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## COUNCIL MEETING AGENDA

Mike Mason, Mayor

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

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

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May 26, 2020

### COUNCIL AGENDA

7:00 PM

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

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**\*Please be advised that this meeting will be held via Cisco Webex.**

**To join the meeting by phone:** Dial 415-655-0002 Access Code: 790 914 564.

If you choose this option, you will **ONLY** be able to hear the meeting and will not be able to participate in any public comment.

**To join the meeting by video:** Use this [link](#).

This will allow you to view and hear the meeting and be able to participate in the public comment through the Q&A section. To activate the Q&A section, you will need to select the question  icon at the bottom of your screen and type in your public comment. Please make sure to type your name and address prior to your comment. Your question will be read to the Mayor and Council by the Host.

**A) CALL TO ORDER**

**B) ROLL CALL**

**C) PLEDGE OF ALLEGIANCE**

**D) MAYOR'S OPENING REMARKS**

**E) CONSIDERATION OF MINUTES** – Consideration of approval of minutes for April 28, 2020 Council Meeting and May 12, 2020 Work Session.

**F) CONSIDERATION OF MEETING AGENDA**

**G) PUBLIC COMMENTS**

**H) PRESENTATIONS AND REPORTS**

1. FY2021 Operating and Capital Budget

## **D) CONSENT AGENDA**

- 1. APH 2020-01-096** Consideration of approval of Alcoholic Beverage License Application for LIDL, 5270 Peachtree Parkway NW, Peachtree Corners, GA 30092.

## **J) PUBLIC HEARING**

- 1. O2020-02-162** Second Read and Consideration of 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 Governors Lake Parkway, Dist. 6, Land Lot 251, Peachtree Corners, GA.
- 2. O2020-03-166** Second Read and Consideration of an Ordinance of the Mayor and City Council of Peachtree Corners, Georgia to amend and adopt Chapter 42 (Nuisances), Article 4 (Noise), to provide for regulation of noise; to provide an effective date; and for other purposes.
- 3. O2020-05-167** First Read and Consideration of an Ordinance of the City of Peachtree Corners, Georgia, adopting the amended fiscal year 2020 operating budget for each fund of the City of Peachtree Corners, Georgia. (Second read will be June 23, 2020)
- 4. O2020-05-168** First Read and Consideration of an Ordinance of the City of Peachtree Corners, Georgia, adopting the fiscal year 2021 operating budget and capital improvement budget for each fund of the City of Peachtree Corners, Georgia. (Second read will be June 23, 2020)

## **K) ITEMS FOR CONSIDERATION**

- 1. R2020-05-133** Resolution of the City of Peachtree Corners consenting to expansion of the Gateway85 Community Improvement District (CID)
- 2. Action Item** FY2021 Capital Improvement Project (CIP) Plan.

## **L) CITY MANAGER UPDATES**

## **M) EXECUTIVE SESSION**

## **N) ADJOURNMENT**

# **Minutes**



**CITY OF PEACHTREE CORNERS**  
**COUNCIL MEETING MINUTES**  
**April 28, 2020 @ 7:00PM**

The Mayor and Council of the City of Peachtree Corners held a Council Meeting via Cisco Webex. The following were in attendance:

Mayor	Mike Mason
Council Member	Phil Sadd – Post 1
Council Member	Eric Christ – Post 2
Council Member	Alex Wright – Post 3
Council Member	Jeanne Aulbach – Post 4
Council Member	Lorri Christopher – Post 5
Council Member	Weare Gratwick – Post 6
City Manager	Brian Johnson
Asst. City Manager	Brandon Branham
City Clerk	Kym Chereck
Deputy Clerk	Rocio Monterrosa
City Attorney	Dave Rhodes
Comm. Dev. Dir.	Diana Wheeler
Public Works Dir.	Greg Ramsey
Finance Dir.	Cory Salley

**MAYORS OPENING REMARKS:** Mayor Mason informed the public that an illuminated sign with the verbiage of “HOPE” is located at the divider between Peachtree Parkway and Peachtree Industrial. This sign was donated and installed by local business owner Bill Frey of Illuminating Design. Mayor Mason also informed the public that the Peachtree Corners Festival is being postponed until September or October of this year and, that he will be doing a live video on Facebook tomorrow at 11:00 AM.

**CONSIDERATION OF MINUTES:**

**MOTION TO APPROVE THE MINUTES FROM THE FEBRUARY 25, 2020 COUNCIL MEETING.**

**By: Council Member Christopher**  
**Seconded by: Council Member Christ**  
**Vote: (7-0) (Christopher, Christ, Mason, Sadd, Wright, Aulbach, Gratwick)**

**MOTION TO APPROVE THE MINUTES FROM THE MARCH 10, 2020 WORK SESSION.**

**By: Council Member Christ**  
**Seconded by: Council Member Christopher**  
**Vote: (7-0) (Christ, Christopher, Mason, Sadd, Wright, Aulbach Gratwick)**

**MOTION TO APPROVE THE MINUTES FROM THE APRIL 14, 2020 WORK SESSION.**

**By: Council Member Christ**  
**Seconded by: Council Member Wright**  
**Vote: (7-0) (Christ, Wright, Mason, Sadd, Aulbach, Christopher, Gratwick)**

**CONSIDERATION OF MEETING AGENDA:** There were no changes to the agenda.

**PUBLIC COMMENT:** Mr. Alan Kaplan stated that it was good to see everyone on the Cisco Webex and thanked the city for being innovative so this meeting could commence.

**CONSENT AGENDA:**

**APH 2020-01-93**

Consideration of approval of Alcoholic Beverage License Application for RaceTrac, 5780 Peachtree Parkway, Peachtree Corners, GA 30092.

**MOTION TO APPROVE APH 2020-01-93.**

**By: Council Member Christ**  
**Seconded by: Council Member Aulbach**  
**Vote: (7-0) (Christ, Aulbach, Mason, Sadd, Wright, Christopher, Gratwick)**

**APH 2020-01-94**

Consideration of approval of Alcoholic Beverage License Application for Eating America, 5450 Peachtree Parkway, Ste 7A, Peachtree Corners, GA 30092.

**MOTION TO APPROVE APH 2020-01-94.**

**By: Council Member Christ**

**Seconded by: Council Member Aulbach**

**Vote: (7-0) (Christ, Aulbach, Mason, Sadd, Wright, Christopher, Gratwick)**

**APH 2020-01-95**

Consideration of approval of Alcoholic Beverage License Application for Hoots Righteous Wings, 5215 Town Center Blvd., Suite 680, Peachtree Corners, GA 30092.

**MOTION TO APPROVE APH 2020-01-95.**

**By: Council Member Christ**

**Seconded by: Council Member Aulbach**

**Vote: (7-0) (Christ, Aulbach, Mason, Sadd, Wright, Christopher, Gratwick)**

**PUBLIC HEARING:**

**O2020-03-166**

First read and consideration of an Ordinance of the Mayor and Council of the City of Peachtree Corners, Georgia to amend and adopt Chapter 42 (Nuisances), Article 4 (Noise), to provide for regulation of noise; to provide an effective date; and for other purposes. (This item will be heard for second read at the May 26, 2020 Council Meeting.)

**ITEMS FOR CONSIDERATION:**

**R2020-03-131**

Resolution authorizing the City Manager to apply for a Georgia Department of Transportation Roadside Enhancement & Beautification Council Grant for right of way landscaping.

**MOTION TO APPROVE R2020-03-131.**

**By: Council Member Christopher**

**Seconded: Council Member Sadd**

**Vote: (7-0) (Christopher, Sadd, Mason, Christ, Wright, Aulbach, Gratwick)**

**ACTION ITEM**

Consideration to authorize the City Manager to execute an Amendment No. 4 to the Agreement for Public Works, Community Development, and

Administrative Services.

**MOTION TO AUTHORIZE THE CITY MANAGER TO EXECUTE AN AMENDMENT NO.4 TO THE AGREEMENT FOR PUBLIC WORKS, COMMUNITY DEVELOPMENT, AND ADMINISTRATIVE SERVICES.**

**By: Council Member Sadd**

**Seconded: Council Member Christopher**

**Vote: (7-0) (Sadd, Christopher, Mason, Christ, Wright, Aulbach, Gratwick)**

**CITY MANAGER UPDATES:** There were no updates.

**EXECUTIVE SESSION:** There was no Executive Session.

**ADJOURNMENT:**

**MOTION TO ADJOURN AT 8:10 PM.**

**By: Council Member Christopher**

**Seconded by: Council Member Sadd**

**Vote: (7-0) (Christopher, Sadd, Mason, Christ, Wright, Aulbach, Gratwick)**

Approved,

Attest:

\_\_\_\_\_  
Mike Mason, Mayor

\_\_\_\_\_  
Kymberly Chereck, City Clerk  
(Seal)



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Mike Mason, Mayor

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

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

May 12, 2020

**WORK SESSION MINUTES**

**7:00 PM**

PEACHTREE CORNERS CITY HALL – Boardwalk

Access available via Webex. Call in number 415-655-0002, access number 791 370 149  
310 TECHNOLOGY PARKWAY, PEACHTREE CORNERS, GA 30092

**1. Roll Call – Roll Call**

Mayor	Mike Mason
Council Member	Phil Sadd – Post 1
Council Member	Eric Christ – Post 2
Council Member	Alex Wright – Post 3
Council Member	Jeanne Aulbach – Post 4
Council Member	Lorri Christopher – Post 5
Council Member	Weare Gratwick – Post 6
City Manager	Brian Johnson
Asst. City Manager	Brandon Branham
Deputy City Clerk	Rocio Monterrosa
City Attorney	Bill Riley
City Attorney	Dave Rhodes
Community Dev. Dir.	Diana Wheeler
Public Works Dir.	Greg Ramsey
Finance Director	Cory Salley
Communications Dir.	Judy Putnam

- 2. Noise Ordinance Amendment** – David Rhodes, City Attorney, gave a brief overview of the proposed amendment to the Noise Ordinance. This item was heard for First Read at the April 28, 2020 Council Meeting. Second Read will be heard at the May 26, 2020.
- 3. Neighborhood Video/LPR Camera Installation Program** – Brian Johnson, City Manager informed the Mayor and Council that 12 of the 15 proposed sites for the LPR cameras have been approved. Dave Rhodes, City Attorney, explained the process we will follow to be compliant with the Gwinnett County Police Department to ensure the data goes directly from the camera to the Gwinnett County Police Department. There was discussion concerning inviting neighborhoods and apartment complexes to add LPR camera through this program and have them billed on their property tax bill.

- 4. Town Green Special Events Update** – Diana Wheeler, Community Development Director, informed the Mayor and Council that she is advising that events on the Town Green begin July 10, 2020 with the Farmers Market and move forward from there. After discussion it was decided that Mrs. Wheeler should move forward with planning the event for July 10, 2020.
- 5. FY21 Budget and Five-Year CIP Presentation** – Cory Salley, Finance Director, gave a brief overview and presentation of the FY21 Budget and Five-Year CIP Program. This item will be heard for First Read at the May 26, 2020 Council Meeting.
- 6. City Manager Updates** – Brian Johnson, City Manager, informed the Mayor and Council that City Hall would be open to the public on Monday, May 18, 2020. Mr. Johnson also informed the Mayor and Council that at the May 26, 2020 Council meeting, there will be a Resolution consenting expansion of Gateway85 Gwinnett Community Improvement District.
- 7. Executive Session** – There was no executive session.
- 8. Meeting adjourned at 9:20 PM.**

Approved:

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Mike Mason, Mayor

Attest:

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Kym Chereck, City Clerk  
(Seal)

# **Consent Agenda**



*Mayor*  
**Mike Mason**

**Phil Sadd** | *Post 1*  
**Eric Christ** | *Post 2*

**Alex Wright** | *Post 3*  
**Jeanne Aulbach** | *Post 4*

**Lorri Christopher** | *Post 5*  
**Weare Gratwick** | *Post 6*

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To: Mayor and City Council

Cc: Brian Johnson, City Manager

From: Brandon Branham, Assistant City Manager

Date: May 26<sup>th</sup>, 2020, City Council Meeting

Agenda Item: APH 2020-01-096 Approval of Alcoholic Beverage License Application for **LIDL**, 5270 Peachtree Pkwy NW, Peachtree Corners, GA 30092

Applicant **Boudewijn Jan Alexander Tiktak** is applying for a Retail/Package – Wine and Malt Beverage

**Staff Recommendation:**

Approve the application for Retail/Package – Wine and Malt Beverage  
**LIDL**, 5270 Peachtree Pkwy NW, Peachtree Corners, GA 30092

**Background:**

Applicant submitted a completed application on April 17<sup>th</sup>, 2020. Required advertising for the application was published in the Gwinnett Daily Post on May 20<sup>th</sup>, 2020 Applicant has passed the background investigation and meets all requirements.

**Discussion:**

New  
Staff has reviewed this application and recommends approval.

**Alternatives:**

None

**02020-02-162**

**AN ORDINANCE TO DENY A REQUEST TO AMEND THE CITY OF PEACHTREE CORNERS ZONING MAP PURSUANT TO 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 GOVERNORS LAKE PARKWAY, DIST. 6, LAND LOT 251, PEACHTREE CORNERS, GA.**

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

**WHEREAS:** Public Hearings were held by the Mayor and City Council of Peachtree Corners on February 25, 2020 and May 26, 2020;

**NOW THEREFORE, IT IS HEREBY ORDAINED** by the governing authority of the City of Peachtree Corners, Georgia that RZ2020-001, V2020-001 & PH2020-001 Governors Lake Townhomes, for the above referenced property is hereby denied.

Effective this 26th day of May, 2020.

So Signed and Witnessed

Approved :

this \_\_\_\_\_ day of \_\_\_\_\_, 2020

Attest:

\_\_\_\_\_  
Kymerly Chereck, City Clerk

\_\_\_\_\_  
Mike Mason, Mayor

**AN ORDINANCE TO APPROVE A REQUEST TO AMEND THE CITY OF PEACHTREE CORNERS ZONING MAP PURSUANT TO 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 GOVERNORS LAKE PARKWAY, DIST. 6, LAND LOT 251, PEACHTREE CORNERS, GA.**

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

**WHEREAS:** Public Hearings were held by the Mayor and City Council of Peachtree Corners on February 25, 2020 and May 26, 2020;

**NOW THEREFORE, IT IS HEREBY ORDAINED** by the governing authority of the City of Peachtree Corners, Georgia that RZ2020-001, V2020-001 & PH2020-001 Governors Lake Townhomes, is hereby approved for the above referenced property with the following enumerated conditions:

1. The property shall be rezoned from M-1 to R-TH.
2. Variances shall be approved so that the front yard setback for buildings along Jones Mill Road and Governors Lake Parkway shall be a minimum of 10 feet, the front yard landscape buffer along Jones Mill Road and Governors Lake Parkway shall be a minimum of 0 feet, the buffer between M-1 and R-TH on the northern parcel shall be a minimum of 50 feet, and internal landscape areas may be reduced to 5 ft. where needed.
3. The site may be developed with up to 164 attached single-family townhomes and amenity areas. However, the final number of units is dependent upon site conditions, compliance with zoning conditions, and fully engineered plans that meet regulations.
4. The site plan layout shall be in general conformance with the site plan submitted with this application and prepared by Planners and Engineers Collaborative dated November 11, 2019 (with revisions to meet these conditions and zoning and development regulations).
5. Development shall include no more than the two access points on Jones Mill Road and the two access points on Governors Lake Parkway, as shown on the submitted site plan. The two access points on Jones Mill Road shall be right-in, right-out only.
6. Developer shall construct on-site stormwater detention facilities to meet the standards of the Gwinnett County Stormwater Ordinances including, but not limited to, stormwater detention, water quality standards, stream protection and management of off-site drainage flowing through the site.
7. Prior to issuance of an LDP, approvals must be received from all agencies having jurisdiction over stream piping, modifications, and encroachments.
8. All stormwater facilities shall be owned and maintained by the Homeowner's Association in accordance with the Gwinnett County Stormwater Ordinances.

9. Water quality BMPs shall be located outside the 75' impervious setback with no retaining walls or structures within the 75' impervious setback. All new stormwater ponds, including pond-like water quality BMPs, should have at least a single row of evergreen trees, 6ft. tall at time of planting, outside of the 10 ft. access easement around the BMP. Permission shall be obtained from adjacent owner to the west to utilize existing lake for stormwater management and the adjacent owner shall be included on the stormwater maintenance agreement.
10. The developer shall provide minimum five-foot-wide publicly accessible sidewalks along the entire rights-of-way of all streets, public or private.
11. The developer shall provide central mailbox kiosks for each of the two portions of the subdivision with adequate parking and pedestrian access.
12. A minimum 18" offset shall be provided between the front building elevations and roof lines of adjoining units. No more than four units within a single building grouping shall have the same front setback or roof line.
13. Front building elevations shall be at least 50% brick or stone.
14. Front elevation materials and colors shall be varied so that the units within a single building grouping do not repeat the same combination of materials and colors more often than every 5 units.
15. The garage of each unit shall be located at least 20 ft. from the adjacent sidewalk.
16. Undisturbed buffers and specimen trees shall be preserved as shown on the Buffer and Tree Preservation Plan.
17. Prior to the issuance of an LDP, tree protection fencing shall be installed, and the city shall confirm that all trees to be preserved have been included within the protected areas.
18. Construction hours shall be limited to weekdays from 7:00AM to 8:00PM.
19. The developer shall incorporate a percentage cap of 15% on rental units within the development which shall become part of the homeowners' association covenants.
20. Roadway modifications shall be implemented in accordance with the submitted traffic study and in conjunction with the review and approval of the Public Works Department.

Effective this 26th day of May, 2020.

So Signed and Witnessed

Approved :

this \_\_\_\_\_ day of \_\_\_\_\_, 2020

Attest:

\_\_\_\_\_  
Kymerly Chereck, City Clerk

\_\_\_\_\_  
Mike Mason, Mayor

**CITY OF PEACHTREE CORNERS  
COMMUNITY DEVELOPMENT DEPARTMENT**

**REZONING ANALYSIS**

PLANNING COMMISSION DATE: FEBRUARY 18, 2020

CITY COUNCIL DATE: MAY 26, 2020

CASE NAME: **GOVERNORS LAKE TOWNHOMES**

CASE NUMBER: **RZ2020-001 / V2020-001 / PH2020-001**

CURRENT ZONING: M-I

LOCATION: GENERALLY LOCATED ALONG GOVERNORS LAKE PARKWAY AND JONES MILL ROAD APPROXIMATELY ONE-HALF MILE SOUTHEAST OF PEACHTREE INDUSTRIAL BOULEVARD

MAP NUMBERS: 6<sup>th</sup> DISTRICT, LAND LOT 25 I

ACREAGE: 28.454 ACRES

PROPOSED DEVELOPMENT: REZONING FROM M-I 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**

**PROJECT UPDATE:**

At the Planning Commission meeting, there were no speakers in support or opposition to this request.

After consideration, the Commission voted 4-1 (Blum) to recommend denial of the request due to the reasons outlined in the staff report.

**SUMMARY:**

The applicant is requesting the rezoning of 28.454 acres from M-I (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-I 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-I, 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:**

This 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-I 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-I 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. In addition, business quality of life may also be impacted. Having residential development nearby can also be detrimental to businesses when hours of operation for noisy activities such as loading, assembly, delivery, etc., conflict with the residents’ right to the quiet enjoyment of their homes. Having been there first, businesses will feel entitled to maintain their schedules and routines. Adjacent residents who are disturbed by the business noise and activity will try to force businesses to change their operations. And the potential for noise related conflicts is further exacerbated by the applicant’s request for buffer reductions.

### **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 by creating a precedent for apartment use. Once the precedent is established, it will be difficult to prevent the remaining parcels in Governor’s Lake from being developed exclusively for residential use.

### **RECOMMENDATION:**

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



## PUBLIC HEARING APPLICATION

### REZONING, SPECIAL USE PERMIT, OR CHANGE IN CONDITIONS

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

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

**REZONING, SPECIAL USE PERMIT, OR CHANGE IN CONDITIONS APPLICATION**

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

APPLICANT INFORMATION	PROPERTY OWNER INFORMATION
NAME: <u>Mckinley Homes US, LLC</u>	NAME: <u>MJE &amp;W G 75 Partnership</u>
ADDRESS: <u>655 Engineering Dr Ste 208</u>	ADDRESS: <u>669 Atlanta Country Club Drive</u>
CITY: <u>Peachtree Corners</u>	CITY: <u>Marietta</u>
STATE: <u>GA</u> ZIP: <u>30092</u>	STATE: <u>GA</u> ZIP: <u>30067</u>
PHONE: <u>470-268-4202</u>	PHONE: <u>(404) 892-2599</u>
E-MAIL: <u>dgale@mckinleyhomes.com</u>	E-MAIL: <u>mansour@ayoubmansour.com</u>
<b>APPLICANT CONTACT, IF DIFFERENT THAN ABOVE</b>	
CONTACT PERSON: <u>Neville Allison</u> PHONE: <u>678-223-8978</u>	
CONTACT'S E-MAIL: <u>nallison@therevivelandgroup.com</u>	

**APPLICANT IS THE:**

OWNER'S AGENT     PROPERTY OWNER     CONTRACT PURCHASER

PRESENT ZONING DISTRICTS(S): 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

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*Staff Use Only This Section*

Case Number: \_\_\_\_\_ Hearing Date: P/C \_\_\_\_\_ C/C \_\_\_\_\_ Received Date: \_\_\_\_\_

Fees Paid: \_\_\_\_\_ By: \_\_\_\_\_

Related Cases & Applicable Conditions:

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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-100, 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-10, 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-1, C-2, C-3, O-1, OBP, M-1, M-2, HS, NS.

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

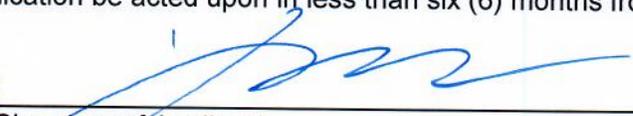
**3. Mixed-Use (MUD and MUO) or High Rise Residential (HRR)**

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

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

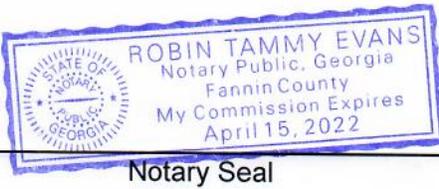
**APPLICANT'S CERTIFICATION**

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

  
\_\_\_\_\_  
Signature of Notary Public

11/19/19  
\_\_\_\_\_  
Date



\_\_\_\_\_  
Notary Seal

**PROPERTY OWNER'S CERTIFICATION**

The undersigned below states under oath that they are authorized to make this application. The undersigned is aware that no application or reapplication affecting the same land shall be acted upon within 12 months from the date of last action by the city council unless waived by the city council. In no case shall an application or reapplication be acted upon in less than six (6) months from the date of last action by the city council. As the property owner, I authorize the above noted applicant to act on my behalf with regard to this application.

\_\_\_\_\_  
Signature of Property Owner Date  
MJE Corp & W G 75 Partnership  
\_\_\_\_\_  
Type or Print Name and Title

\_\_\_\_\_  
Signature of Notary Public Date Notary Seal

**APPLICANT'S CERTIFICATION**

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

\_\_\_\_\_  
Signature of Applicant Date

\_\_\_\_\_  
Type or Print Name and Title

\_\_\_\_\_  
Signature of Notary Public Date Notary Seal

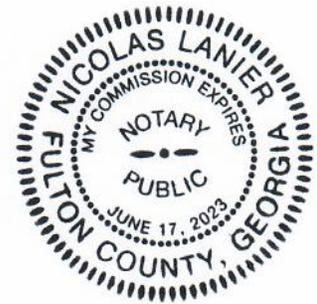
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\_\_\_\_\_  
Signature of Property Owner 11/18/19  
Date

**MJE Corp & W G 75 Partnership**  
\_\_\_\_\_  
Type or Print Name and Title

  
\_\_\_\_\_  
Signature of Notary Public 11/18/19  
Date Notary Seal



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

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

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

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





## **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 Mechanicsville, 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 31<sup>st</sup>, 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:



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





**SITE LOCATION MAP**  
NOT TO SCALE

**KEY:**

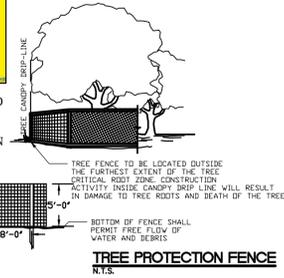
- TREE SPECIMEN TO BE SAVED
- TREE OFF-SITE SPECIMEN TO BE SAVED
- TREE SPECIMEN TO BE REMOVED
- TREE NON-SPECIMEN (NST) TO BE SAVED
- TREE NON-SPECIMEN (NST) TO BE REMOVED
- CRZ OF SPECIMEN TREE TO BE SAVED
- CRZ OF SPECIMEN TREE TO BE REMOVED
- LIMIT OF DISTURBANCE / TREE PROTECTION FENCE
- TREE SAVE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

**TREE PROTECTION AREA KEEP OUT!**

THE FOLLOWING MUST BE OBSERVED BY ALL PERSONS:

- NO PERSONS SHALL ENTER THE PROTECTION AREA.
- NO MACHINERY OR PLANT SHALL ENTER THE PROTECTION AREA.
- NO MATERIALS SHALL BE STORED IN THE PROTECTION AREA.
- NO SPILLS SHALL BE OBSERVED IN THE PROTECTION AREA.
- NO EXCAVATION SHALL OCCUR IN THE PROTECTION AREA.
- NO PERSONS INTO THE PROTECTION AREA MUST BE WITH THE WRITTEN PERMISSION OF THE LOCAL PLANNING AUTHORITY.

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



**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 PLAN. 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, SEED, OR HYDRO SEED WITH GRASS, AND/OR PLANTED WITH GROUND COVER SPECIES AND/OR PROVIDED WITH OTHER LANDSCAPE MATERIAL, OR ANY COMBINATION THEREOF.

**SPECIMEN TREE SIZES**

HARDWOODS	28 INCHES
SOFTWOODS	30 INCHES
SMALL NATIVE FLOWERING	12 INCHES

**SPECIMEN 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
<b>TOTAL</b>			<b>250.8</b>

**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	S 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
<b>TOTAL</b>				<b>138</b>

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

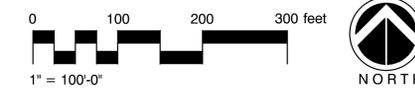
POINT #	SPECIES	DBH	UNITS
832	HICKORY	31	20.8
834	SOURWOOD	15	4.8
837	WHITE OAK	32	22.4
839	SOURWOOD	16	5.6
840	SASSAFRAS	16	5.6
846	BEECH	31	20.8
847	S RED OAK	28	17.2
863	POPLAR	36	28.4
863	N RED OAK	37	30
<b>TOTAL</b>			<b>155.6</b>

**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
<b>*NST TOTAL</b>			<b>56.8</b>

**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 MAPE	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
<b>TOTAL</b>			<b>560</b>



**TREE REPLACEMENT CALCULATIONS**

**SITE DATA**  
TOTAL SITE AREA: 28.45 ACRES

**TREE DENSITY REQUIREMENTS:**  
SITE AREA X 16 UNITS PER ACRE = SQF  
28.45 AC X 16 TREE DENSITY UNITS (TDU) = 455.2 TREE DENSITY UNITS (TDU) 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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**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

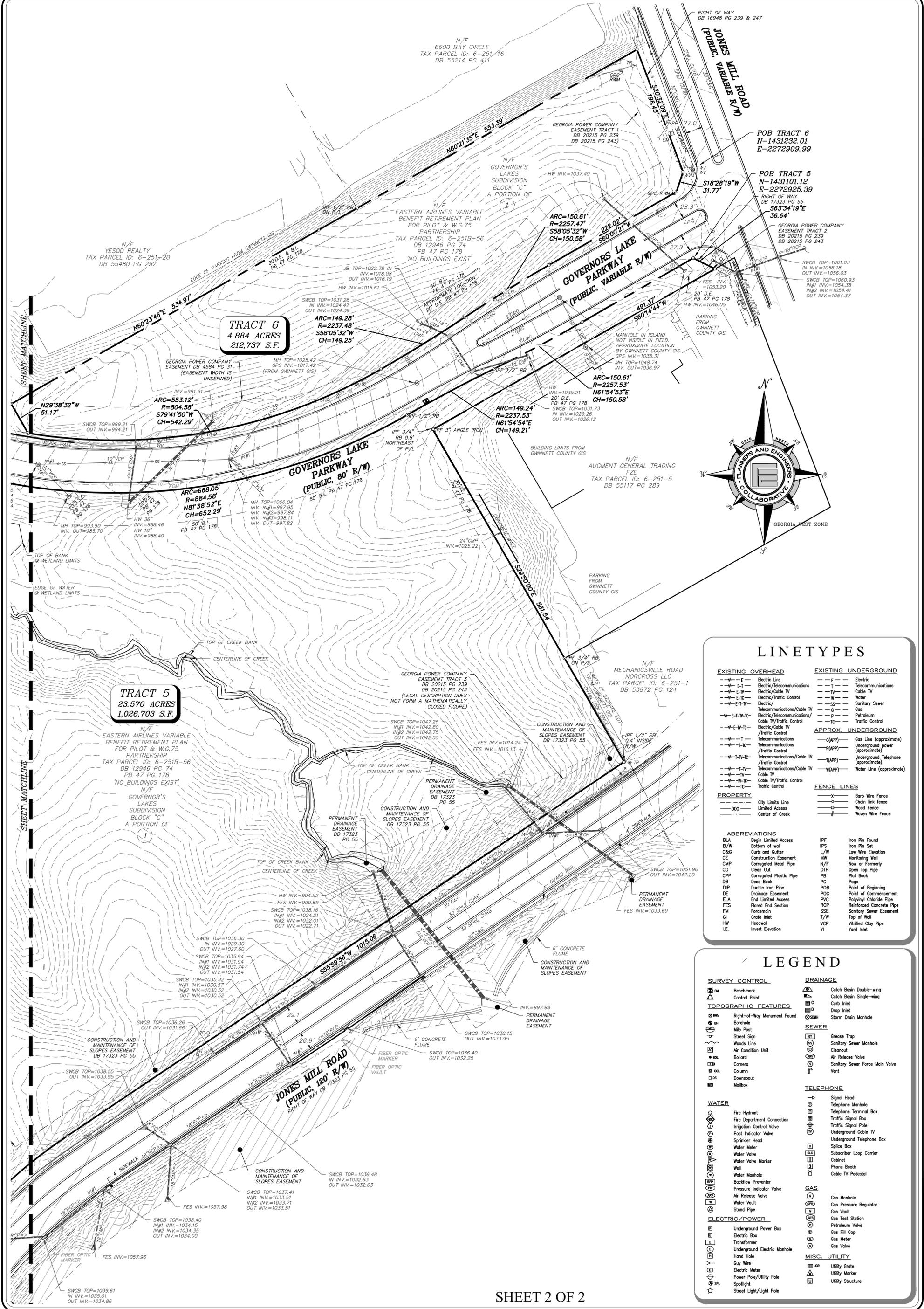
PROJECT NUMBER  
**15061.02**

DEC 27, 2019

ZONING TREE PRESERVATION PLAN

SHEET  
**Z-TP.1**





### LINETYPES

EXISTING OVERHEAD		EXISTING UNDERGROUND	
-W-E-	Electric Line	-E-	Electric
-W-E-T-	Electric/Telecommunications	-T-	Telecommunications
-W-E-TV-	Electric/Cable TV	-TV-	Cable TV
-W-E-TF-	Electric/Traffic Control	-W-	Water
-W-E-T-N-	Electric/Telecommunications/Cable TV	-SS-	Sanitary Sewer
-W-E-T-N-T-	Electric/Telecommunications/Cable TV/Traffic Control	-G-	Gas
-W-E-T-N-T-C-	Electric/Telecommunications/Cable TV/Traffic Control/Cable TV	-P-	Petroleum
-W-E-T-N-T-C-T-	Electric/Telecommunications/Cable TV/Traffic Control/Cable TV/Traffic Control	-TC-	Traffic Control
-W-E-T-N-T-C-T-	Electric/Telecommunications/Cable TV/Traffic Control/Cable TV/Traffic Control	<b>APPROX. UNDERGROUND</b>	
-W-E-T-N-T-C-T-	Electric/Telecommunications/Cable TV/Traffic Control/Cable TV/Traffic Control	-G(APP)-	Gas Line (approximate)
-W-E-T-N-T-C-T-	Electric/Telecommunications/Cable TV/Traffic Control/Cable TV/Traffic Control	-P(APP)-	Underground power (approximate)
-W-E-T-N-T-C-T-	Electric/Telecommunications/Cable TV/Traffic Control/Cable TV/Traffic Control	-T(APP)-	Underground telephone (approximate)
-W-E-T-N-T-C-T-	Electric/Telecommunications/Cable TV/Traffic Control/Cable TV/Traffic Control	-W(APP)-	Water Line (approximate)
-W-E-T-N-T-C-T-	Electric/Telecommunications/Cable TV/Traffic Control/Cable TV/Traffic Control	<b>FENCE LINES</b>	
-W-E-T-N-T-C-T-	Electric/Telecommunications/Cable TV/Traffic Control/Cable TV/Traffic Control	-X-	Barb Wire Fence
-W-E-T-N-T-C-T-	Electric/Telecommunications/Cable TV/Traffic Control/Cable TV/Traffic Control	-C-	Chain Link Fence
-W-E-T-N-T-C-T-	Electric/Telecommunications/Cable TV/Traffic Control/Cable TV/Traffic Control	-D-	Wood Fence
-W-E-T-N-T-C-T-	Electric/Telecommunications/Cable TV/Traffic Control/Cable TV/Traffic Control	-W-	Woven Wire Fence
<b>PROPERTY</b>			
-C-	City Limits Line	-L-	Limited Access
-000-	Center of Creek	-S-	Side of Road
<b>ABBREVIATIONS</b>			
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	Not Formally
CO	Clean Out	OTF	Open Top Pipe
CPP	Corrugated Plastic Pipe	PB	Plot Book
DB	Deed Book	PG	Page
DIP	Ductile Iron Pipe	POB	Point of Beginning
DE	Drainage Easement	POC	Point of Commencement
EAC	End Limited Access	PVC	Polyvinyl Chloride Pipe
FES	Flared End Section	RCC	Reinforced Concrete Pipe
FM	Formcast	SSE	Sanitary Sewer Easement
GI	Grate Inlet	T/W	Top of Wall
HW	Headwall	VCP	Victrolite Clay Pipe
I.E.	Invert Elevation	YI	Yard Inlet

### LEGEND

	<b>SURVEY CONTROL</b>		<b>DRAINAGE</b>
	<b>TOPOGRAPHIC FEATURES</b>		<b>SEWER</b>
	<b>WATER</b>		<b>ELECTRIC/POWER</b>
	<b>MISC. UTILITY</b>		<b>GAS</b>

SHEET 2 OF 2

**PLANNERS AND ENGINEERS COLLABORATIVE**  
 "WE PROVIDE SOLUTIONS"  
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 (770)451-2741 ■ WWW.PEACATL.COM  
 C.O.A. LSF00004

5				
4				
3				
2				
1				
REV	DATE	DESCRIPTION	BY	

**ZONING BOUNDARY**  
 FOR  
**McKINLEY HOMES**

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

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

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

[Signature]                    12-30-19  
Signature of Applicant                    Date

Don Gale  
Type or Print Name and Title

*Tax Commissioners Use Only*

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

[Signature]  
NAME  
12/27/19  
DATE

Senior Tax Service Associate  
TITLE

## 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.



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 approximately 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  
Sign In Sheet

12-19-19

	<u>Name</u>	<u>Phone</u>	<u>Email</u>
1	Tony Hawk	870/652/7527	thawk@cox
2	Ronnie & Paula Garmon	770-840-9102	east.net rpgarmonebellsouth.net
3	ROBERT SAXE	770 403 0998	PRESIDENT SPRINK PRODUCTS, COM
4	David Little	678-231 7676	
5	Nelson Brown	770-921-4432	
6	Brenda Ballard	<del>800</del> 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



[www.calyxengineers.com](http://www.calyxengineers.com)

[nv5.com](http://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 is included in the Appendix.

Figure 1. Vicinity Map

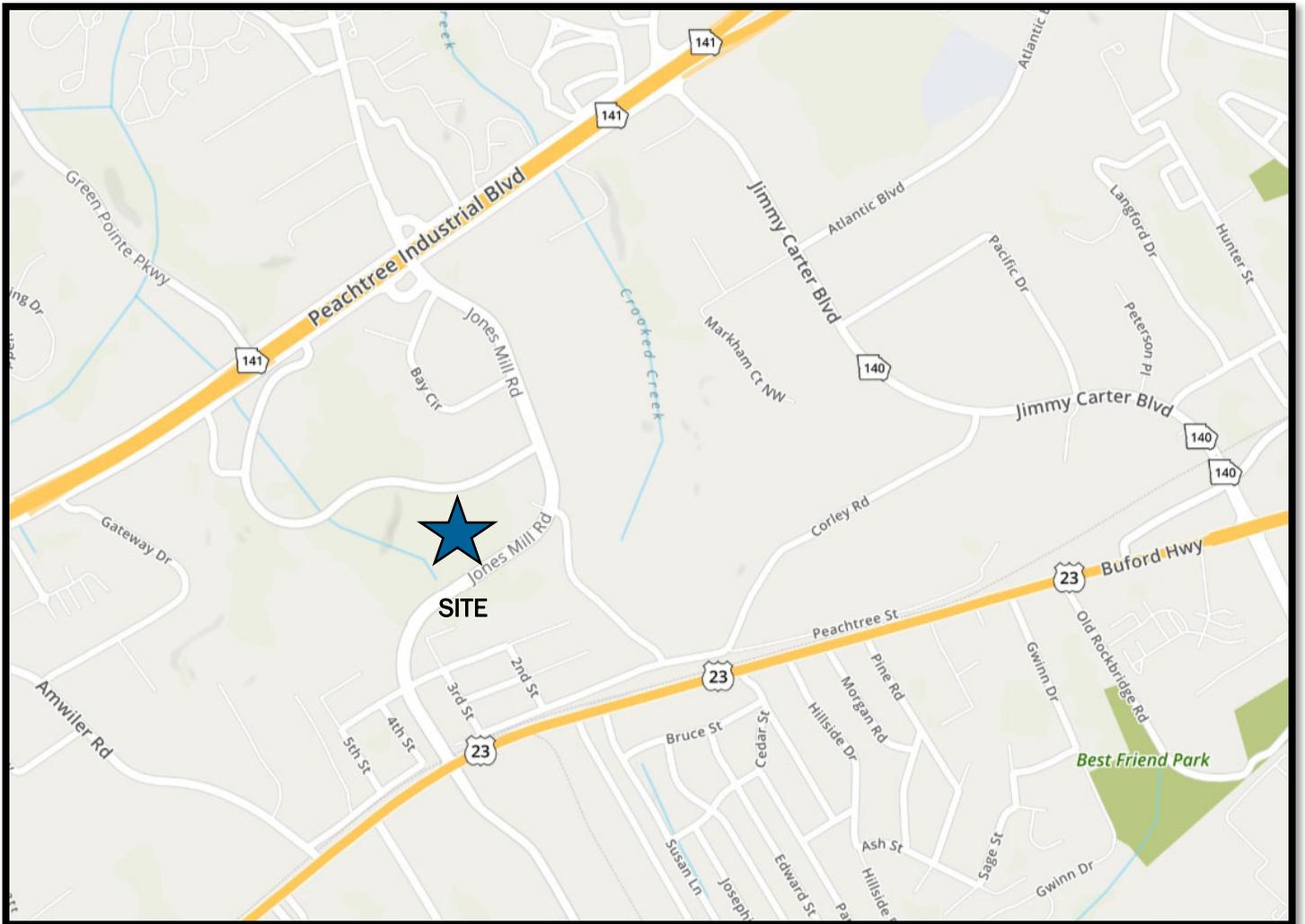


Figure 2. Site Location Aerial



## 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  $\frac{1}{4}$  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.

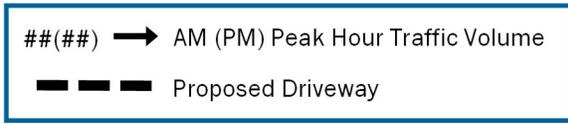
**Jones Mill Road** is the central portion of eight mile stretch of roadway that begins as Peachtree Corners Circle to the north and terminates as Button Gwinnett Drive to the south. The subject fragment of roadway spans approximately  $1 \frac{1}{4}$  miles intersecting Governors Lake Parkway and Buford 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.

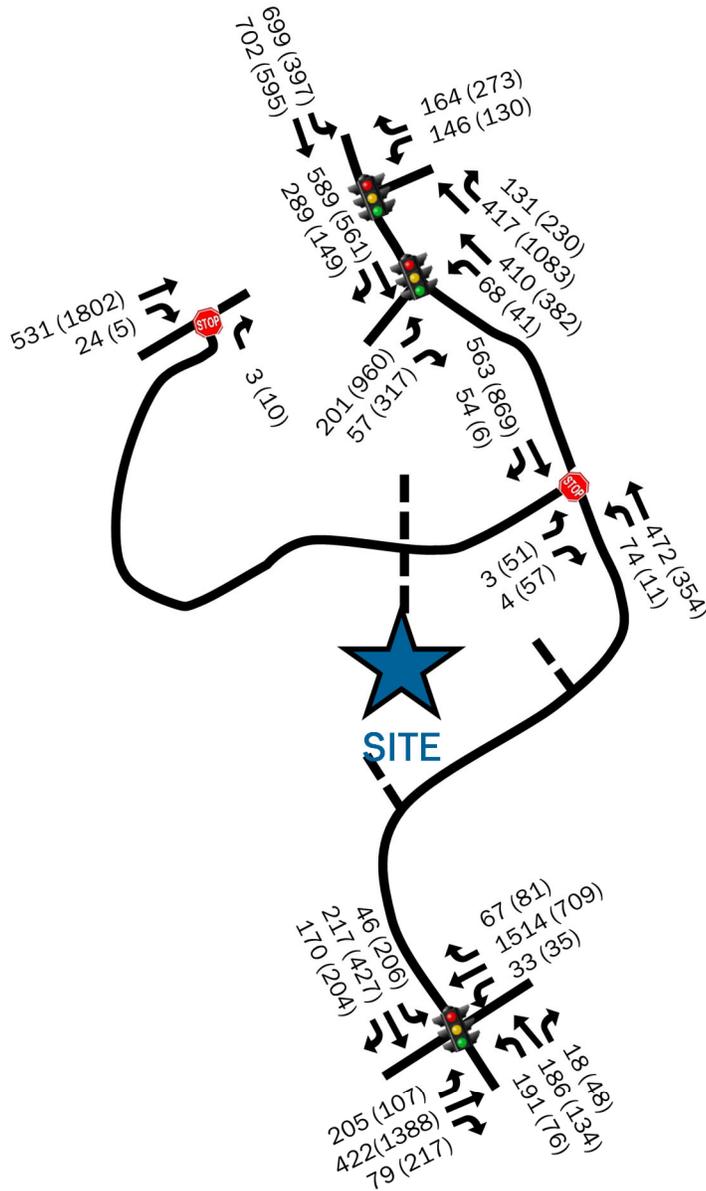
### B.2. Traffic Counts

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



NOT TO SCALE



## C. Future Conditions

### C.1. Background Growth

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

### C.2. Trip Generation

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

**Table 1: Trip Generation**

Land Use	Code	Project Density		Total	Inbound	Outbound
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**

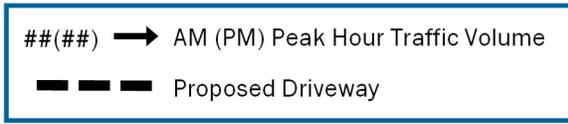
Land Use	Code	Project Density	Daily Total	AM Peak Hour Total	PM Peak Hour Total
Townhomes / Multi-Family Housing (Low-Rise)	220	Dwelling Units (164)	1,199	76	92
Industrial Park	130	855,000 S.F.	2,866	342	342

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



NOT TO SCALE

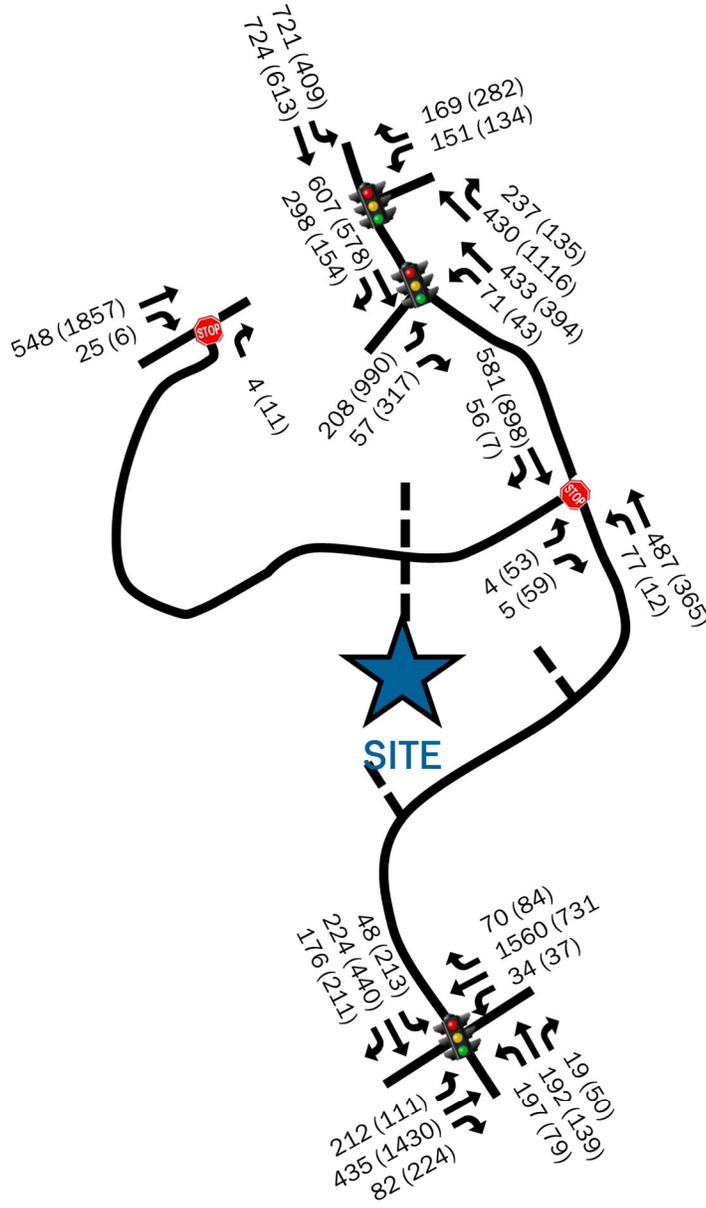
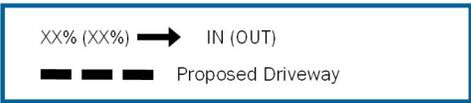
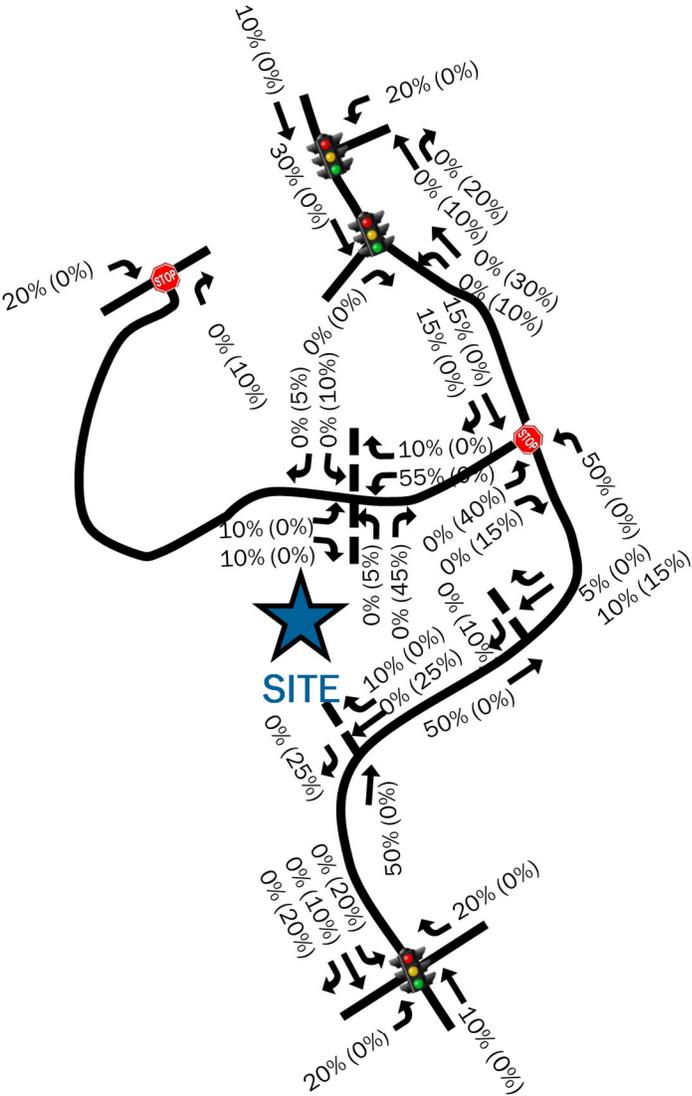


Figure 5: Trip Distribution

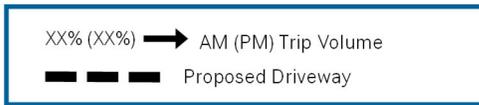


NOT TO SCALE



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

Figure 6: Project Trips



NOT TO SCALE

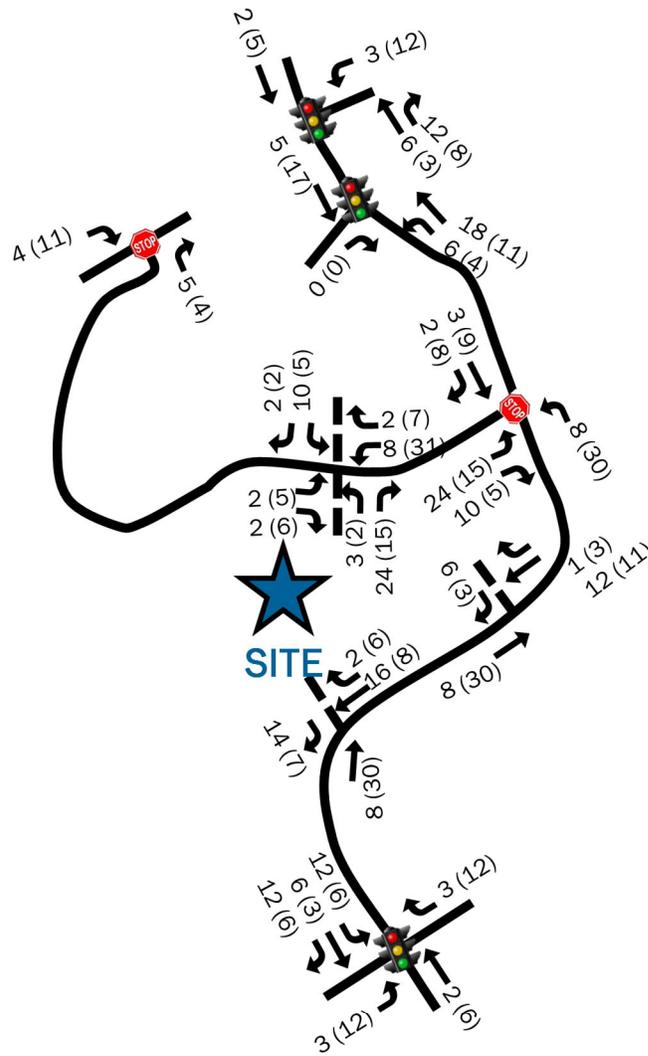
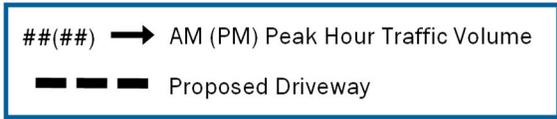
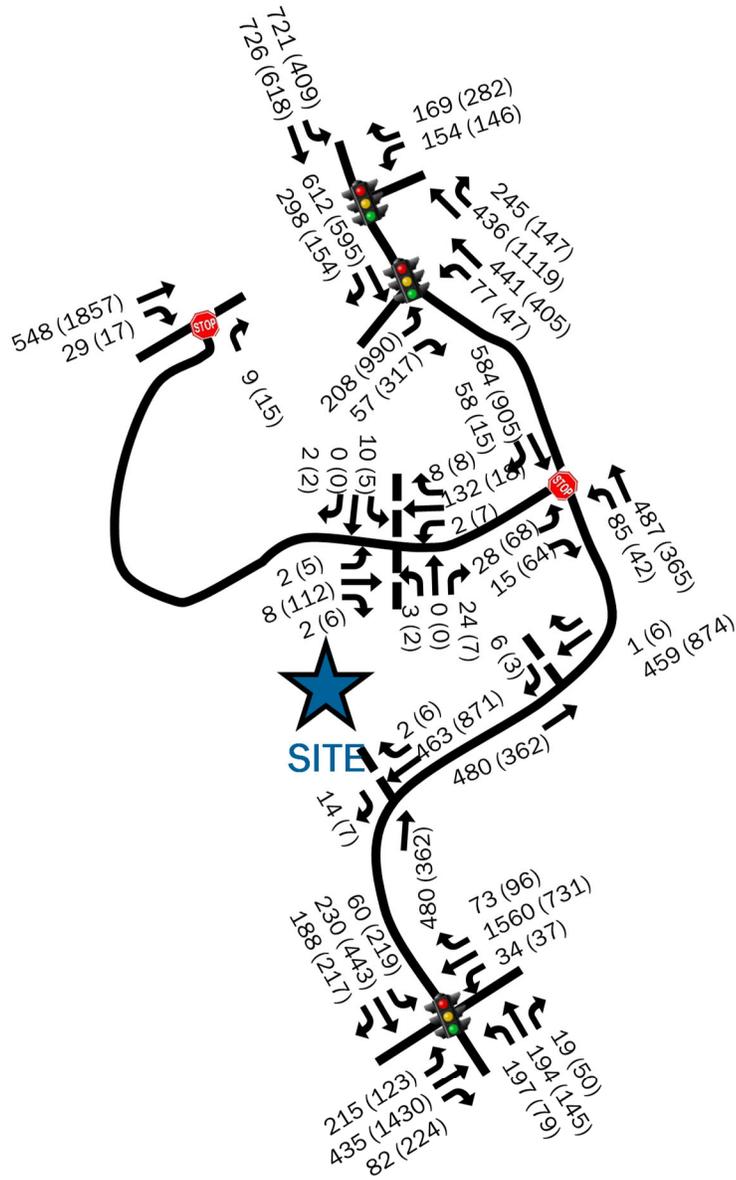


Figure 7: 2021 Build Volumes



NOT TO SCALE



## D. Traffic Impact Analyses

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

### D.1. Existing Conditions Analysis

The results of the 2019 existing conditions capacity analysis are shown in Table 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



## APPENDIX B

# Reliable Traffic Data Services

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 info@reliabletraffic.org | www.reliabletraffic.org

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

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

## Groups Printed- Cars, Buses and Trucks

Start Time	Peachtree Corners Circle Northbound					Peachtree Corners Circle Southbound					Eastbound					PIB WB Off-Ramp Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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	

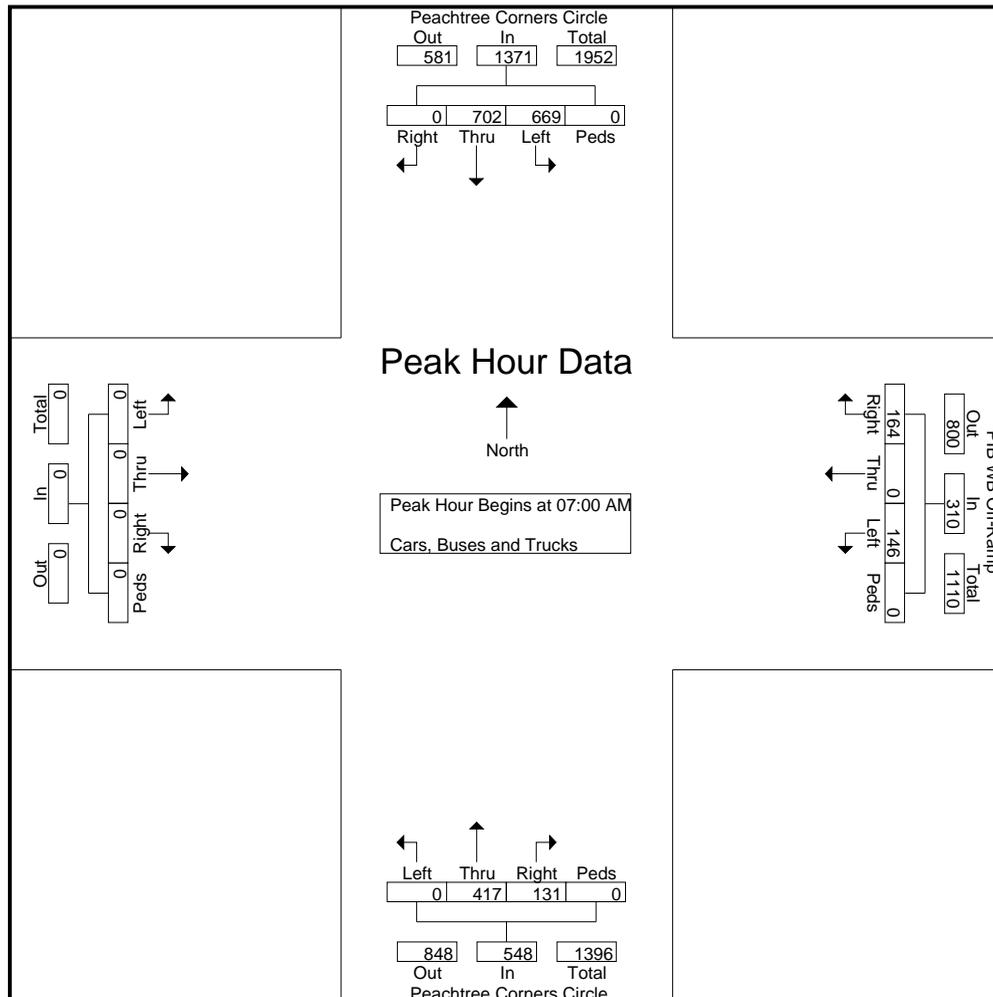
# Reliable Traffic Data Services

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

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

Start Time	Peachtree Corners Circle Northbound					Peachtree Corners Circle Southbound					Eastbound					PIB WB Off-Ramp Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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



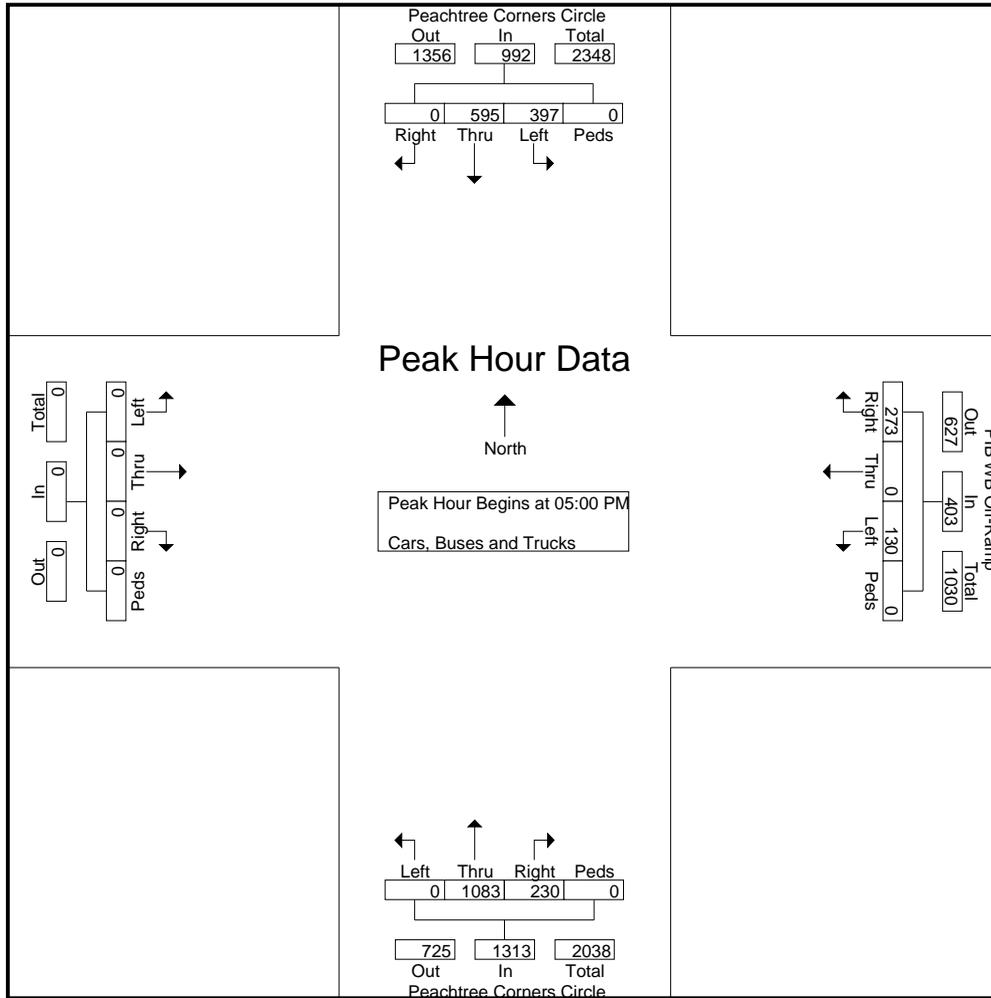
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TMC Data  
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 PIB WB Off-Ramp  
 7-9am | 4-6pm

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

Start Time	Peachtree Corners Circle Northbound					Peachtree Corners Circle Southbound					Eastbound					PIB WB Off-Ramp Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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

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

7-9am I 4-6pm

## Groups Printed- Cars, Buses and Trucks

Start Time	Jones Mill Rd Northbound					Jones Mill Rd Southbound					PIB EB Off-Ramp Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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	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	

# Reliable Traffic Data Services

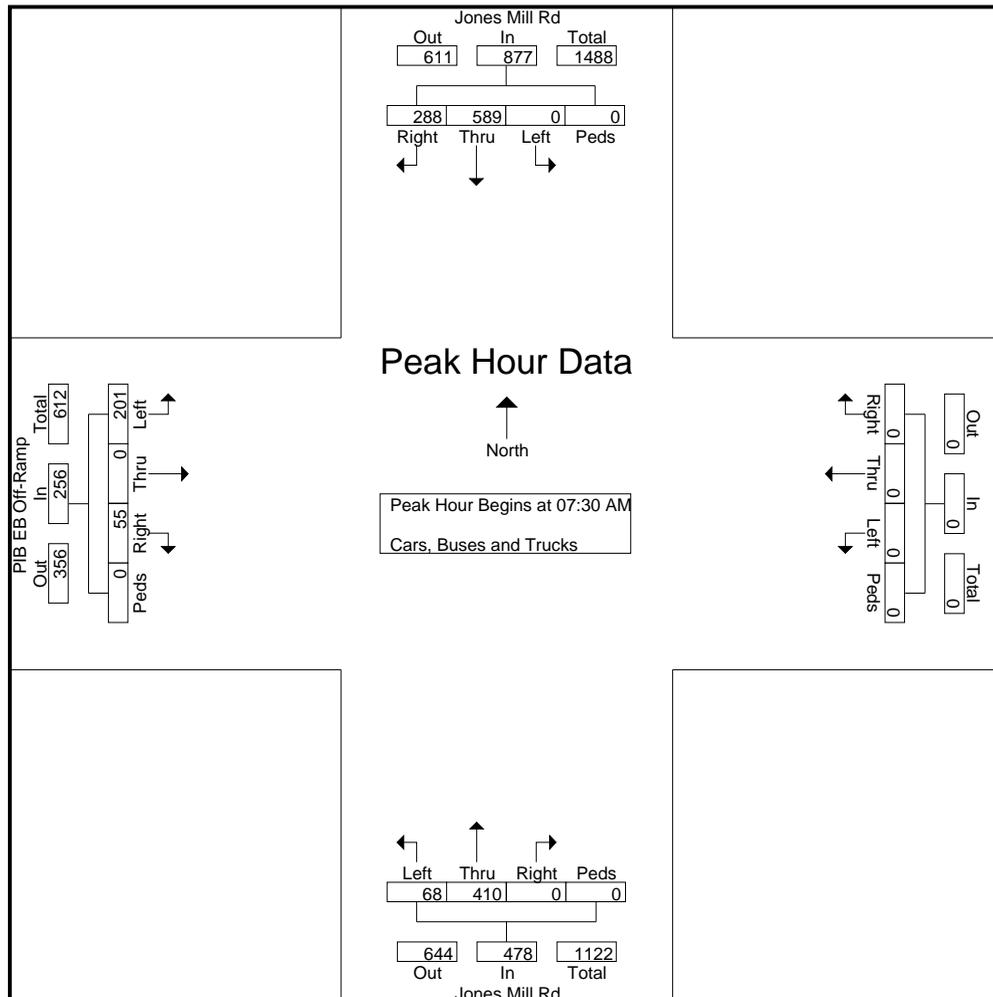
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TMC Data  
 Jones Mill Rd @ PIB EB Off-Ramp

7-9am | 4-6pm

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

Start Time	Jones Mill Rd Northbound					Jones Mill Rd Southbound					PIB EB Off-Ramp Eastbound					Westbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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	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	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	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	0	385
Total Volume	68	410	0	0	478	0	589	288	0	877	201	0	55	0	256	0	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	.000	.939



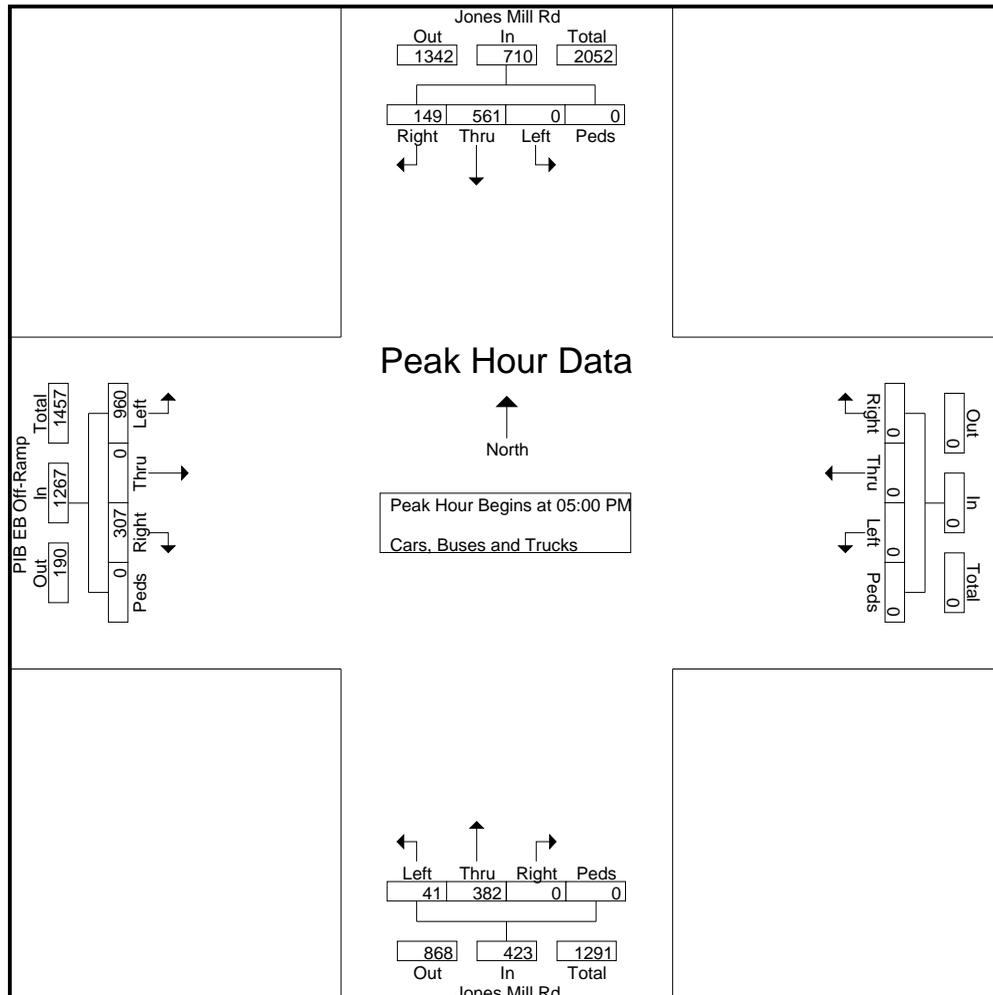
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TMC Data  
 Jones Mill Rd @ PIB EB Off-Ramp  
 7-9am | 4-6pm

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

Start Time	Jones Mill Rd Northbound					Jones Mill Rd Southbound					PIB EB Off-Ramp Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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



# Reliable Traffic Data Services

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TMC Data  
 Jones Mill Rd @ Governors Lake Pkwy

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

7-9am | 4-6pm

## Groups Printed- Cars, Buses and Trucks

Start Time	Jones Mill Rd Northbound					Jones Mill Rd Southbound					Governors Lake Pkwy Eastbound					Westbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
07:00 AM	12	92	0	0	104	0	97	11	0	108	0	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	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	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	0	312
<b>Total</b>	<b>71</b>	<b>415</b>	<b>0</b>	<b>0</b>	<b>486</b>	<b>0</b>	<b>521</b>	<b>49</b>	<b>0</b>	<b>570</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1062</b>
08:00 AM	15	113	0	0	128	0	124	15	0	139	2	0	2	0	4	0	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	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	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	0	259
<b>Total</b>	<b>64</b>	<b>480</b>	<b>0</b>	<b>0</b>	<b>544</b>	<b>0</b>	<b>473</b>	<b>48</b>	<b>0</b>	<b>521</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1073</b>
*** BREAK ***																						
04:00 PM	0	99	0	0	99	0	136	2	0	138	19	0	18	0	37	0	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	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	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	0	265
<b>Total</b>	<b>5</b>	<b>362</b>	<b>0</b>	<b>0</b>	<b>367</b>	<b>0</b>	<b>599</b>	<b>5</b>	<b>0</b>	<b>604</b>	<b>38</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1062</b>
05:00 PM	1	113	0	0	114	0	271	0	0	271	24	0	31	0	55	0	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	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	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	0	289
<b>Total</b>	<b>11</b>	<b>354</b>	<b>0</b>	<b>0</b>	<b>365</b>	<b>0</b>	<b>869</b>	<b>6</b>	<b>0</b>	<b>875</b>	<b>51</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1348</b>
Grand Total	151	1611	0	0	1762	0	2462	108	0	2570	95	0	118	0	213	0	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	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	0	

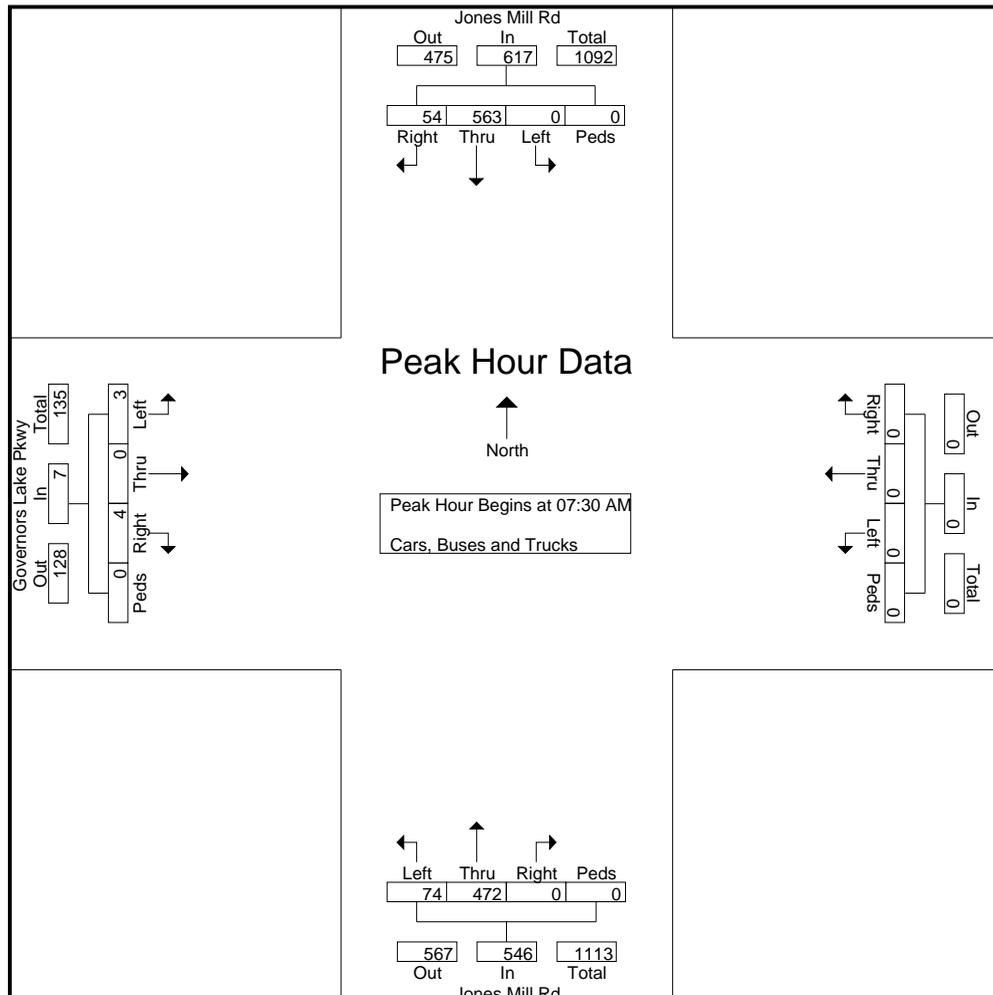
# Reliable Traffic Data Services

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TMC Data  
 Jones Mill Rd @ Governors Lake Pkwy  
 7-9am | 4-6pm

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

Start Time	Jones Mill Rd Northbound					Jones Mill Rd Southbound					Governors Lake Pkwy Eastbound					Westbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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	



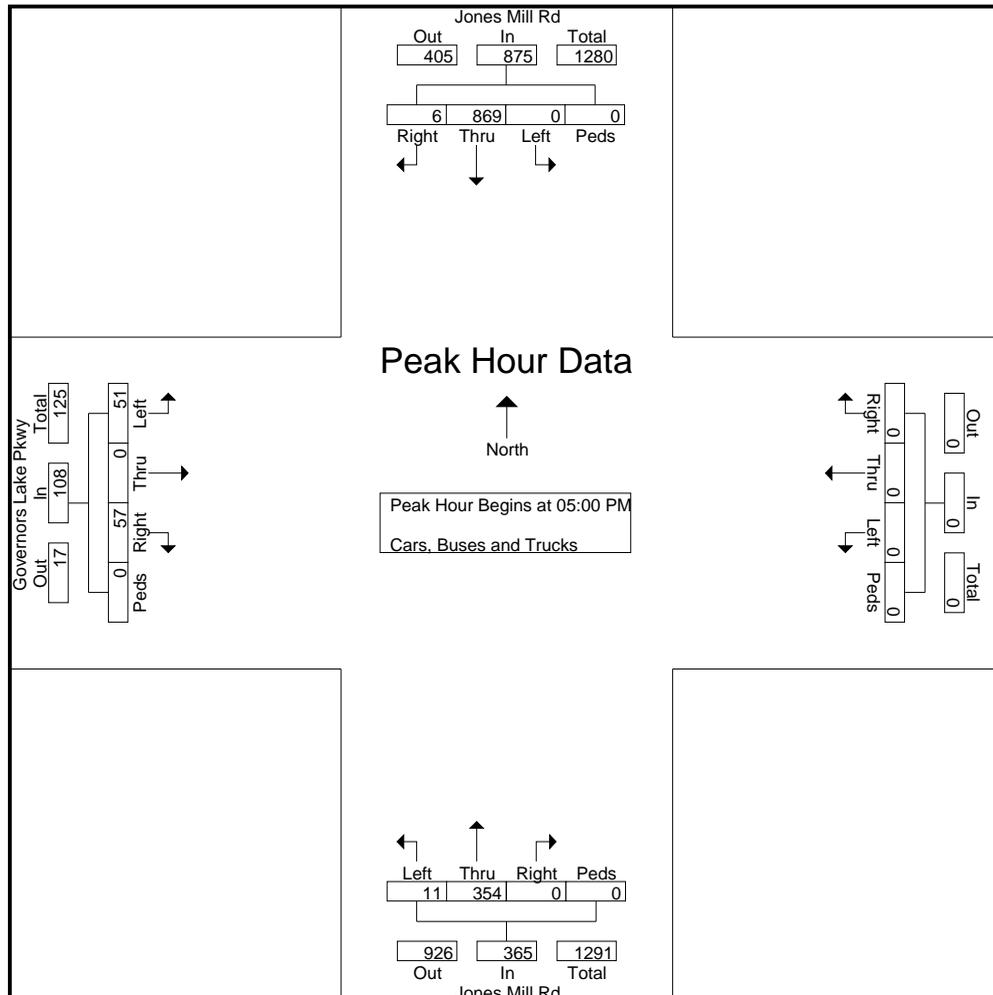
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TMC Data  
 Jones Mill Rd @ Governors Lake Pkwy  
 7-9am | 4-6pm

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

Start Time	Jones Mill Rd Northbound					Jones Mill Rd Southbound					Governors Lake Pkwy Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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 | 4-6pm

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

## Groups Printed- Cars, Buses and Trucks

Start Time	Button Gwinnett Dr Northbound					Jones Mill Rd Southbound					Buford Hwy Eastbound					Buford Hwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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	

# Reliable Traffic Data Services

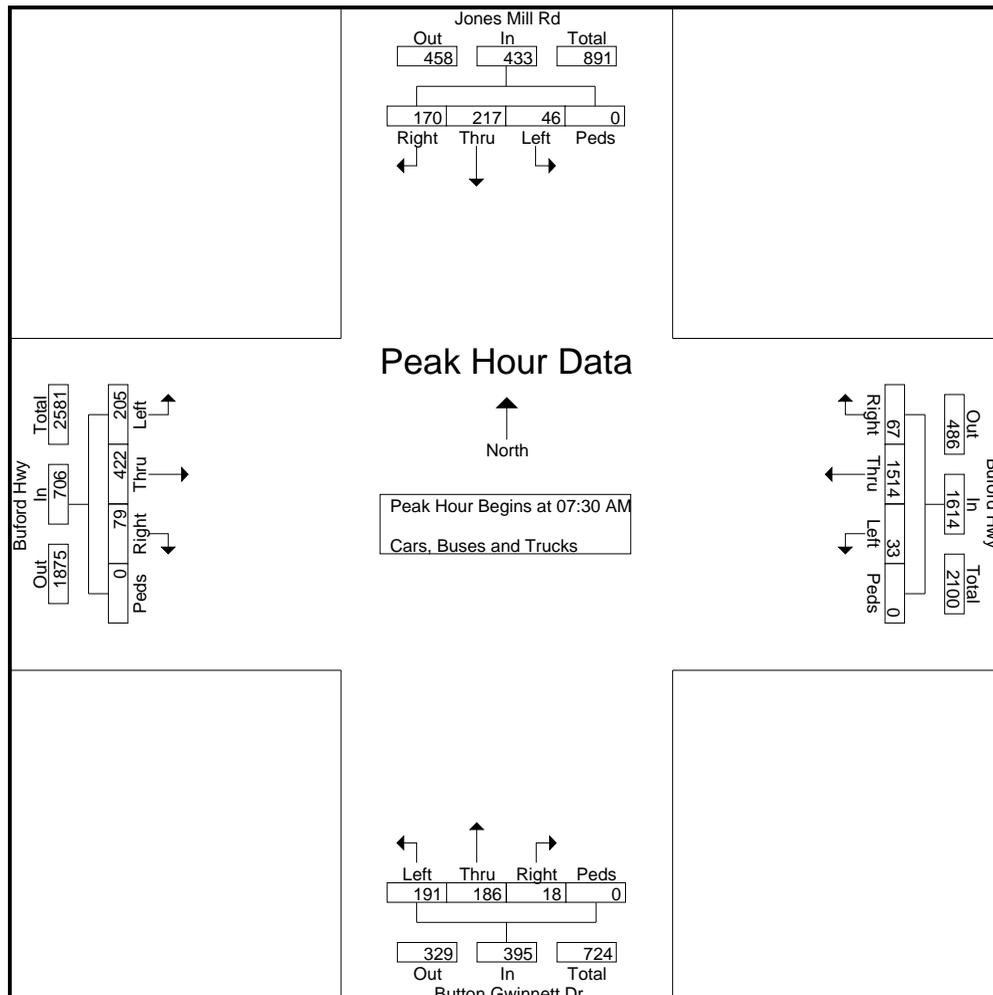
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TMC Data  
 Jones Mill Rd @ Buford Hwy

7-9am | 4-6pm

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

Start Time	Button Gwinnett Dr Northbound					Jones Mill Rd Southbound					Buford Hwy Eastbound					Buford Hwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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



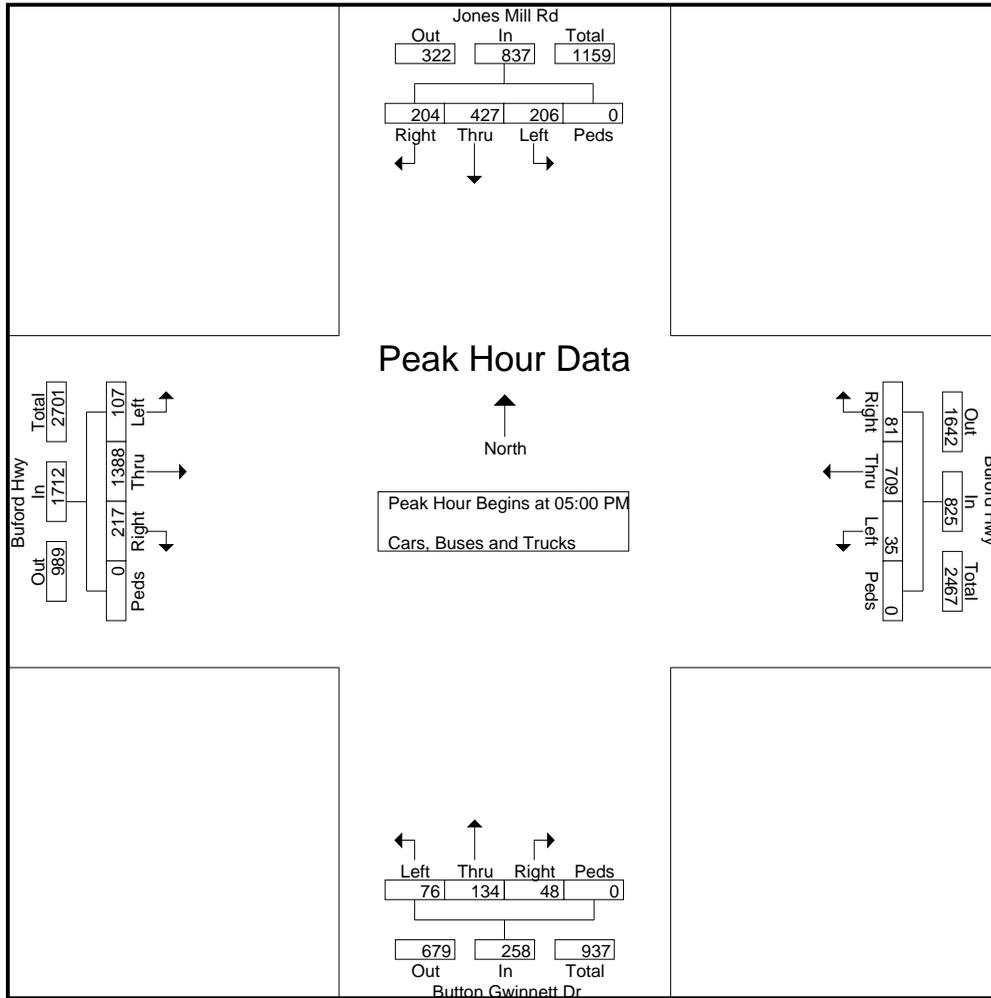
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TMC Data  
 Jones Mill Rd @ Buford Hwy  
 7-9am | 4-6pm

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

Start Time	Button Gwinnett Dr Northbound					Jones Mill Rd Southbound					Buford Hwy Eastbound					Buford Hwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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

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

7-9am | 4-6pm

## Groups Printed- Cars, Buses and Trucks

Start Time	PIB Frontage Rd Northbound					PIB Frontage Rd Southbound					Eastbound					Governorts Lake Pkwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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	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	

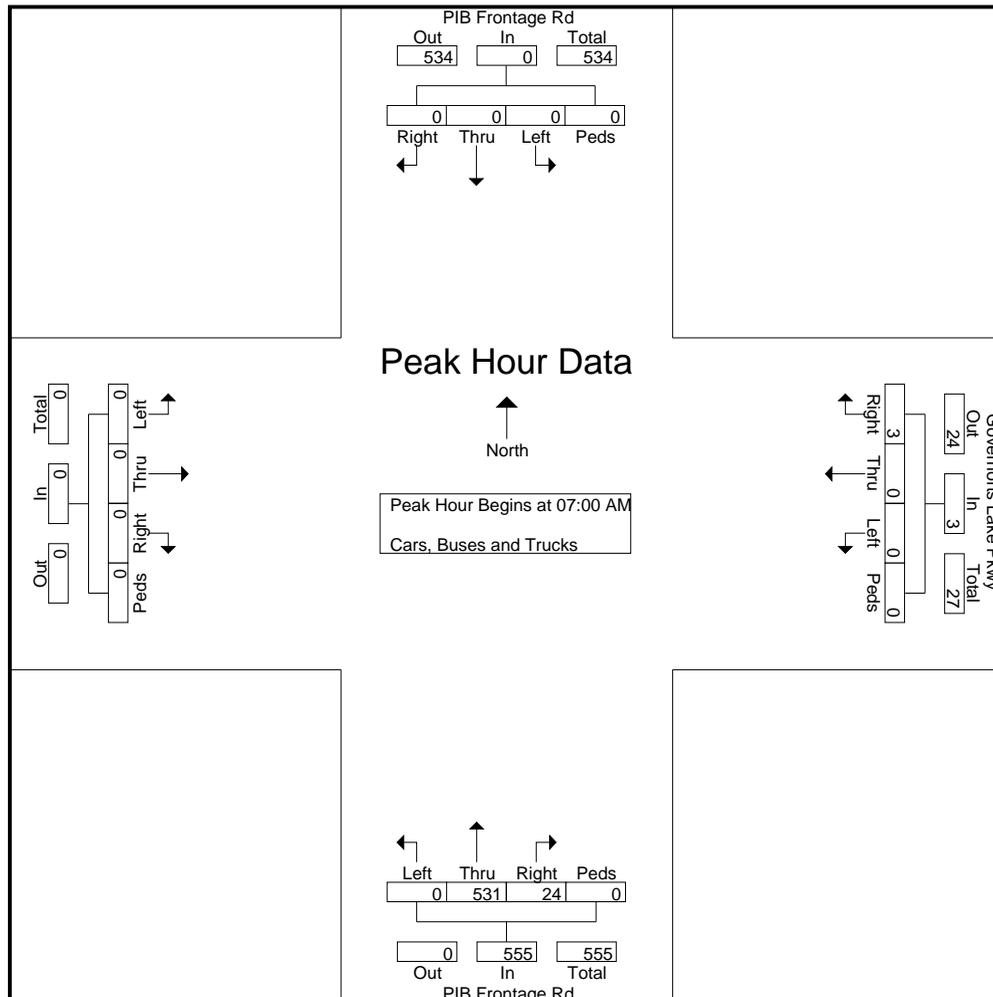
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TMC Data  
 Governors Lake Pkwy @ PIB Frontage Rd  
 7-9am | 4-6pm

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

Start Time	PIB Frontage Rd Northbound					PIB Frontage Rd Southbound					Eastbound					Governorts Lake Pkwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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	<b>143</b>	<b>10</b>	0	<b>153</b>	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	<b>154</b>
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



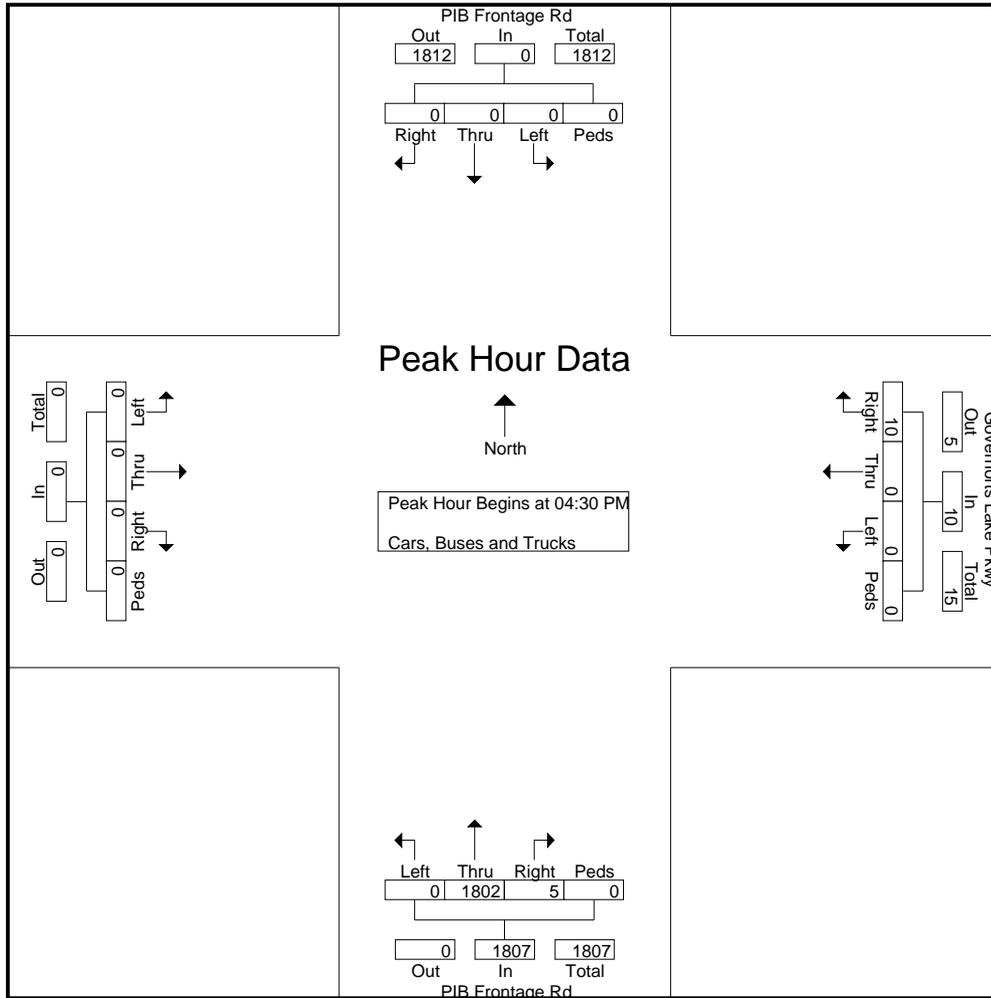
# Reliable Traffic Data Services

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TMC Data  
 Governors Lake Pkwy @ PIB Frontage Rd  
 7-9am | 4-6pm

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

Start Time	PIB Frontage Rd Northbound					PIB Frontage Rd Southbound					Eastbound					Governorts Lake Pkwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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

Governors Lakes Residential Development  
2019 Existing AM Peak Hour

1: Peachtree Corners Cir & PIB WB on-off ramps

								
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
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			15.4					
HCM 2010 LOS			B					

Governors Lakes Residential Development  
2019 Existing AM Peak Hour

2: Jones Mill Rd/Peachtree Corners Cir & PIB EB on-off ramps

								
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		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			14.8					
HCM 2010 LOS			B					

Governors Lakes Residential Development  
2019 Existing AM Peak Hour

4: Buttons Gwinnett Dr/Jones Mill Rd & Buford Hwy

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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			44.5									
HCM 2010 LOS			D									

Governors Lakes Residential Development  
2019 Existing AM Peak Hour

3: Jones Mill Rd & Governors Lake Pkwy

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	-	-

Governors Lakes Residential Development  
2019 Existing AM Peak Hour

5: Governors Lake Pkwy & PIB EB frontage rd/PIB frontage rd

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	-	-

Governors Lakes Residential Development  
2019 Existing PM Peak Hour

1: Peachtree Corners Cir & PIB WB on-off ramps

								
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
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			17.4					
HCM 2010 LOS			B					

Governors Lakes Residential Development  
2019 Existing PM Peak Hour

2: Jones Mill Rd/Peachtree Corners Cir & PIB EB on-off ramps

								
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		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			36.1					
HCM 2010 LOS			D					

Governors Lakes Residential Development  
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4: Buttons Gwinnett Dr/Jones Mill Rd & Buford Hwy

												
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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			49.8									
HCM 2010 LOS			D									

Governors Lakes Residential Development  
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3: Jones Mill Rd & Governors Lake Pkwy

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	-	-

Governors Lakes Residential Development  
 2019 Existing PM Peak Hour

5: Governors Lake Pkwy & PIB EB frontage rd/PIB frontage rd

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	-	-

Governors Lakes Residential Development  
2021 No-Build AM Peak Hour

1: Peachtree Corners Cir & PIB WB on-off ramps

								
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
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			17.2					
HCM 2010 LOS			B					

Governors Lakes Residential Development  
2021 No-Build AM Peak Hour

2: Jones Mill Rd/Peachtree Corners Cir & PIB EB on-off ramps

								
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		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			14.9					
HCM 2010 LOS			B					

Governors Lakes Residential Development  
2021 No-Build AM Peak Hour

4: Buttons Gwinnett Dr/Jones Mill Rd & Buford Hwy

												
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+11), 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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			48.2									
HCM 2010 LOS			D									

Governors Lakes Residential Development  
2021 No-Build AM Peak Hour

3: Jones Mill Rd & Governors Lake Pkwy

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	-	-

Governors Lakes Residential Development  
2021 No-Build AM Peak Hour

5: Governors Lake Pkwy & PIB EB frontage rd/PIB frontage rd

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	-	-

Governors Lakes Residential Development  
2021 No-Build PM Peak Hour

1: Peachtree Corners Cir & PIB WB on-off ramps

								
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
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			19.9					
HCM 2010 LOS			B					

Governors Lakes Residential Development  
2021 No-Build PM Peak Hour

2: Jones Mill Rd/Peachtree Corners Cir & PIB EB on-off ramps

								
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		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			36.4					
HCM 2010 LOS			D					

Governors Lakes Residential Development  
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4: Buttons Gwinnett Dr/Jones Mill Rd & Buford Hwy

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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			54.1									
HCM 2010 LOS			D									

Governors Lakes Residential Development  
2021 No-Build PM Peak Hour

3: Jones Mill Rd & Governors Lake Pkwy

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	-	-

Governors Lakes Residential Development  
2021 No-Build PM Peak Hour

5: Governors Lake Pkwy & PIB EB frontage rd/PIB frontage rd

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	-	-

Governors Lakes Residential Development  
2021 Build AM Peak Hour

1: Peachtree Corners Cir & PIB WB on-off ramps

								
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
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			17.6					
HCM 2010 LOS			B					

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2: Jones Mill Rd/Peachtree Corners Cir & PIB EB on-off ramps

								
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		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			14.7					
HCM 2010 LOS			B					

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4: Buttons Gwinnett Dr/Jones Mill Rd & Buford Hwy

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+1), 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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			50.1									
HCM 2010 LOS			D									

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3: Jones Mill Rd & Governors Lake Pkwy

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	-	-

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5: Governors Lake Pkwy & PIB EB frontage rd/PIB frontage rd

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	-	-

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6: Driveway 1 (S)/Driveway 1 (N) & Governors Lake Pkwy

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									
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

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7: Jones Mill Rd & Driveway 2

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

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8: Jones Mill Rd & Driveways 3

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	-	-

Governors Lakes Residential Development  
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1: Peachtree Corners Cir & PIB WB on-off ramps

								
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
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			21.1					
HCM 2010 LOS			C					

Governors Lakes Residential Development  
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2: Jones Mill Rd/Peachtree Corners Cir & PIB EB on-off ramps

								
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		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			36.2					
HCM 2010 LOS			D					

Governors Lakes Residential Development  
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4: Buttons Gwinnett Dr/Jones Mill Rd & Buford Hwy

												
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				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			54.5									
HCM 2010 LOS			D									

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3: Jones Mill Rd & Governors Lake Pkwy

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	-	-

Governors Lakes Residential Development  
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5: Governors Lake Pkwy & PIB EB frontage rd/PIB frontage rd

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	-	-

Governors Lakes Residential Development  
2021 Build PM Peak Hour

6: Driveway 1 (S)/Driveway 1 (N) & Governors Lake Pkwy

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									
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

Governors Lakes Residential Development  
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7: Jones Mill Rd & Driveway 2

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	-	-	-	536
Stage 1	0	-	-	-	-
Stage 2	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

Governors Lakes Residential Development  
2021 Build PM Peak Hour

8: Jones Mill Rd & Driveway 3

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	-	-	-	537
Stage 1	0	-	-	-	-
Stage 2	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	-	-

## PROPERTY LOCATION MAP

### Governors Lake Townhomes



**CASE NUMBER:**

**RZ2020-001 / V2020-001 /  
PH2020-001**

**HEARING DATES:**

**PLANNING  
COMMISSION**

**CITY COUNCIL  
1<sup>ST</sup> READING**

**CITY COUNCIL  
2<sup>ND</sup> READING**

**FEB. 18, 2020**

**FEB. 25, 2020**

**MAR. 24, 2020**

**PROPERTY ADDRESS:**

Generally located along Jones Mill Road and  
Governors Lake Parkway

**02020-03-166**

**AN ORDINANCE OF THE CITY OF PEACHTREE CORNERS, GEORGIA TO AMEND AND ADOPT CHAPTER 42 (NUISANCES), ARTICLE IV (NOISE), TO PROVIDE FOR REGULATION OF NOISE; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES**

**WHEREAS**, the Mayor and Council of the City of Peachtree Corners, Georgia is authorized under Article IX, Section II, Paragraph III of the Constitution of the State of Georgia to adopt reasonable ordinances to protect and improve the public health, safety, and welfare of the citizens of the City of Peachtree Corners, Georgia; and

**WHEREAS**, regulating noise within the city limits serves a public purpose and protects the public interest; and

**WHEREAS**, the Mayor and City Council have determined amending this Ordinance will foster and maintain an enjoyable environment throughout the city.

**NOW THEREFORE, IT IS HEREBY ORDAINED** by the Mayor and City Council of the City of Peachtree Corners, Georgia that the City's Code of Ordinances is amended as follows:

**SECTION I:** Chapter 42, Article IV, relating to Noise, is hereby repealed in its entirety, and will read as follows:

ARTICLE IV. – NOISE

Sec. 42-39. – Title; purpose.

(a) This article shall be known as the "Peachtree Corners Noise Ordinance."

(b) This article is enacted to protect, preserve and promote the health, safety and welfare of the citizens of the City of Peachtree Corners and to maintain an enjoyable environment in residential and commercial areas. It is the intent of this article to establish standards that will reduce excessive community noises, which are harmful and otherwise detrimental to individuals and to the community in the enjoyment of life and property and in the conduct of business.

Sec. 42-40. – Definitions and sound measurement standards.

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

*Construction noise* shall mean noise associated with building on or developing property including, but not limited to, noise caused by the erection (including excavation), demolition, alteration, or repair of any building, as well as the operation of any earth-moving equipment, crane, saw, drill, pile driver, steam shovel, pneumatic hammer, hoist, automatic nailer or stapler, or any similar device.

*Devices used to attract attention* shall mean any horn, signaling device, radio receiving device, musical instrument, phonograph, loudspeaker, sound amplifier or other machine or device for the

production or reproduction of sound which is cast upon the public streets or other public property which serves to attract the attention of the public to any building, structure or vehicle.

*Human produced sound* shall mean yelling, shouting, hooting, whistling, or singing on the public streets or sidewalks or on private property.

*Mechanical sound-making devices* shall mean any radio receiving device, television, stereo, musical instrument, phonograph sound amplifier or other machines or devices for the producing, reproducing or amplifying of sound or noise.

*Motorized landscape maintenance devices* shall mean any noise generating motorized equipment used to perform landscape or yard maintenance, including but not limited to, leaf blowers, lawn mowers, weed eaters, or chain saws.

*Multi-family residential units*, for the purposes of this article, shall mean apartment, condominiums, attached townhouses, attached villas, duplexes, and other such residential dwelling units that share a common wall.

*Plainly audible*, for the purposes of this article, shall mean any sound emanating from the specific sound-producing sources set forth in this article which can be heard from the distances set forth in this article, using the following sound measurement standards: Measurement shall be by the auditory senses of a person standing at a distance no less than the required minimum distance from the source of the sound. For music and other noise, words and phrases need not be discernable. For music and other noise, bass reverberations are included.

*Property line wall or boundary*, for the purposes of this article, with respect to multi-family residential units shall mean an imaginary line drawn through the points of contact of:

- (1) Adjoining apartments, condominiums, townhouses, duplexes or other such residential dwelling units with adjoining points owned, rented, or leased by different persons; or
- (2) Adjoining common areas or adjoining exterior walls. Said property line or boundary includes all points of a plane formed by projecting the property line or boundary including the ceiling, the floor, and the walls.

Sec. 42-41. – General prohibitions.

(a) *Day and evening hours.* The following prohibitions shall apply between the hours of 7:00 a.m. and 11:00 p.m. Sunday through Thursday and between the hours of 7:00 a.m. and 12:00 midnight on Friday and Saturday.

- (1) *Mechanical sound-making devices.* It is unlawful for any person or persons to play, use, operate, or permit to be played, used, or operated any mechanical sound-making devices at such a volume and in such a manner so as to create, or cause to be created, any noises or sounds which are plainly audible at a distance of 300 feet or more from the building, structure or vehicle, or in the case of real property, beyond the property limits, in which it is located, whichever is farthest.
- (2) *Human-produced sounds.* It is unlawful for any person or persons to make human-produced sounds on the public streets or sidewalks or on private property so as to create, or cause to be created, any noises or sounds which are plainly audible at a distance of 300 feet or more

from the place, building, structure, or in the case of real property, beyond the property limits, in which the person is located, whichever is farthest.

- (3) *Devices used to attract attention.* It is unlawful for any person or persons to use, operate, or permit to be used or operated any device or devices used to attract attention which are cast upon the public streets or other public property which serves to attract the attention of the public to any building, structure or vehicle in such a manner so as to create, or cause to be created, any noises or sounds which are plainly audible at a distance of 300 feet or more from the source of the sound cast upon the public streets or other public property or from the building, structure, or in the case of real property, beyond the property limits, in which it is located, whichever is farthest.
  - (4) *Animal produced sounds.* It is unlawful for any person or persons to own, keep, possess or harbor any animal which howls, yelps, barks, chirps or produces other similar noises or sounds, uninterruptedly or almost uninterruptedly for more than 15 minutes in duration, and which are plainly audible at a distance of 300 feet or more from the place, building, structure, or in the case of real property, beyond the property limits, in which the offending animal is located, whichever is farthest. This section shall not apply if the animal noises or sounds are given as a warning to the presence of a person trespassing, threatening to trespass or otherwise provoking the animal.
- (b) *Overnight hours.* The following prohibitions shall apply between the hours of 11:00 p.m. and 7:00 a.m. Sunday through Thursday and between the hours of 12:00 midnight and 7:00 a.m. on Friday and Saturday.
- (1) *Mechanical sound-making devices.* It is unlawful for any person or persons to play, use, operate, or permit to be played, used, or operated any mechanical sound-making device at such a volume and in such a manner so as to create, or cause to be created, any noises or sounds which are plainly audible at a distance of 100 feet or more from the building, structure, or motor vehicle or in the case of real property, beyond the property limits, in which it is located, whichever is farthest.
  - (2) *Human-produced sound.* It is unlawful for any person or persons to make human-produced sound on the public streets or sidewalks or on private property so as to create, or cause to be created, any noises or sounds which are plainly audible at a distance of 100 feet or more from the place on public streets and sidewalks, or in the case of private real property, beyond the property limits, on which the person is located, whichever is farthest.
  - (3) *Devices used to attract attention.* It is unlawful for any person or persons to use, operate, or permit to be used or operated any device used to attract attention which is cast upon the public streets or other public property which serves to attract the attention of the public to any building, structure or vehicle in such a manner so as to create, or cause to be created, any noises or sounds which are plainly audible at a distance of 100 feet or more from the source of the sound cast upon the public streets or other public property or from the building, structure, or in the case of real property, beyond the property limits, in which it is located, whichever is farthest.
  - (4) *Animal produced sounds.* It is unlawful for any person or persons to own, keep, possess or harbor any animal which howls, yelps, barks, chirps or produces other similar noises or

sounds, uninterruptedly or almost uninterruptedly for more than 15 minutes in duration, and which are plainly audible at a distance of 100 feet or more from the place, building, structure, or in the case of real property, beyond the property limits, in which the offending animal is located, whichever is farthest. This section shall not apply if the animal noises or sounds are given as a warning to the presence of a person trespassing, threatening to trespass or otherwise provoking the animal.

(c) *City sponsored events.* The prohibitions contained in this section shall not apply to city sponsored events.

Sec. 42-42. – Specific prohibitions.

(a) *Multi-family residential dwelling units.*

- (1) Except for persons within commercial enterprises that have an adjoining property line or boundary with a residential dwelling unit, it is unlawful for any person to make, continue, or cause to be made or continued any mechanical sound-making devices or human-produced sounds in such a manner as to be plainly audible to any other person a distance of 25 feet beyond the adjoining property line wall or boundary of any multi-family residential unit between the hours of 7:00 a.m. and 11:00 p.m. Sunday through Thursday and between the hours of 7:00 a.m. and 12:00 midnight on Friday and Saturday.
- (2) It is unlawful for any person to make, continue, or cause to be made or continued any mechanical sound-making devices or human-produced sounds in such a manner as to be plainly audible to any other person a distance of 10 feet beyond the adjoining property line wall or boundary of any multi-family residential unit between the hours of 11:00 p.m. and 7:00 a.m. Sunday through Thursday and between the hours of 12:00 midnight and 7:00 a.m. on Saturday and Sunday.

(b) *Motorized landscape maintenance devices.* It is unlawful for any person to use or operate any noise-generating, motorized landscape maintenance devices within any residential area or within 300 feet of any residential area from 9:00 p.m. to 7:30 a.m. on weekdays and from 9:00 p.m. to 9:00 a.m. on weekends and holidays.

(c) *Construction noise.*

- (1) It shall be unlawful for any person to make, continue, or cause to be made or continued any construction noise before 7:00 a.m. and after 10:00 p.m. Monday through Friday.
- (2) It shall be unlawful for any person to make, continue, or cause to be made or continued any construction noise on Saturday, Sunday; and on the following federally-recognized holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day.
- (3) Notwithstanding this prohibition, the city manager or designee may grant a permit for construction work to be done before 7:00 a.m. and after 10:00 p.m. Monday through Friday, and between 8:00 a.m. and 8:00 p.m. Saturday, provided the loss or inconvenience that would result to any party in interest is of such a nature as to warrant special consideration, and the work does not unduly affect nearby residential property. This approval may be rescinded if complaints are received.

- (4) The prohibitions of this subsection (c) shall not apply to government road, water, sewer, stormwater construction or maintenance projects or to utility company construction or maintenance projects.
- (d) *Noises or sounds made by business entities in the normal course of such entity's operations.*
- (1) It shall be unlawful for business entities to make continue, or cause to be made or continued any noises or sounds generated in the normal course of such entity's operations through any mechanical sound-making devices, human-produced sounds, or devices used to attract attention that are plainly audible within any residential area more than 300 feet beyond the property boundary of the property from which the noises or sounds emanate between the hours of 7:00 a.m. through 11:00 p.m. Sunday through Thursday and 7:00 a.m. through 12:00 midnight on Friday and Saturday.
- (2) It shall be unlawful for business entities to make continue, or cause to be made or continued any noises or sounds generated in the normal course of such entity's operations through any mechanical sound-making devices, human-produced sounds, or devices used to attract attention that are plainly audible within any residential area more than 100 feet beyond the property boundary of the property from which the noises or sounds emanate between the hours of 11:00 p.m. through 7:00 a.m. Sunday through Thursday and 12:00 midnight through 7:00 a.m. on Friday and Saturday.

Sec. 42-43. – Chronic noise.

- (a) The purpose of this section is to establish a collaborative process for the city and the owner of any property identified as a source of chronic noise (i.e. “chronic noise producer”) prohibited by this chapter and to develop and implement a noise mitigation plan intended to eliminate or reduce the noise to acceptable levels.
- (b) The city manager or designee shall make "chronic noise producer" designations as described in subsection (a) above. In making such a designation, the city manager shall take into consideration the following factors:
- (1) The number and frequency of noise complaints;
  - (2) The proximity and physical relationship between the property and complaining locations;
  - (3) The severity of sound events, both observed or measured;
  - (4) The times and days of the week of sound events; and
  - (5) The property owner's history of cooperation and efforts to alleviate the problem.
- (c) Prima facie evidence of a “chronic noise producer” is established when the city manager or designee notifies the property owner in writing of three or more unrelated incidents occurring at the property within a 12-month period which resulted in citations or summons returnable to a court with jurisdiction.

(d) Upon designation, the city manager or designee shall inform the property owner in writing that the property is designated a chronic noise producer and the city manager or designee shall request an initial meeting with the property owner to review the information that formed the basis of the designation and hear any evidence or information concerning the complained of noise provided by the property owner. Following the initial meeting, the city manager or designee shall determine whether a noise mitigation plan is warranted in order to protect public health, safety and welfare. If the city manager or designee determines that a noise mitigation plan is not warranted, no further action shall be taken under this section.

(e) If the city manager or designee determines that a noise mitigation plan is warranted, the city manager or designee shall develop a written noise mitigation plan for the property owner's review and execution. The plan may include, among other things:

- (1) Specific steps to eliminate or otherwise bring the noise producing activity into compliance with this chapter;
- (2) Restrictions on days of week or hours of noise producing activity;
- (3) Self-monitoring and reporting requirements;
- (4) A schedule for implementation; and
- (5) A schedule for review for possible revision or termination of the plan.

(f) In the event that the owner of a property designated as a chronic noise producer: (i) fails or refuses to participate in good faith in the development of a noise mitigation plan; (ii) refuses to agree to a noise mitigation plan; or (iii) fails to implement or comply with an agreed to noise mitigation plan, the city manager or designee may designate the property owner as non-cooperative and shall notify the mayor and city council of that determination. Should a property owner designated as non-cooperative cure the basis for the designation, the city manager shall remove the designation and notify the property owner and the mayor and city council of that determination.

(g) In the event that further noise enforcement action is taken against a property designated as a chronic noise producer, evidence regarding the property owner's participation in the development and implementation of and compliance with the noise mitigation plan shall be relevant to any prosecution or administrative or judicial review or appeal of the enforcement action. Specifically, such participation and compliance shall be a mitigating factor and may, but is not required to be, a justification for dismissing the enforcement action. A property owner designated as non-cooperative shall not be entitled to the benefits of this subsection unless the designation has been removed.

(h) *Appeals.* A property owner may appeal a chronic noise producer or non-cooperative designation issued by the city manager provided said appeal is made in writing and within ten days after receiving written notice of such designation. Appeals shall be heard by the mayor and city council at a regularly scheduled meeting and within 90 days of receipt of the written appeal. The appellant shall have the right to present evidence at said hearing. A ruling on appeal is subject to review in the superior court of the county by proceedings in the nature of certiorari. Any petition for writ of certiorari for review shall be filed with the clerk of superior court within 30 days after notice of the decision has been sent to the appellant.

Sec. 42-44. - Exceptions.

The provisions of this article shall not apply to or be enforced against:

- (1) Except as otherwise prohibited in subsection Sec. 42-42(d), noises or sounds caused to be made by business entities in the normal course of such entity's operations.
- (2) Noise from vehicles engaged in necessary city business, personnel performing necessary city functions, or emergency signaling devices.
- (3) Noise from exterior security or burglar alarms of any building or automobile, provided such alarm terminates its operation within 30 minutes of activation.
- (4) Noise from areas designated by the city as entertainment districts, where sound levels shall abide by and be measured in accordance with the provisions of section 6-411.
- (5) Noise from the performance of any work or action necessary to deliver essential services, including but not limited to, water or sewer projects, and other public works related projects; repairing gas, electric, telephone and public transportation facilities; removing fallen trees or debris from the public rights-of-way; or abating emergency conditions threatening the public health, safety or general welfare.
- (6) Noise generated from celebrations, outdoor festivals, or other such event which were approved by the city by contract, permit or otherwise.

Sec. 42-45. - Enforcement.

The provisions of this article shall be enforced by the police department and the City of Peachtree Corners Code Enforcement Division.

Sec. 42-46. - Penalties.

Any person, firm, company, corporation or other entity who violates any provision of this article may be subject to arrest or summoned to appear in a court of competent jurisdiction and, upon conviction or other finding of guilt, be punished by a fine of up to \$1,000.00 or imprisonment for a term not exceeding six months, or any combination thereof.

**SECTION II:** Sections 42-47 - 42-53 of Article IV of Chapter 42 are hereby Reserved.

**SECTION III:** It is the intention of the City Council and it is hereby ordained by the authority of the City Council that the provisions of this Ordinance shall become and be made a part of The Code of the City of Peachtree Corners, Georgia, and the codifier is authorized to make the specified deletions, insertions, additions, and to insert headings, article numbers and section numbers as and where appropriate.

**SECTION IV:** All ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed to the extent of such conflict.

**SECTION V:** If any section, subsection, provision, or clause of any part of this Ordinance is declared invalid or unconstitutional, or, if the provisions of any part of this Ordinance as applied to

STATE OF GEORGIA  
COUNTY OF GWINNETT  
CITY OF PEACHTREE CORNERS

**ORDINANCE 2020-03-166**

any particular situation or set of circumstances is declared invalid or unconstitutional, such invalidity shall not be construed to affect the portions of this Ordinance not so held to be invalid, or the application of this Ordinance to other circumstances not so held to be invalid. It is hereby declared as the intent of the City Council that this Ordinance would have been adopted in its current form without the invalid or unconstitutional provision contained therein.

**SECTION VI:** This Ordinance shall become effective immediately upon adoption.

**SO ORDAINED AND EFFECTIVE**, this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.

**Approved:**

\_\_\_\_\_  
Mike Mason, Mayor

ATTEST:

\_\_\_\_\_(SEAL)  
Kym Chereck, City Clerk

**AN ORDINANCE OF THE CITY OF PEACHTREE CORNERS, GEORGIA, ADOPTING THE AMENDED FISCAL YEAR 2020 BUDGET FOR EACH FUND OF THE CITY OF CITY OF PEACHTREE CORNERS, GEORGIA. APPROPRIATING THE AMOUNTS SHOW IN IN EACH BUDGET AS EXPENDITURES, ADOPTING THE ANTICIPATED REVENUES FOR EACH FUND, PROHIBITING EXPENDITURES TO EXCEED APPROPRIATIONS FOR EACH FUND AND PROHIBITING EXPENDITURES TO EXCEED ACTUAL FUNDING AVAILABLE FOR EACH FUND.**

**WHEREAS**, An AMENDED Budget for each of the various funds of the City has been presented to the City Council by the Mayor; and

**WHEREAS**, the City Council has reviewed the proposed Budget; and

**WHEREAS**, the Mayor and City Council intend to adopt an Amended Operating Budget for the Fiscal Year 2020, and a Capital Improvements Budget for the Fiscal Year 2020, and Enterprise Budgets for the Fiscal Year 2020.

**NOW THEREFORE, THE MAYOR AND COUNCIL OF THE CITY OF PEACHTREE CORNERS HEREBY ORDAIN** that the Operating Budget, shown as “Exhibit A” attached hereto and by this reference made a part of this Ordinance, shall be the City of Peachtree Corners’ Fiscal Year 2020 Amended Operating Budget; and

**BE IT FURTHER ORDAINED** that this Amended Budget be and is hereby approved and that the anticipated revenues presented for each fund are adopted in the amounts shown and that the amounts shown for each fund as proposed expenditures are hereby appropriated to the department named in each fund; and

**BE IT FURTHER ORDAINED** that any increase or decrease in appropriations or revenues of any fund for any department or the establishment of capital projects other than those exceptions provided for herein shall require approval of the Mayor and Council; and

**BE IT FURTHER ORDAINED** that, as provided in Section 6.26 of the City Charter, such revisions to the Budget may be made by majority vote of the Mayor and Council at any business meeting; and

**BE IT FURTHER ORDAINED** that the expenditures shall not exceed the appropriations authorized by this Budget or amendments thereto and that expenditures for the fiscal year shall not exceed actual funding available; and

**BE IT FURTHER ORDAINED** that the city Manager or his/her designee may promulgate all necessary internal rules, regulations and policies to ensure compliance with the Budget Ordinance.

STATE OF GEORGIA  
COUNTY OF GWINNETT  
CITY OF PEACHTREE CORNERS

**ORDINANCE 2020- 05 - 167**

**SO ORDAINED AND EFFECTIVE**, this \_\_\_\_ day of \_\_\_\_\_, 2020.

**Approved:**

ATTEST:

\_\_\_\_\_  
Mike Mason, Mayor

\_\_\_\_\_(SEAL)  
Kymberly Chereck, City Clerk

# 2020

## AMENDED BUDGET



Fiscal Year 2020  
July 1, 2019 – June 30, 2020

	FY2016 Actuals	FY2017 Actuals	FY2018 Actuals	FY2019 Actuals	FY2020 Budget	FY2020 Proposed Amended
<b>FY2021 GENERAL FUND BUDGET SUMMARY</b>						
Fees & Taxes	8,908,712	9,087,825	12,221,714	11,092,302	9,673,000	10,650,000
Licenses & Permits	1,045,889	1,186,272	1,383,421	1,343,913	1,040,000	1,786,000
Intergovernmental	50,000	40,841	75,510	1,876,630	-	200,000
Fines & Forfeitures	8,507	4,263	4,080	7,594	4,000	8,600
Interest Earned	2,397	1,101	1,708	857	500	800
Miscellaneous Revenue	330,612	415,069	460,354	1,000,132	758,750	864,970
Loan Proceeds	-	8,000,000	-	-	-	-
Transfers In	-	-	850,000	219,450	219,450	219,450
<b>Total General Fund Revenues</b>	<b>10,346,119</b>	<b>18,735,370</b>	<b>14,996,785</b>	<b>15,540,880</b>	<b>11,695,700</b>	<b>13,729,820</b>
City Council	83,057	97,677	81,604	84,418	111,061	111,061
Office of City Manager	272,839	521,401	462,199	613,047	726,313	978,290
City Clerk	272,035	249,795	258,999	335,420	377,941	337,441
Finance/Administration	266,567	280,128	322,065	459,828	680,025	545,993
Technology	-	-	-	-	-	-
Legal	139,916	202,295	173,178	328,531	328,131	328,131
Public Information	283,476	380,851	664,119	662,095	720,046	820,046
General Operations	1,401,341	1,198,700	2,471,276	2,129,978	1,863,000	2,160,000
Facilities and Buildings	751,782	16,861,350	5,433,506	8,017,453	2,683,048	2,786,416
Community Development	655,594	995,700	702,535	1,037,223	985,993	1,108,316
Building Department	415,237	401,742	554,575	633,450	665,123	665,123
Code Enforcement	588,441	588,441	485,255	442,900	464,541	464,541
Planning & Zoning	217,467	217,467	184,859	246,300	268,945	268,945
Public Works	1,647,176	1,939,000	1,791,515	1,603,306	1,751,533	1,696,438
Contingency	-	-	-	-	70,000	1,459,079
<b>Total Expenditures</b>	<b>6,994,929</b>	<b>23,934,547</b>	<b>13,585,684</b>	<b>16,593,948</b>	<b>11,695,700</b>	<b>13,729,820</b>

	FY2016 Actuals	FY2017 Actuals	FY2018 Actuals	FY2019 Actuals	FY2020 Budget	FY2020 Proposed Amended
<b>FY2021 SPLOST FUND BUDGET SUMMARY</b>						
Capital Improvement 2014	6,196,928	4,938,618	581,879	720,749	-	610,345
Capital Improvement 2017	-	1,503,746	6,246,133	7,068,612	6,340,000	12,061,500
<b>Total Revenues</b>	<b>6,196,928</b>	<b>6,442,364</b>	<b>6,828,011</b>	<b>7,789,361</b>	<b>6,340,000</b>	<b>12,671,845</b>
Roadways and Walkways	2,107,414	10,924,503	4,265,754	5,344,554	10,196,225	12,211,500
<b>Total Expenditures</b>	<b>2,107,414</b>	<b>10,924,503</b>	<b>4,265,754</b>	<b>5,344,554</b>	<b>10,196,225</b>	<b>12,211,500</b>
<b>FY2021 SOLID WASTE FUND BUDGET SUMMARY</b>						
Sanitation	1,299,879	1,317,285	1,306,364	1,511,305	1,750,517	1,750,517
<b>Total Revenues</b>	<b>1,299,879</b>	<b>1,317,285</b>	<b>1,306,364</b>	<b>1,511,305</b>	<b>1,750,517</b>	<b>1,750,517</b>
Operating Supplies/Sanitation	5,263	745	225	36,547	57,500	32,500
Contractual Svcs/WM	1,232,061	1,227,773	1,227,738	1,378,185	1,580,517	1,530,000
Reserve Contingency	-	-	-	-	112,500	188,017
<b>Total Expenditures</b>	<b>1,237,324</b>	<b>1,228,517</b>	<b>1,227,963</b>	<b>1,414,732</b>	<b>1,750,517</b>	<b>1,750,517</b>
<b>FY2021 STORMWATER FUND BUDGET SUMMARY</b>						
Stormwater Utility Charges	-	-	2,667,250	2,857,462	2,800,000	2,800,000
<b>Total Revenues</b>	<b>-</b>	<b>-</b>	<b>2,667,250</b>	<b>2,857,462</b>	<b>2,800,000</b>	<b>2,800,000</b>
General Operations	-	-	1,065,871	1,906,468	2,800,000	2,718,019
Contingency	-	-	-	-	-	81,981
<b>Total Expenditures</b>	<b>-</b>	<b>-</b>	<b>1,065,871</b>	<b>1,906,468</b>	<b>2,800,000</b>	<b>2,800,000</b>
<b>TOTAL REVENUES ALL FUNDS</b>	<b>17,842,926</b>	<b>26,495,019</b>	<b>25,798,411</b>	<b>27,699,008</b>	<b>22,586,217</b>	<b>30,952,182</b>
<b>TOTAL EXPENDITURES ALL FUNDS</b>	<b>10,339,667</b>	<b>36,087,567</b>	<b>20,145,271</b>	<b>25,259,702</b>	<b>26,442,442</b>	<b>30,491,837</b>

	FY2016 Actuals	FY2017 Actuals	FY2018 Actuals	FY2019 Actuals	FY2020 Budget	FY2020 Proposed Amended
<b>100- General Fund Revenue Detail</b>						
<b>General Property Tax</b>						
100-310-31100-31100 Ad Valorem Tax-Current Year	-	-	-	-	-	-
100-310-31100-31110 Public Utility Tax	-	-	-	-	-	-
100-310-31100-31200 Ad Valorem Tax-Prior Year	488	4,004	504	350	-	-
100-310-31100-31310 Motor Vehicle Tax	32	7	0	-	-	-
100-310-31100-31315 Title Ad Valorem Tax	608,791	378,634	558,528	728,251	450,000	800,000
100-310-31100-31320 Mobile Home Tax	-	-	-	-	-	-
100-310-31100-31325 Heavy Equipment Tax	-	-	-	-	-	-
100-310-31100-31340 Intangible Tax Revenue	-	-	-	-	-	-
100-310-31100-31350 Railroad Equipment Tax	-	-	-	-	-	-
100-310-31100-31360 Real Estate Transfer Tax	-	-	-	-	-	-
100-310-31100-31370 Franchise Fees	3,053,324	3,220,188	4,994,280	3,702,272	3,500,000	3,700,000
<b>Subtotal</b>	<b>3,662,636</b>	<b>3,602,833</b>	<b>5,553,313</b>	<b>4,430,872</b>	<b>3,950,000</b>	<b>4,500,000</b>
<b>Selective Sales and Use Tax</b>						
100-310-31400-34200 Alcoholic Beverage Excise Tax	253,259	255,952	236,431	253,149	250,000	200,000
100-310-31400-34300 Local Option Mixed Drink	112,044	113,537	115,391	144,119	105,000	120,000
100-310-31400-34900 Other Selective Tax	15,836	16,676	360,177	28,940	18,000	15,000
<b>Subtotal</b>	<b>381,140</b>	<b>386,165</b>	<b>711,998</b>	<b>426,209</b>	<b>373,000</b>	<b>335,000</b>
<b>Business Taxes</b>						
100-310-31600-31610 Business & Occupation Taxes	2,567,228	2,606,672	3,294,712	3,313,076	2,550,000	2,700,000
100-310-31600-31620 Insurance Premium Tax	2,190,211	2,372,424	2,525,916	2,723,935	2,700,000	2,895,000
100-310-31600-31630 Financial Institutions Taxes	106,544	119,731	135,775	198,210	100,000	220,000
<b>Subtotal</b>	<b>4,863,983</b>	<b>5,098,826</b>	<b>5,956,402</b>	<b>6,235,221</b>	<b>5,350,000</b>	<b>5,815,000</b>
<b>Pen &amp; Int on Delinq Tax</b>						
100-310-31900-39100 Pen & Int on Delinq Tax	954	-	-	-	-	-
<b>Subtotal</b>	<b>954</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Business License</b>						
100-320-32100-32110 Alcoholic Beverages	367,765	417,893	407,146	432,823	380,000	405,000
100-320-32100-32120 General Business License	-	-	-	-	-	-
100-320-32100-32190 Other Licenses/Permits	1,050	1,850	3,900	4,850	-	4,800
100-320-32100-32210 Insurance License	21,470	22,344	24,845	30,701	20,000	26,200
<b>Subtotal</b>	<b>390,285</b>	<b>442,087</b>	<b>435,891</b>	<b>468,373</b>	<b>400,000</b>	<b>436,000</b>
<b>Licenses &amp; Permits</b>						
100-320-32200-32200 Building Permits	610,940	692,746	881,886	823,630	600,000	1,300,000
100-320-32200-32202 Development Permits	44,664	51,439	65,643	51,910	40,000	50,000
<b>Subtotal</b>	<b>655,604</b>	<b>744,185</b>	<b>947,529</b>	<b>875,540</b>	<b>640,000</b>	<b>1,350,000</b>
<b>Regulatory Fees</b>						
100-320-32300-32300 Regulatory Fees	-	-	-	-	-	-
100-320-32300-32310 Inspection Fees	-	-	-	-	-	-
<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal Government Grants</b>						
100-330-33100-32310 Federal Grants	-	-	-	1,876,630	-	-
<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,876,630</b>	<b>-</b>	<b>-</b>
<b>State Government Grants</b>						
100-330-34300-33401 State Grants Received	50,000	40,841	75,510	-	-	-
<b>Subtotal</b>	<b>50,000</b>	<b>40,841</b>	<b>75,510</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Local Government Shared Rev</b>						
100-330-33370-33720 Local Government Reimb	-	-	-	-	-	200,000
<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>200,000</b>
<b>General Government</b>						
100-340-34000-34119 Other Fees	3,938	84,409	55,063	164,522	-	38,000
100-340-34000-34190 Election Qualifying Fees	1,710	-	1,200	-	-	1,230
100-340-34000-34430 Electricity	324,284	330,480	334,725	335,189	330,000	345,000
<b>Subtotal</b>	<b>329,932</b>	<b>414,889</b>	<b>390,988</b>	<b>499,711</b>	<b>330,000</b>	<b>384,230</b>

<b>Fine and Forfeitures</b>						
100-350-35100-35100 Municipal Court	8,507	4,263	4,080	7,594	4,000	8,600
<b>Subtotal</b>	<b>8,507</b>	<b>4,263</b>	<b>4,080</b>	<b>7,594</b>	<b>4,000</b>	<b>8,600</b>
<b>Interest Revenues</b>						
100-360-36100-36100 Interest Revenues	2,397	1,101	1,708	857	500	800
<b>Subtotal</b>	<b>2,397</b>	<b>1,101</b>	<b>1,708</b>	<b>857</b>	<b>500</b>	<b>800</b>
<b>Contribution/Donations</b>						
100-370-37100-37100 General City	500	-	15,000	-	-	-
<b>Subtotal</b>	<b>500</b>	<b>-</b>	<b>15,000</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Charges for Svcs</b>						
100-340-39000-34930 Bad Check Fees	180	180	-	210	-	150
<b>Subtotal</b>	<b>180</b>	<b>180</b>	<b>-</b>	<b>210</b>	<b>-</b>	<b>150</b>
<b>Other</b>						
100-380-38100-38100 Rental Revenue	-	-	53,691	496,586	428,750	430,000
100-380-38100-38101 Rent Community Chest	-	-	675	3,543	-	2,500
100-380-38100-38102 Rental Revenue - 147	-	-	-	-	-	48,000
100-380-38100-38900 Other	-	-	-	83	-	90
100-380-38900-38910 Prior Year Reserves	-	-	-	-	-	-
<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>54,366</b>	<b>500,212</b>	<b>428,750</b>	<b>480,590</b>
<b>Other Financing Sources</b>						
100-390-39100-39105 Loan Proceeds	-	8,000,000	-	-	-	-
100-390-39100-39115 Transfers from SPLOST	-	-	850,000	-	-	-
100-390-39100-39120 Transfers from Stormwater	-	-	-	191,950	191,950	191,950
100-390-39100-39121 Transfers from Solid Waste	-	-	-	27,500	27,500	27,500
<b>Subtotal</b>	<b>-</b>	<b>8,000,000</b>	<b>850,000</b>	<b>219,450</b>	<b>219,450</b>	<b>219,450</b>
<b>Proceeds of Gen Long Term Liab</b>						
100-390-39300-39350 Capital Leases	-	-	-	-	-	-
<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Department Revenues</b>	<b>10,346,119</b>	<b>18,735,370</b>	<b>14,996,785</b>	<b>15,540,880</b>	<b>11,695,700</b>	<b>13,729,820</b>

<b>100 - General Fund Expenditures Detail</b>						
	<b>FY2016 Actuals</b>	<b>FY2017 Actuals</b>	<b>FY2018 Actuals</b>	<b>FY2019 Actuals</b>	<b>FY2020 Budget</b>	<b>FY2020 Proposed Amended</b>
<b>City Council</b>						
100-010-51100-51110 Regular Salaries	55,667	57,000	57,000	57,000	57,000	57,000
100-010-51100-51200 FICA/Medicare	4,259	4,321	4,361	4,366	4,361	4,361
100-010-51100-51260 Unemployment Expense	-	-	-	-	-	-
100-010-51100-51270 Workers Comp	-	1,148	1,761	597	1,200	1,200
100-010-51100-52370 Education & Training	17,832	28,885	11,213	18,001	35,000	35,000
100-010-51100-53101 Postage	-	-	-	-	500	500
100-010-51100-53170 Other Supplies	1,570	1,074	1,964	2,758	5,000	5,000
100-010-51100-53175 Hospitality Supplies	3,729	5,249	5,304	1,696	8,000	8,000
<b>Subtotals</b>	<b>83,057</b>	<b>97,677</b>	<b>81,604</b>	<b>84,418</b>	<b>111,061</b>	<b>111,061</b>
	<b>FY2016 Actuals</b>	<b>FY2017 Actuals</b>	<b>FY2018 Actuals</b>	<b>FY2019 Actuals</b>	<b>FY2020 Budget</b>	<b>FY2020 Proposed Amended</b>
<b>Office of City Manager</b>						
100-010-51300-51110 Regular Salaries	185,100	370,498	183,851	205,246	211,403	211,403
100-010-51300-51200 FICA/Medicare	10,372	21,569	10,882	11,508	16,172	16,172
100-010-51300-51210 Group Insurance	22,903	31,230	30,628	22,405	24,800	24,800
100-010-51300-51240 Retirement	29,934	35,900	25,739	28,734	41,938	65,770
100-010-51300-51260 Unemployment Expense	-	-	-	-	-	-
100-010-51300-51270 Workers Comp	1,527	928	677	1,479	1,000	1,145
100-010-51300-51290 Other Emp Benefits	1,856	39,017	21,977	23,163	35,000	35,000
100-010-51300-51280 Relocation Expense	14,350	9,000	-	-	-	-
100-010-51300-52120 Professional Services	-	-	174,404	272,003	350,000	550,000
100-010-51300-52350 Travel Expense	1,920	3,280	7,074	33,896	30,000	55,000
100-010-51300-52360 Dues & Fees	2,680	2,110	2,785	2,861	3,500	3,500
100-010-51300-52370 Education & Training	1,606	1,835	1,090	5,569	3,000	6,000
100-010-51300-53100 Operating Supplies	-	4,423	2,343	5,200	7,500	7,500
100-010-51300-53175 Hospitality Supplies	590	1,612	748	983	2,000	2,000
<b>Subtotals</b>	<b>272,839</b>	<b>521,401</b>	<b>462,199</b>	<b>613,047</b>	<b>726,313</b>	<b>978,290</b>



100-010-51510-52120 Professional Services	-	-	4,110	80,314	260,000	50,000
100-010-51510-52121 Contractual Svcs/CH2M	243,052	222,798	69,322	109,000	122,248	122,248
100-010-51510-52350 Travel Expense	-	-	789	12,167	15,000	12,000
100-010-51510-52360 Dues & Fees	-	-	1,296	1,908	3,000	3,000
100-010-51510-52370 Education & Training	-	1,839	4,278	5,320	6,000	3,000
<b>Subtotals</b>	<b>266,567</b>	<b>280,128</b>	<b>322,065</b>	<b>459,828</b>	<b>680,025</b>	<b>545,993</b>
	<b>FY2016 Actuals</b>	<b>FY2017 Actuals</b>	<b>FY2018 Actuals</b>	<b>FY2019 Actuals</b>	<b>FY2020 Budget</b>	<b>FY2020 Proposed Amended</b>
<b>Legal Services Department</b>						
100-010-51530-52122 Attorney Fees/Riley & McL	88,726	72,827	66,832	77,384	80,000	80,000
100-010-51530-52130 Attorney Fees/Other	51,191	129,469	106,346	251,147	248,131	248,131
<b>Subtotals</b>	<b>139,916</b>	<b>202,295</b>	<b>173,178</b>	<b>328,531</b>	<b>328,131</b>	<b>328,131</b>
	<b>FY2016 Actuals</b>	<b>FY2017 Actuals</b>	<b>FY2018 Actuals</b>	<b>FY2019 Actuals</b>	<b>FY2020 Budget</b>	<b>FY2020 Proposed Amended</b>
<b>Facilities &amp; Buildings Dept</b>						
100-010-51565-51300 Technical Services	26,222	32,035	132,423	101,310	150,000	135,000
100-010-51565-52200 Repairs & Maintenance	-	-	189,792	645,121	250,000	500,000
100-010-51565-52301 Real Estate Rents/Leases	109,120	202,634	70,384	75,236	90,132	85,000
100-010-51565-52302 Economic Dev	600,000	460,000	500,000	500,000	500,000	548,000
100-010-51565-53103 Office Supplies	-	-	-	1,158	10,000	5,000
100-010-51565-53121 Water/Sewage	-	-	2,807	15,945	17,000	45,000
100-010-51565-53122 Natural Gas	-	-	-	1,934	6,000	3,500
100-010-51565-53123 Electricity	-	-	59,466	92,106	225,000	95,000
100-010-51565-54100 Land	-	1,022,278	-	526,700	-	-
100-010-51565-54130 Buildings	-	3,845,711	3,279,683	1,811,358	-	-
100-010-51565-54230 Furniture And Fixtures	16,441	325	902,426	169,108	35,000	70,000
100-010-51565-55530 Community Services	-	-	-	-	100,000	-
100-010-51565-56220 Transfer to DDA	-	11,228,057	121,788	2,748,257	637,000	637,000
100-010-51565-56221 Transfer to SPLOST	-	-	-	339,996	-	-
100-010-51565-58130 Principal Note Payments	-	-	-	645,000	435,000	435,000
100-010-51565-58230 Interest Note Payments	-	-	174,739	252,824	227,916	227,916
100-010-51565-58400 Closing Costs	-	70,310	-	91,400	-	-
<b>Subtotals</b>	<b>751,782</b>	<b>16,861,350</b>	<b>5,433,506</b>	<b>8,017,453</b>	<b>2,683,048</b>	<b>2,786,416</b>

	FY2016 Actuals	FY2017 Actuals	FY2018 Actuals	FY2019 Actuals	FY2020 Budget	FY2020 Proposed Amended
<b>Public Information</b>						
100-010-51570-52120 Professional Services	145,754	154,698	386,831	435,991	500,000	600,000
100-010-51570-52121 Contractual Svcs/CH2M	137,722	226,152	277,288	226,104	220,046	220,046
<b>Subtotals</b>	<b>283,476</b>	<b>380,851</b>	<b>664,119</b>	<b>662,095</b>	<b>720,046</b>	<b>820,046</b>
	FY2016 Actuals	FY2017 Actuals	FY2018 Actuals	FY2019 Actuals	FY2020 Budget	FY2020 Proposed Amended
<b>General Operations</b>						
100-010-51590-52101 Official/Admin Start Up						
100-010-51590-52103 Technical Services	95,584	97,924	214,171	263,834	290,000	290,000
100-010-51590-52111 Official/Admin Svcs	1,472	68,692	66,007	(7,994)	70,000	15,000
100-010-51590-52120 Professional Services	600,353	560,544	1,189,544	1,070,321	800,000	1,000,000
100-010-51590-52128 Commissions	9,526	5,504	9,774	12,738	-	10,000
100-010-51590-52310 General Liability Insurance	21,749	19,498	35,207	32,265	75,000	165,000
100-010-51590-53100 Operating Supplies	33,231	31,583	48,880	55,812	55,000	55,000
100-010-51590-53101 Postage	-	7,530	6,136	8,665	10,000	10,000
100-010-51590-53103 Office Supplies	9,998	8,681	10,922	10,638	15,000	10,000
100-010-51590-53104 Service Fees	7,881	10,717	16,202	16,692	15,000	15,000
100-010-51590-53123 Electricity	347,469	352,317	385,434	460,827	438,000	465,000
100-010-51590-53132 Interest	216,382	-	-	-	-	-
100-010-51590-54240 Computer/Software	52,397	35,710	488,997	206,181	95,000	125,000
100-010-51590-58132 Other Debt Principal	4,983	-	-	-	-	-
100-010-51590-58232 Other Debt Interest	318	-	-	-	-	-
<b>Subtotals</b>	<b>1,401,341</b>	<b>1,198,700</b>	<b>2,471,276</b>	<b>2,129,978</b>	<b>1,863,000</b>	<b>2,160,000</b>

<b>Public Works Department</b>						
	<b>FY2016 Actuals</b>	<b>FY2017 Actuals</b>	<b>FY2018 Actuals</b>	<b>FY2019 Actuals</b>	<b>FY2020 Budget</b>	<b>FY2020 Proposed Amended</b>
<b>Public Works</b>						
100-040-54100-51110 Regular Salaries	-	29,167	145,282	154,129	158,753	158,753
100-040-54100-51200 Fica/Medicare	-	2,228	11,114	10,373	12,145	12,145
100-040-54100-51210 Group Insurance	-	3,551	21,442	22,405	24,800	24,800
100-040-54100-51240 Retirement	-	4,958	24,698	26,202	26,988	26,988
100-040-54100-51260 Unemployment Expense	-	-	-	-	-	-
100-040-54100-51270 Workers Comp	-	-	278	1,328	1,000	1,145
100-040-54100-51290 Other Emp Benefits	-	1,725	9,192	9,239	13,515	13,515
100-040-54100-52120 Professional Services	287,566	526,030	223,423	111,372	200,000	150,000
100-040-54100-52121 Contractual Svcs/CH2M	615,494	628,164	433,602	375,991	440,092	440,092
100-040-54100-52124 Contractual Svcs/Optech	650,508	645,753	655,485	681,107	675,240	710,500
100-040-54100-52126 Road Maint Supplies	51,335	44,345	115,264	137,819	100,000	75,000
100-010-54100-52350 Travel Expense	-	-	1,063	2,249	3,000	3,000
100-010-54100-52360 Dues & Fees	-	-	1,486	1,312	3,000	3,500
100-010-54100-52370 Education & Training	-	-	1,318	3,074	3,000	2,000
100-040-54100-53100 Operating Supplies	16,900	16,038	7,302	11,619	15,000	10,000
100-040-54100-54120 Site Improvements	-	-	21,640	-	-	-
100-040-54100-54231 Signs/Beautification	25,155	37,041	114,412	55,087	65,000	55,000
100-040-54100-54250 Other Equipment	218	-	4,515	-	10,000	10,000
100-040-54100-54260 Street Lighting	-	-	-	-	-	-
<b>Subtotals</b>	<b>1,647,176</b>	<b>1,939,000</b>	<b>1,791,515</b>	<b>1,603,306</b>	<b>1,751,533</b>	<b>1,696,438</b>
<b>Community Development Department</b>						
	<b>FY2016 Actuals</b>	<b>FY2017 Actuals</b>	<b>FY2018 Actuals</b>	<b>FY2019 Actuals</b>	<b>FY2020 Budget</b>	<b>FY2020 Proposed Amended</b>
<b>Community Development</b>						
100-070-57200-51110 Regular Salaries	146,489	159,216	165,709	170,681	170,681	170,681
100-070-57200-51200 Fica/Medicare	9,768	9,330	10,470	10,491	12,677	12,677
100-070-57200-51210 Group Insurance	-	-	10,789	22,405	24,800	24,800

100-070-57200-51240 Retirement	24,843	27,067	28,171	29,016	29,016	29,016
100-070-57200-51260 Unemployment Expense	-	29	-	-	-	-
100-070-57200-51270 Workers Comp	1,006	781	677	1,328	1,000	1,145
100-070-57200-51290 Other Emp Benefits	11,960	12,455	12,942	7,934	12,172	12,850
100-070-57200-52120 Professional Services	375,387	392,122	197,359	660,292	250,000	375,000
100-070-57200-52121 Contractual Svcs/CH2M	82,500	110,000	127,090	131,840	171,147	171,147
100-070-57200-52125 Town Green	-	-	-	-	300,000	300,000
100-070-57200-52350 Travel Expense	-	-	-	653	3,500	3,500
100-070-57200-52360 Dues & Fees	-	-	1,014	1,202	1,500	1,500
100-070-57200-52370 Education & Training	3,642	4,124	2,645	1,318	3,500	3,500
100-070-57200-53175 Hospitality Supplies	-	4,383	-	64	6,000	2,500
100-070-57200-56230 Multi-Use Trail	-	276,193	145,670	-	-	-
<b>Subtotals</b>	<b>655,594</b>	<b>995,700</b>	<b>702,535</b>	<b>1,037,223</b>	<b>985,993</b>	<b>1,108,316</b>
	<b>FY2016 Actuals</b>	<b>FY2017 Actuals</b>	<b>FY2018 Actuals</b>	<b>FY2019 Actuals</b>	<b>FY2020 Budget</b>	<b>FY2020 Proposed Amended</b>
<b>Building Department</b>						
100-070-57220-52120 Professional Services	-	-	-	-	-	-
100-070-57220-52121 Contractual Svcs/CH2M	-	20,254	554,575	633,450	665,123	665,123
100-070-57220-52123 Contractual Svcs/CAA	415,237	381,487	-	-	-	-
<b>Subtotals</b>	<b>415,237</b>	<b>401,742</b>	<b>554,575</b>	<b>633,450</b>	<b>665,123</b>	<b>665,123</b>
	<b>FY2016 Actuals</b>	<b>FY2017 Actuals</b>	<b>FY2018 Actuals</b>	<b>FY2019 Actuals</b>	<b>FY2020 Budget</b>	<b>FY2020 Proposed Amended</b>
<b>Planning &amp; Zoning</b>						
100-070-57410-52120 Professional Services	-	-	-	-	-	-
100-070-57410-52121 Contractual Svcs/CH2M	217,467	217,467	184,859	246,300	268,945	268,945
<b>Subtotals</b>	<b>217,467</b>	<b>217,467</b>	<b>184,859</b>	<b>246,300</b>	<b>268,945</b>	<b>268,945</b>

	<b>FY2016 Actuals</b>	<b>FY2017 Actuals</b>	<b>FY2018 Actuals</b>	<b>FY2019 Actuals</b>	<b>FY2020 Budget</b>	<b>FY2020 Proposed Amended</b>
<b>Code Enforcement</b>						
100-070-57450-52120 Professional Services	-	-	-	-	-	-
100-070-57450-52121 Contractual Svcs/CH2M	588,441	588,441	485,255	442,900	464,541	464,541
<b>Subtotals</b>	<b>588,441</b>	<b>588,441</b>	<b>485,255</b>	<b>442,900</b>	<b>464,541</b>	<b>464,541</b>
	<b>FY2016 Actuals</b>	<b>FY2017 Actuals</b>	<b>FY2018 Actuals</b>	<b>FY2019 Actuals</b>	<b>FY2020 Budget</b>	<b>FY2020 Proposed Amended</b>
<b>Designated Reserve</b>						
100-010-59000-57902 Reserve Contingency	-	-	-	-	70,000	1,459,079
<b>Subtotals</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>70,000</b>	<b>1,459,079</b>
<b>Total Expenditures</b>	<b>6,994,929</b>	<b>23,934,547</b>	<b>13,585,684</b>	<b>16,593,948</b>	<b>11,695,700</b>	<b>13,729,820</b>

	FY2017 Actuals	FY2018 Actuals	FY2019 Actuals	FY2020 Budget	FY2020 Proposed Amended
<b>Fund 320 SPLOST 2014</b>					
<b>320 - SPLOST Revenues</b>					
320-330-33700-33720 Local Government Reimb	-	-	-	-	188,905
320-340-34300-34321 Capital Improvement 2014	4,557,860	-	-	-	-
320-330-34300-33431 State Government Grants	374,307	581,875	380,749	-	421,440
320-360-36100-36100 Interest	6,451	4	4	-	-
320-380-38900-38910 Prior Year Reserves	-	-	-	-	-
320-390-39100-39130 Transfers In	-	-	339,996	-	-
<b>Total Department Revenues</b>	<b>4,938,618</b>	<b>581,879</b>	<b>720,749</b>	<b>-</b>	<b>610,345</b>
<b>320 - SPLOST Expenditures</b>					
320-540-54200-54220 Roadways and Walkways	2,599,852	1,626,967	415,313	400,000	150,000
320-530-51590-53104 Service Fees	60	-	-	-	-
320-540-54200-56220 Transfers to DDA	8,324,590	-	-	-	-
320-560-51590-56221 Transfers to General Fund	-	850,000	-	-	-
<b>Total Department Expenditures</b>	<b>10,924,503</b>	<b>2,476,967</b>	<b>415,313</b>	<b>400,000</b>	<b>150,000</b>
<b>Fund 321 SPLOST 2017</b>					
<b>321 - SPLOST Revenues</b>					
321-340-34300-34322 Capital Improvement 2017	1,503,746	6,233,173	6,618,775	6,300,000	6,000,000
321-330-33700-33720 Local Government Reimb	-	-	140,211	-	72,000
321-330-34300-33431 State Government Grants	-	-	224,200	-	-
321-360-36100-36100 Interest	-	12,960	85,426	40,000	65,000
320-380-38900-38910 Prior Year Reserves	-	-	-	-	5,924,500
<b>Total Department Revenues</b>	<b>1,503,746</b>	<b>6,246,133</b>	<b>7,068,612</b>	<b>6,340,000</b>	<b>12,061,500</b>
<b>321 - SPLOST Expenditures</b>					
321-540-54200-54220 Roadways and Walkways	-	1,788,786	4,661,096	9,796,225	12,000,000
321-520-51530-52130 Attorney Fees/Other	-	-	44,255	-	60,000
321-530-51590-53104 Service Fees	-	-	80	-	-
321-560-51590-56220 Transfers to DDA	-	-	223,810	-	1,500
Reserve Contingency	-	-	-	-	-
<b>Total Department Expenditures</b>	<b>-</b>	<b>1,788,786</b>	<b>4,929,241</b>	<b>9,796,225</b>	<b>12,061,500</b>

	FY2016 Actuals	FY2017 Actuals	FY2018 Actuals	FY2019 Actuals	FY2020 Budget	FY2020 Proposed Amended
<b>Fund 540 Solid Waste</b>						
<b>540 - Solid Waste Revenues</b>						
<b>General Government</b>						
540-340-34000-34411 Sanitation	1,299,879	1,317,285	1,306,364	1,511,305	1,750,517	1,750,517
540-360-36100-36100 Interest	-	-	-	-	-	-
540-340-39000-34930 Bad Check Fees	-	-	-	-	-	-
<b>Total Department Revenues</b>	<b>1,299,879</b>	<b>1,317,285</b>	<b>1,306,364</b>	<b>1,511,305</b>	<b>1,750,517</b>	<b>1,750,517</b>
<b>540 - Solid Waste Expenditures</b>						
<b>Solid Waste and Recycling</b>						
540-540-51590-54510 Solid Waste and Recycling Administration	-	-	-	-	-	-
540-530-51590-53105 Operating Supplies/Sanitation	5,263	745	225	9,047	30,000	5,000
540-520-51590-52127 Contractual Svcs/WM	1,232,061	1,227,773	1,227,738	1,378,185	1,580,517	1,530,000
540-560-51590-56221 Transfer to General Fund	-	-	-	27,500	27,500	27,500
540-570-59000-57902 Reserve Contingency	-	-	-	-	112,500	188,017
<b>Total Department Expenditures</b>	<b>1,237,324</b>	<b>1,228,517</b>	<b>1,227,963</b>	<b>1,414,732</b>	<b>1,750,517</b>	<b>1,750,517</b>

	<b>FY2016 Actuals</b>	<b>FY2017 Actuals</b>	<b>FY2018 Actuals</b>	<b>FY2019 Actuals</b>	<b>FY2020 Budget</b>	<b>FY2020 Proposed Amended</b>
<b>Fund 560 Stormwater</b>						
<b>560 - Stormwater Fund Revenues</b>						
<b>General Government</b>						
560-340-34400-34426 Stormwater Utility Charges	-	-	2,667,250	2,857,462	2,800,000	2,800,000
560-360-36100-36100 Interest	-	-	-	-	-	-
<b>Total Department Revenues</b>	<b>-</b>	<b>-</b>	<b>2,667,250</b>	<b>2,857,462</b>	<b>2,800,000</b>	<b>2,800,000</b>
<b>560 - Stormwater Fund Expenditures</b>						
<b>Stormwater</b>						
560-520-51590-52120 Professional Services	-	-	102,377	26,520	500,000	25,000
560-520-51590-52121 Contractual Svcs/CH2M	-	-	417,443	773,204	861,864	863,150
560-520-51590-52124 Contractual Svcs/Optech	-	-	84,479	209,997	213,267	210,000
560-530-51590-53106 Operating Supplies/Stormwater	-	-	85	1,646	15,000	5,000
560-540-51590-54320 Stormwater Collection and Disposal	-	-	55,221	246,475	1,017,919	1,017,919
560-530-51590-56100 Depreciation	-	-	406,265	403,831	-	405,000
560-560-51590-56221 Transfer to General Fund	-	-	-	244,794	191,950	191,950
560-570-59000-57902 Reserve Contingency	-	-	-	-	-	81,981
<b>Total Department Expenditures</b>	<b>-</b>	<b>-</b>	<b>1,065,871</b>	<b>1,906,468</b>	<b>2,800,000</b>	<b>2,800,000</b>

**02020-05-168**

**R2020-05-133**

**RESOLUTION  
OF THE  
CITY OF PEACHTREE CORNERS  
CONSENTING TO EXPANSION OF  
GATEWAY85 GWINNETT COMMUNITY IMPROVEMENT DISTRICT**

WHEREAS, by Act of the Legislature, 2001 H.B. 654, as amended, the Georgia Legislature enacted the Gwinnett County Community Improvement Districts Act; and

WHEREAS, pursuant to said Act, the Gateway85 Gwinnett Community Improvement District (hereinafter "CID") was created in 2006; and

WHEREAS, a majority of the owners of real property within a proposed expansion area, as attached hereto, which will be subject to taxes, fees, and assessments levied by the District Board, have consented in writing to their inclusion into the CID; and

WHEREAS, the owners of real property within the proposed expansion area of the CID which constitutes at least 75% by value of all real property within said expansion area which will be subject to taxes, fees and assessments levied by the District Board, according to the most recent approved Gwinnett County ad valorem tax digest, have consented in writing to their inclusion into the CID; and

WHEREAS, the City of Peachtree Corners has determined that the expansion of the CID would promote the provision of governmental services and facilities within said District; and

WHEREAS, the City of Peachtree Corners has determined that the expansion of the CID would be in the best interest of the citizens of Peachtree Corners.

NOW, THEREFORE, BE IT RESOLVED, that the City of Peachtree Corners consents to the expansion of the boundaries of the Gateway85 Gwinnett Community Improvement District as attached hereto.

PASSED AND ADOPTED by the City of Peachtree Corners, Gwinnett County, Georgia this \_\_\_\_ day of \_\_\_\_\_, 2020.

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Mike Mason, Mayor

ATTEST:

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Kym Chereck, City Clerk

**Exhibit B**

**Gateway85 CID CID EXPANSION PARCEL LIST**

<b>Pin</b>	<b>Owner of Record</b>	<b>Description</b>
6198 006	Advanced Disposal Serv Atlanta	Goshen Springs
6277 029	Amwiler Partners LLC	Amwiler Rd
6277 132	WePartner 7094 PIB LLC	Peachtree Industrial
6277 136	WePartner 7094 PIB LLC	Peachtree Industrial
6277 011	WePartner 7094 PIB LLC	Peachtree Industrial
6277 135	WePartner 7094 PIB LLC	Peachtree Industrial
6244 011	KAP GLOBAL INVESTMENT LLC	Buford Highway

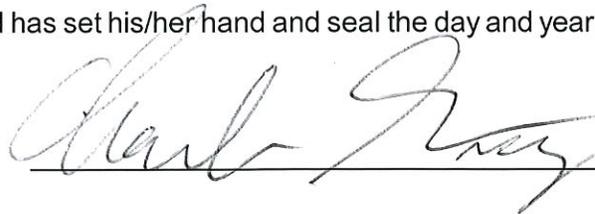
WRITTEN CONSENT OF OWNER

STATE OF GEORGIA  
COUNTY OF GWINNETT

Personally appeared before the undersigned attesting officer, duly authorized by law to administer oaths, came Charlie Gray, Southern Region Vice President, who, after first having been duly sworn, upon oath deposes and says:

1. The undersigned is/are the owner/owners, or the authorized representative of the owner, and has authority to bind the owner of the real property described as all that tract or parcel of land lying and being in Gwinnett County, Georgia, identified as Tax Parcel(s) 6198 006 on the tax maps of Gwinnett County, Georgia, herein referred to as the "Realty".
2. Advanced Disposal Serv Atlanta is/are the owner/owners of the Realty described above.
3. The owner does designate **Steve Edwards** as the representative of the owner in the taking of all action, including, but not limited to, serving as elector, voting for board members, and voting otherwise, as may be allowed or required under 2001 Ga. L. 3709, as amended, the Gwinnett County Community Improvement Districts Act ("Act").
4. This affidavit may be relied upon by the Gwinnett County Tax Commissioner for the purpose of certifying that Section 7 of the Act has been satisfied and by the Gwinnett County Board of Commissioners and/or any municipality with respect to the increase of the boundaries of the Gateway85 Gwinnett Community Improvement District ("CID").
5. The undersigned acknowledges that if the above-described Realty is included within the CID, it will be subject to taxes, fees and assessments levied by the CID Board.
6. The owner/owners consent to the increase of the boundaries of the CID to include owner's above-described Realty pursuant to the Act.

IN WITNESS WHEREOF, the undersigned has set his/her hand and seal the day and year set forth below.

 (SEAL)

Sworn to and subscribed before  
me, this 10 day of April, 2019.

Caren Elizabeth Owens  
Notary Public



WRITTEN CONSENT OF OWNER

STATE OF Georgia  
COUNTY OF Gwinnett

Personally appeared before the undersigned attesting officer, duly authorized by law to administer oaths, came MICHAEL GODIN, who, after first having been duly sworn, upon oath deposes and says:

1. The undersigned is/are the owner/owners, or the authorized representative of the owner, and has authority to bind the owner of the real property described as all that tract or parcel of land lying and being in Gwinnett County, Georgia, identified as Tax Parcel(s) R6277 029 on the tax maps of Gwinnett County, Georgia, herein referred to as the "Realty".

2. Amwiler Partners LLC is/are the owner/owners of the Realty described above.

3. The owner does designate MICHAEL GODIN as the representative of the owner in the taking of all action, including, but not limited to, serving as elector, voting for board members, and voting otherwise, as may be allowed or required under 2001 Ga. L. 3709, as amended, the Gwinnett County Community Improvement Districts Act ("Act").

4. This affidavit may be relied upon by the Gwinnett County Tax Commissioner for the purpose of certifying that Section 7 of the Act has been satisfied and by the Gwinnett County Board of Commissioners and/or any municipality with respect to the increase of the boundaries of the Gateway85 Gwinnett Community Improvement District ("CID").

5. The undersigned acknowledges that if the above-described Realty is included within the CID, it will be subject to taxes, fees and assessments levied by the CID Board.

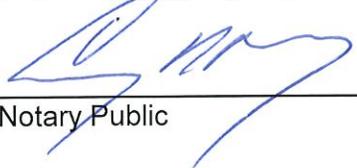
6. The owner/owners consent to the increase of the boundaries of the CID to include owner's above-described Realty pursuant to the Act.

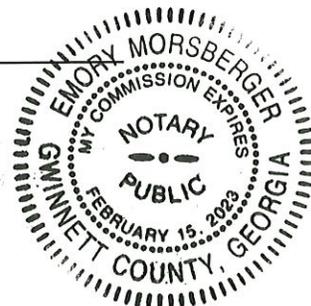
IN WITNESS WHEREOF, the undersigned has set his/her hand and seal the day and year set forth below.



(SEAL)

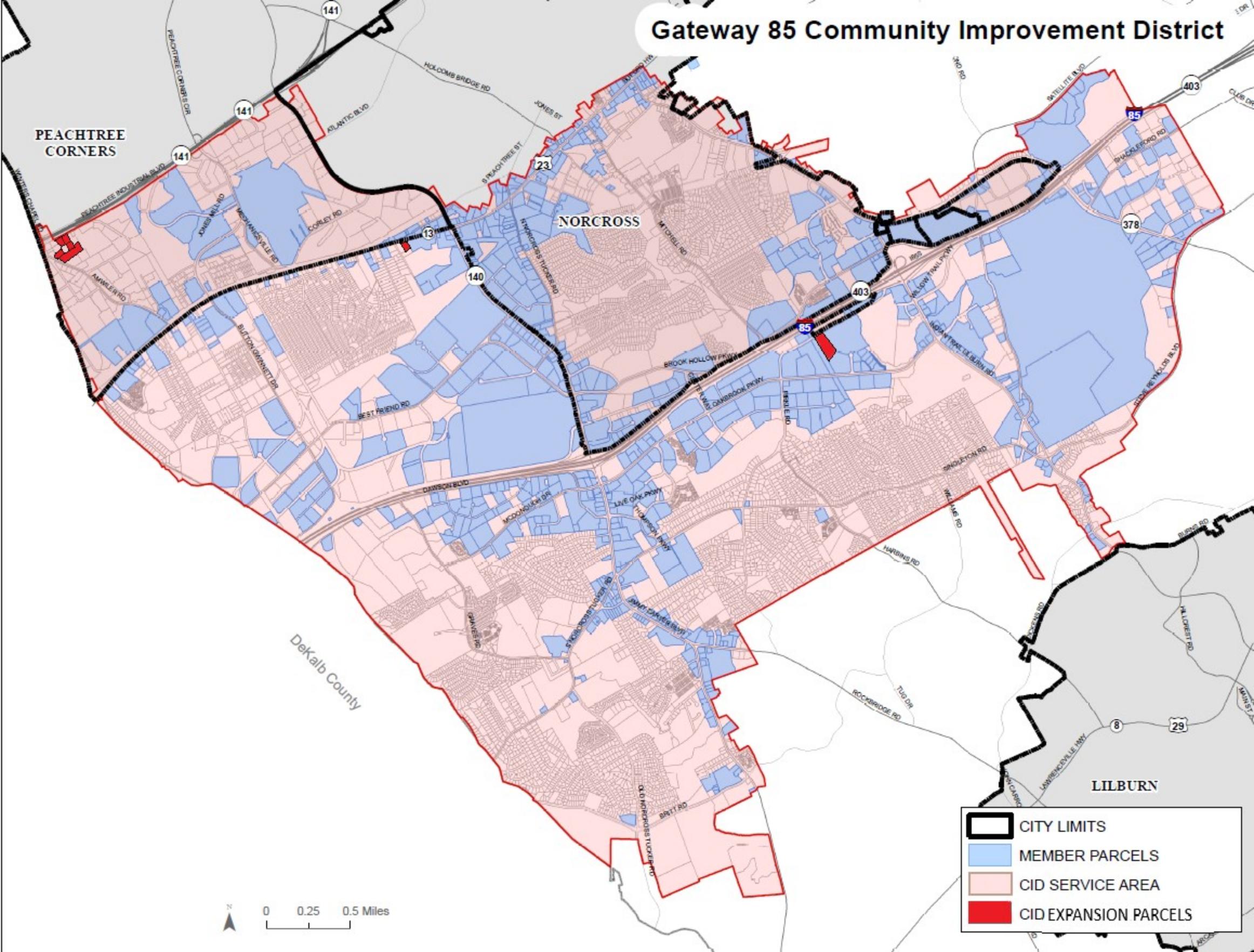
Sworn to and subscribed before me, this 17 day of JUNE, 2019.

  
\_\_\_\_\_  
Notary Public





# Gateway 85 Community Improvement District



PEACHTREE CORNERS

NORCROSS

DeKalb County

LILBURN

-  CITY LIMITS
-  MEMBER PARCELS
-  CID SERVICE AREA
-  CID EXPANSION PARCELS

0 0.25 0.5 Miles

**ACTION ITEM**

## 5 Year Capital Improvement Plan

	Total	2021	2022	2023	2024	2025
<i>Projects</i>	<b>SPLOST</b>					
<b>Repaving</b> Locations to be determined based on paving analysis	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
<b>Sidewalk Improvements</b> Locations to be Determined	2,505,000	475,000	485,000	500,000	515,000	530,000
<b>Street Light Improvements-PTC 14.10</b> Locations to be determined	375,000	75,000	75,000	75,000	75,000	75,000
<b>Multi-Use Trails</b> Locations to be determined based on LCI Study	1,750,000	250,000	500,000	500,000	500,000	-
<b>Spalding Drive Widening Construction CTP_04</b> 2017 Joint SPLOST project with Gwinnett, also to be paired with planned GDOT improvements to the intersection of Spalding & SR 140	565,000	155,000	245,000	165,000	-	-
<b>Jimmy Carter Blvd at Buford Hwy Joint Project PTC 14.01</b> - 2014 Joint SPLOST Project, intersection improvements	1,000,000	-	1,000,000	-	-	-
<b>Autonomous Vehicle Testing Corridor - Multi-modal EV Fleet Charging Station/Maintenance Facility/Infrastructure</b>	400,000	400,000	-	-	-	-
<b>SR 141 at East Jones Bridge Rd PTC 18.10</b> Operational intersection improvement	1,665,000	500,000	665,000	500,000	-	-
<b>Pedestrian Bridge PTC 18.04</b> Pedestrian Facility on SR141	500,000	500,000	-	-	-	-
<b>Corners Connector - Town Center PTC 20.02</b> Trail system with beautification on Town Center Project	1,200,000	1,200,000	-	-	-	-
<b>Other Streets, Sidewalks &amp; Road Projects</b>	5,500,000	-	500,000	4,000,000	1,000,000	-
<b>Grand Total</b>	<b>\$ 25,460,000</b>	<b>\$ 5,555,000</b>	<b>\$ 5,470,000</b>	<b>\$ 7,740,000</b>	<b>\$ 4,090,000</b>	<b>\$ 2,605,000</b>