6
770	POPLAR	29	18.4
773	N RED OAK	29	18.4
774	POPLAR	28	17.2
775	POPLAR	31	20.8
776	POPLAR	28	17.2
781	S RED OAK	31	20.8
803	N RED OAK	29	18.4
804	SOURWOOD	14	4.4
805	S RED OAK	29	18.4
808	SOURWOOD	15	4.8
811	SOURWOOD	12	3.2
812	SOURWOOD	14	4.4
813	SOURWOOD	12	3.2
815	SOURWOOD	17	6.4
833	SOURWOOD	24	12.4
848	SOURWOOD	13	3.6
849	WHITE OAK	28	17.2
850	POPLAR	31	20.8
857	WHITE OAK	28	17.2
		TOTAL	250.8

SPECIMEN TREES TO BE SAVED

POINT #	SPECIES	CRZ IMPACT	DBH	UNITS
764	S RED OAK	11.7%	35	26.8
780	S RED OAK	11.7%	30	19.6
835	SOURWOOD	0.0%	12	3.2
836	S RED OAK	0.0%	33	23.6
838	SOURWOOD	0.0%	12	3.2
841	SOURWOOD	0.0%	12	3.2
856	N RED OAK	0.0%	29	18.4
858	WHITE OAK	0.0%	28	17.2
859	BEECH	0.0%	30	19.6
862	SASSAFRAS	0.0%	12	3.2
			TOTAL	138

NON-SPECIMEN QUALITY TREE (NST) - TO BE SAVED

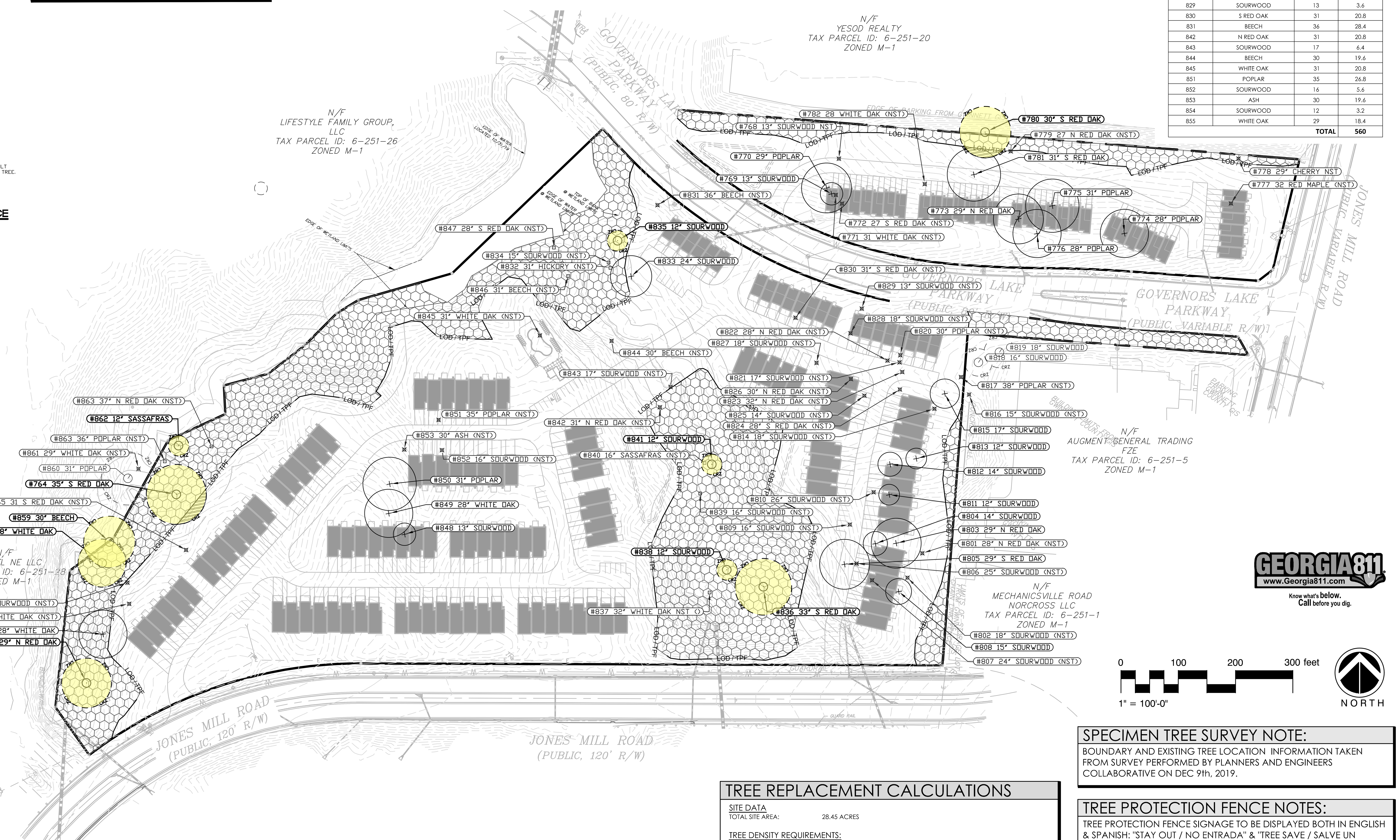
POINT #	SPECIES	DBH	UNITS
832	HICKORY	31	20.8
834	SOURWOOD	15	4.8
837	WHITE OAK	32	22.4
839	SOURWOOD	16	5.6
840	SASSAFRAS	16	5.6
846	BEECH	31	20.8
847	S RED OAK	28	17.2
863	POPLAR	36	28.4
863	N RED OAK	37	30
		TOTAL	155.6

OFF-SITE TREES TO BE SAVED

POINT #	SPECIES	DBH	UNITS
* 816	SOURWOOD	15	4.8
818	SOURWOOD	16	5.6
819	SOURWOOD	18	7.2
860	POPLAR	31	20.8
* 861	WHITE OAK	29	18.4
*NST		TOTAL	56.8

NON-SPECIMEN QUALITY TREE (NST) - TO BE REMOVED

POINT #	SPECIES	DBH	UNITS
765	S RED OAK	31	20.8
768	SOURWOOD	13	3.6
771	WHITE OAK	31	20.8
772	S RED OAK	27	16
777	RED MAKE	32	22.4
778	CHERRY	29	18.4
779	N RED OAK	27	16
782	WHITE OAK	28	17.2
801	N RED OAK	28	17.2
802	SOURWOOD	18	7.2
806	SOURWOOD	25	13.6
807	SOURWOOD	24	12.4
809	SOURWOOD	16	5.6
810	SOURWOOD	26	14.8
814	SOURWOOD	18	7.2
817	POPLAR	38	31.6
820	POPLAR	30	19.6
821	SOURWOOD	17	6.4
822	N RED OAK	28	17.2
823	N RED OAK	32	22.4
824	S RED OAK	28	17.2
825	SOURWOOD	14	4.4
826	N RED OAK	30	19.6
827	SOURWOOD	18	7.2
828	SOURWOOD	18	7.2
829	SOURWOOD	13	3.6
830	S RED OAK	31	20.8
831	BEECH	36	28.4
842	N RED OAK	31	20.8
843	SOURWOOD	17	6.4
844	BEECH	30	19.6
845	WHITE OAK	31	20.8
851	POPLAR	35	26.8
852	SOURWOOD	16	5.6
853	ASH	30	19.6
854	SOURWOOD	12	3.2
855	WHITE OAK	29	18.4
		TOTAL	560



SPECIMEN TREE SIZES

HARDWOODS	28 INCHES
SOFTWOODS	30 INCHES
SMALL NATIVE FLOWERING	12 INCHES

TREE REPLACEMENT CALCULATIONS

SITE DATA
TOTAL SITE AREA: 28.45 ACRES

TREE DENSITY REQUIREMENTS:
SITE AREA X 16 UNITS PER ACRE = SDF
28.45 AC X 16 TREE DENSITY UNITS (TDUs) = 455.2 TREE DENSITY UNITS (TDUs) REQUIRED (EXISTING & PROPOSED)

SPECIMEN RECOMPENSE REQUIREMENTS:
250.8 SPECIMEN TREE UNITS TO BE REMOVED AND RECOMPENSED FOR. THIS VALUE MAY CHANGE DURING DESIGN DEVELOPMENT.

TREE SAVE PROVIDED:
APPROXIMATELY 7 ACRES OF TREE SAVE AREA. THIS VALUE MAY CHANGE DURING DESIGN DEVELOPMENT.

SPECIMEN TREE SURVEY NOTE:

BOUNDARY AND EXISTING TREE LOCATION INFORMATION TAKEN FROM SURVEY PERFORMED BY PLANNERS AND ENGINEERS COLLABORATIVE ON DEC 9th, 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% IMPACTION 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
O: 770.451.2741
PEC360STUDIO.COM

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PROJECT
GOVERNOR'S LAKES

CITY OF PEACHTREE CORNERS
GWINNETT COUNTY,
GEORGIA

LAND LOT 251
6th DISTRICT

FOR
McKINLEY HOMES

655 ENGINEERING DRIVE
SUITE 208
PEACHTREE CORNERS, GA 30092

CONTACT:
DAN SMEDLEY
470.216.3570

REVISION	DATE
ZONING TPR	12/27/19

DRAWN BY: RH
APPROVED BY: DM

PROJECT NUMBER
15061.02

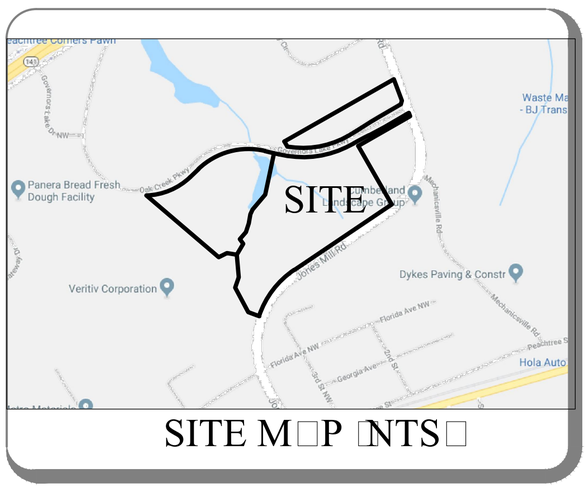
SEAL
GEORGIA REGISTERED No. 1768 LANDSCAPE ARCHITECT DOUG MCCLURE

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

DATE
DEC 27, 2019

TITLE
ZONING TREE PRESERVATION PLAN

SHEET
Z-TP.1



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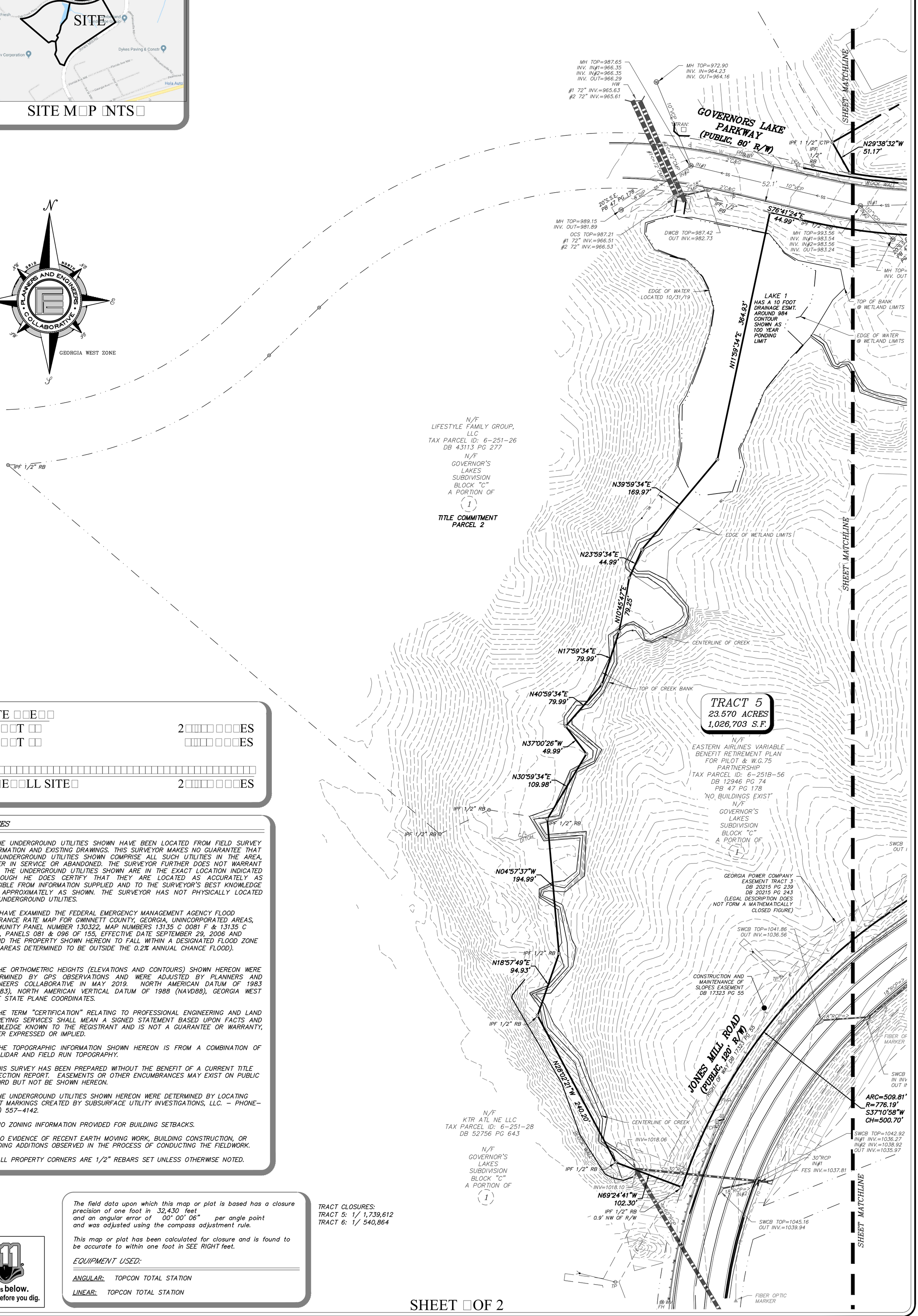

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NOTES

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 NUMBERS 13135 C 0081 F & 13135 C 0096, PANELS 081 & 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. THE ORTHOMETRIC HEIGHTS (ELEVATIONS AND CONTOURS) SHOWN HEREON WERE DETERMINED BY GPS OBSERVATIONS AND WERE 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. THE TOPOGRAPHIC INFORMATION SHOWN HEREON IS FROM A COMBINATION OF UAV LIDAR AND FIELD RUN TOPOGRAPHY.

7. 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.

8. THE UNDERGROUND UTILITIES SHOWN HEREON WERE DETERMINED BY LOCATING PAINT MARKINGS CREATED BY SUBSURFACE UTILITY INVESTIGATIONS, LLC. – PHONE– (770) 557–4142.

10. NO ZONING INFORMATION PROVIDED FOR BUILDING SETBACKS.

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

12. ALL PROPERTY CORNERS ARE 1/2" REBARS SET UNLESS OTHERWISE NOTED.

The field data upon which this map or plat is based has a closure precision of one foot in 32,430 feet and an angular error of 00° 00' 06" 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 SEE RIGHT feet.

EQUIPMENT USED:

ANGULAR: TOPCON TOTAL STATION

LINEAR: TOPCON TOTAL STATION

TRACT CLOSURES:
TRACT 5: 1/ 1,739,612
TRACT 6: 1/ 540,864

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SHEET □OF 2

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C.O.A.-LSF000004

REV	DATE	DESCRIPTION	BY
5			
4			
3			
2			
1			

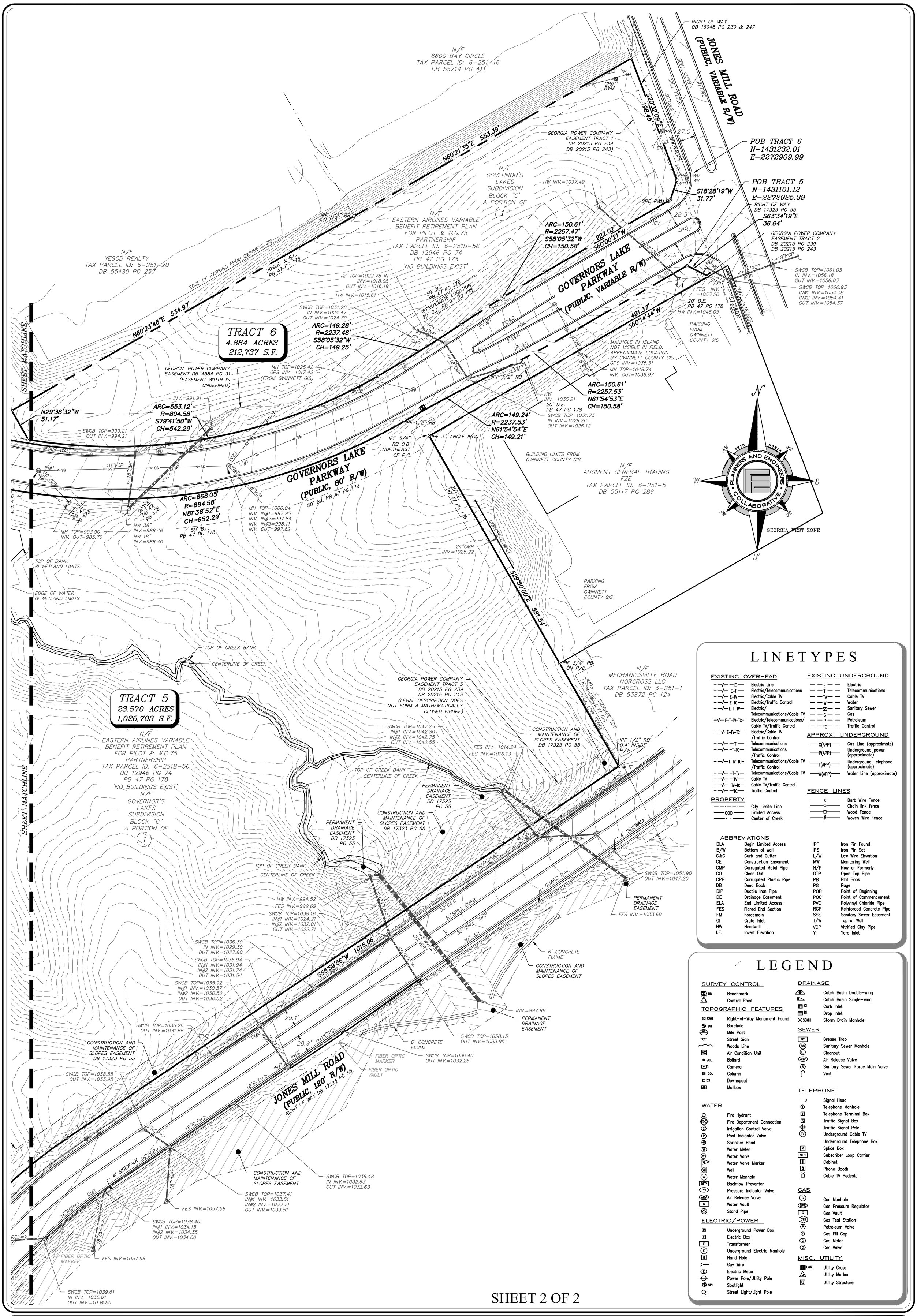
ZONING BOUNDARY
FOR
McKINLEY HOMES

LAND LOT(S) 251
DISTRICT 6th
CITY OF PEACHTREE CORNERS
GWINNETT COUNTY GEORGIA

GEORGIA REGISTERED LAND SURVEYOR No. 3008 JONATHAN N. HOWARD

DRAWN BY: MN
CHECKED BY: JH
FILE NO.: 15061.02
DATE: 11/16/19
SCALE: 1"=60'
DATE OF FIELD WORK: 11/11/19

0 30 60 120



LINETYPES

EXISTING OVERHEAD

- Electric Line
- Electric/Telecommunications
- Electric/Cable TV
- Electric/Traffic Control
- Electric/ Telecommunications/Cable TV
- Electric/Telecommunications/ Cable TV/Traffic Control
- Electric/Cable TV /Traffic Control
- Telecommunications
- Telecommunications /Traffic Control
- Telecommunications/Cable TV /Traffic Control
- Telecommunications/Cable TV
- Cable TV
- Cable TV/Traffic Control
- Traffic Control

PROPERTY

- City Limits Line
- Limited Access
- Center of Creek

EXISTING UNDERGROUND

- Electric
- Telecommunications
- Cable TV
- Water
- Sanitary Sewer
- Gas
- Petroleum
- Traffic Control

APPROX. UNDERGROUND

- Gas Line (approximate)
- Underground power (approximate)
- Underground Telephone (approximate)
- Water Line (approximate)

FENCE LINES

- Barb Wire Fence
- Chain link fence
- Wood Fence
- Woven Wire Fence

ABBREVIATIONS

BLA	Begin Limited Access	IPF	Iron Pin Found
B/W	Bottom of wall	IPS	Iron Pin Set
C&G	Curb and Gutter	L/W	Low Wire Elevation
CE	Construction Easement	MW	Monitoring Well
CMP	Corrugated Metal Pipe	N/F	Now or Formerly
CO	Clean Out	OTP	Open Top Pipe
CPP	Corrugated Plastic Pipe	PB	Plat Book
DB	Deed Book	PG	Page
DIP	Ductile Iron Pipe	POB	Point of Beginning
DE	Drainage Easement	POC	Point of Commencement
ELA	End Limited Access	PVC	Polyvinyl Chloride Pipe
FES	Flared End Section	RCP	Reinforced Concrete Pipe
FM	Forcemain	SSE	Sanitary Sewer Easement
GI	Grate Inlet	T/W	Top of Wall
HW	Headwall	VCP	Vitrified Clay Pipe
I.E.	Invert Elevation	YI	Yard Inlet

LEGEND

SURVEY CONTROL

- Benchmark
- Control Point

TOPOGRAPHIC FEATURES

- Right-of-Way Monument Found
- Borehole
- Mile Post
- Street Sign
- Woods Line
- Air Condition Unit
- Bollard
- Camera
- Column
- Downspout
- Mailbox

WATER

- Fire Hydrant
- Fire Department Connection
- Irrigation Control Valve
- Post Indicator Valve
- Sprinkler Head
- Water Meter
- Water Valve
- Water Valve Marker
- Well
- Water Manhole
- Backflow Preventer
- Pressure Indicator Valve
- Air Release Valve
- Water Vault
- Stand Pipe

ELECTRIC/POWER

- Underground Power Box
- Electric Box
- Transformer
- Underground Electric Manhole
- Hand Hole
- Guy Wire
- Electric Meter
- Power Pole/Utility Pole
- Spotlight
- Street Light/Light Pole

DRAINAGE

- Catch Basin Double-wing
- Catch Basin Single-wing
- Curb Inlet
- Drop Inlet
- Storm Drain Manhole

SEWER

- Grease Trap
- Sanitary Sewer Manhole
- Cleanout
- Air Release Valve
- Sanitary Sewer Force Main Valve
- Vent

TELEPHONE

- Signal Head
- Telephone Manhole
- Telephone Terminal Box
- Traffic Signal Box
- Traffic Signal Pole
- Underground Cable TV
- Underground Telephone Box
- Splice Box
- Subscriber Loop Carrier
- Cabinet
- Phone Booth
- Cable TV Pedestal

GAS

- Gas Manhole
- Gas Pressure Regulator
- Gas Vault
- Gas Test Station
- Petroleum Valve
- Gas Fill Cap
- Gas Meter
- Gas Valve

MISC. UTILITY

- Utility Grate
- Utility Marker
- Utility Structure

SHEET 2 OF 2

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REV	DATE	DESCRIPTION	BY
5			
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ZONING BOUNDARY

FOR

McKINLEY HOMES

LAND LOT(S) 251
DISTRICT 6th

CITY OF PEACHTREE CORNERS

GWINNETT COUNTY
GEORGIA

GEORGIA REGISTERED LAND SURVEYOR No. 3008 JONATHAN N. HOWARD

DRAWN BY: MN
CHECKED BY: JH
FILE NO.: 15061.02
DATE: 11/16/19
SCALE: 1"=60'
DATE OF FIELD WORK: 11/11/19

0 30 60 120

TRACT 5 LEGAL DESCRIPTION

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

BEGINNING at an iron pin set at the intersection of the Southerly and Southeasterly Right of Way of Governors Lake Parkway (Public, Variable R/W) and the mitered Southerly Right of Way of Governors Lake Parkway, said iron pin set having Georgia State Plane Coordinates (NAD83, Georgia West Zone) of Northing: 1431101.12 and Easting: 2272925.39 and being the TRUE POINT OF BEGINNING.

Thence following along said mitered Southerly Right of Way of Governors Lake Parkway South 63 degrees 34 minutes 19 seconds East a distance of 36.64 feet to an iron pin set; thence leaving said mitered Southerly Right of Way South 60 degrees 14 minutes 44 seconds West a distance of 491.37 feet to a 3" angle iron found; thence South 29 degrees 50 minutes 00 seconds East a distance of 581.54 feet to a point on the Northerly Right of Way Line of Jones Mill Road (Public, 120' R/W) using a 1/2" rebar found 0.4' inside the right of way as line; thence following along said Northerly Right of Way Line of Jones Mill Road the following courses and distances: South 55 degrees 59 minutes 56 seconds West a distance of 1015.06 feet to an iron pin set; thence with a curve turning to the left with an arc length of 509.81 feet, with a radius of 776.19 feet, with a chord bearing of South 37 degrees 10 minutes 58 seconds West, with a chord length of 500.70 feet to an iron pin set using a 1/2" rebar found 0.9' northwest of the right of way as line; thence leaving said Northerly Right of Way Line of Jones Mill Road North 69 degrees 24 minutes 41 seconds West a distance of 102.30 feet to a 1/2" rebar found; thence North 28 degrees 02 minutes 21 seconds West a distance of 240.20 feet to a 1/2" rebar found; thence North 18 degrees 57 minutes 49 seconds East a distance of 94.93 feet to a 1/2" rebar found; thence North 04 degrees 57 minutes 37 seconds West a distance of 194.99 feet to a 1/2" rebar found; thence North 30 degrees 59 minutes 34 seconds East a distance of 109.98 feet to an iron pin set; thence North 37 degrees 00 minutes 26 seconds West a distance of 49.99 feet to an iron pin set; thence North 40 degrees 59 minutes 34 seconds East a distance of 79.99 feet to an iron pin set; thence North 17 degrees 59 minutes 34 seconds East a distance of 79.99 feet to an iron pin set; thence North 10 degrees 45 minutes 47 seconds East a distance of 79.25 feet to an iron pin set; thence North 23 degrees 59 minutes 34 seconds East a distance of 44.99 feet; thence North 39 degrees 59 minutes 34 seconds East a distance of 169.97 feet to a point; thence North 11 degrees 59 minutes 34 seconds East a distance of 364.93 feet to an iron pin set on the Southerly Right of Way Line of Governors Lake Parkway (Public, 80' R/W); thence following along the Southerly and Southeasterly Right of Way Line of Governors Lake Parkway the following courses and distances: South 76 degrees 41 minutes 24 seconds East a distance of 44.99 feet to a 1/2" rebar found; thence with a curve turning to the left with an arc length of 668.05 feet, with a radius of 884.58 feet, with a chord bearing of North 81 degrees 38 minutes 52 seconds East, with a chord length of 652.29 feet to a 1/2" rebar found; thence leaving said 80' R/W and following along Variable R/W with a reverse curve turning to the right with an arc length of 149.24 feet, with a radius of 2237.53 feet, with a chord bearing of North 61 degrees 54 minutes 54 seconds East, with a chord length of 149.21 feet to a 1/2" rebar found; thence

with a reverse curve turning to the left with an arc length of 150.61 feet, with a radius of 2257.53 feet, with a chord bearing of North 61 degrees 54 minutes 53 seconds East, with a chord length of 150.58 feet to an iron pin set; thence North 60 degrees 00 minutes 13 seconds East a distance of 193.70 feet to an iron pin set at the intersection of the Southerly and Southeasterly Right of Way of Governors Lake Parkway (Public, Variable R/W) and the mitered Southerly Right of Way of Governors Lake Parkway, which is the TRUE POINT OF BEGINNING.

Tract 5 having an area of 1,026,703 square feet, 23.570 acres more or less.

TRACT 6 LEGAL DESCRIPTION

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

BEGINNING at an iron pin set at the intersection of the Southwesterly Right of Way Line of Jones Mill Road (Public, Variable R/W) and the mitered Northerly Right of Way of Governors Lake Parkway (Public, Variable R/W), said iron pin set having Georgia State Plane Coordinates (NAD83, Georgia West Zone) of Northing: 1431232.01 and Easting: 2272909.99 and being the TRUE POINT OF BEGINNING.

Thence leaving said intersection and following along said mitered Northerly Right of Way of Governors Lake Parkway South 18 degrees 28 minutes 19 seconds West a distance of 31.77 feet to an iron pin set; thence leaving said mitered Northerly Right of Way Line and following along the Northerly and Northwesterly Right of Way Line of Governors Lake Parkway (Public, Variable R/W) the following courses: South 60 degrees 00 minutes 21 seconds West a distance of 222.02 feet to an iron pin set; thence with a curve turning to the left with an arc length of 150.61 feet, with a radius of 2257.47 feet, with a chord bearing of South 58 degrees 05 minutes 32 seconds West, with a chord length of 150.58 feet to a point; thence with a reverse curve turning to the right with an arc length of 149.28 feet, with a radius of 2237.48 feet, with a chord bearing of South 58 degrees 05 minutes 32 seconds West, with a chord length of 149.25 feet to an iron pin set at a 80' R/W; thence continuing along said 80' R/W with a compound curve turning to the right with an arc length of 553.12 feet, with a radius of 804.58 feet, with a chord bearing of South 79 degrees 41 minutes 50 seconds West, with a chord length of 542.29 feet to an iron pin set; thence leaving said Northerly and Northwesterly Right of Way Line of Governors Lake Parkway North 29 degrees 38 minutes 32 seconds West a distance of 51.17 feet to an 1/2" crimped top pipe found; thence North 60 degrees 23 minutes 46 seconds East a distance of 534.97 feet to an iron pin set; thence North 60 degrees 21 minutes 35 seconds East a distance of 553.39 feet to an iron pin set on the Southwesterly Right of Way Line of Jones Mill Road; thence South 20 degrees 32 minutes 09 seconds East a distance of 198.45 feet to an iron pin set at the intersection of the Southwesterly Right of Way Line of Jones Mill Road (Public, Variable R/W) and the mitered Northerly Right of Way of Governors Lake Parkway (Public, Variable R/W), which is the TRUE POINT OF BEGINNING.

Tract 6 having an area of 212,737 square feet, 4.884 acres more or less.

VERIFICATION OF CURRENT PAID PROPERTY TAXES FOR REZONING

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

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

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

District	Land Lot	Parcel
6	251	026

Signature of Applicant — Date: 12-30-19

Don Gale, VP

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)

NAME: Judy M Smith

TITLE: Senior Tax Service Associate

DATE: 12/27/19

VERIFICATION OF CURRENT PAID PROPERTY TAXES FOR REZONING

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

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

PARCEL I.D. NUMBER: (Map Reference Number) 6 - 251 - 002

District - Land Lot - Parcel

Signature of Applicant — Date: 12-30-19

Dan Gale VP

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)

Judy Mingolla — NAME

Senior Tax Service Associate — TITLE

12/27/19 — DATE

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 comprehensive plan of Peachtree Corners. The development will bring new residents to Peachtree Corners to help revitalize the struggling nearby office and retail nodes.

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

C. Given current site conditions, existing development, and market trends, the Applicant respectfully submits that subject property does not have reasonable economic use as currently zoned. The property has been vacant land zoned for industrial uses for over 50 years.

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

E. The proposed rezoning is in conformity with the policy and intent of the land use plan. The land use plan encourages this historic neighborhood to be preserved as village residential, with single-family attached lots and offer housing that meets the demands of millennials and seniors choosing to "age in place," which are all offered in the proposed development. The proposed change to the future land use plan is warranted to expand and protect the Village Residential Character Area and bring attainable new construction housing to Peachtree Corners without displacing current residents.

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

CITY OF Peachtree CORNERS
Innovative & Remarkable

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

COMMUNITY INFORMATION MEETING CERTIFICATION

Case# _____

Property Address Jones Mill Road and Governors Lake Parkway

Application Request Rezone approximately 28.45 acres from M1 to RTH to allow the development of 164 townhomes

Date range of required meeting Meeting held 12-19-19

TO BE COMPLETED BY APPLICANT:

Date & time meeting held Thursday, December 19th @ 6:30PM

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

Summary of meeting One owner of Industrial property to the east attended and apprximately 7 members of the Mechanicsville neighborhood.

In general the project was well received and the neighbors seemed excited about more new residential development coming to the area. Traffic was raised as a current concern, with the traffic light and the railroad tracks causing delays. Buffers against the industrial properties and walking trails for the neighborhood were also discussed. Neighbors had questions on price points and square footage of the units.

Applicant's signature _____

(See back for meeting sign-in sheet)

Jones Mill Road
Community Meeting 12-19-19
Sign In Sheet

	Name	Phone	Email
1	Tony Hawk	770/652/7527	thawk@bellsouth.net
2	Ronnie & Paula Garmon	770-840-9102	rpgarmon@bellsouth.net
3	Robert Jaxe	770 403 0998	President@SPRUCEPRODUCTS.com
4	David Little	678-231 7676	
5	Nelson Brown	770-921-4432	
6	Brenda Ballard	770 714 4478	
7			
8			
9			
10			
11			
12			
13			
14			
15			

TRAFFIC STUDY FOR

GOVERNOR'S LAKE RESIDENTIAL DEVELOPMENT

DATE:
December 26, 2019

LOCATION:
Peachtree Corners, Georgia

PREPARED FOR:
McKinley Homes

PREPARED BY:
CALYX Engineers & Consultants, an NV5 Company

NV5 CALYX
ENGINEERS + CONSULTANTS

www.calyxengineers.com
nv5.com

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Appendix A – Site Plan
Appendix B – Traffic Counts
Appendix C – Synchro Reports

A. Introduction

A new residential development consisting of 164 units is proposed for construction on approximately 57 acres in Peachtree Corners, Georgia. The development will contain three access points: one full access on Governors Lake Parkway and two right-in/right-out access on Jones Mill Road.

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. Peachtree Corners Circle and Peachtree Industrial Boulevard westbound frontage road ramps
2. Peachtree Corners Circle and Peachtree Industrial Boulevard eastbound frontage road ramps
3. Jones Mill Road at Governors Lake Parkway
4. Buford Highway at Jones Mill Road
5. Peachtree Industrial Boulevard eastbound frontage road at Governors Lake Parkway
6. Full Access Driveway at Governor Lake Parkway (driveway 1)
7. Right-in/right-out access point at Jones Mill Road (driveway 2 northern)
8. Right-in/right-out access point on Jones Mill Road (driveway 3 southern)

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

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

Figure 1. Vicinity Map

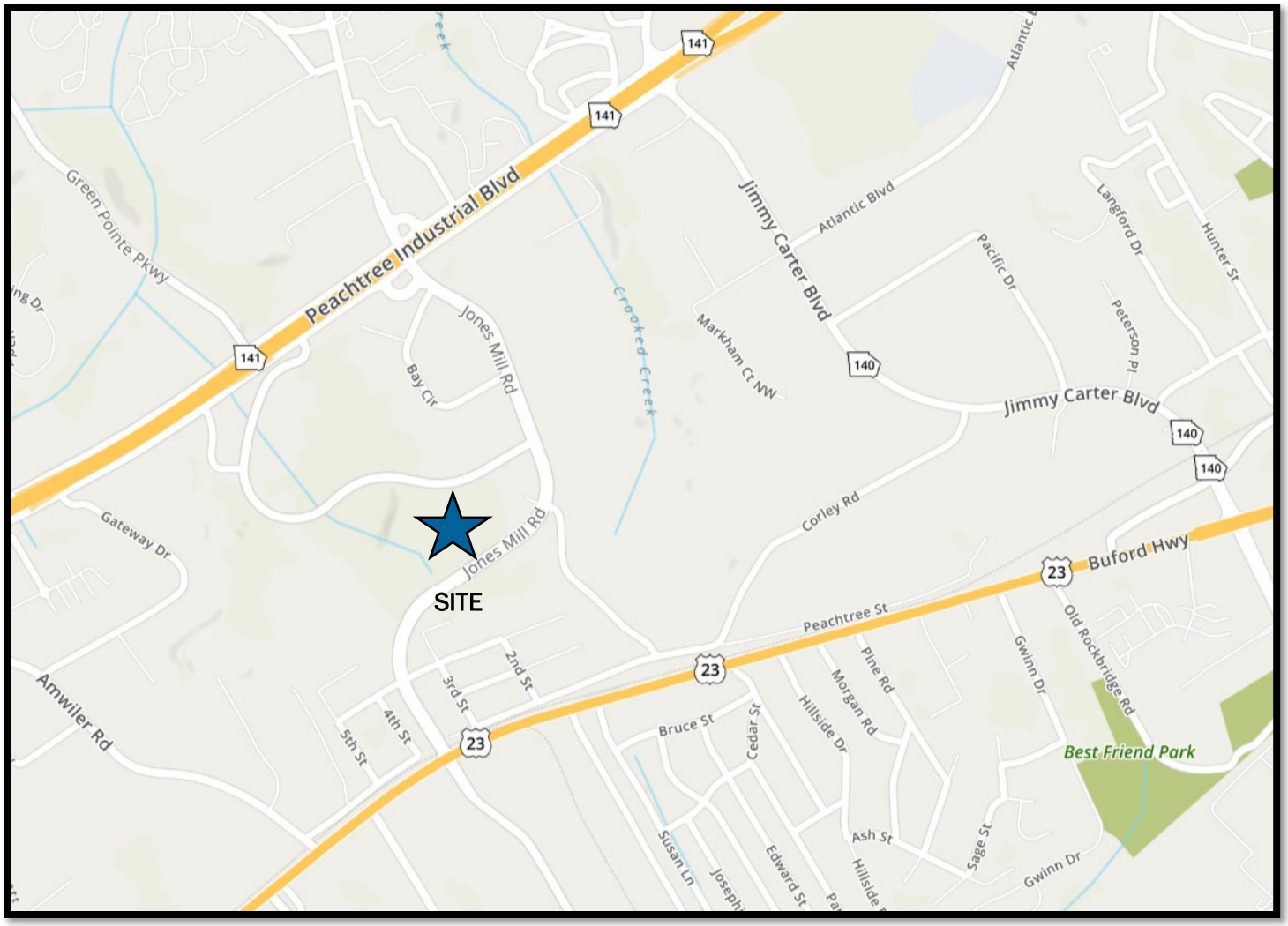


Figure 2. Site Location Aerial

B. Existing Conditions

B.1. Transportation Facilities

Peachtree Corners Circle is the northern portion of an approximately eight-mile stretch of roadway that begins as Peachtree Corners Circle to the north and terminates as Button Gwinnett Drive at I-85 frontage road to the south. The subject fragment of roadway spans approximately ¼ mile intersecting the westbound and eastbound Peachtree Industrial Boulevard frontage road ramps. The posted speed along the roadway section is 45 miles per hour. Peachtree Corners Circle is a five-lane undivided roadway with a center two-way left-turn lane that provides access to commercial, residential, and office land uses.

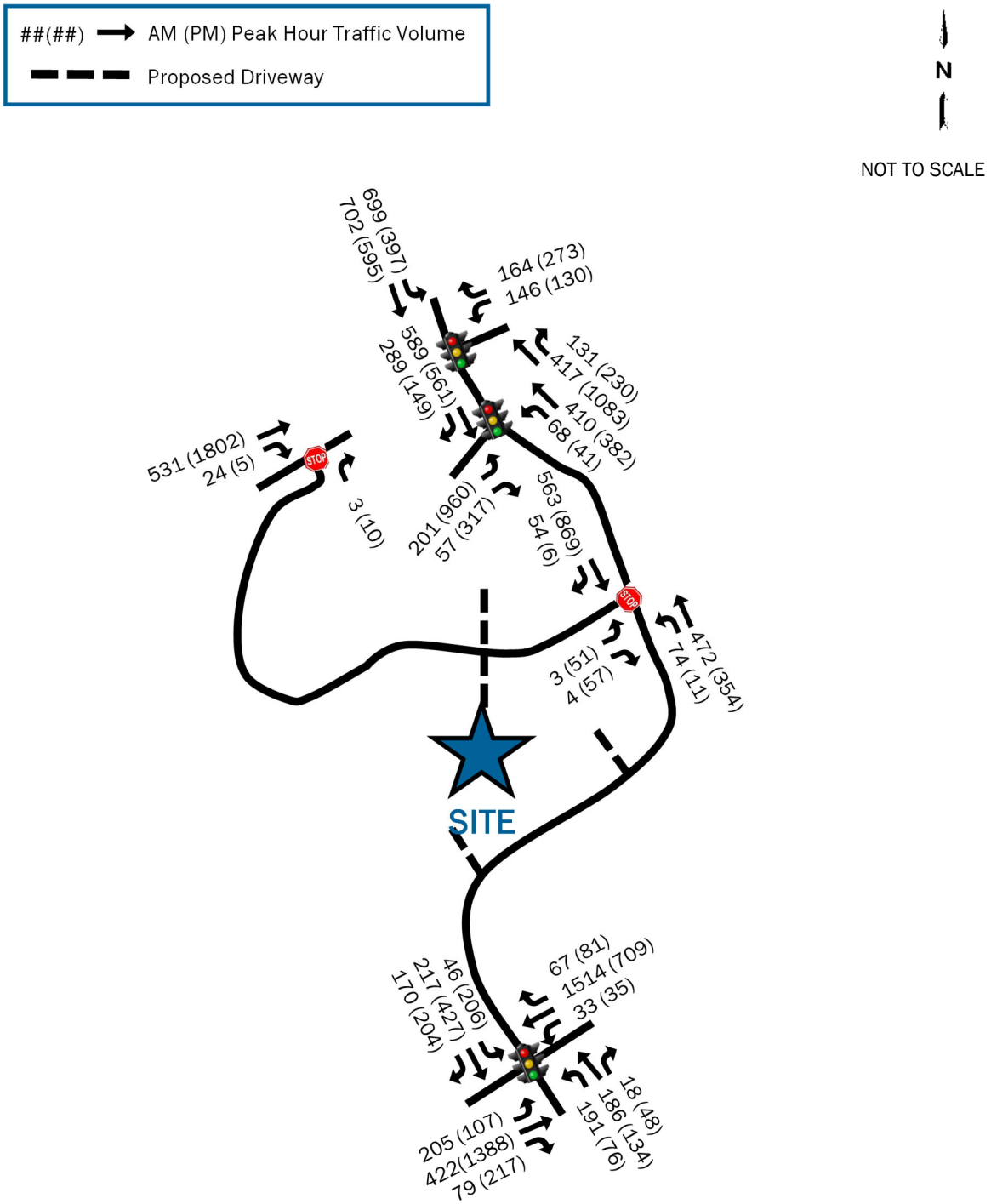
Jones Mill Road is the central portion of eight mile stretch of roadway that begins as Peachtree Corners Circle to the north and terminates as Button Gwinnett Drive to the south. The subject fragment of roadway spans approximately 1 ¼ miles intersecting Governors Lake Parkway and Buford Highway. The posted speed along the roadway section is 40 miles per hour. Jones Mill Road is 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.

Governors Lake Parkway is a four-lane undivided, east-west roadway spanning approximately one mile from Peachtree Industrial Boulevard eastbound frontage road on the west to Jones Mill Road on the east. The roadway contains offices and industrial land uses. The posted speed is 35 miles per hour. Governors Lake Parkway will provide access to/ from the proposed development.

B.2. Traffic Counts

Traffic counts were collected on Tuesday, December 10, 2019 at the intersections of: Peachtree Corners Circle at Peachtree Industrial Boulevard westbound frontage road ramps; Peachtree Corners Circle at Peachtree Industrial Boulevard eastbound frontage road ramps; Jones Mill Road at Governors Lake Parkway; Buford Highway at Jones Mill Road; and Peachtree Industrial Boulevard eastbound frontage road at Governors Lake Parkway. The counts were taken while local schools were in session and are depicted in Figure 3.

Figure 3: 2019 Existing Figures



C. Future Conditions

C.1. Background Growth

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

C.2. Trip Generation

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

Table 1: Trip Generation

Land Use	Code	Project Density		Total	Inbound	Outbound
Townhomes / Multi-Family Housing (Low-Rise)	220	Dwelling Units (164)	Daily	1,199	600	599
			AM	76	17	59
			PM	92	58	34

The development will generate a total of 76 trips (17 entering and 59 exiting) during the AM peak hour, and a total of 92 trips (58 entering and 34 exiting) during the PM peak hour.

A new residential development consisting of 164 units is proposed for the approximately 57-acre site. As a comparison, approximately 855,000 square feet of industrial park space could be developed on this site. Table 2 depicts the comparison of the proposed residential development with an alternate development.

Table 2: Trip Comparison

Land Use	Code	Project Density	Daily Total	AM Peak Hour Total	PM Peak Hour Total
Townhomes / Multi-Family Housing (Low-Rise)	220	Dwelling Units (164)	1,199	76	92
Industrial Park	130	855,000 S.F.	2,866	342	342

As shown in Table 2, the estimated project trips for an industrial park would be: 2,866 daily trips and 342 trips in the AM and PM peak hours each. Therefore, the proposed residential development will generate significantly less trips than an alternate development on the site.

C.3. Trip Distribution and Assignment

The assignment and directional distribution of new project trips is based on the traffic patterns evidenced in the overall study area. It is expected that from the trips generated, approximately 50% will travel to/from the north towards Peachtree Industrial Boulevard and approximately 50% will travel to/from the south towards Buford Highway. Figure 5 depicts the Trip Distribution. The project trips generated from the development utilize the trip distribution and are depicted in Figure 6. The No-Build plus project trips (representing the Build scenario) are depicted in Figure 7.

Figure 4: 2021 No-Build Volumes

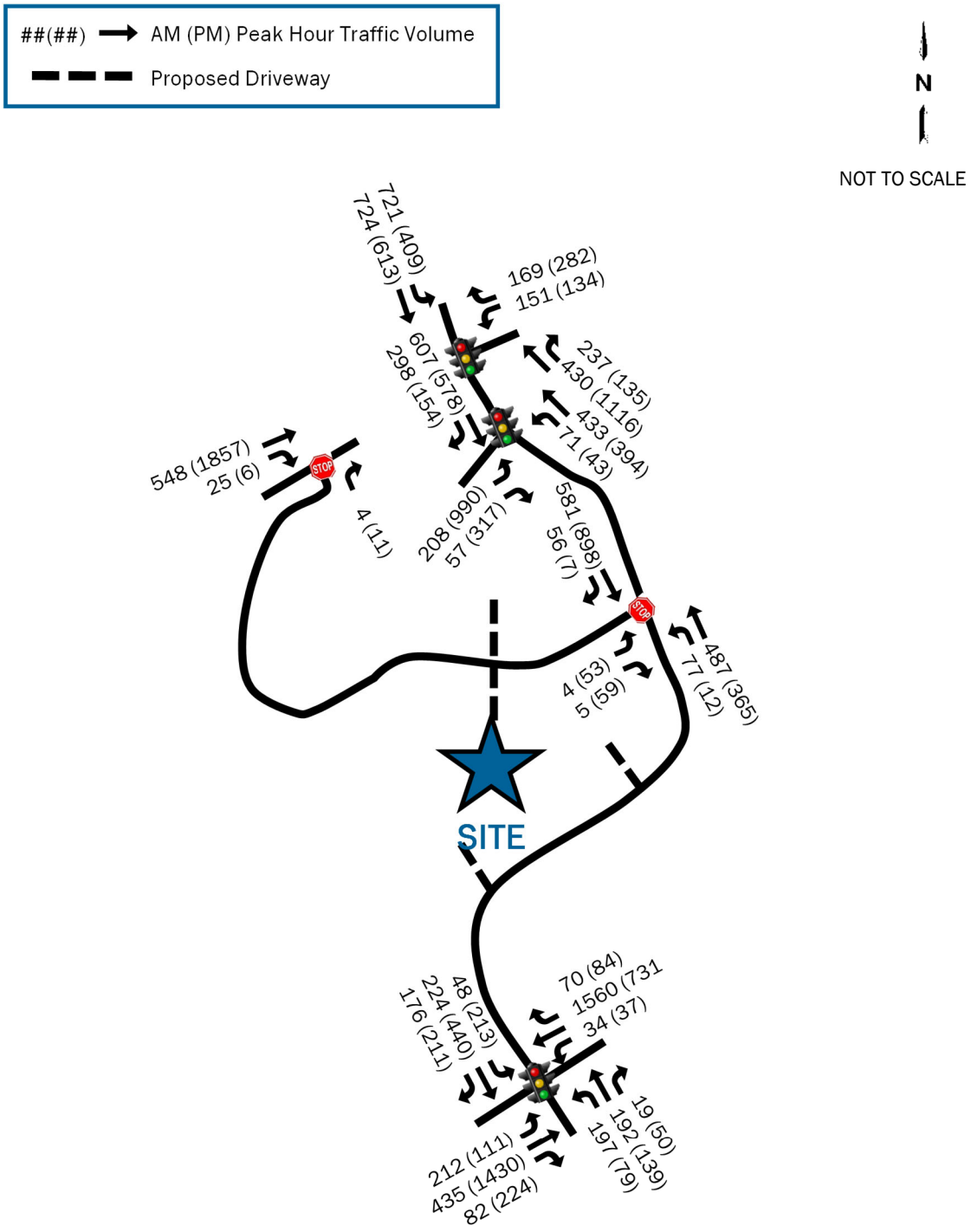
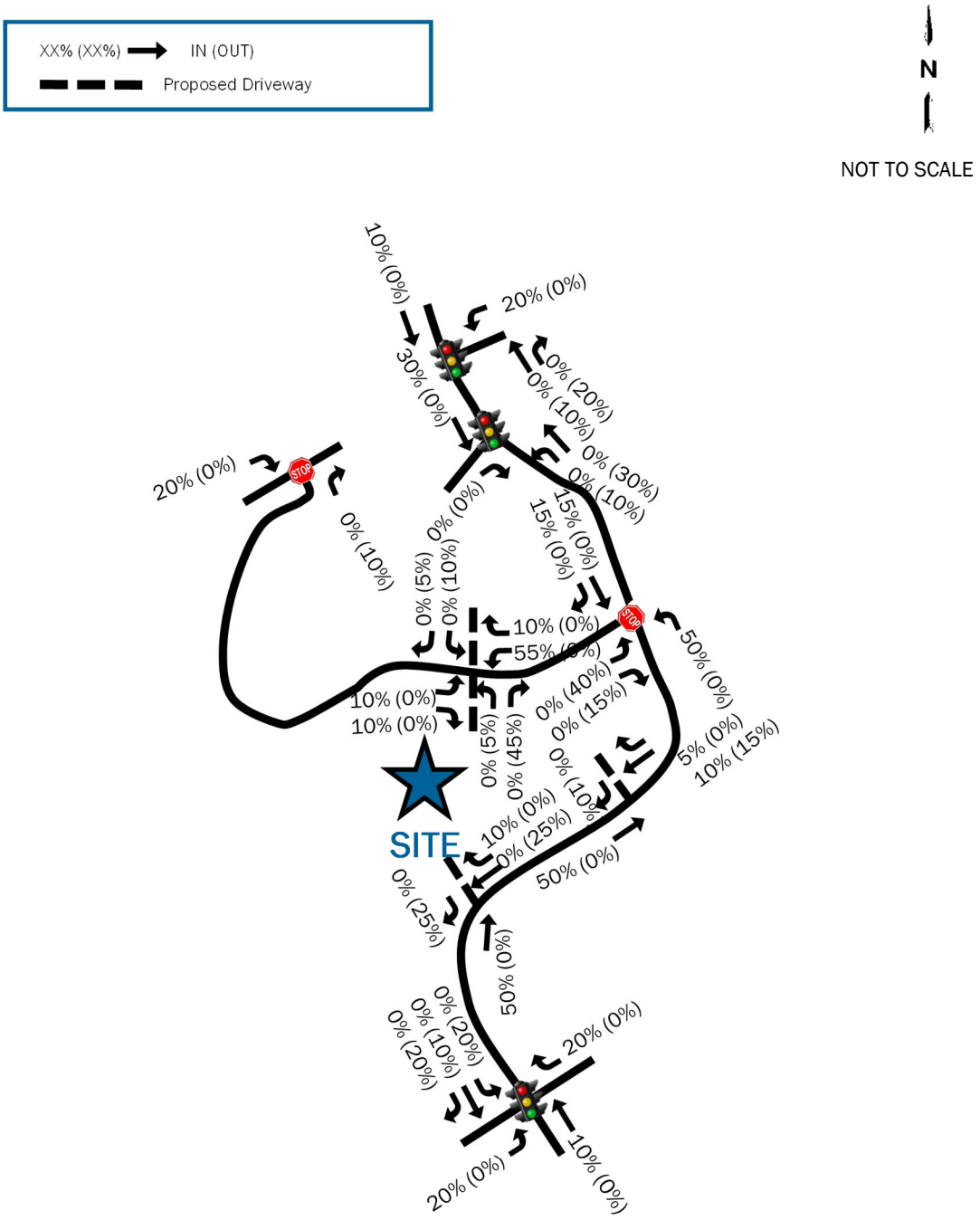


Figure 5: Trip Distribution



Trip Generation	Total	IN	OUT
AM Peak Hour	76	17	59
PM Peak Hour	92	58	34

Figure 6: Project Trips

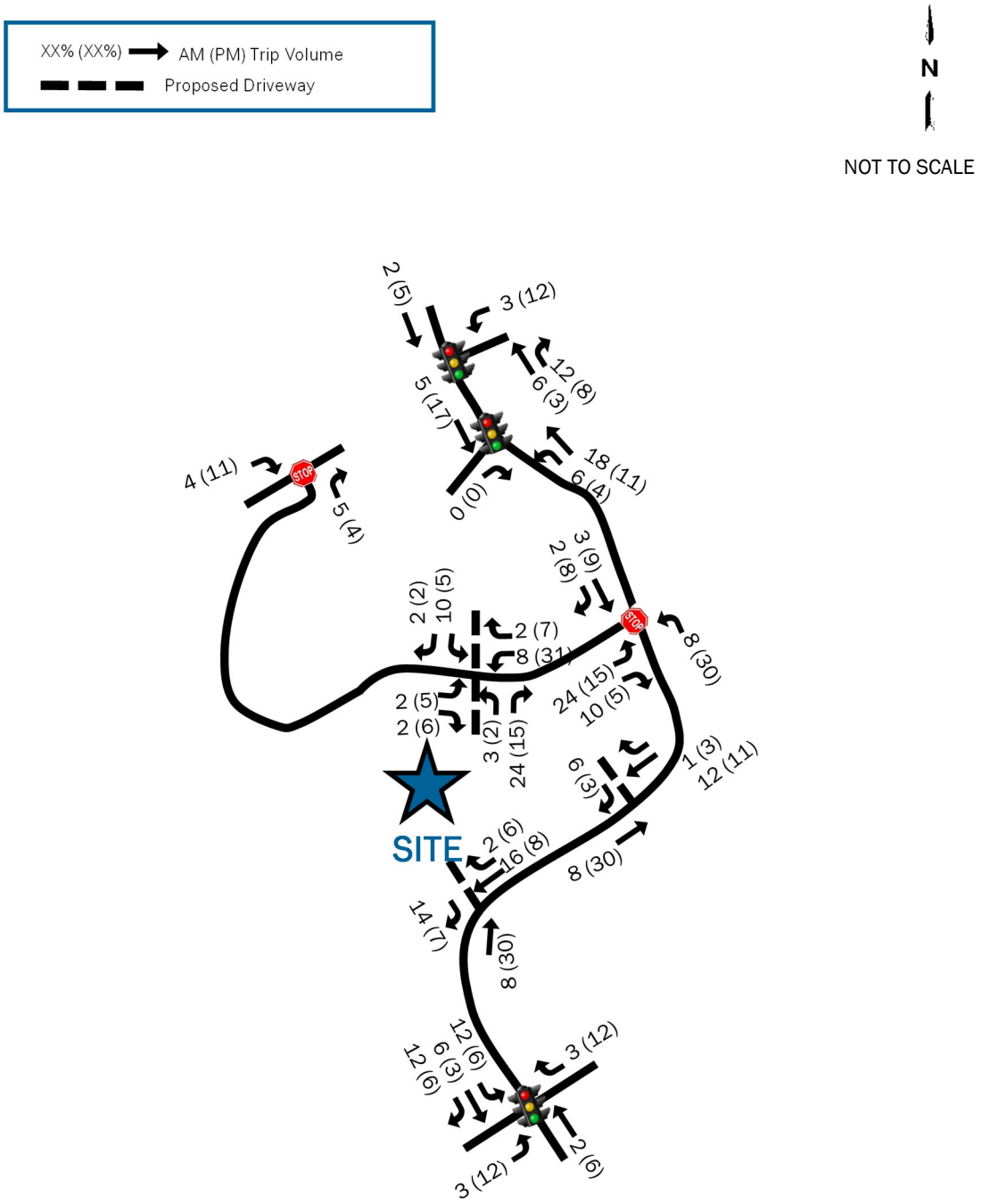
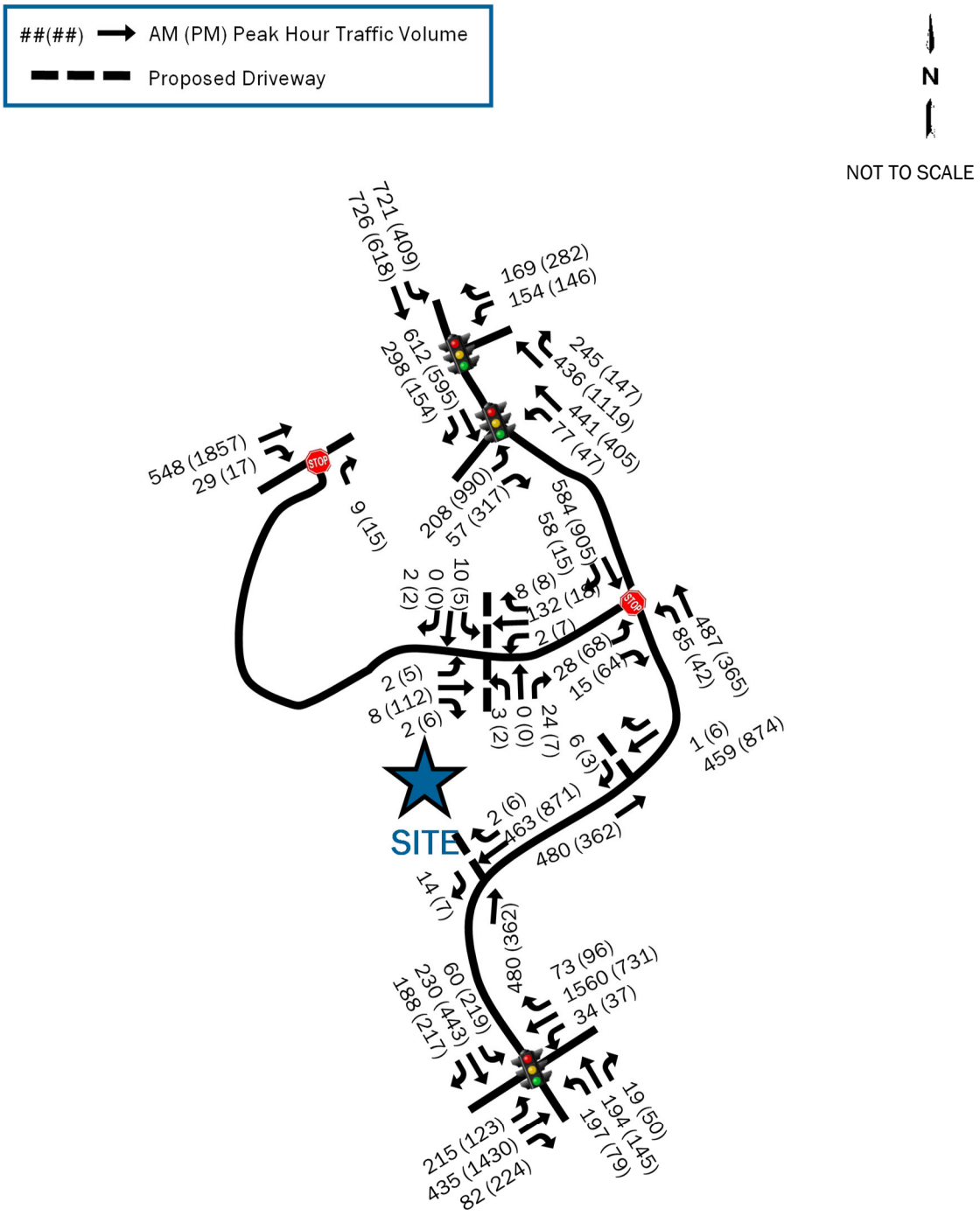


Figure 7: 2021 Build Volumes



D. Traffic Impact Analyses

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

D.1. Existing Conditions Analysis

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

Table 3: Existing Conditions Capacity Analysis

Intersection	Control	Movement	AM		PM	
			LOS	Delay (s)	LOS	Delay (s)
1. Peachtree Corners Cir at Peachtree Ind. Blvd westbound frontage road	Signalized	WB	F	82.6	F	80.7
		NB	B	15.7	B	12.0
		SB	A	8.3	B	15.0
		Overall	B	15.4	B	17.4
2. Peachtree Corners Cir at Peachtree Ind. Blvd eastbound frontage road	Signalized	EB	E	72.8	D	53.4
		NB	A	2.4	C	15.1
		SB	A	5.1	C	22.3
		Overall	B	14.8	D	36.1
3. Jones Mill Rd at Governors Lake Pkwy	Stop Controlled	EB	C	15.6	E	35.1
		NBL	A	1.3	A	0.3
4. Buford Hwy at Jones Mill Rd	Signalized	EB	C	31.5	D	52.3
		WB	C	29.4	D	36.1
		NB	E	78.4	E	58.1
		SB	F	86.9	E	66.2
		Overall	D	44.5	D	49.8
5. Peachtree Ind. Blvd eastbound frontage road at Governors Lake Pkwy	Stop Controlled	NB	B	11.1	C	21.9

As shown in Table 3, the overall traffic operations at the signalized intersections are satisfactory and are reasonably reflective of field conditions. The westbound approach of the Peachtree Corners Circle at Peachtree Industrial Boulevard westbound frontage road intersection operates at Levels of Service F during both AM and PM peak hours. This is somewhat expected as there is significant amount of through and turning traffic on Peachtree Corners Circle at this intersection which needs to be serviced. Similarly, the operation of the Jones Mill Road at Governors Lake Parkway intersection,

is operating reasonably during the PM peak hour with Levels of Service E for the sidestreet considering the traffic volumes along Jones Mill Road.

. 2021 No-Build Conditions Capacity Analysis

The results of the 2021 No-Build conditions intersection capacity analysis are shown in Table 43 for the operation of the study intersections with the volumes from Figure 4.

Table 4: 2021 No-Build Capacity Analysis

Intersection	Control	Movement	AM		PM	
			LOS	Delay (s)	LOS	Delay (s)
1. Peachtree Corners Cir at Peachtree Ind. Blvd westbound frontage road	Signalized	WB	F	84.2	F	81.7
		NB	B	17.3	B	14.4
		SB	B	10.6	B	17.7
		Overall	B	17.6	B	19.9
2. Peachtree Corners Cir at Peachtree Ind. Blvd eastbound frontage road	Signalized	EB	E	72.7	D	53.0
		NB	A	2.5	B	15.9
		SB	A	5.3	C	23.4
		Overall	B	14.7	D	36.4
3. Jones Mill Rd at Governors Lake Pkwy	Stop Controlled	EB	C	16.4		40.0
		NBL	A	1.3	A	0.4
4. Buford Hwy at Jones Mill Rd	Signalized	EB	C	33.4	E	59.5
		WB	D	37.2	C	25.9
		NB	F	83.8	E	58.9
		SB	F	91.6	E	69.3
		Overall	D	50.1	D	54.1
5. Peachtree Ind. Blvd eastbound frontage road at Governors Lake Pkwy	Stop Controlled	NB	B	11.2	C	22.8

As shown in Table 4, the overall traffic operations of all the study intersections remain the same from existing conditions, and the Levels of Service and delay are minimally affected by the increase in traffic from the applied growth rate. The increase in delay for the northbound approach of the Buford Highway at Jones Mill Road intersection is expected to change the Levels of Service from E to F during the AM peak hour.

D.2. 2021 Build Conditions Capacity Analysis

The results of the 2021 Build conditions intersection capacity analysis are shown in Table 5 for the operation of the study intersections with the generated trips from the proposed development (volumes seen in Figure 7).

Table 5: 2021 Build Capacity Analysis

Intersection	Control	Movement	AM		PM	
			LOS	Delay (s)	LOS	Delay (s)
1. Peachtree Corners Cir at Peachtree Ind. Blvd westbound frontage road	Signalized	WB	F	84.2	F	84.3
		NB	B	17.3	B	15.5
		SB	B	10.6	B	18.3
		Overall	B	17.6	C	21.1
2. Peachtree Corners Cir at Peachtree Ind. Blvd eastbound frontage road	Signalized	EB	E	72.7	D	53.0
		NB	A	2.5	B	16.0
		SB	A	5.3	C	23.5
		Overall	B	14.7	D	36.2
3. Jones Mill Rd at Governors Lake Pkwy	Stop Controlled	EB	C	21.7	F	82.9
		NBL	A	1.4	A	1.2
4. Buford Hwy at Jones Mill Rd	Signalized	EB	C	33.4	E	60.1
		WB	D	37.2	C	26.4
		NB	F	83.8	E	59.5
		SB	F	91.6	E	69.3
		Overall	D	50.1	D	54.5
5. Peachtree Ind. Blvd eastbound frontage road at Governors Lake Pkwy	Stop Controlled	NB	B	11.3	C	23.3
6. Dwy 1 at Governors Lake Pkwy	Stop Controlled	NB	A	8.5	A	8.9
		SB	A	9.6	A	9.1
		EBL	A	1.3	A	0.3
		WBL	A	0.1	A	1.6
7. Dwy 2 at Jones Mill Rd (northern)	Stop Controlled	SB	A	9.8	B	11.8
8. Dwy 3 at Jones Mill Rd (southern)	Stop Controlled	SB	A	9.9	B	11.8

As shown in Table 5, 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 Jones Mill Road at Governors Lake Parkway intersection changes the Levels of Service as well as an increase in sidestreet delay. The addition of the full access driveway on Governors Lake Parkway and the right-in/right-out driveways on Jones Mill Road does not impact the functionality of traffic operations along the intersecting roadways.

E. Conclusions

A new residential development consisting of 164 townhomes is planned for construction on approximately 57 acres in Peachtree Corners, Georgia. The development will generate a total of 17 entering trips and 59 exiting trips during the AM peak hour, and 58 entering trips and 34 exiting trips during the PM peak hour. There are three proposed driveways for the development: one full access along Governors Lake Parkway; and two right-in/right-out along Jones Mill Road.

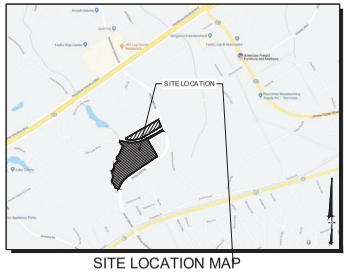
Traffic operations at the study intersections are satisfactory in Existing and No-Build conditions. Existing conditions at the study intersection of Jones Mill Road at Governors Lake Parkway Jones Mill Road indicates undesirable delay for the sidestreet during PM peak hour. The same conditions are evidenced 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, except for Jones Mill Road at Governors Lake Parkway during the PM peak hour. It is noted that only 20 project trips (15 turning left and 5 turning right) are added during the PM peak hour, which is a nominal amount.

The two right-in/right-out driveways (driveways 2 and 3) on Jones Mill Road will have right turn deceleration lanes. Based on the Georgia Department of Transportation (GDOT) Regulations for Driveway and Encroachment Manual, dated 7/3/2019, the minimum deceleration lane and taper lengths for a 40 miles per hour roadway is 150 feet and 50 feet, respectively. It is also noted that site traffic approaching from the south can only access the development from driveway 1 on Governors Lake Parkway. Consideration should be given to adding a median break at driveway 3 in the form of a Restricted Crossing U-Turn (RCUT) intersection. Left-turns into driveway 3 will be permitted whereas left-turns out of driveway 3 will be restricted.

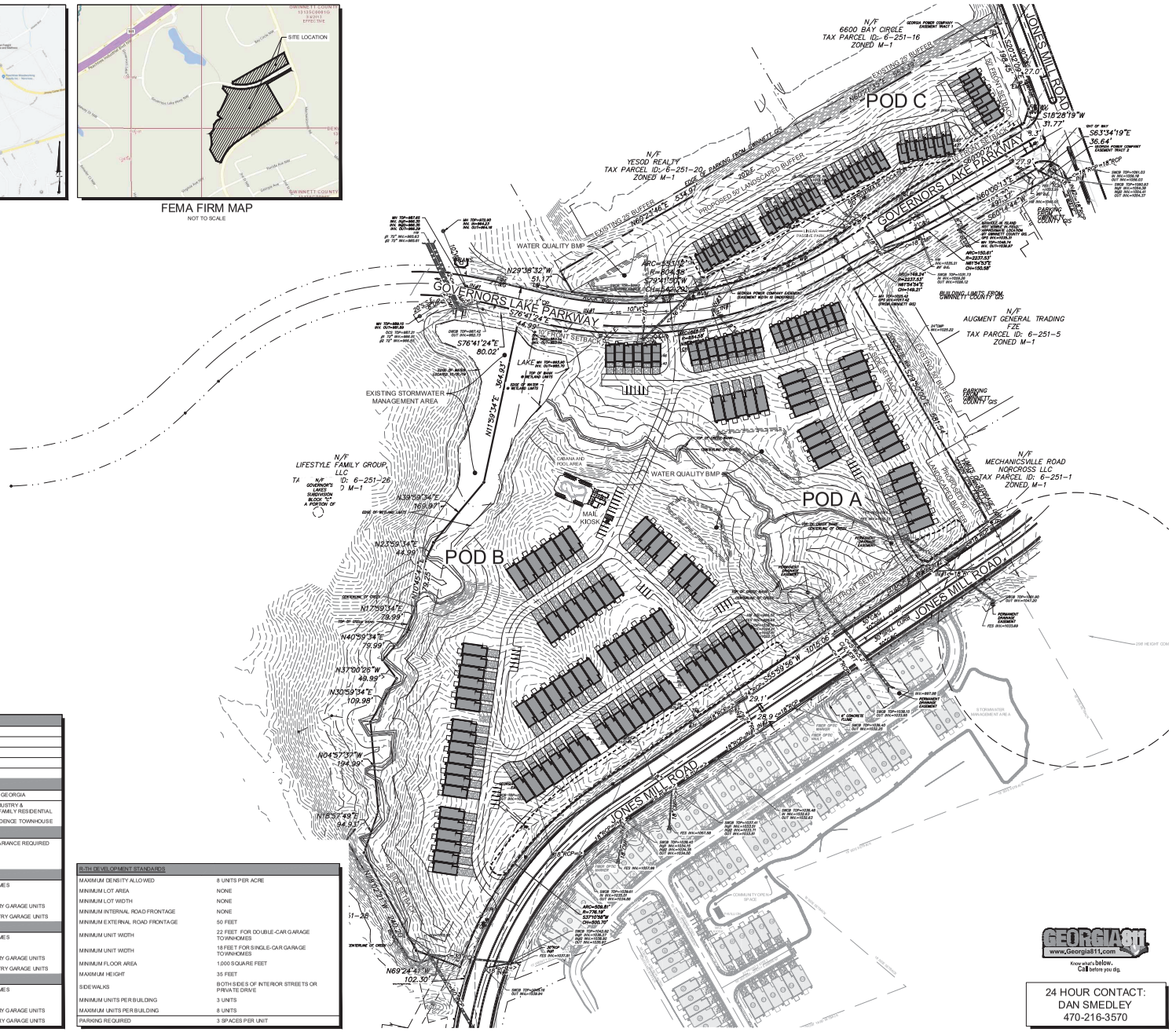
Based on the analysis prepared for the proposed development, improvements at the study intersections are not required to mitigate the impact of the proposed development.

APPENDIX A



SITE LOCATION MAP
NOT TO SCALE

FEMA FIRM MAP
NOT TO SCALE



SITE DATA:	
SITE AREA	28.454 ACRES
SITE AREA - POD A & B	23.570 ACRES
SITE AREA - POD C	4.884 ACRES
TOTAL UNITS	164
DENSITY	5.76 UNITS PER ACRE
ZONING	
ZONING JURISDICTION	PEACHTREE CORNERS, GEORGIA
EXISTING ZONING	POD A-C: M-1: LIGHT INDUSTRY & R-75: SINGLE FAMILY RESIDENTIAL
PROPOSED ZONING	POD A-C: R-TH S/F RESIDENCE TOWNHOUSE
SETBACK REQUIREMENTS	
FRONT YARD	50 FEET OR 10 FEET *VARIANCE REQUIRED
SIDE YARD	40 FEET
REAR YARD	40 FEET
POD A	
USE	RESIDENTIAL TOWNHOMES
UNITS	50 UNITS
UNIT FOOTPRINT	22 - 20' X 40' REAR ENTRY GARAGE UNITS
UNIT FOOTPRINT	28 - 24' X 54' FRONT ENTRY GARAGE UNITS
POD B	
USE	RESIDENTIAL TOWNHOMES
UNITS	81 UNITS
UNIT FOOTPRINT	24 - 24' X 54' REAR ENTRY GARAGE UNITS
UNIT FOOTPRINT	57 - 24' X 54' FRONT ENTRY GARAGE UNITS
POD C	
USE	RESIDENTIAL TOWNHOMES
UNITS	33 UNITS
UNIT FOOTPRINT	27 - 20' X 43' REAR ENTRY GARAGE UNITS
UNIT FOOTPRINT	6 - 20' X 43' FRONT ENTRY GARAGE UNITS

NUTH DEVELOPMENT STANDARDS	
MAXIMUM DENSITY ALLOWED	8 UNITS PER ACRE
MINIMUM LOT AREA	NONE
MINIMUM LOT WIDTH	NONE
MINIMUM INTERNAL ROAD FRONTAGE	NONE
MINIMUM EXTERNAL ROAD FRONTAGE	50 FEET
MINIMUM UNIT WIDTH	22 FEET FOR DOUBLE-CAR GARAGE TOWNHOMES
MINIMUM UNIT WIDTH	18 FEET FOR SINGLE-CAR GARAGE TOWNHOMES
MINIMUM FLOOR AREA	1,000 SQUARE FEET
MAXIMUM HEIGHT	35 FEET
SIDEWALKS	BOTH SIDES OF INTERIOR STREETS OR PRIVATE DRIVE
MINIMUM UNITS PER BUILDING	3 UNITS
MAXIMUM UNITS PER BUILDING	8 UNITS
PARKING REQUIRED	3 SPACES PER UNIT

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REVISIONS:

NO.	DATE	BY	DESCRIPTION

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CONCEPTUAL MASTER PLAN

0 50 100 200 300

SCALE: 1" = 100'
DATE: NOVEMBER 11, 2019
PROJECT: 15061.02

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

GEORGIA REGISTERED PROFESSIONAL ENGINEER No. 34383 KENNETH J. WOOD

GSWCC LEVEL II DESIGN PROFESSIONAL CERTIFICATION # 0000593389 EXP. 10/28/2021

GRAPHIC SCALE

C1
SHEET

APPENDIX B

Reliable Traffic Data Services

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info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Peachtree Corners Circle @
PIB WB Off-Ramp
7-9am I 4-6pm

File Name : 43690001
Site Code : 43690001
Start Date : 12/10/2019
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Peachtree Corners Circle Northbound					Peachtree Corners Circle Southbound					Eastbound					PIB WB Off-Ramp Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	109	31	0	140	188	152	0	0	340	0	0	0	0	0	37	0	37	0	74	554
07:15 AM	0	101	29	0	130	165	171	0	0	336	0	0	0	0	0	31	0	42	0	73	539
07:30 AM	0	100	34	0	134	186	210	0	0	396	0	0	0	0	0	44	0	44	0	88	618
07:45 AM	0	107	37	0	144	130	169	0	0	299	0	0	0	0	0	34	0	41	0	75	518
Total	0	417	131	0	548	669	702	0	0	1371	0	0	0	0	0	146	0	164	0	310	2229
08:00 AM	0	106	24	0	130	116	157	0	0	273	0	0	0	0	0	37	0	34	0	71	474
08:15 AM	0	136	23	0	159	124	148	0	0	272	0	0	0	0	0	37	0	42	0	79	510
08:30 AM	0	112	23	0	135	147	142	0	0	289	0	0	0	0	0	29	0	36	0	65	489
08:45 AM	0	160	38	0	198	148	133	0	0	281	0	0	0	0	0	33	0	35	0	68	547
Total	0	514	108	0	622	535	580	0	0	1115	0	0	0	0	0	136	0	147	0	283	2020
*** BREAK ***																					
04:00 PM	0	213	43	0	256	69	131	0	0	200	0	0	0	0	0	20	0	45	0	65	521
04:15 PM	0	258	28	0	286	75	108	0	0	183	0	0	0	0	0	21	0	47	0	68	537
04:30 PM	0	251	39	0	290	88	139	0	0	227	0	0	0	0	0	26	0	51	0	77	594
04:45 PM	0	243	52	0	295	73	117	0	0	190	0	0	0	0	0	29	0	54	0	83	568
Total	0	965	162	0	1127	305	495	0	0	800	0	0	0	0	0	96	0	197	0	293	2220
05:00 PM	0	298	64	0	362	104	179	0	0	283	0	0	0	0	0	41	0	64	0	105	750
05:15 PM	0	298	69	0	367	101	137	0	0	238	0	0	0	0	0	31	0	70	0	101	706
05:30 PM	0	250	53	0	303	88	143	0	0	231	0	0	0	0	0	32	0	72	0	104	638
05:45 PM	0	237	44	0	281	104	136	0	0	240	0	0	0	0	0	26	0	67	0	93	614
Total	0	1083	230	0	1313	397	595	0	0	992	0	0	0	0	0	130	0	273	0	403	2708
Grand Total	0	2979	631	0	3610	1906	2372	0	0	4278	0	0	0	0	0	508	0	781	0	1289	9177
Apprch %	0	82.5	17.5	0		44.6	55.4	0	0		0	0	0	0		39.4	0	60.6	0		
Total %	0	32.5	6.9	0	39.3	20.8	25.8	0	0	46.6	0	0	0	0	0	5.5	0	8.5	0	14	

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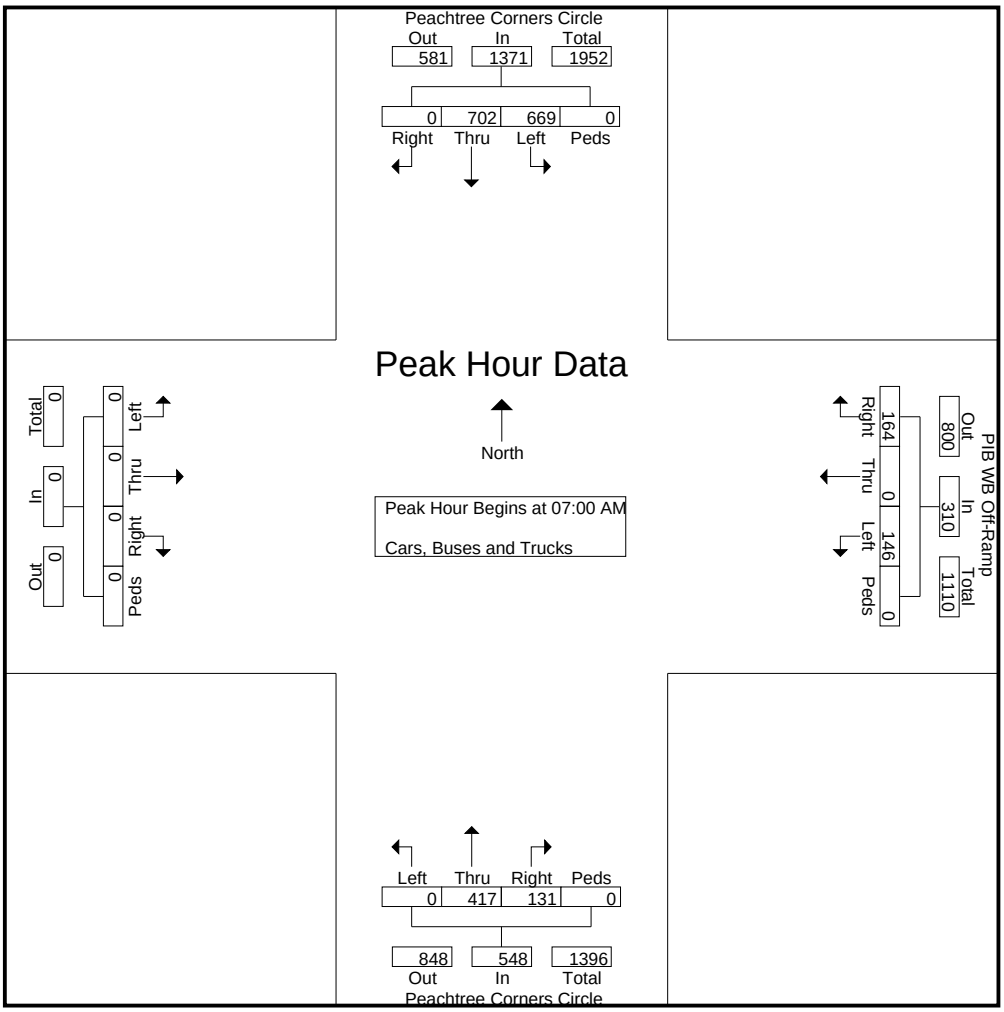
TMC Data
Peachtree Corners Circle @
PIB WB Off-Ramp
7-9am I 4-6pm

File Name : 43690001
Site Code : 43690001
Start Date : 12/10/2019
Page No : 2

	Peachtree Corners Circle Northbound					Peachtree Corners Circle Southbound					Eastbound					PIB WB Off-Ramp Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	**109**	31	0	140	**188**	152	0	0	340	0	0	0	0	0	37	0	37	0	74	554
07:15 AM	0	101	29	0	130	165	171	0	0	336	0	0	0	0	0	31	0	42	0	73	539
07:30 AM	0	100	34	0	134	186	**210**	0	0	**396**	0	0	0	0	0	**44**	0	**44**	0	**88**	**618**
07:45 AM	0	107	**37**	0	**144**	130	169	0	0	299	0	0	0	0	0	34	0	41	0	75	518
Total Volume	0	417	131	0	548	669	702	0	0	1371	0	0	0	0	0	146	0	164	0	310	2229
% App. Total																					
PHF	.000	.956	.885	.000	.951	.890	.836	.000	.000	.866	.000	.000	.000	.000	.000	.830	.000	.932	.000	.881	.902



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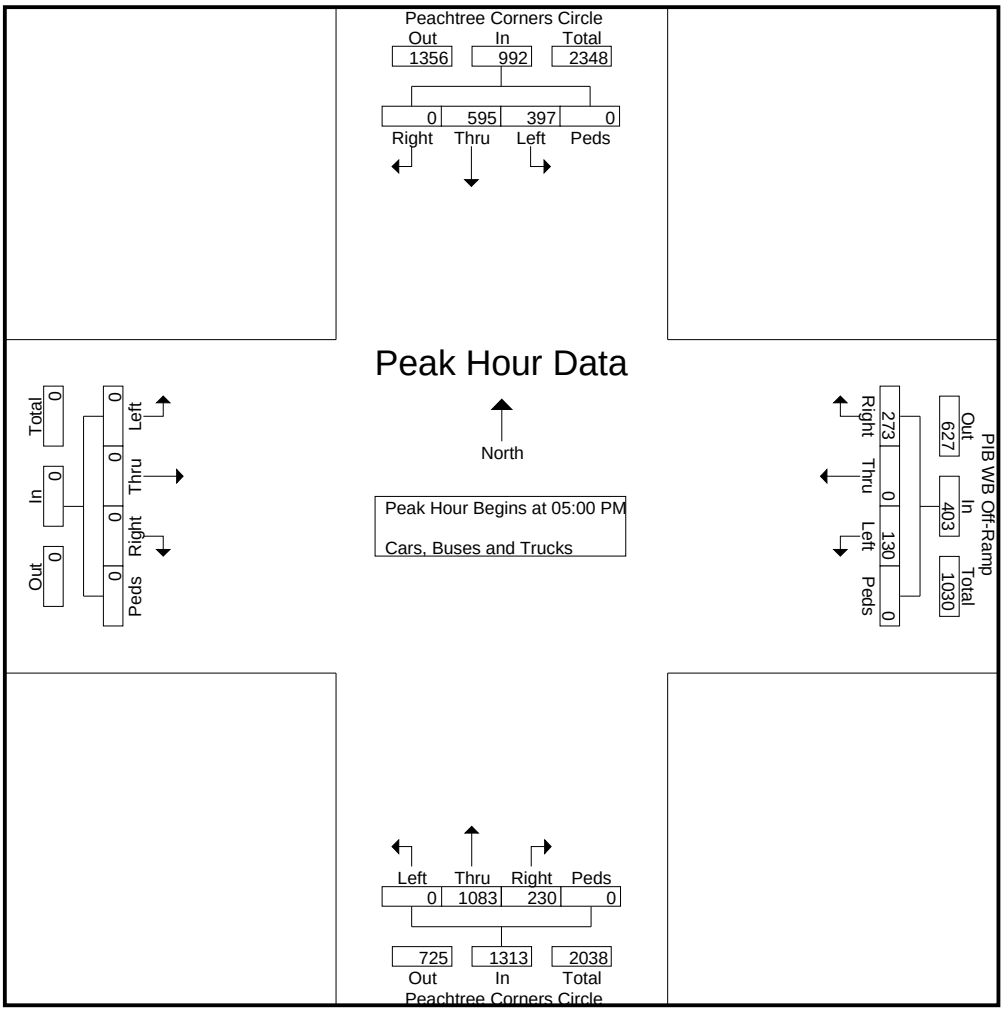
7-9am I 4-6pm

File Name : 43690001
Site Code : 43690001
Start Date : 12/10/2019
Page No : 3

	Peachtree Corners Circle Northbound					Peachtree Corners Circle Southbound					Eastbound					PIB WB Off-Ramp Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	**298**	64	0	362	**104**	**179**	0	0	**283**	0	0	0	0	0	**41**	0	64	0	**105**	**750**
05:15 PM	0	298	**69**	0	**367**	101	137	0	0	238	0	0	0	0	0	31	0	70	0	101	706
05:30 PM	0	250	53	0	303	88	143	0	0	231	0	0	0	0	0	32	0	**72**	0	104	638
05:45 PM	0	237	44	0	281	104	136	0	0	240	0	0	0	0	0	26	0	67	0	93	614
Total Volume	0	1083	230	0	1313	397	595	0	0	992	0	0	0	0	0	130	0	273	0	403	2708
% App. Total	0	82.5	17.5	0		40	60	0	0		0	0	0	0		32.3	0	67.7	0		
PHF	.000	.909	.833	.000	.894	.954	.831	.000	.000	.876	.000	.000	.000	.000	.000	.793	.000	.948	.000	.960	.903



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TMC Data
Jones Mill Rd @ PIB EB Off-Ramp

7-9am I 4-6pm

File Name : 43690002
Site Code : 43690002
Start Date : 12/10/2019
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Jones Mill Rd Northbound					Jones Mill Rd Southbound					PIB EB Off-Ramp Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	21	82	0	0	103	0	100	82	0	182	42	0	22	0	64	0	0	0	0	0	349
07:15 AM	16	84	0	0	100	0	121	78	0	199	44	0	13	0	57	0	0	0	0	0	356
07:30 AM	26	88	0	0	114	0	167	92	0	259	41	0	14	0	55	0	0	0	0	0	428
07:45 AM	17	107	0	0	124	0	154	69	0	223	71	0	11	0	82	0	0	0	0	0	429
Total	80	361	0	0	441	0	542	321	0	863	198	0	60	0	258	0	0	0	0	0	1562
08:00 AM	11	102	0	0	113	0	139	59	0	198	43	0	15	0	58	0	0	0	0	0	369
08:15 AM	14	113	0	0	127	0	129	68	0	197	46	0	15	0	61	0	0	0	0	0	385
08:30 AM	12	100	0	0	112	0	114	67	0	181	41	0	14	0	55	0	0	0	0	0	348
08:45 AM	15	126	0	0	141	0	108	53	0	161	66	0	10	0	76	0	0	0	0	0	378
Total	52	441	0	0	493	0	490	247	0	737	196	0	54	0	250	0	0	0	0	0	1480
*** BREAK ***																					
04:00 PM	15	92	0	0	107	0	103	40	0	143	151	0	46	0	197	0	0	0	0	0	447
04:15 PM	8	87	0	0	95	0	100	33	0	133	207	0	40	0	247	0	0	0	0	0	475
04:30 PM	8	89	0	0	97	0	120	43	0	163	195	0	43	0	238	0	0	0	0	0	498
04:45 PM	7	74	0	0	81	0	113	29	0	142	203	0	59	0	262	0	0	0	0	0	485
Total	38	342	0	0	380	0	436	145	0	581	756	0	188	0	944	0	0	0	0	0	1905
05:00 PM	17	115	0	0	132	0	156	41	0	197	235	0	95	0	330	0	0	0	0	0	659
05:15 PM	8	93	0	0	101	0	133	39	0	172	276	0	73	0	349	0	0	0	0	0	622
05:30 PM	5	103	0	0	108	0	137	37	0	174	200	0	76	0	276	0	0	0	0	0	558
05:45 PM	11	71	0	0	82	0	135	32	0	167	249	0	63	0	312	0	0	0	0	0	561
Total	41	382	0	0	423	0	561	149	0	710	960	0	307	0	1267	0	0	0	0	0	2400
Grand Total	211	1526	0	0	1737	0	2029	862	0	2891	2110	0	609	0	2719	0	0	0	0	0	7347
Apprch %	12.1	87.9	0	0		0	70.2	29.8	0		77.6	0	22.4	0		0	0	0	0		
Total %	2.9	20.8	0	0	23.6	0	27.6	11.7	0	39.3	28.7	0	8.3	0	37	0	0	0	0	0	

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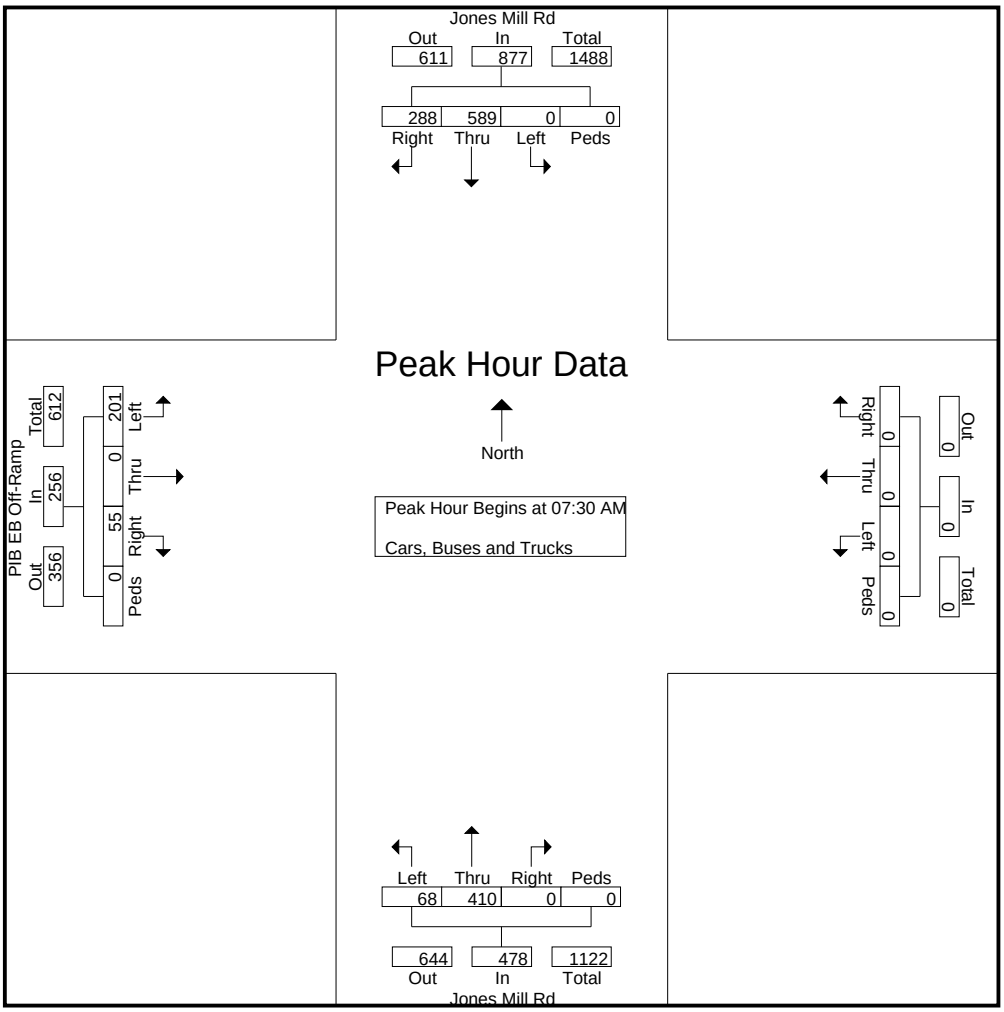
TMC Data
Jones Mill Rd @ PIB EB Off-Ramp

7-9am I 4-6pm

File Name : 43690002
Site Code : 43690002
Start Date : 12/10/2019
Page No : 2

	Jones Mill Rd Northbound					Jones Mill Rd Southbound					PIB EB Off-Ramp Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**26**	88	0	0	114	0	**167**	**92**	0	**259**	41	0	14	0	55	0	0	0	0	0	428
07:45 AM	17	107	0	0	124	0	154	69	0	223	**71**	0	11	0	**82**	0	0	0	0	0	**429**
08:00 AM	11	102	0	0	113	0	139	59	0	198	43	0	**15**	0	58	0	0	0	0	0	369
08:15 AM	14	**113**	0	0	**127**	0	129	68	0	197	46	0	15	0	61	0	0	0	0	0	385
Total Volume	68	410	0	0	478	0	589	288	0	877	201	0	55	0	256	0	0	0	0	0	1611
% App. Total																					
PHF	.654	.907	.000	.000	.941	.000	.882	.783	.000	.847	.708	.000	.917	.000	.780	.000	.000	.000	.000	.000	.939



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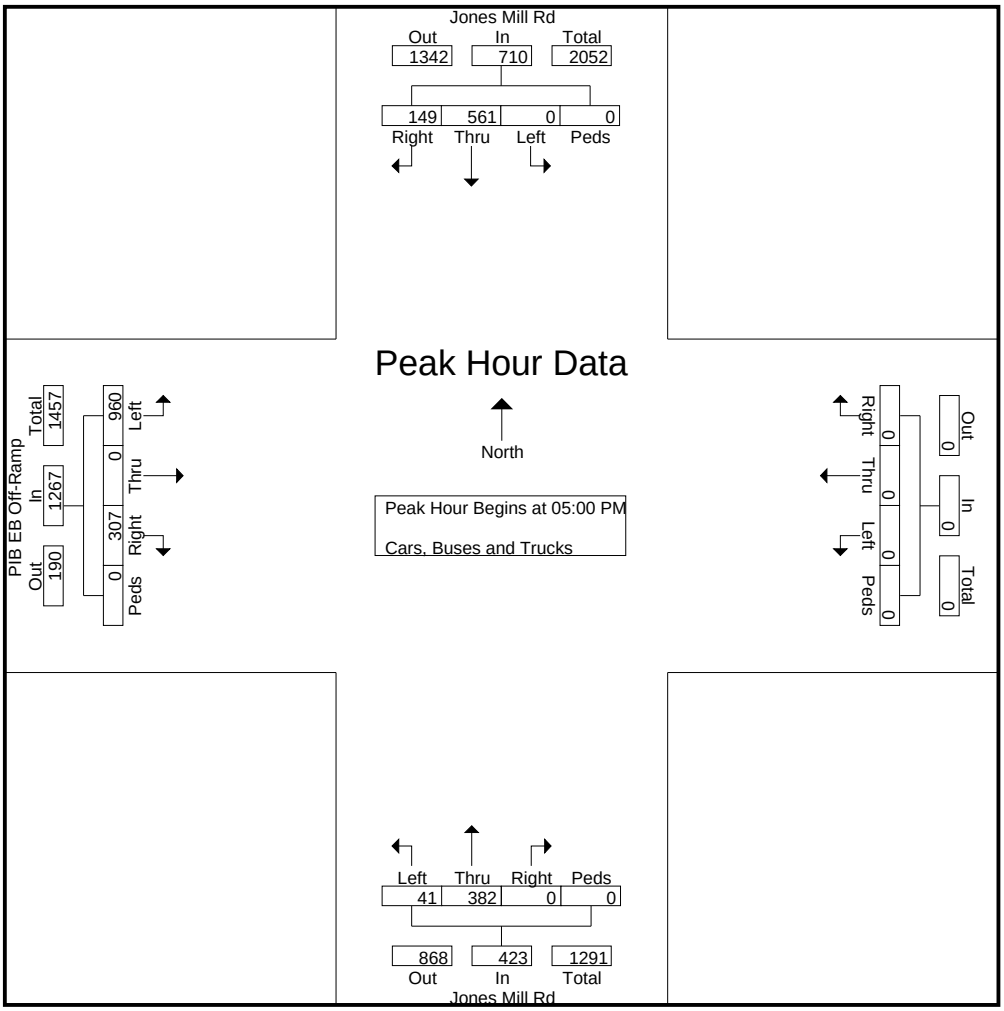
TMC Data
Jones Mill Rd @ PIB EB Off-Ramp

7-9am I 4-6pm

File Name : 43690002
Site Code : 43690002
Start Date : 12/10/2019
Page No : 3

	Jones Mill Rd Northbound					Jones Mill Rd Southbound					PIB EB Off-Ramp Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**17**	**115**	0	0	**132**	0	**156**	**41**	0	**197**	235	0	**95**	0	330	0	0	0	0	0	**659**
05:15 PM	8	93	0	0	101	0	133	39	0	172	**276**	0	73	0	**349**	0	0	0	0	0	622
05:30 PM	5	103	0	0	108	0	137	37	0	174	200	0	76	0	276	0	0	0	0	0	558
05:45 PM	11	71	0	0	82	0	135	32	0	167	249	0	63	0	312	0	0	0	0	0	561
Total Volume	41	382	0	0	423	0	561	149	0	710	960	0	307	0	1267	0	0	0	0	0	2400
% App. Total																					
PHF	.603	.830	.000	.000	.801	.000	.899	.909	.000	.901	.870	.000	.808	.000	.908	.000	.000	.000	.000	.000	.910



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TMC Data
Jones Mill Rd @ Governers Lake Pkwy

7-9am I 4-6pm

File Name : 43690003
Site Code : 43690003
Start Date : 12/10/2019
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Jones Mill Rd Northbound					Jones Mill Rd Southbound					Governors Lake Pkwy Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	12	92	0	0	104	0	97	11	0	108	0	0	0	0	0	0	0	0	0	0	212
07:15 AM	15	97	0	0	112	0	119	12	0	131	0	0	3	0	3	0	0	0	0	0	246
07:30 AM	18	110	0	0	128	0	148	15	0	163	1	0	0	0	1	0	0	0	0	0	292
07:45 AM	26	116	0	0	142	0	157	11	0	168	0	0	2	0	2	0	0	0	0	0	312
Total	71	415	0	0	486	0	521	49	0	570	1	0	5	0	6	0	0	0	0	0	1062
08:00 AM	15	113	0	0	128	0	124	15	0	139	2	0	2	0	4	0	0	0	0	0	271
08:15 AM	15	133	0	0	148	0	134	13	0	147	0	0	0	0	0	0	0	0	0	0	295
08:30 AM	15	109	0	0	124	0	118	5	0	123	1	0	0	0	1	0	0	0	0	0	248
08:45 AM	19	125	0	0	144	0	97	15	0	112	2	0	1	0	3	0	0	0	0	0	259
Total	64	480	0	0	544	0	473	48	0	521	5	0	3	0	8	0	0	0	0	0	1073
*** BREAK ***																					
04:00 PM	0	99	0	0	99	0	136	2	0	138	19	0	18	0	37	0	0	0	0	0	274
04:15 PM	1	96	0	0	97	0	125	2	0	127	6	0	10	0	16	0	0	0	0	0	240
04:30 PM	3	88	0	0	91	0	170	0	0	170	7	0	15	0	22	0	0	0	0	0	283
04:45 PM	1	79	0	0	80	0	168	1	0	169	6	0	10	0	16	0	0	0	0	0	265
Total	5	362	0	0	367	0	599	5	0	604	38	0	53	0	91	0	0	0	0	0	1062
05:00 PM	1	113	0	0	114	0	271	0	0	271	24	0	31	0	55	0	0	0	0	0	440
05:15 PM	5	90	0	0	95	0	196	2	0	198	10	0	13	0	23	0	0	0	0	0	316
05:30 PM	0	76	0	0	76	0	207	2	0	209	12	0	6	0	18	0	0	0	0	0	303
05:45 PM	5	75	0	0	80	0	195	2	0	197	5	0	7	0	12	0	0	0	0	0	289
Total	11	354	0	0	365	0	869	6	0	875	51	0	57	0	108	0	0	0	0	0	1348
Grand Total	151	1611	0	0	1762	0	2462	108	0	2570	95	0	118	0	213	0	0	0	0	0	4545
Apprch %	8.6	91.4	0	0		0	95.8	4.2	0		44.6	0	55.4	0		0	0	0	0		
Total %	3.3	35.4	0	0	38.8	0	54.2	2.4	0	56.5	2.1	0	2.6	0	4.7	0	0	0	0	0	

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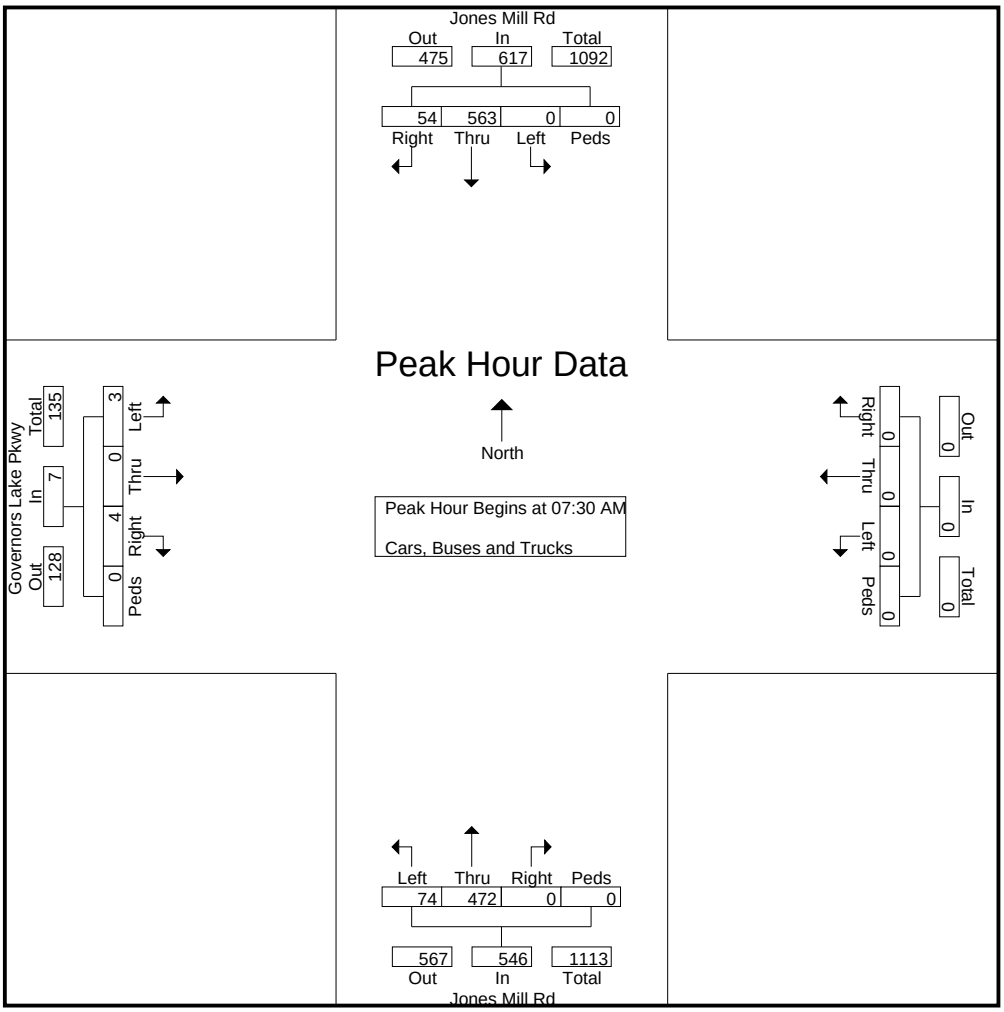
TMC Data
Jones Mill Rd @ Governers Lake Pkwy

7-9am I 4-6pm

File Name : 43690003
Site Code : 43690003
Start Date : 12/10/2019
Page No : 2

	Jones Mill Rd Northbound					Jones Mill Rd Southbound					Governors Lake Pkwy Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	18	110	0	0	128	0	148	**15**	0	163	1	0	0	0	1	0	0	0	0	0	292
07:45 AM	**26**	116	0	0	142	0	**157**	11	0	**168**	0	0	**2**	0	2	0	0	0	0	0	**312**
08:00 AM	15	113	0	0	128	0	124	15	0	139	**2**	0	2	0	**4**	0	0	0	0	0	271
08:15 AM	15	**133**	0	0	**148**	0	134	13	0	147	0	0	0	0	0	0	0	0	0	0	295
Total Volume	74	472	0	0	546	0	563	54	0	617	3	0	4	0	7	0	0	0	0	0	1170
% App. Total																					
PHF	.712	.887	.000	.000	.922	.000	.896	.900	.000	.918	.375	.000	.500	.000	.438	.000	.000	.000	.000	.000	.938



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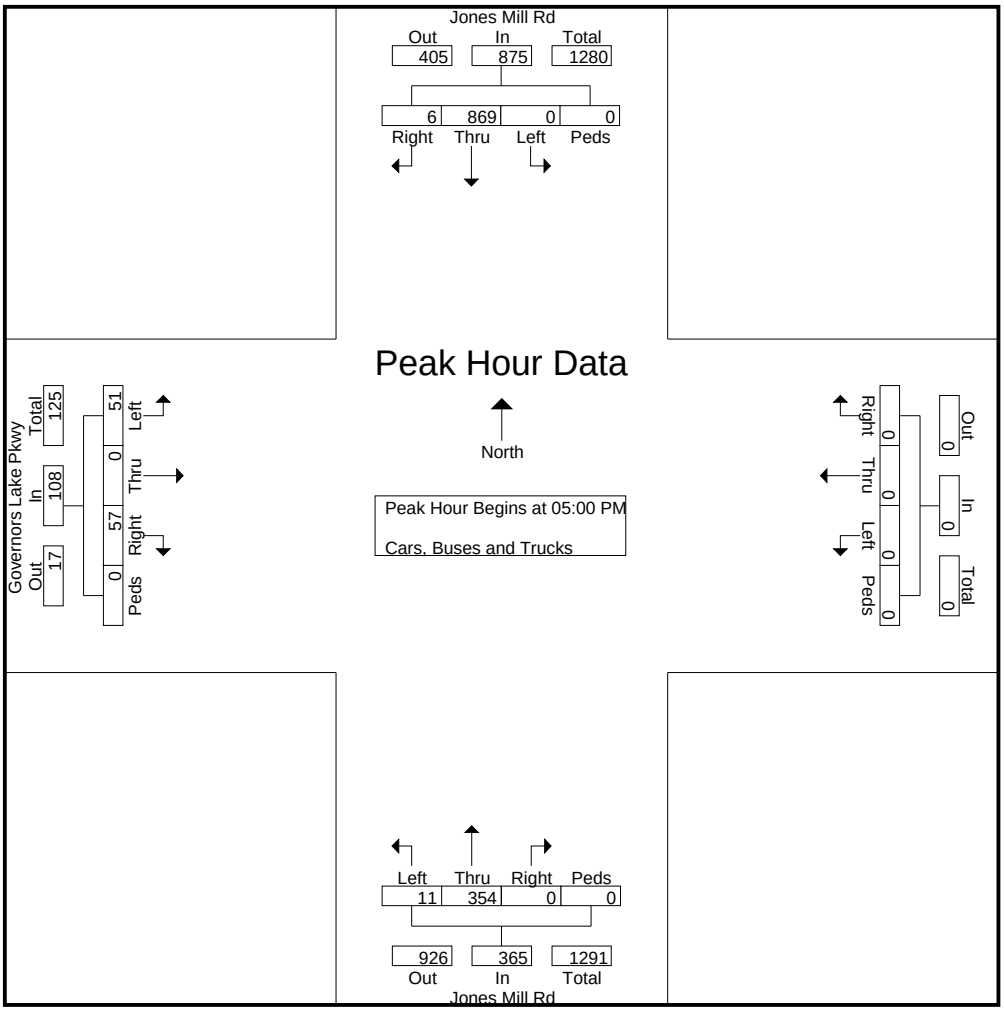
TMC Data
Jones Mill Rd @ Governers Lake Pkwy

7-9am I 4-6pm

File Name : 43690003
Site Code : 43690003
Start Date : 12/10/2019
Page No : 3

	Jones Mill Rd Northbound					Jones Mill Rd Southbound					Governors Lake Pkwy Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	**113**	0	0	**114**	0	**271**	0	0	**271**	**24**	0	**31**	0	**55**	0	0	0	0	0	**440**
05:15 PM	**5**	90	0	0	95	0	196	**2**	0	198	10	0	13	0	23	0	0	0	0	0	316
05:30 PM	0	76	0	0	76	0	207	2	0	209	12	0	6	0	18	0	0	0	0	0	303
05:45 PM	5	75	0	0	80	0	195	2	0	197	5	0	7	0	12	0	0	0	0	0	289
Total Volume	11	354	0	0	365	0	869	6	0	875	51	0	57	0	108	0	0	0	0	0	1348
% App. Total																					
PHF	.550	.783	.000	.000	.800	.000	.802	.750	.000	.807	.531	.000	.460	.000	.491	.000	.000	.000	.000	.000	.766



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TMC Data
Jones Mill Rd @ Buford Hwy

7-9am I 4-6pm

File Name : 43690004
Site Code : 43690004
Start Date : 12/10/2019
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Button Gwinnett Dr Northbound					Jones Mill Rd Southbound					Buford Hwy Eastbound					Buford Hwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	27	40	3	0	70	9	43	36	0	88	36	99	16	0	151	6	326	26	0	358	667
07:15 AM	28	34	3	0	65	12	52	41	0	105	41	98	12	0	151	13	335	22	0	370	691
07:30 AM	46	40	2	0	88	16	51	44	0	111	41	117	20	0	178	5	392	16	0	413	790
07:45 AM	55	62	5	0	122	14	61	49	0	124	51	96	16	0	163	8	389	13	0	410	819
Total	156	176	13	0	345	51	207	170	0	428	169	410	64	0	643	32	1442	77	0	1551	2967
08:00 AM	57	44	5	0	106	10	59	45	0	114	51	118	28	0	197	10	357	25	0	392	809
08:15 AM	33	40	6	0	79	6	46	32	0	84	62	91	15	0	168	10	376	13	0	399	730
08:30 AM	39	46	8	0	93	10	67	49	0	126	52	113	23	0	188	9	341	16	0	366	773
08:45 AM	39	53	3	0	95	13	48	42	0	103	52	98	19	0	169	9	378	21	0	408	775
Total	168	183	22	0	373	39	220	168	0	427	217	420	85	0	722	38	1452	75	0	1565	3087
*** BREAK ***																					
04:00 PM	19	36	16	0	71	24	73	34	0	131	34	254	54	0	342	13	159	18	0	190	734
04:15 PM	22	27	11	0	60	26	54	36	0	116	40	332	59	0	431	13	162	17	0	192	799
04:30 PM	18	31	9	0	58	36	90	40	0	166	29	297	53	0	379	16	163	22	0	201	804
04:45 PM	35	21	6	0	62	20	96	34	0	150	27	317	50	0	394	12	128	18	0	158	764
Total	94	115	42	0	251	106	313	144	0	563	130	1200	216	0	1546	54	612	75	0	741	3101
05:00 PM	26	38	8	0	72	51	119	45	0	215	38	330	53	0	421	11	164	20	0	195	903
05:15 PM	13	40	15	0	68	47	115	55	0	217	21	385	51	0	457	11	182	22	0	215	957
05:30 PM	16	33	18	0	67	51	106	53	0	210	20	332	49	0	401	7	176	21	0	204	882
05:45 PM	21	23	7	0	51	57	87	51	0	195	28	341	64	0	433	6	187	18	0	211	890
Total	76	134	48	0	258	206	427	204	0	837	107	1388	217	0	1712	35	709	81	0	825	3632
Grand Total	494	608	125	0	1227	402	1167	686	0	2255	623	3418	582	0	4623	159	4215	308	0	4682	12787
Apprch %	40.3	49.6	10.2	0		17.8	51.8	30.4	0		13.5	73.9	12.6	0		3.4	90	6.6	0		
Total %	3.9	4.8	1	0	9.6	3.1	9.1	5.4	0	17.6	4.9	26.7	4.6	0	36.2	1.2	33	2.4	0	36.6	

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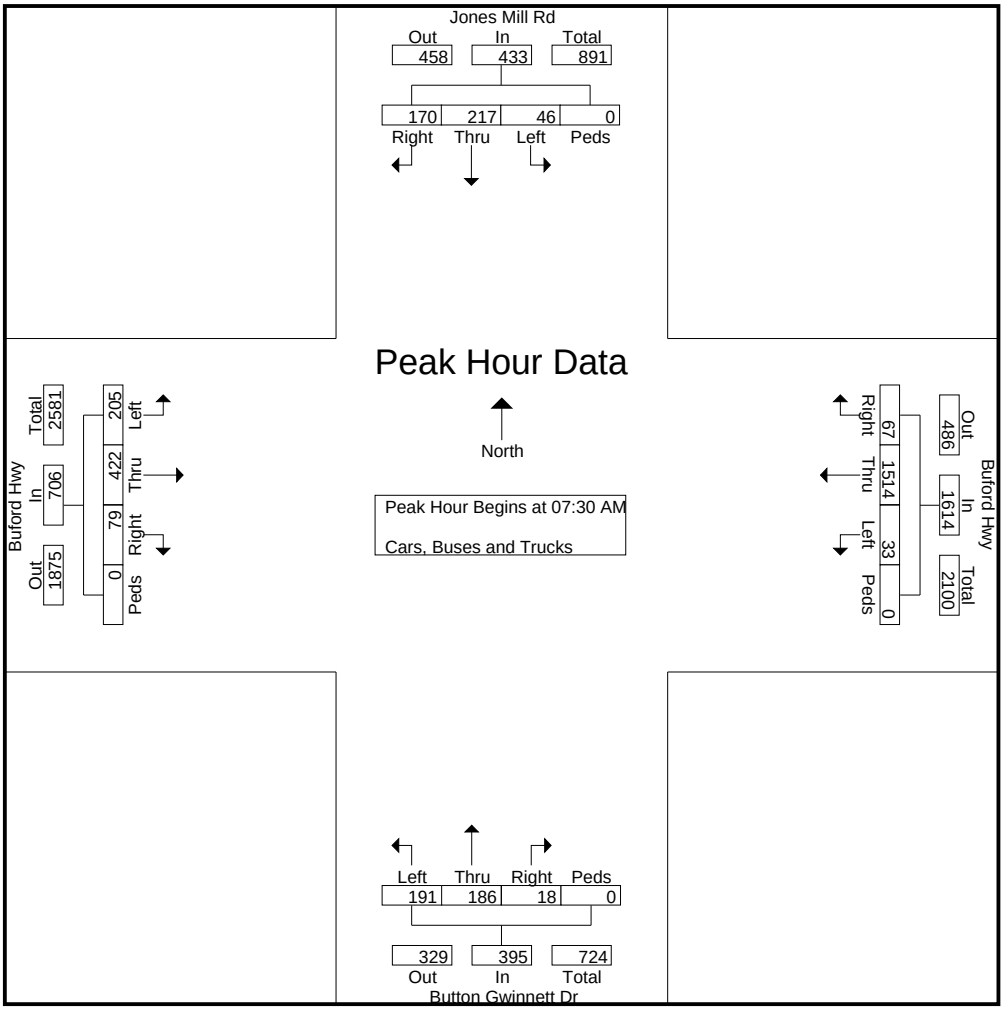
TMC Data
Jones Mill Rd @ Buford Hwy

7-9am I 4-6pm

File Name : 43690004
Site Code : 43690004
Start Date : 12/10/2019
Page No : 2

	Button Gwinnett Dr Northbound					Jones Mill Rd Southbound					Buford Hwy Eastbound					Buford Hwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	46	40	2	0	88	**16**	51	44	0	111	41	117	20	0	178	5	**392**	16	0	**413**	790
07:45 AM	55	**62**	5	0	**122**	14	**61**	**49**	0	**124**	51	96	16	0	163	8	389	13	0	410	**819**
08:00 AM	**57**	44	5	0	106	10	59	45	0	114	51	**118**	**28**	0	**197**	**10**	357	**25**	0	392	809
08:15 AM	33	40	**6**	0	79	6	46	32	0	84	**62**	91	15	0	168	10	376	13	0	399	730
Total Volume	191	186	18	0	395	46	217	170	0	433	205	422	79	0	706	33	1514	67	0	1614	3148
% App. Total	48.4	47.1	4.6	0		10.6	50.1	39.3	0		29	59.8	11.2	0		2	93.8	4.2	0		
PHF	.838	.750	.750	.000	.809	.719	.889	.867	.000	.873	.827	.894	.705	.000	.896	.825	.966	.670	.000	.977	.961



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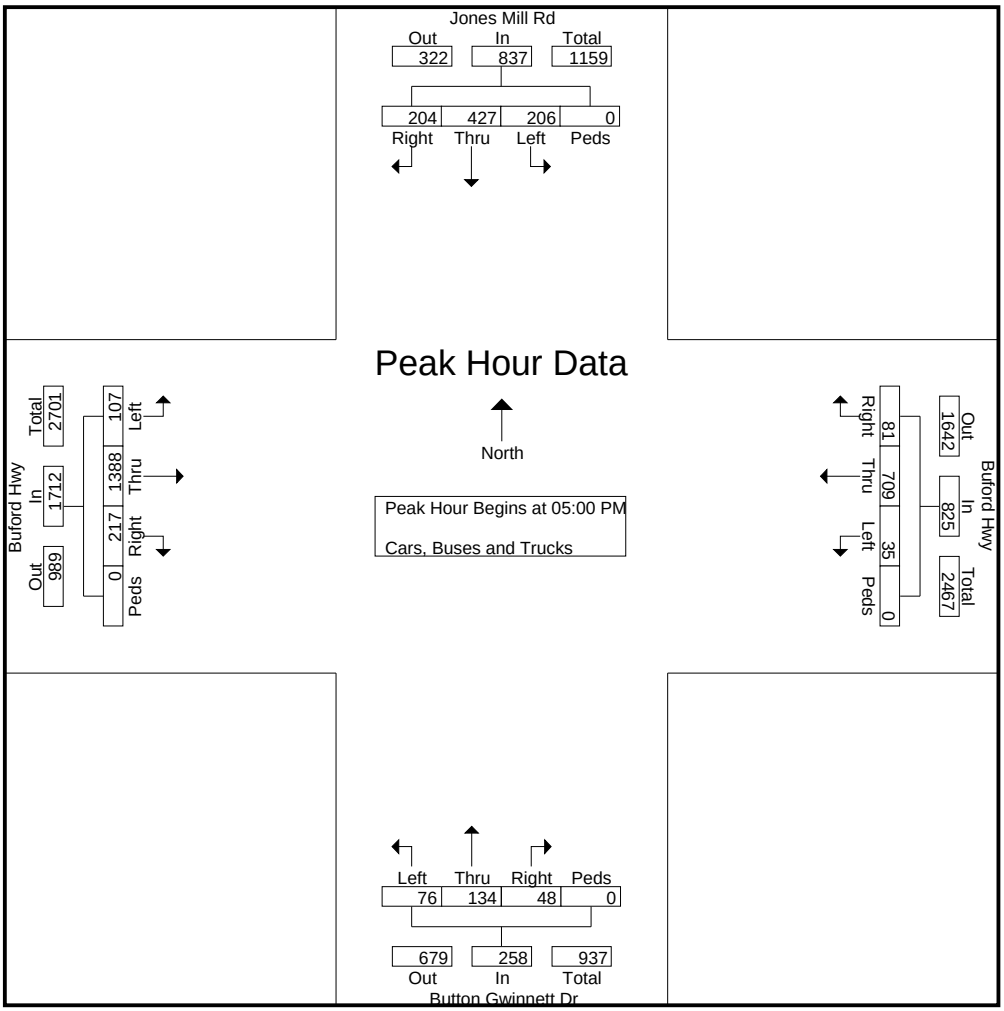
TMC Data
Jones Mill Rd @ Buford Hwy

7-9am I 4-6pm

File Name : 43690004
Site Code : 43690004
Start Date : 12/10/2019
Page No : 3

	Button Gwinnett Dr Northbound					Jones Mill Rd Southbound					Buford Hwy Eastbound					Buford Hwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**26**	38	8	0	**72**	51	**119**	45	0	215	**38**	330	53	0	421	**11**	164	20	0	195	903
05:15 PM	13	**40**	15	0	68	47	115	**55**	0	**217**	21	**385**	51	0	**457**	11	182	**22**	0	**215**	**957**
05:30 PM	16	33	**18**	0	67	51	106	53	0	210	20	332	49	0	401	7	176	21	0	204	882
05:45 PM	21	23	7	0	51	**57**	87	51	0	195	28	341	**64**	0	433	6	**187**	18	0	211	890
Total Volume	76	134	48	0	258	206	427	204	0	837	107	1388	217	0	1712	35	709	81	0	825	3632
% App. Total	29.5	51.9	18.6	0		24.6	51	24.4	0		6.2	81.1	12.7	0		4.2	85.9	9.8	0		
PHF	.731	.838	.667	.000	.896	.904	.897	.927	.000	.964	.704	.901	.848	.000	.937	.795	.948	.920	.000	.959	.949



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TMC Data
Governors Lake Pkwy @ PIB Frontage Rd

7-9am I 4-6pm

File Name : 43690005
Site Code : 43690005
Start Date : 12/10/2019
Page No : 1

Groups Printed- Cars, Buses and Trucks

	PIB Frontage Rd Northbound					PIB Frontage Rd Southbound					Eastbound					Governorts Lake Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	125	4	0	129	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	130
07:15 AM	0	132	3	0	135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135
07:30 AM	0	131	7	0	138	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	139
07:45 AM	0	143	10	0	153	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	154
Total	0	531	24	0	555	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	558
08:00 AM	0	115	4	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119
08:15 AM	0	123	4	0	127	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127
08:30 AM	0	127	8	0	135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135
08:45 AM	0	167	6	0	173	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	173
Total	0	532	22	0	554	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	554
*** BREAK ***																					
04:00 PM	0	342	2	0	344	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	353
04:15 PM	0	383	0	0	383	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	386
04:30 PM	0	452	1	0	453	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	454
04:45 PM	0	440	2	0	442	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	447
Total	0	1617	5	0	1622	0	0	0	0	0	0	0	0	0	0	0	0	18	0	18	1640
05:00 PM	0	475	0	0	475	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	477
05:15 PM	0	435	2	0	437	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	439
05:30 PM	0	411	2	0	413	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	416
05:45 PM	0	418	0	0	418	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	419
Total	0	1739	4	0	1743	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	1751
Grand Total	0	4419	55	0	4474	0	0	0	0	0	0	0	0	0	0	0	0	29	0	29	4503
Apprch %	0	98.8	1.2	0		0	0	0	0		0	0	0	0		0	0	100	0		
Total %	0	98.1	1.2	0	99.4	0	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0.6	

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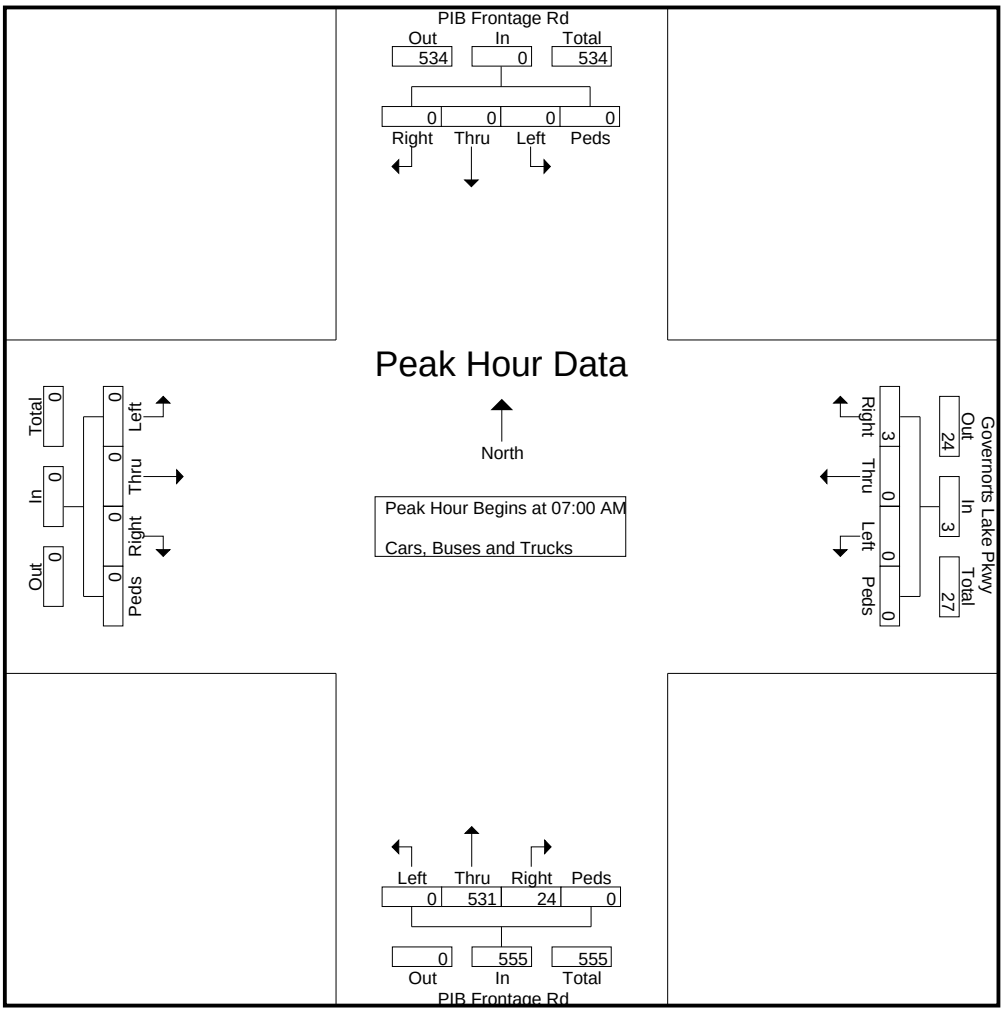
TMC Data
Governors Lake Pkwy @ PIB Frontage Rd

7-9am I 4-6pm

File Name : 43690005
Site Code : 43690005
Start Date : 12/10/2019
Page No : 2

	PIB Frontage Rd Northbound					PIB Frontage Rd Southbound					Eastbound					Governorts Lake Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	125	4	0	129	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	130
07:15 AM	0	132	3	0	135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135
07:30 AM	0	131	7	0	138	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	139
07:45 AM	0	**143**	**10**	0	**153**	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	**154**
Total Volume	0	531	24	0	555	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	558
% App. Total																					
PHF	.000	.928	.600	.000	.907	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.906



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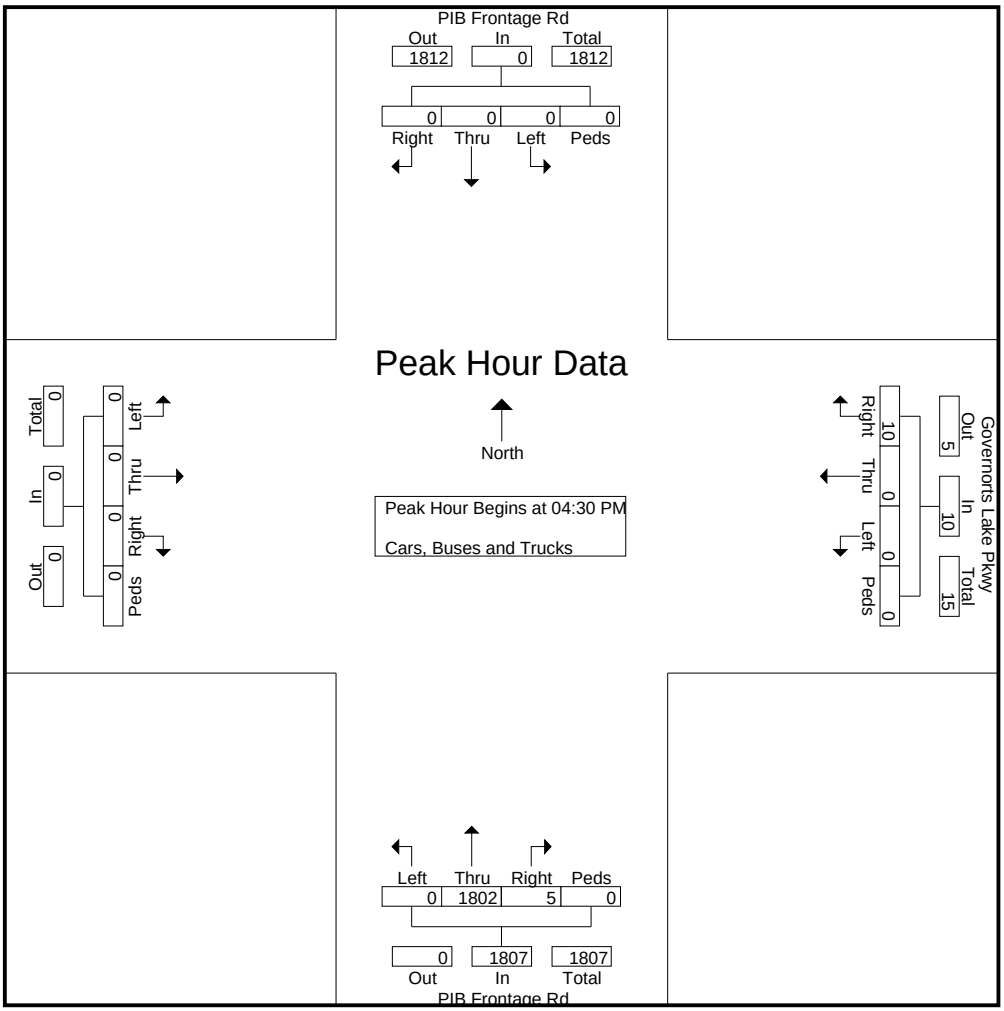
TMC Data
Governors Lake Pkwy @ PIB Frontage Rd

7-9am I 4-6pm

File Name : 43690005
Site Code : 43690005
Start Date : 12/10/2019
Page No : 3

	PIB Frontage Rd Northbound					PIB Frontage Rd Southbound					Eastbound					Governorts Lake Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	452	1	0	453	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	454
04:45 PM	0	440	**2**	0	442	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	**5**	447
05:00 PM	0	**475**	0	0	**475**	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	**477**
05:15 PM	0	435	2	0	437	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	439
Total Volume	0	1802	5	0	1807	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	1817
% App. Total	0	99.7	0.3	0		0	0	0	0		0	0	0	0		0	0	100	0		
PHF	.000	.948	.625	.000	.951	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.952



APPENDIX C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	146	164	417	131	699	702
Future Volume (veh/h)	146	164	417	131	699	702
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	162	0	463	0	777	780
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	186	166	2044	914	874	2885
Arrive On Green	0.10	0.00	0.58	0.00	0.20	0.82
Sat Flow, veh/h	1774	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	162	0	463	0	777	780
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	1774	1770
Q Serve(g_s), s	13.5	0.0	9.5	0.0	24.7	7.8
Cycle Q Clear(g_c), s	13.5	0.0	9.5	0.0	24.7	7.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	186	166	2044	914	874	2885
V/C Ratio(X)	0.87	0.00	0.23	0.00	0.89	0.27
Avail Cap(c_a), veh/h	284	253	2044	914	1434	2885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.96	0.00	1.00	1.00
Uniform Delay (d), s/veh	66.1	0.0	15.4	0.0	8.7	3.3
Incr Delay (d2), s/veh	16.5	0.0	0.2	0.0	4.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	0.0	4.7	0.0	15.5	3.9
LnGrp Delay(d),s/veh	82.6	0.0	15.7	0.0	13.0	3.5
LnGrp LOS	F		B		B	A
Approach Vol, veh/h	162		463			1557
Approach Delay, s/veh	82.6		15.7			8.3
Approach LOS	F		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	35.6	92.6				128.3		21.7
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	77.0	31.0				114.0		24.0
Max Q Clear Time (g_c+I1), s	26.7	11.5				9.8		15.5
Green Ext Time (p_c), s	2.9	2.6				5.8		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (veh/h)	201	55	589	289	68	410
Future Volume (veh/h)	201	55	589	289	68	410
Number	7	14	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	214	0	627	0	72	436
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	272	125	2717	1215	678	2976
Arrive On Green	0.08	0.00	0.77	0.00	0.03	0.84
Sat Flow, veh/h	3442	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	214	0	627	0	72	436
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1583	1774	1770
Q Serve(g_s), s	9.2	0.0	7.5	0.0	1.2	3.4
Cycle Q Clear(g_c), s	9.2	0.0	7.5	0.0	1.2	3.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	272	125	2717	1215	678	2976
V/C Ratio(X)	0.79	0.00	0.23	0.00	0.11	0.15
Avail Cap(c_a), veh/h	826	380	2717	1215	843	2976
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.94	0.00	1.00	1.00
Uniform Delay (d), s/veh	67.8	0.0	4.9	0.0	3.0	2.2
Incr Delay (d2), s/veh	5.0	0.0	0.2	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	3.7	0.0	0.6	1.7
LnGrp Delay(d),s/veh	72.8	0.0	5.1	0.0	3.1	2.3
LnGrp LOS	E		A		A	A
Approach Vol, veh/h	214		627			508
Approach Delay, s/veh	72.8		5.1			2.4
Approach LOS	E		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		132.1		17.9	11.0	121.1		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		102.0		36.0	19.0	77.0		
Max Q Clear Time (g_c+I1), s		5.4		11.2	3.2	9.5		
Green Ext Time (p_c), s		2.9		0.7	0.1	4.4		

Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	422	79	33	1514	67	191	186	18	46	217	170
Future Volume (veh/h)	205	422	79	33	1514	67	191	186	18	46	217	170
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	214	440	82	34	1577	70	199	194	19	48	226	177
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	1747	323	557	1918	858	216	308	30	203	250	213
Arrive On Green	0.08	0.59	0.59	0.03	0.54	0.54	0.09	0.18	0.18	0.04	0.13	0.13
Sat Flow, veh/h	1774	2983	552	1774	3539	1583	1774	1670	164	1774	1863	1583
Grp Volume(v), veh/h	214	260	262	34	1577	70	199	0	213	48	226	177
Grp Sat Flow(s),veh/h/ln	1774	1770	1765	1774	1770	1583	1774	0	1834	1774	1863	1583
Q Serve(g_s), s	9.3	10.7	10.8	1.2	55.2	3.2	13.0	0.0	16.1	3.5	17.9	16.3
Cycle Q Clear(g_c), s	9.3	10.7	10.8	1.2	55.2	3.2	13.0	0.0	16.1	3.5	17.9	16.3
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	237	1036	1034	557	1918	858	216	0	338	203	250	213
V/C Ratio(X)	0.90	0.25	0.25	0.06	0.82	0.08	0.92	0.00	0.63	0.24	0.90	0.83
Avail Cap(c_a), veh/h	290	1036	1034	604	1918	858	216	0	338	244	261	222
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	15.1	15.1	13.9	28.4	16.5	52.8	0.0	56.4	53.3	64.0	63.3
Incr Delay (d2), s/veh	25.9	0.6	0.6	0.0	4.1	0.2	39.9	0.0	8.6	0.6	31.0	22.2
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	10.4	5.4	5.4	0.6	28.0	1.4	9.4	0.0	9.0	1.7	11.4	8.5
LnGrp Delay(d),s/veh	62.8	15.7	15.7	13.9	32.5	16.6	92.7	0.0	65.0	53.8	95.0	85.5
LnGrp LOS	E	B	B	B	C	B	F		E	D	F	F
Approach Vol, veh/h		736			1681			412			451	
Approach Delay, s/veh		29.4			31.5			78.4			86.9	
Approach LOS		C			C			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.6	87.3	11.5	33.7	11.0	93.9	19.0	26.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	76.0	9.0	25.0	9.0	83.0	13.0	21.0
Max Q Clear Time (g_c+I1), s	11.3	57.2	5.5	18.1	3.2	12.8	15.0	19.9
Green Ext Time (p_c), s	0.2	11.1	0.0	0.6	0.0	3.1	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.5
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	4	74	472	563	54
Future Vol, veh/h	3	4	74	472	563	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	79	502	599	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1037	328	656	0	-	0
Stage 1	628	-	-	-	-	-
Stage 2	409	-	-	-	-	-
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	227	668	927	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	208	668	927	-	-	-
Mov Cap-2 Maneuver	208	-	-	-	-	-
Stage 1	452	-	-	-	-	-
Stage 2	639	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.6	1.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	927	-	208	668	-	-
HCM Lane V/C Ratio	0.085	-	0.015	0.006	-	-
HCM Control Delay (s)	9.2	-	22.6	10.4	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↳					↱
Traffic Vol, veh/h	531	24	0	0	0	3
Future Vol, veh/h	531	24	0	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	584	26	0	0	0	3

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	-	305
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	589
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	589
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Control Delay, s	0	11.1
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	589	-	-
HCM Lane V/C Ratio	0.006	-	-
HCM Control Delay (s)	11.1	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	130	273	1083	230	397	595
Future Volume (veh/h)	130	273	1083	230	397	595
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	144	0	1203	0	441	661
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	168	150	2415	1080	471	2921
Arrive On Green	0.09	0.00	0.68	0.00	0.10	0.83
Sat Flow, veh/h	1774	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	144	0	1203	0	441	661
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	1774	1770
Q Serve(g_s), s	12.0	0.0	24.5	0.0	12.1	6.0
Cycle Q Clear(g_c), s	12.0	0.0	24.5	0.0	12.1	6.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	168	150	2415	1080	471	2921
V/C Ratio(X)	0.86	0.00	0.50	0.00	0.94	0.23
Avail Cap(c_a), veh/h	272	243	2415	1080	797	2921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.72	0.00	1.00	1.00
Uniform Delay (d), s/veh	66.9	0.0	11.5	0.0	20.9	2.8
Incr Delay (d2), s/veh	13.8	0.0	0.5	0.0	12.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.0	12.0	0.0	19.5	3.0
LnGrp Delay(d),s/veh	80.7	0.0	12.0	0.0	32.9	3.0
LnGrp LOS	F		B		C	A
Approach Vol, veh/h	144		1203			1102
Approach Delay, s/veh	80.7		12.0			15.0
Approach LOS	F		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	21.4	108.4				129.8		20.2
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	43.0	66.0				115.0		23.0
Max Q Clear Time (g_c+I1), s	14.1	26.5				8.0		14.0
Green Ext Time (p_c), s	1.3	10.3				4.7		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	17.4
HCM 2010 LOS	B

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (veh/h)	960	307	561	149	41	382
Future Volume (veh/h)	960	307	561	149	41	382
Number	7	14	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	1055	0	616	0	45	420
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1159	533	1805	808	434	2065
Arrive On Green	0.34	0.00	0.51	0.00	0.03	0.58
Sat Flow, veh/h	3442	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	1055	0	616	0	45	420
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1583	1774	1770
Q Serve(g_s), s	44.0	0.0	15.5	0.0	1.7	8.4
Cycle Q Clear(g_c), s	44.0	0.0	15.5	0.0	1.7	8.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1159	533	1805	808	434	2065
V/C Ratio(X)	0.91	0.00	0.34	0.00	0.10	0.20
Avail Cap(c_a), veh/h	1675	771	1805	808	505	2065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.96	0.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	0.0	21.8	0.0	16.2	14.8
Incr Delay (d2), s/veh	5.8	0.0	0.5	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.9	0.0	7.7	0.0	0.9	4.1
LnGrp Delay(d),s/veh	53.4	0.0	22.3	0.0	16.3	15.0
LnGrp LOS	D		C		B	B
Approach Vol, veh/h	1055		616			465
Approach Delay, s/veh	53.4		22.3			15.1
Approach LOS	D		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		93.5		56.5	11.0	82.5		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		65.0		73.0	11.0	48.0		
Max Q Clear Time (g_c+I1), s		10.4		46.0	3.7	17.5		
Green Ext Time (p_c), s		2.7		4.5	0.0	4.1		

Intersection Summary	
HCM 2010 Ctrl Delay	36.1
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	1388	217	35	709	81	76	134	48	206	427	204
Future Volume (veh/h)	107	1388	217	35	709	81	76	134	48	206	427	204
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	113	1461	228	37	746	85	80	141	51	217	449	215
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	363	1551	239	120	1743	780	148	253	91	355	471	401
Arrive On Green	0.05	0.50	0.50	0.03	0.49	0.49	0.05	0.19	0.19	0.11	0.25	0.25
Sat Flow, veh/h	1774	3076	473	1774	3539	1583	1774	1307	473	1774	1863	1583
Grp Volume(v), veh/h	113	832	857	37	746	85	80	0	192	217	449	215
Grp Sat Flow(s),veh/h/ln	1774	1770	1779	1774	1770	1583	1774	0	1779	1774	1863	1583
Q Serve(g_s), s	4.7	66.0	69.1	1.5	20.3	4.3	5.4	0.0	14.6	14.3	35.6	17.6
Cycle Q Clear(g_c), s	4.7	66.0	69.1	1.5	20.3	4.3	5.4	0.0	14.6	14.3	35.6	17.6
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	363	892	897	120	1743	780	148	0	344	355	471	401
V/C Ratio(X)	0.31	0.93	0.96	0.31	0.43	0.11	0.54	0.00	0.56	0.61	0.95	0.54
Avail Cap(c_a), veh/h	389	892	897	167	1743	780	167	0	344	363	471	401
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	34.8	35.6	34.3	24.5	20.4	47.7	0.0	54.7	41.1	55.1	48.4
Incr Delay (d2), s/veh	0.5	17.6	21.0	1.4	0.8	0.3	3.1	0.0	6.4	2.9	29.6	1.4
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	2.3	36.5	39.0	0.8	10.1	2.0	2.7	0.0	7.8	7.2	22.2	7.9
LnGrp Delay(d),s/veh	19.3	52.3	56.5	35.7	25.2	20.7	50.8	0.0	61.1	44.1	84.8	49.8
LnGrp LOS	B	D	E	D	C	C	D		E	D	F	D
Approach Vol, veh/h		1802			868			272			881	
Approach Delay, s/veh		52.3			25.2			58.1			66.2	
Approach LOS		D			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	79.9	22.3	35.0	11.0	81.7	13.4	44.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	71.0	17.0	29.0	9.0	71.0	9.0	37.0
Max Q Clear Time (g_c+I1), s	6.7	22.3	16.3	16.6	3.5	71.1	7.4	37.6
Green Ext Time (p_c), s	0.0	5.7	0.0	0.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	49.8
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	57	11	354	869	6
Future Vol, veh/h	51	57	11	354	869	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	74	14	460	1129	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1391	569	1137	0	-	0
Stage 1	1133	-	-	-	-	-
Stage 2	258	-	-	-	-	-
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	133	465	610	-	-	-
Stage 1	269	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	130	465	610	-	-	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	263	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.1	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	610	-	130	465	-	-
HCM Lane V/C Ratio	0.023	-	0.509	0.159	-	-
HCM Control Delay (s)	11	-	58.5	14.2	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	2.4	0.6	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↳					↱
Traffic Vol, veh/h	1802	5	0	0	0	10
Future Vol, veh/h	1802	5	0	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1897	5	0	0	0	11

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	-	951
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	224
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	224
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Control Delay, s	0	21.9
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	224	-	-
HCM Lane V/C Ratio	0.047	-	-
HCM Control Delay (s)	21.9	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	151	169	430	135	721	724
Future Volume (veh/h)	151	169	430	135	721	724
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	168	0	478	0	801	804
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	192	171	1986	888	871	2873
Arrive On Green	0.11	0.00	0.56	0.00	0.21	0.81
Sat Flow, veh/h	1774	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	168	0	478	0	801	804
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	1774	1770
Q Serve(g_s), s	14.0	0.0	10.3	0.0	26.5	8.3
Cycle Q Clear(g_c), s	14.0	0.0	10.3	0.0	26.5	8.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	192	171	1986	888	871	2873
V/C Ratio(X)	0.87	0.00	0.24	0.00	0.92	0.28
Avail Cap(c_a), veh/h	284	253	1986	888	1408	2873
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.96	0.00	1.00	1.00
Uniform Delay (d), s/veh	65.9	0.0	16.7	0.0	10.3	3.4
Incr Delay (d2), s/veh	17.8	0.0	0.3	0.0	6.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.0	5.1	0.0	20.7	4.1
LnGrp Delay(d),s/veh	83.7	0.0	17.0	0.0	16.8	3.7
LnGrp LOS	F		B		B	A
Approach Vol, veh/h	168		478			1605
Approach Delay, s/veh	83.7		17.0			10.2
Approach LOS	F		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	37.6	90.2				127.8		22.2
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	77.0	31.0				114.0		24.0
Max Q Clear Time (g_c+I1), s	28.5	12.3				10.3		16.0
Green Ext Time (p_c), s	3.0	2.7				6.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	17.2
HCM 2010 LOS	B

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (veh/h)	208	57	607	298	71	423
Future Volume (veh/h)	208	57	607	298	71	423
Number	7	14	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	221	0	646	0	76	450
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	279	129	2709	1212	664	2969
Arrive On Green	0.08	0.00	0.77	0.00	0.03	0.84
Sat Flow, veh/h	3442	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	221	0	646	0	76	450
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1583	1774	1770
Q Serve(g_s), s	9.5	0.0	7.9	0.0	1.3	3.5
Cycle Q Clear(g_c), s	9.5	0.0	7.9	0.0	1.3	3.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	279	129	2709	1212	664	2969
V/C Ratio(X)	0.79	0.00	0.24	0.00	0.11	0.15
Avail Cap(c_a), veh/h	826	380	2709	1212	830	2969
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.94	0.00	1.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	5.0	0.0	3.1	2.2
Incr Delay (d2), s/veh	5.0	0.0	0.2	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	3.8	0.0	0.6	1.7
LnGrp Delay(d),s/veh	72.7	0.0	5.2	0.0	3.2	2.3
LnGrp LOS	E		A		A	A
Approach Vol, veh/h	221		646			526
Approach Delay, s/veh	72.7		5.2			2.5
Approach LOS	E		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		131.8		18.2	11.0	120.8		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		102.0		36.0	19.0	77.0		
Max Q Clear Time (g_c+I1), s		5.5		11.5	3.3	9.9		
Green Ext Time (p_c), s		3.0		0.7	0.1	4.5		

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	435	82	34	1560	70	197	192	19	48	224	176
Future Volume (veh/h)	212	435	82	34	1560	70	197	192	19	48	224	176
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	221	453	85	35	1625	73	205	200	20	50	233	183
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	1736	324	545	1861	833	215	311	31	202	256	218
Arrive On Green	0.09	0.58	0.58	0.03	0.53	0.53	0.09	0.19	0.19	0.04	0.14	0.14
Sat Flow, veh/h	1774	2979	555	1774	3539	1583	1774	1667	167	1774	1863	1583
Grp Volume(v), veh/h	221	268	270	35	1625	73	205	0	220	50	233	183
Grp Sat Flow(s),veh/h/ln	1774	1770	1765	1774	1770	1583	1774	0	1833	1774	1863	1583
Q Serve(g_s), s	11.4	11.2	11.3	1.3	60.4	3.4	13.0	0.0	16.6	3.6	18.5	16.9
Cycle Q Clear(g_c), s	11.4	11.2	11.3	1.3	60.4	3.4	13.0	0.0	16.6	3.6	18.5	16.9
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	243	1031	1028	545	1861	833	215	0	342	202	256	218
V/C Ratio(X)	0.91	0.26	0.26	0.06	0.87	0.09	0.95	0.00	0.64	0.25	0.91	0.84
Avail Cap(c_a), veh/h	273	1031	1028	592	1861	833	215	0	342	242	261	222
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	15.4	15.4	14.9	31.2	17.7	53.1	0.0	56.4	52.9	63.8	63.1
Incr Delay (d2), s/veh	29.9	0.6	0.6	0.0	6.0	0.2	47.8	0.0	9.0	0.6	32.8	23.9
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	11.0	5.6	5.7	0.7	30.9	1.6	10.0	0.0	9.3	1.8	11.8	8.8
LnGrp Delay(d),s/veh	72.5	16.0	16.0	14.9	37.2	17.9	100.9	0.0	65.4	53.5	96.6	87.0
LnGrp LOS	E	B	B	B	D	B	F		E	D	F	F
Approach Vol, veh/h		759			1733			425			466	
Approach Delay, s/veh		32.5			35.9			82.5			88.2	
Approach LOS		C			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	84.9	11.6	34.0	11.0	93.4	19.0	26.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	76.0	9.0	25.0	9.0	83.0	13.0	21.0
Max Q Clear Time (g_c+I1), s	13.4	62.4	5.6	18.6	3.3	13.3	15.0	20.5
Green Ext Time (p_c), s	0.2	9.1	0.0	0.5	0.0	3.2	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	48.2
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	5	77	487	581	56
Future Vol, veh/h	4	5	77	487	581	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	5	82	518	618	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1071	339	678	0	-	0
Stage 1	648	-	-	-	-	-
Stage 2	423	-	-	-	-	-
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	216	657	910	-	-	-
Stage 1	483	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	197	657	910	-	-	-
Mov Cap-2 Maneuver	197	-	-	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	629	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.4	1.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	910	-	197	657	-	-
HCM Lane V/C Ratio	0.09	-	0.022	0.008	-	-
HCM Control Delay (s)	9.3	-	23.7	10.5	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	548	25	0	0	0	4
Future Vol, veh/h	548	25	0	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	602	27	0	0	0	4

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	-	315
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	581
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	581
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Control Delay, s	0	11.2
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	581	-	-
HCM Lane V/C Ratio	0.008	-	-
HCM Control Delay (s)	11.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	134	282	1116	237	409	613
Future Volume (veh/h)	134	282	1116	237	409	613
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	149	0	1240	0	454	681
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	173	155	2318	1037	484	2911
Arrive On Green	0.10	0.00	0.65	0.00	0.13	0.82
Sat Flow, veh/h	1774	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	149	0	1240	0	454	681
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	1774	1770
Q Serve(g_s), s	12.4	0.0	27.9	0.0	15.7	6.3
Cycle Q Clear(g_c), s	12.4	0.0	27.9	0.0	15.7	6.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	173	155	2318	1037	484	2911
V/C Ratio(X)	0.86	0.00	0.53	0.00	0.94	0.23
Avail Cap(c_a), veh/h	272	243	2318	1037	766	2911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.71	0.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	0.0	13.7	0.0	25.9	2.9
Incr Delay (d2), s/veh	15.1	0.0	0.6	0.0	13.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	13.8	0.0	20.3	3.1
LnGrp Delay(d),s/veh	81.7	0.0	14.4	0.0	39.6	3.1
LnGrp LOS	F		B		D	A
Approach Vol, veh/h	149		1240			1135
Approach Delay, s/veh	81.7		14.4			17.7
Approach LOS	F		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	25.1	104.3				129.4		20.6
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	43.0	66.0				115.0		23.0
Max Q Clear Time (g_c+I1), s	17.7	29.9				8.3		14.4
Green Ext Time (p_c), s	1.4	10.5				4.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	19.9
HCM 2010 LOS	B

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (veh/h)	990	317	578	154	43	394
Future Volume (veh/h)	990	317	578	154	43	394
Number	7	14	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	1088	0	635	0	47	433
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1193	549	1770	792	416	2030
Arrive On Green	0.35	0.00	0.50	0.00	0.03	0.57
Sat Flow, veh/h	3442	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	1088	0	635	0	47	433
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1583	1774	1770
Q Serve(g_s), s	45.3	0.0	16.4	0.0	1.8	8.9
Cycle Q Clear(g_c), s	45.3	0.0	16.4	0.0	1.8	8.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1193	549	1770	792	416	2030
V/C Ratio(X)	0.91	0.00	0.36	0.00	0.11	0.21
Avail Cap(c_a), veh/h	1675	771	1770	792	487	2030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.95	0.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	0.0	22.8	0.0	17.0	15.5
Incr Delay (d2), s/veh	6.1	0.0	0.5	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.5	0.0	8.2	0.0	0.9	4.4
LnGrp Delay(d),s/veh	53.0	0.0	23.4	0.0	17.1	15.8
LnGrp LOS	D		C		B	B
Approach Vol, veh/h	1088		635			480
Approach Delay, s/veh	53.0		23.4			15.9
Approach LOS	D		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		92.0		58.0	11.0	81.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		65.0		73.0	11.0	48.0		
Max Q Clear Time (g_c+I1), s		10.9		47.3	3.8	18.4		
Green Ext Time (p_c), s		2.8		4.7	0.0	4.2		

Intersection Summary	
HCM 2010 Ctrl Delay	36.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	1430	224	37	731	84	79	139	50	213	440	211
Future Volume (veh/h)	111	1430	224	37	731	84	79	139	50	213	440	211
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	117	1505	236	39	769	88	83	146	53	224	463	222
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	353	1542	238	109	1728	773	144	252	92	355	474	403
Arrive On Green	0.05	0.50	0.50	0.03	0.49	0.49	0.05	0.19	0.19	0.11	0.25	0.25
Sat Flow, veh/h	1774	3074	474	1774	3539	1583	1774	1305	474	1774	1863	1583
Grp Volume(v), veh/h	117	856	885	39	769	88	83	0	199	224	463	222
Grp Sat Flow(s),veh/h/ln	1774	1770	1779	1774	1770	1583	1774	0	1779	1774	1863	1583
Q Serve(g_s), s	4.9	70.0	74.1	1.6	21.3	4.5	5.6	0.0	15.2	14.8	37.0	18.2
Cycle Q Clear(g_c), s	4.9	70.0	74.1	1.6	21.3	4.5	5.6	0.0	15.2	14.8	37.0	18.2
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	353	887	892	109	1728	773	144	0	344	355	474	403
V/C Ratio(X)	0.33	0.96	0.99	0.36	0.45	0.11	0.58	0.00	0.58	0.63	0.98	0.55
Avail Cap(c_a), veh/h	377	887	892	157	1728	773	161	0	344	357	474	403
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	36.1	37.1	35.4	25.1	20.8	47.7	0.0	54.9	41.1	55.4	48.5
Incr Delay (d2), s/veh	0.5	22.7	28.3	2.0	0.8	0.3	4.1	0.0	6.9	3.5	35.0	1.6
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	2.4	39.6	43.2	0.9	10.6	2.0	2.9	0.0	8.2	7.5	23.6	8.2
LnGrp Delay(d),s/veh	19.8	58.8	65.4	37.4	25.9	21.1	51.8	0.0	61.9	44.6	90.5	50.1
LnGrp LOS	B	E	E	D	C	C	D		E	D	F	D
Approach Vol, veh/h		1858			896			282			909	
Approach Delay, s/veh		59.5			25.9			58.9			69.3	
Approach LOS		E			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	79.2	22.8	35.0	11.0	81.2	13.6	44.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	71.0	17.0	29.0	9.0	71.0	9.0	37.0
Max Q Clear Time (g_c+I1), s	6.9	23.3	16.8	17.2	3.6	76.1	7.6	39.0
Green Ext Time (p_c), s	0.0	5.9	0.0	0.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.1
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	59	12	365	896	7
Future Vol, veh/h	53	59	12	365	896	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	69	77	16	474	1164	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1438	587	1173	0	-	0
Stage 1	1169	-	-	-	-	-
Stage 2	269	-	-	-	-	-
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	124	453	591	-	-	-
Stage 1	258	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	121	453	591	-	-	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	251	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	40	0.4	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	591	-	121	453	-	-
HCM Lane V/C Ratio	0.026	-	0.569	0.169	-	-
HCM Control Delay (s)	11.3	-	68.2	14.6	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	2.8	0.6	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1857	6	0	0	0	11
Future Vol, veh/h	1857	6	0	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1955	6	0	0	0	12

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	-	981
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	214
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	214
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Control Delay, s	0	22.8
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	214	-	-
HCM Lane V/C Ratio	0.054	-	-
HCM Control Delay (s)	22.8	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	154	169	436	147	721	726
Future Volume (veh/h)	154	169	436	147	721	726
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	171	0	484	0	801	807
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	195	174	1975	884	867	2867
Arrive On Green	0.11	0.00	0.56	0.00	0.21	0.81
Sat Flow, veh/h	1774	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	171	0	484	0	801	807
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	1774	1770
Q Serve(g_s), s	14.2	0.0	10.5	0.0	26.8	8.4
Cycle Q Clear(g_c), s	14.2	0.0	10.5	0.0	26.8	8.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	195	174	1975	884	867	2867
V/C Ratio(X)	0.88	0.00	0.25	0.00	0.92	0.28
Avail Cap(c_a), veh/h	284	253	1975	884	1402	2867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.96	0.00	1.00	1.00
Uniform Delay (d), s/veh	65.7	0.0	17.0	0.0	10.7	3.5
Incr Delay (d2), s/veh	18.5	0.0	0.3	0.0	6.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	0.0	5.2	0.0	20.6	4.1
LnGrp Delay(d),s/veh	84.2	0.0	17.3	0.0	17.5	3.8
LnGrp LOS	F		B		B	A
Approach Vol, veh/h	171		484			1608
Approach Delay, s/veh	84.2		17.3			10.6
Approach LOS	F		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	37.8	89.7				127.5		22.5
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	77.0	31.0				114.0		24.0
Max Q Clear Time (g_c+I1), s	28.8	12.5				10.4		16.2
Green Ext Time (p_c), s	3.0	2.7				6.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	17.6
HCM 2010 LOS	B

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (veh/h)	208	57	612	298	77	441
Future Volume (veh/h)	208	57	612	298	77	441
Number	7	14	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	221	0	651	0	82	469
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	279	129	2709	1212	661	2969
Arrive On Green	0.08	0.00	0.77	0.00	0.03	0.84
Sat Flow, veh/h	3442	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	221	0	651	0	82	469
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1583	1774	1770
Q Serve(g_s), s	9.5	0.0	7.9	0.0	1.4	3.7
Cycle Q Clear(g_c), s	9.5	0.0	7.9	0.0	1.4	3.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	279	129	2709	1212	661	2969
V/C Ratio(X)	0.79	0.00	0.24	0.00	0.12	0.16
Avail Cap(c_a), veh/h	826	380	2709	1212	827	2969
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.94	0.00	1.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	5.1	0.0	3.1	2.2
Incr Delay (d2), s/veh	5.0	0.0	0.2	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	3.9	0.0	0.7	1.8
LnGrp Delay(d),s/veh	72.7	0.0	5.3	0.0	3.2	2.4
LnGrp LOS	E		A		A	A
Approach Vol, veh/h	221		651			551
Approach Delay, s/veh	72.7		5.3			2.5
Approach LOS	E		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		131.8		18.2	11.0	120.8		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		102.0		36.0	19.0	77.0		
Max Q Clear Time (g_c+I1), s		5.7		11.5	3.4	9.9		
Green Ext Time (p_c), s		3.1		0.7	0.1	4.6		

Intersection Summary	
HCM 2010 Ctrl Delay	14.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	435	82	34	1560	73	197	194	19	60	230	188
Future Volume (veh/h)	215	435	82	34	1560	73	197	194	19	60	230	188
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	224	453	85	35	1625	76	205	202	20	62	240	196
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	1728	322	542	1840	823	214	306	30	207	261	222
Arrive On Green	0.09	0.58	0.58	0.03	0.52	0.52	0.09	0.18	0.18	0.04	0.14	0.14
Sat Flow, veh/h	1774	2979	555	1774	3539	1583	1774	1668	165	1774	1863	1583
Grp Volume(v), veh/h	224	268	270	35	1625	76	205	0	222	62	240	196
Grp Sat Flow(s),veh/h/ln	1774	1770	1765	1774	1770	1583	1774	0	1834	1774	1863	1583
Q Serve(g_s), s	11.9	11.2	11.4	1.3	61.1	3.6	13.0	0.0	16.9	4.4	19.1	18.2
Cycle Q Clear(g_c), s	11.9	11.2	11.4	1.3	61.1	3.6	13.0	0.0	16.9	4.4	19.1	18.2
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	246	1026	1024	542	1840	823	214	0	337	207	261	222
V/C Ratio(X)	0.91	0.26	0.26	0.06	0.88	0.09	0.96	0.00	0.66	0.30	0.92	0.88
Avail Cap(c_a), veh/h	269	1026	1024	590	1840	823	214	0	337	237	261	222
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	15.6	15.6	15.3	32.0	18.2	52.8	0.0	56.9	52.2	63.7	63.3
Incr Delay (d2), s/veh	31.0	0.6	0.6	0.0	6.6	0.2	49.6	0.0	9.7	0.8	35.2	31.6
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	11.3	5.7	5.7	0.7	31.5	1.6	10.1	0.0	9.5	2.2	12.3	9.9
LnGrp Delay(d),s/veh	74.6	16.2	16.2	15.3	38.5	18.4	102.4	0.0	66.6	53.0	98.9	94.9
LnGrp LOS	E	B	B	B	D	B	F		E	D	F	F
Approach Vol, veh/h		762			1736			427			498	
Approach Delay, s/veh		33.4			37.2			83.8			91.6	
Approach LOS		C			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	84.0	12.5	33.5	11.0	93.0	19.0	27.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	76.0	9.0	25.0	9.0	83.0	13.0	21.0
Max Q Clear Time (g_c+I1), s	13.9	63.1	6.4	18.9	3.3	13.4	15.0	21.1
Green Ext Time (p_c), s	0.1	8.7	0.0	0.5	0.0	3.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	50.1
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	15	85	487	584	58
Future Vol, veh/h	28	15	85	487	584	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	16	90	518	621	62

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1091	342	683	0	-	0
Stage 1	652	-	-	-	-	-
Stage 2	439	-	-	-	-	-
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	209	654	906	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	188	654	906	-	-	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.7	1.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	906	-	188	654	-	-
HCM Lane V/C Ratio	0.1	-	0.158	0.024	-	-
HCM Control Delay (s)	9.4	-	27.7	10.6	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↳					↱
Traffic Vol, veh/h	548	29	0	0	0	9
Future Vol, veh/h	548	29	0	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	602	32	0	0	0	10

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	-	317
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	579
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	579
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Control Delay, s	0	11.3
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	579	-	-
HCM Lane V/C Ratio	0.017	-	-
HCM Control Delay (s)	11.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	8	2	2	132	8	3	0	24	10	0	2
Future Vol, veh/h	2	8	2	2	132	8	3	0	24	10	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	9	2	2	143	9	3	0	26	11	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	152	0	0	11	0	0	90	170	6	161	167	76
Stage 1	-	-	-	-	-	-	14	14	-	152	152	-
Stage 2	-	-	-	-	-	-	76	156	-	9	15	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1426	-	-	1607	-	-	885	722	1075	789	725	970
Stage 1	-	-	-	-	-	-	1004	883	-	835	771	-
Stage 2	-	-	-	-	-	-	924	768	-	1011	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1426	-	-	1607	-	-	881	721	1075	768	724	970
Mov Cap-2 Maneuver	-	-	-	-	-	-	881	721	-	768	724	-
Stage 1	-	-	-	-	-	-	1003	882	-	834	770	-
Stage 2	-	-	-	-	-	-	921	767	-	985	881	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.1	8.5	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1049	1426	-	-	1607	-	-	796
HCM Lane V/C Ratio	0.028	0.002	-	-	0.001	-	-	0.016
HCM Control Delay (s)	8.5	7.5	0	-	7.2	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	480	459	1	0	6
Future Vol, veh/h	0	480	459	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	522	499	1	0	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	250
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	-	-	-	0	750
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	750
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	750
HCM Lane V/C Ratio	-	-	-	0.009
HCM Control Delay (s)	-	-	-	9.8
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	480	463	2	0	14
Future Vol, veh/h	0	480	463	2	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	522	503	2	0	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	252
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	-	-	-	0	748
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	748
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	SELn1	SBT	SBR
Capacity (veh/h)	-	748	-	-
HCM Lane V/C Ratio	-	0.02	-	-
HCM Control Delay (s)	-	9.9	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	146	282	1119	245	409	618
Future Volume (veh/h)	146	282	1119	245	409	618
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	162	0	1243	0	454	687
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	186	166	2273	1017	484	2885
Arrive On Green	0.10	0.00	0.64	0.00	0.13	0.82
Sat Flow, veh/h	1774	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	162	0	1243	0	454	687
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	1774	1770
Q Serve(g_s), s	13.5	0.0	29.0	0.0	16.6	6.7
Cycle Q Clear(g_c), s	13.5	0.0	29.0	0.0	16.6	6.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	186	166	2273	1017	484	2885
V/C Ratio(X)	0.87	0.00	0.55	0.00	0.94	0.24
Avail Cap(c_a), veh/h	272	243	2273	1017	757	2885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.71	0.00	1.00	1.00
Uniform Delay (d), s/veh	66.1	0.0	14.8	0.0	26.9	3.2
Incr Delay (d2), s/veh	18.2	0.0	0.7	0.0	14.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	14.4	0.0	20.3	3.3
LnGrp Delay(d),s/veh	84.3	0.0	15.5	0.0	41.0	3.4
LnGrp LOS	F		B		D	A
Approach Vol, veh/h	162		1243			1141
Approach Delay, s/veh	84.3		15.5			18.3
Approach LOS	F		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	25.9	102.4				128.3		21.7
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	43.0	66.0				115.0		23.0
Max Q Clear Time (g_c+I1), s	18.6	31.0				8.7		15.5
Green Ext Time (p_c), s	1.4	10.5				4.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	21.1
HCM 2010 LOS	C

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (veh/h)	990	317	595	154	47	405
Future Volume (veh/h)	990	317	595	154	47	405
Number	7	14	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	1088	0	654	0	52	445
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1193	549	1770	792	407	2030
Arrive On Green	0.35	0.00	0.50	0.00	0.03	0.57
Sat Flow, veh/h	3442	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	1088	0	654	0	52	445
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1583	1774	1770
Q Serve(g_s), s	45.3	0.0	17.0	0.0	2.1	9.2
Cycle Q Clear(g_c), s	45.3	0.0	17.0	0.0	2.1	9.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1193	549	1770	792	407	2030
V/C Ratio(X)	0.91	0.00	0.37	0.00	0.13	0.22
Avail Cap(c_a), veh/h	1675	771	1770	792	478	2030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.95	0.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	0.0	23.0	0.0	17.2	15.6
Incr Delay (d2), s/veh	6.1	0.0	0.6	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.5	0.0	8.4	0.0	1.0	4.6
LnGrp Delay(d),s/veh	53.0	0.0	23.5	0.0	17.3	15.9
LnGrp LOS	D		C		B	B
Approach Vol, veh/h	1088		654			497
Approach Delay, s/veh	53.0		23.5			16.0
Approach LOS	D		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		92.0		58.0	11.0	81.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		65.0		73.0	11.0	48.0		
Max Q Clear Time (g_c+I1), s		11.2		47.3	4.1	19.0		
Green Ext Time (p_c), s		2.9		4.7	0.0	4.3		

Intersection Summary	
HCM 2010 Ctrl Delay	36.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	1430	224	37	731	96	79	145	50	219	443	217
Future Volume (veh/h)	123	1430	224	37	731	96	79	145	50	219	443	217
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	129	1505	236	39	769	101	83	153	53	231	466	228
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	352	1537	237	108	1710	765	144	256	89	352	477	405
Arrive On Green	0.05	0.50	0.50	0.03	0.48	0.48	0.05	0.19	0.19	0.11	0.26	0.26
Sat Flow, veh/h	1774	3074	474	1774	3539	1583	1774	1323	458	1774	1863	1583
Grp Volume(v), veh/h	129	856	885	39	769	101	83	0	206	231	466	228
Grp Sat Flow(s),veh/h/ln	1774	1770	1779	1774	1770	1583	1774	0	1782	1774	1863	1583
Q Serve(g_s), s	5.5	70.2	74.3	1.6	21.5	5.3	5.6	0.0	15.8	15.3	37.2	18.8
Cycle Q Clear(g_c), s	5.5	70.2	74.3	1.6	21.5	5.3	5.6	0.0	15.8	15.3	37.2	18.8
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	352	885	890	108	1710	765	144	0	344	352	477	405
V/C Ratio(X)	0.37	0.97	1.00	0.36	0.45	0.13	0.58	0.00	0.60	0.66	0.98	0.56
Avail Cap(c_a), veh/h	370	885	890	156	1710	765	160	0	344	352	477	405
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	36.3	37.3	35.4	25.6	21.4	47.7	0.0	55.2	41.2	55.4	48.5
Incr Delay (d2), s/veh	0.6	23.3	29.0	2.0	0.9	0.4	4.1	0.0	7.5	4.4	35.1	1.8
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	2.7	40.0	43.6	0.9	10.7	2.4	2.9	0.0	8.5	7.9	23.8	8.4
LnGrp Delay(d),s/veh	20.2	59.6	66.3	37.4	26.5	21.8	51.8	0.0	62.6	45.6	90.5	50.3
LnGrp LOS	C	E	E	D	C	C	D		E	D	F	D
Approach Vol, veh/h		1870			909			289			925	
Approach Delay, s/veh		60.1			26.4			59.5			69.3	
Approach LOS		E			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	78.5	23.0	35.0	11.0	81.0	13.6	44.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	71.0	17.0	29.0	9.0	71.0	9.0	37.0
Max Q Clear Time (g_c+I1), s	7.5	23.5	17.3	17.8	3.6	76.3	7.6	39.2
Green Ext Time (p_c), s	0.0	6.0	0.0	0.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.5
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	68	64	42	365	905	15
Future Vol, veh/h	68	64	42	365	905	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	83	55	474	1175	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1532	597	1194	0	-	0
Stage 1	1185	-	-	-	-	-
Stage 2	347	-	-	-	-	-
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	107	446	580	-	-	-
Stage 1	253	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	97	446	580	-	-	-
Mov Cap-2 Maneuver	97	-	-	-	-	-
Stage 1	229	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	82.9	1.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	580	-	97	446	-	-
HCM Lane V/C Ratio	0.094	-	0.91	0.186	-	-
HCM Control Delay (s)	11.8	-	146.9	14.9	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	5.2	0.7	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↳					↱
Traffic Vol, veh/h	1857	17	0	0	0	15
Future Vol, veh/h	1857	17	0	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1955	18	0	0	0	16

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	-	987
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	212
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	212
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Control Delay, s	0	23.3
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	212	-	-
HCM Lane V/C Ratio	0.074	-	-
HCM Control Delay (s)	23.3	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	112	6	7	18	8	2	0	7	5	0	2
Future Vol, veh/h	5	112	6	7	18	8	2	0	7	5	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	122	7	8	20	9	2	0	8	5	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	29	0	0	129	0	0	162	181	65	112	180	15
Stage 1	-	-	-	-	-	-	136	136	-	41	41	-
Stage 2	-	-	-	-	-	-	26	45	-	71	139	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1582	-	-	1454	-	-	788	712	986	854	713	1061
Stage 1	-	-	-	-	-	-	853	783	-	968	860	-
Stage 2	-	-	-	-	-	-	988	857	-	931	781	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1582	-	-	1454	-	-	781	706	986	841	707	1061
Mov Cap-2 Maneuver	-	-	-	-	-	-	781	706	-	841	707	-
Stage 1	-	-	-	-	-	-	850	781	-	965	855	-
Stage 2	-	-	-	-	-	-	980	852	-	921	779	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.6	8.9	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	932	1582	-	-	1454	-	-	894
HCM Lane V/C Ratio	0.01	0.003	-	-	0.005	-	-	0.009
HCM Control Delay (s)	8.9	7.3	0	-	7.5	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	362	874	6	0	7
Future Vol, veh/h	0	362	874	6	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	393	950	7	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	475
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	-	-	-	0	536
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	536
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	536
HCM Lane V/C Ratio	-	-	-	0.014
HCM Control Delay (s)	-	-	-	11.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0.1

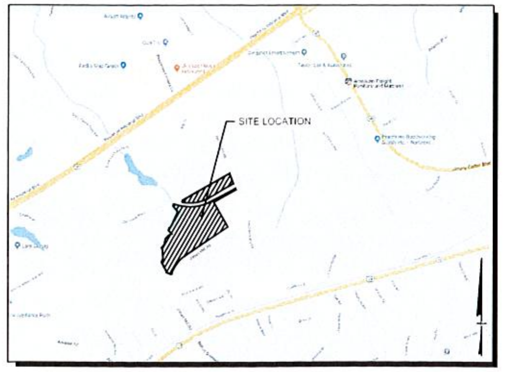
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	362	871	6	0	7
Future Vol, veh/h	0	362	871	6	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	150	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	393	947	7	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	474
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	-	-	-	0	537
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	537
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NB	SB	SE
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBT	SELn1	SBT	SBR
Capacity (veh/h)	-	537	-	-
HCM Lane V/C Ratio	-	0.014	-	-
HCM Control Delay (s)	-	11.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

BUFFER AND TREE PRESERVATION PLAN



SITE LOCATION MAP

NOT TO SCALE

TREE PROTECTION FENCE

N.T.S.

KEY

- TREE SPECIMEN TO BE SAVED
- TREE OFF-SITE SPECIMEN TO BE SAVED
- TREE SPECIMEN TO BE REMOVED
- TREE NON-SPECIMEN (NST) TO BE SAVED
- TREE NON-SPECIMEN (NST) TO BE REMOVED
- CRZ OF SPECIMEN TREE TO BE SAVED
- CRZ OF SPECIMEN TREE TO BE REMOVED
- LIMIT OF DISTURBANCE / TREE PROTECTION FENCE
- TREE SAVE AREA
- SPECIMEN TREE CRZ IMPACTION AREA

Undisturbed buffer

Replanted buffer

SPECIMEN TREES TO BE REMOVED			
POINT #	SPECIES	DBH	UNITS
769	SOURWOOD	13	3.6
770	POPLAR	29	18.4
773	N RED OAK	29	18.4
774	POPLAR	28	17.2
775	POPLAR	31	20.8
776	POPLAR	28	17.2
781	S RED OAK	31	20.8
803	N RED OAK	29	18.4
804	SOURWOOD	14	4.4
805	S RED OAK	29	18.4
808	SOURWOOD	15	4.8
811	SOURWOOD	12	3.2
812	SOURWOOD	14	4.4
813	SOURWOOD	12	3.2
815	SOURWOOD	17	6.4
833	SOURWOOD	24	12.4
848	SOURWOOD	13	3.6
849	WHITE OAK	28	17.2
850	POPLAR	31	20.8
857	WHITE OAK	28	17.2
		TOTAL	250.8

SPECIMEN TREES TO BE SAVED				
POINT #	SPECIES	CRZ IMPACT	DBH	UNITS
764	S RED OAK	11.7%	35	26.8
780	S RED OAK	11.7%	30	19.6
835	SOURWOOD	0.0%	12	3.2
836	S RED OAK	0.0%	33	23.6
838	SOURWOOD	0.0%	12	3.2
841	SOURWOOD	0.0%	12	3.2
856	N RED OAK	0.0%	29	18.4
858	WHITE OAK	0.0%	28	17.2
859	BEECH	0.0%	30	19.6
862	SASSAFRAS	0.0%	12	3.2
			TOTAL	138

NON-SPECIMEN QUALITY TREE (NST) - TO BE SAVED			
POINT #	SPECIES	DBH	UNITS
832	HICKORY	31	20.8
834	SOURWOOD	15	4.8
837	WHITE OAK	32	22.4
839	SOURWOOD	16	5.6
840	SASSAFRAS	16	5.6
846	BEECH	31	20.8
847	S RED OAK	28	17.2
863	POPLAR	36	28.4
863	N RED OAK	37	30
		TOTAL	155.6

OFF-SITE TREES TO BE SAVED			
POINT #	SPECIES	DBH	UNITS
*816	SOURWOOD	15	4.8
818	SOURWOOD	16	5.6
819	SOURWOOD	18	7.2
860	POPLAR	31	20.8
*861	WHITE OAK	29	18.4
*NST		TOTAL	56.8

NON-SPECIMEN QUALITY TREE (NST) - TO BE REMOVED			
POINT #	SPECIES	DBH	UNITS
765	S RED OAK	31	20.8
768	SOURWOOD	13	3.6
771	WHITE OAK	31	20.8
772	S RED OAK	27	16
777	RED MAKE	32	22.4
778	CHERRY	29	18.4
779	N RED OAK	27	16
782	WHITE OAK	28	17.2
801	N RED OAK	28	17.2
802	SOURWOOD	18	7.2
806	SOURWOOD	25	13.6
807	SOURWOOD	24	12.4
809	SOURWOOD	16	5.6
810	SOURWOOD	26	14.8
814	SOURWOOD	18	7.2
817	POPLAR	38	31.6
820	POPLAR	30	19.6
821	SOURWOOD	17	6.4
822	N RED OAK	28	17.2
823	N RED OAK	32	22.4
824	S RED OAK	28	17.2
825	SOURWOOD	14	4.4
826	N RED OAK	30	19.6
827	SOURWOOD	18	7.2
828	SOURWOOD	18	7.2
829	SOURWOOD	13	3.6
830	S RED OAK	31	20.8
831	BEECH	36	28.4
842	N RED OAK	31	20.8
843	SOURWOOD	17	6.4
844	BEECH	30	19.6
845	WHITE OAK	31	20.8
851	POPLAR	35	26.8
852	SOURWOOD	16	5.6
853	ASH	30	19.6
854	SOURWOOD	12	3.2
855	WHITE OAK	29	18.4
		TOTAL	560

LANDSCAPE NOTES:

1. ALL BUFFERS AND TREE SAVE AREAS ARE TO CLEARLY IDENTIFIED WITH PROTECTIVE FENCING PRIOR TO COMMENCEMENT OF ANY LAND DISTURBANCE.
2. DECIDUOUS TREES SHALL BE AT LEAST 2 INCHES IN DIAMETER AND EVERGREEN TREES SHALL BE AT LEAST 6 FEET IN HEIGHT AT TIME OF PLANTING.
3. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS PRIOR TO BEGINNING CONSTRUCTION. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT ANY EXISTING CONDITIONS AND WORK IN PLACE.
4. ALL PLANT MATERIAL SHALL ARRIVE AT THE SITE WITH MOIST SOIL IN CONTAINER OR BURLAP.
5. UNDER NO CIRCUMSTANCES WILL PLANTS BE APPROVED FOR PAYMENT IF PLANT SIZE AND GENERAL HEALTH ARE NOT AS REQUIRED ON PLAN.
6. TREE PROTECTION SHALL BE ENFORCED ACCORDING TO GWINNETT COUNTY STANDARDS. ANY FIELD ADJUSTMENTS TO TREE PROTECTION DEVICE TYPES OR LOCATIONS OR SUBSTITUTIONS OF PLANT MATERIAL SHOWN ON THE APPROVED PLANS ARE SUBJECT TO THE REVIEW AND APPROVAL OF THE GWINNETT COUNTY ARBORIST.
7. THE DENSITY REQUIREMENTS SHOWN ON THE TREE PRESERVATION AND REPLACEMENT PLAN MUST BE VERIFIED PRIOR TO THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY OR ACCEPTANCE OF THE FINAL PLAT. A PERFORMANCE BOND OR LETTER OF CREDIT WILL BE ACCEPTED IF PLANT MATERIAL MUST BE INSTALLED AT A LATER DATE.
8. A MAINTENANCE INSPECTION OF TREES WILL BE PERFORMED AFTER ONE FULL GROWING SEASON FROM THE DATE OF THE FINAL INSPECTION. PROJECT OWNERS AT THE TIME OF THE MAINTENANCE INSPECTION ARE RESPONSIBLE FOR ORDINANCE COMPLIANCE.
9. ALL TREES AND SHRUBS SHALL BE COVERED WITH AT LEAST 3" OF PINE STRAW MULCH OR EQUIVALENT GROUND COVER.
10. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO WATER AND MAINTAIN ALL TREES AND SHRUBS UNTIL THE PROJECT IS TURNED OVER TO THE OWNER FOR FINAL APPROVAL.
11. TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBANCE ACTIVITIES.
12. APPROVAL OF THESE PLANS DOES NOT CONSTITUTE APPROVAL BY GWINNETT COUNTY OF ANY LAND DISTURBANCE ACTIVITIES WITHIN WETLAND AREAS. IT IS THE RESPONSIBILITY OF THE PROPERTY OWNER TO CONTACT THE APPROPRIATE REGULATORY AGENCY FOR APPROVAL OF ANY WETLAND DISTURBANCE.
13. PER ARTICLE 8, SECTION 8.2.6.8 OF THE DEVELOPMENT REGULATIONS, IT IS THE RESPONSIBILITY OF THE PROPERTY OWNER TO MAINTAIN ANY DETENTION FACILITY CONSTRUCTED ON THEIR PROPERTY AND TO ENSURE THE FACILITY IS FREE OF OBSTRUCTION, SILT OR DEBRIS.
14. TOPPING TREES IS NOT ALLOWED. TREES REMOVED OR HAVING THEIR TOPS CUT AFTER COMPLIANCE WITH THIS ORDINANCE SHALL BE REPLACED WITH EQUIVALENT INCHES OF REMOVED TREES.
15. THINNING IS ALLOWED AND MAY INCLUDE REMOVAL OF NON-SPECIMEN TREES WITHIN THE CRITICAL ROOT ZONE OR DRIPLINE OF THE SPECIMEN TREE IN THE LANDSCAPE INSTALLATION PHASE OF DEVELOPMENT ONLY. THINNING INCLUDES MANUAL REMOVAL. NO MOTORIZED/WHEELED OR TRACK VEHICLES ALLOWED WITHIN THE CRITICAL ROOT ZONE OF THE SPECIMEN TREE.
16. NON-VEGETATIVE MATERIAL TO BE REMOVED MANUALLY.
17. A COMMERCIAL APPLICATOR LICENSE AND A PESTICIDE CONTRACTOR LICENSE ARE REQUIRED BY THE CONTRACTOR IF THE USE OF HERBICIDES ARE NECESSARY FOR NOXIOUS PLANT MATERIAL REMOVAL.
18. TREE PROTECTION FENCE IS TO BE THE SAME AS LIMITS OF DISTURBANCE.
19. ALL REMAINING LANDSCAPE AREAS SHALL BE SODDED, SEEDED, OR HYDRO SEEDED WITH GRASS, AND/OR PLANTED WITH GROUND COVER SPECIES AND/OR PROVIDED WITH OTHER LANDSCAPE MATERIAL, OR ANY COMBINATION THEREOF.

SPECIMEN TREE SIZES

HARDWOODS	28 INCHES
SOFTWOODS	30 INCHES
SMALL NATIVE FLOWERING	12 INCHES

TREE REPLACEMENT CALCULATIONS

SITE DATA

TOTAL SITE AREA 28.45 ACRES

TREE DENSITY REQUIREMENTS:

SITE AREA X 16 UNITS PER ACRE = SDF

28.45 AC X 16 TREE DENSITY UNITS (TDUs) = 455.2 TREE DENSITY UNITS (TDUs) REQUIRED (EXISTING & PROPOSED)

SPECIMEN RECOMPENSE REQUIREMENTS:

250.8 SPECIMEN TREE UNITS TO BE REMOVED AND RECOMPENSED FOR. THIS VALUE MAY CHANGE DURING DESIGN DEVELOPMENT

TREE SAVE PROVIDED:

APPROXIMATELY 7 ACRES OF TREE SAVE AREA. THIS VALUE MAY CHANGE DURING DESIGN DEVELOPMENT

SPECIMEN TREE SURVEY NOTE:

BOUNDARY AND EXISTING TREE LOCATION INFORMATION TAKEN FROM SURVEY PERFORMED BY PLANNERS AND ENGINEERS COLLABORATIVE ON DEC 9th, 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% IMPACTION 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

O: 770.451.2741
PEC360STUDIO.COM

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PROJECT

GOVERNOR'S LAKES

CITY OF PEACHTREE CORNERS
GWINNETT COUNTY,
GEORGIA

LAND LOT 251
6th DISTRICT

FOR

McKINLEY HOMES

655 ENGINEERING DRIVE
SUITE 208
PEACHTREE CORNERS, GA 30092

CONTACT:
DAN SMEDLEY
470.216.3570

REVISION	DATE
ZONING TPR	12/27/19

DRAWN BY: RH
APPROVED BY: DM

PROJECT NUMBER: 15061.02

GEORGIA REGISTERED LANDSCAPE ARCHITECT No. 1768 DOUG MCCLURE

DATE: DEC 27, 2019

TITLE: ZONING TREE PRESERVATION PLAN

SHEET: Z-TP.1

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

PROPERTY LOCATION MAP

Governors Lake Townhomes

CASE NUMBER:	**RZ2020-001 / V2020-001 / PH2020-001**		
	PLANNING COMMISSION	**CITY COUNCIL 1ST READING**	**CITY COUNCIL 2ND READING**
HEARING DATES:	**FEB. 18, 2020**	**FEB. 25, 2020**	**MAR. 24, 2020**
PROPERTY ADDRESS:	Generally located along Jones Mill Road and Governors Lake Parkway		

PH2020-002
Electronic Signs

STATE OF GEORGIA
COUNTY OF GWINNETT
CITY OF PEACHTREE CORNERS **ORDINANCE 2020-XX-XXX**

AN ORDINANCE OF THE CITY OF PEACHTREE CORNERS, GEORGIA TO AMEND SEC. 54-2 OF CHAPTER 54 – SIGNS OF THE CITY OF PEACHTREE CORNERS CODE OF ORDINANCES BY AMENDING DEFINITIONS TO DEFINE ELECTRONIC SIGNS; TO AMEND CHAPTER 54 – SIGNS OF THE CITY OF PEACHTREE CORNERS CODE OF ORDINANCES BY ADDING SEC. 54-24 PERTAINING TO ELECTRONIC SIGNS; 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, pursuant to Section 1.12(a) of the City Charter, the City is charged with exercising the powers of zoning; 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; and

WHEREAS, the Mayor and Council desire to amend the current zoning resolution;

NOW THEREFORE, IT IS HEREBY ORDAINED by the governing authority of the City of Peachtree Corners, Georgia that the Code of Ordinances be amended as follows:

Section 1. (words ~~struck through~~ are deleted and words underlined are added)

SEC. 54-2, DEFINITIONS

…

Electronic Sign means a message on a lawfully permitted sign, the electronic portion of which may be changed at intervals by electronic process or by remote control.

…

SEC. 54-24, ELECTRONIC SIGNS

(a) Electronic signs displaying fuel prices as part of a lawfully permitted sign shall be allowed in conjunction with a fuel station use so long as the electronic sign complies with all of the following requirements:

(1) The electronic sign shall be limited to 50 percent of the sign area of the lawfully permitted sign and shall display only fuel prices.

(2) Changes to the electronic sign shall be permitted at no less than 24-hour intervals;

(3) No electronic sign shall be illuminated by blinking, scrolling, intermittent, or flashing lights simulating movement.

(4) Electronic signs shall contain a default of an electronic freeze and a black screen in the event of a sign malfunction;

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(b) One electronic sign as part of a lawfully permitted sign shall be allowed for civic uses, performing arts theaters, and cinemas, within the Entertainment District defined in Article XIII of the Code of Ordinances so long as the electronic sign complies with all of the following requirements:

(1) The electronic sign shall not exceed 100 sq.ft. of the sign area of the lawfully permitted monument-style sign. Up to 60 sq. ft. of the electronic sign shall be used for commercial purposes; 40 sq. ft. of the electronic sign shall be dedicated to the city for public purposes. The public portion of the electronic sign shall be managed and operated by the city, but shall be built at no expense to the city.

(2) Specific terms of use shall be established between the city and the sign owner prior to sign installation.

(3) In the event that the commercial use for which the electronic sign was intended ceases to operate, the electronic sign shall be donated to the city.

(4) Electronic signs may only be located along a major or minor thoroughfare;

(5) No message may be displayed for less than six seconds;

(6) No message may be repeated at intervals less than three seconds;

(7) No electronic sign shall be illuminated by blinking, scrolling, intermittent, or flashing lights simulating movement.

(8) Electronic signs shall contain a default of an electronic freeze and a black screen in the event of a sign malfunction;

(9) Sign design, materials, colors, and placement shall be approved by the Community Development Director;

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

VOTE: □Y□N□A **Sadd** / □Y□N□A **Christ** / □Y□N□A **Wright** / □Y□N□A **Mason** / □Y□N□A **Aulbach** / □Y□N□A **Christopher** / □Y□N□A **Gratwick**

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